

SEPTEMBER 25, 1972

A regular meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Monday, September 25, 1972 at 7:00 p.m.

PRESENT: Acting Mayor Constable in the Chair;
 Alderman J. D. Drummond;
 Alderman G.M. Dowding;
 Alderman H. G. Ladner;
 Alderman W. A. Blair;

ABSENT: Mayor R. W. Prittle;
 Alderman J. Dailly;
 Alderman W. R. Clark;
 Alderman D. A. Lawson;

STAFF PRESENT: Mr. M. J. Shelley - Municipal Manager;
 Mr. J. H. Shaw - Municipal Clerk;
 Mr. E. A. J. Ward - Deputy Municipal Clerk;
 Mr. E. Olson - Municipal Engineer;
 Mr. A. L. Parr - Municipal Planner;

Acting Mayor Constable stated that, last Thursday, he accepted the Park & Tilford Awards on behalf of the municipality for the Heritage Village Project that was built during the Centennial Year (1971). He pointed out that the group most deserving of the awards was the Burnaby Centennial Committee and that, in arranging for the transfer of the Village to the Century Park Museum Society, the Committee should be given full recognition for its efforts. Acting Mayor Constable then introduced all the members of the Committee, who were present and were applauded.

Acting Mayor Constable read a report that was prepared in connection with the Park & Tilford Awards.

He also presented plaques to Messrs. D. Copan and P. A. Scott of the Centennial Committee commemorating the Regional and Provincial Park & Tilford Awards.

Mr. Copan accepted the plaques on behalf of the Century Park Museum Society and expressed thanks to all involved, including the Burnaby Chamber of Commerce, for the support given in connection with the Heritage Village Project.

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PROCLAMATION

Acting Mayor Constable proclaimed the week beginning September 25, 1972 as Fire Prevention Week.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DOWDING:
"That the Minutes of the Council Meetings held on September 11th and 18, 1972 be adopted as written and confirmed."

CARRIED UNANIMOUSLY

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ORIGINAL COMMUNICATIONS

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

CARRIED UNANIMOUSLY

Mr. W. J. Copeland, Secretary, Local 323, The International Association of Fire Fighters', wrote to request permission to hold the Annual Muscular Dystrophy Campaign on the evening of November 3rd and all day on November 4, 1972.

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

CARRIED UNANIMOUSLY

Mr. Malcolm Nicholson, Director, Burnaby Ladies' Pipe Band, submitted a letter requesting permission to hold Tag Days on alternate dates in order to raise funds with which to purchase equipment and uniforms for the Band.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That permission be granted to the Burnaby Ladies' Pipe Band to conduct its campaign on October 20th and 21, 1972."

CARRIED UNANIMOUSLY

Mr. Harvey Harkness, Secretary Treasurer, South Burnaby Men's Soccer Club, wrote to request permission to hold a Walkathon on October 22nd commencing at 12:30 p.m. and following a route outlined in his submission.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That permission be granted to the Club to conduct its activity at the time and along the route mentioned, subject to:

- (a) the approval of the R.C.M.P.;
- (b) the Municipal Engineering Department and the Provincial Department of Highways having no objection to the use of the streets involved."

CARRIED UNANIMOUSLY

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Mr. Bryan L. Bacon, Secretary, Burnaby Public Library Board, submitted a letter requesting approval to establish a community branch library at the Crest Shopping Centre.

Mr. Bacon also indicated that the Chairman of the Board, Mr. J. A. Mundie, was present to answer questions, if necessary.

Mr. Mundie then provided replies to a few questions that were asked by members of Council in regard to the request of the Library Board.

MOVED BY ALDERMAN DOWDING, SECONDED BY ALDERMAN LADNER:

"That the request of the Burnaby Public Library Board for approval to establish a Community Branch Library at the Crest Shopping Centre be approved, on the understanding that:

- (a) The service will be regarded as an experimental and informal project.
- (b) The lease rental for the premises the Board intends to occupy will be negotiated as soon as possible for a period of not less than one year and not more than two years, with an option to renew."

CARRIED UNANIMOUSLY

The Council asked that the Library Board submit a report indicating the results of the negotiations conducted by the Board for the leasing of the premises after the arrangement has been concluded.

Mr. Richard M. Sadleir, Associate Professor, Department of Biological Sciences, Simon Fraser University, submitted a letter recommending that Council direct its attention to a report prepared last year containing the results of an ecological and recreational survey of Burnaby Lake when addressing itself to the question of establishing the Lake as a Wildlife Sanctuary.

Mr. James Greer submitted a letter in which he referred to the pollution of Burnaby Lake, including its tributaries, and the establishment of the Lake as a Wildlife Sanctuary.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DOWDING:

"That Item (17) of the Municipal Manager's Report No. 60, 1972, which deals with the subject of the letter from Mr. Greer, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

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

(17) Burnaby Lake and Eagle Creek (Greer)

The case involving oil entering Eagle Creek on August 18, 1972 will not be heard by the Court until October 27, 1972, and therefore any statements about the matter at this time should not be made in case they were prejudicial. Notwithstanding, the source of the oil pollution in question was found and stopped by the Burnaby Health Department. The clean-up operation was also conducted under the direction of the Health Department.

Charges were laid by the R.C.M.P. under Section 51 of the Migratory Birds Convention Act.

A Company in the Lake City Area was charged in April, 1970 with permitting a foreign substance to enter Eagle Creek, and was found guilty. The charge was laid under Section 66 of the Sanitary Regulations pursuant to the Health Act. A fine was levied.

Meetings have been held, and further ones are planned, with officials of the Department of Environment in regard to future protection of all municipal internal waterways. Recommendations from the Health Department will be forwarded to Council when a final plan is developed.

In the meantime, every effort is being made to protect municipal watercourses.

It was recommended that a copy of the foregoing report be sent to Mr. Greer.

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

CARRIED UNANIMOUSLY

Mr. Archie Brown-John wrote to enquire as to whether an investigation has been conducted into possible irregularities in administering contracts awarded for the construction of Local Improvement Projects.

* * *

TABLED ITEMS

The following matters were then lifted from the table:

(a) Trucking Contract

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That Item (15) of the Municipal Manager's Report No. 60, 1972, which deals with the subject at hand, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

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

(15) Trucking Contract

It is felt the following advantages would accrue to the Corporation in having a centralized, one-source type of contract for the supply of trucks to the municipality as opposed to a number of individual undertakings with private truck owners:

- (a) Because there are times when both the Engineering Department and the Parks and Recreation Department require anywhere between 15 and 20 trucks and as this requirement coincides with peak demands in private industry, it is considered highly unlikely the Corporation would be able to obtain this many trucks during such peaks if the municipality had to deal with individual truck owners. The ability of the jobber (the contractor) to provide the municipality with the required number of trucks lies in the fact he has a great number from which to draw (approximately 130).
- (b) It would be more difficult to reject independent truckers whose vehicles were not acceptable to the Corporation, because of the need to provide reasons for rejection, whereas there is no argument with a contractor because he must simply replace the truck that is considered unsuitable with one the municipality finds suitable.
- (c) If the Corporation was to deal with a number of independent truckers, it would be subject to fluctuating rates whereas the contract provides for a firm rate for all trucks of a similar class.
- (d) Special uses for trucks, like snow plowing requirements, would tend to make it difficult for the municipality to find 8 independent operators who would be ready, willing and able to give the required short notice service which is essential for snow plowing. The jobber finds little or no difficulty in providing any such vehicles.
- (e) Independent truckers would probably tend to want to work for the Corporation only during certain months when their vehicles were not in demand elsewhere at a higher rate.

The going rate for tandem axle trucks working for the Provincial Department of Highways is \$13.50 and \$8.10 for single axle trucks. Contractors pay an average of about \$13.00 per hour for tandem axle trucks and \$9.00 per hour for single axle trucks. The tender from H. Seifert Trucking Limited, which is currently before Council, was for \$11.50 per hour for tandems and \$7.95 per hour for single axles.

The Municipal Engineer has informed the Company concerned of the desire to have filed with the Corporation a statement of the rates which the Company is prepared to pay to the truckers performing services for the Company. H. Seifert Trucking Limited is quite willing to provide such a statement, which will be that the Company will pay the truckers \$11.00 per hour for tandems and \$7.50 per hour for single axle trucks. The Company will further state that the same rate will be paid all suppliers at all times throughout the year with no variations whatsoever.

It was recommended that the tender of H. Seifert Trucking Limited for the unit prices quoted in its tender be accepted, subject to the filing of a statement of rates that will be paid to truckers performing services for the Company together with the assurance that the rates will not be varied.

It was also recommended that Item (4) of Report No. 58 of the Municipal Manager, which Council received last week, be received and filed.

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

CARRIED UNANIMOUSLY

(b) The following reports of the Advisory Planning Commission:

(1) Mobile Home Park By-law and Zoning Regulations

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DOWDING:
"That Council:

- (a) Approve in principle the proposed amendment to the Zoning By-law which will provide for the establishment of a Mobile Home Park District Category and advance these amendments to a Public Hearing.
- (b) Accept the proposed Mobile Home Park By-law and refer it to the Legal Department for review before reading the By-law."

CARRIED UNANIMOUSLY

(2) Urban Structure

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DOWDING:
"That the report of the Advisory Planning Commission on this matter be received and its offer of assistance be noted."

CARRIED UNANIMOUSLY

(3) Proposed Expansion of Bonsor Park and Community Plan #4 (Kingsway - Nelson Area)

MOVED BY ALDERMAN DOWDING, SECONDED BY ALDERMAN LADNER:
"That Council adopt the proposed expansion programme for Bonsor Park, as set forth in the Parks Acquisition Programme, and amend the captioned Community Plan to reflect this situation."

CARRIED UNANIMOUSLY

(4) Community Plan #6 (Kingsway - Edmonds Area and Apartment Study Area "O")

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That:

- (a) The amendments outlined in a report of the Planning Department dated August 10, 1972 pertaining to the above subjects be approved.
- (b) A further review of traffic patterns in the areas be made to determine whether a system can be devised which would make it safer for both pedestrian and vehicular movements.
- (c) An approach be made to the B. C. Hydro and Power Authority for improvements to the design and facilities of the bus loop at Kingsway and Edmonds Street, particularly with regard to landscaping and paving there."

CARRIED UNANIMOUSLY

(5) Group Housing

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That Council approve in principle the regulations detailed in an August 3, 1972 report of the Planning Department pertaining to the captioned matter and advance the proposals to a Public Hearing."

CARRIED UNANIMOUSLY

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(6) Parking Requirements - Rest Homes

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That no changes be made in the requirements of the Zoning By-law relating to the provision of off-street parking facilities for rest homes for the reasons provided in an August 23, 1972 report of the Planning Department on the matter."

CARRIED UNANIMOUSLY

(c) Southerly Extension of Willingdon Avenue

Alderman Ladner then made the following comments on the above matter:

- (1) The extension of Willingdon Avenue South of Kingsway to connect with Patterson Avenue will create an arterial road that will be disruptive to the residential neighbourhood along that route.
- (2) The report Council received from the Planning Department on the proposal was deficient in that it lacked reference to the following points:
 - (i) Concrete evidence as to the need and justification for the route in the area.
 - (ii) Traffic origin-destination data for the area.
 - (iii) The future intended function of Boundary Road and the effect of this on the proposed southerly extension of Willingdon Avenue.
 - (iv) The effect improvements to Grange Street will have on through traffic movements south of Kingsway.
 - (v) Possible available alternatives, such as the use of Beresford Street north of the railway tracks between Willingdon Avenue and Patterson Avenue, if the overpass of the tracks is not built.
 - (vi) The time it is expected that the road in question will be provided.
- (3) One situation which perhaps could justify the establishment of the route is that the future development of land in the Big Bend area might make it necessary to provide a facility for north-south traffic movements in the area.
- (4) Present north-south roads in the south slope area adequately serve the needs of traffic.
- (5) The proposal of the Planning Department is inconsistent with the intermittent grid pattern for streets in the area that is outlined in the report "Urban Structure".

Mr. David M. Mercier submitted a letter asking for certain information which indicates the criteria and justification for the extension of Willingdon Avenue South from Kingsway to connect with Patterson Avenue.

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MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DOWDING:
"That the report Council received from the Planning Department on September 11, 1972 relating to the proposed Southerly extension of Willingdon Avenue be referred back and a further one be submitted which includes reference to the six points made by Alderman Ladner this evening, as detailed above."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN LADNER:
"That the letter from Mr. Mercier be referred to the Planning Department for answers to the matters concerning him."

* * CARRIED UNANIMOUSLY

ENQUIRIES

Alderman Dowding then served the following Notice of Motion, which she asked be considered by Council at its October 2nd meeting:

WHEREAS there is an urgent need for more and better day-care facilities to provide high quality care for children of working mothers and/or fathers;

AND WHEREAS recent studies have indicated that the most significant period in the development of a child is from birth to five years;

THEREFORE BE IT RESOLVED that the Municipality of Burnaby take steps to provide and operate community care facilities on a 24 hour basis; AND FURTHER, that the Provincial Government be approached for financial assistance to achieve this end.

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

CARRIED UNANIMOUSLY

REPORTS

ACTING MAYOR CONSTABLE recommended that Mayor Prittle, and Alderman Drummond and Dowding be appointed to the Court of Revision to revise and correct the 1972/73 List of Electors.

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

CARRIED UNANIMOUSLY

MUNICIPAL CLERK submitted a Certificate of Sufficiency covering the paving of the lane between Denbigh and Elgin Avenues south from Oakland Street to the S.P.L. of Lot 5, S.D. 'A', Block 4, D.L.94, Plan 10673.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That the Certificate be received and a By-Law be prepared to authorize the construction of the lane in question."

CARRIED UNANIMOUSLY

GRANTS AND PUBLICITY COMMITTEE submitted a report recommending that Grants be made to the following organizations in the amounts indicated:

Big Brothers of British Columbia	\$6,000.00
Burnaby Y.M.C.A. Capital Fund	\$5,000.00
North Burnaby Commerce and Community Bureau	\$1,000.00
Crisis Intervention and Suicide Prevention Centre	\$ 500.00

MOVED BY ALDERMAN DOWDING, SECONDED BY ALDERMAN LADNER:
"That the recommendation of the Committee be adopted.

CARRIED UNANIMOUSLY

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) Truck Traffic:

- (a) Tenth Avenue
- (b) Edmonds Street

The subject of truck traffic on Tenth Avenue emanating from the McDonald's Consolidated warehousing operations has been the source of complaints many times in the past. The last extensive study was done in July 1970.

The Planning Department, in January 1971, examined a suggested extension of the present industrial zoning eastward to Kingsway between Tenth Avenue and Fourteenth Avenue. The thought in mind was the development of a truck route to Kingsway. After studying the proposal, the Planning Department recommended the area be redeveloped to a residential standard.

Recent sound readings taken have failed to show that the sound from the McDonald's Consolidated property violates the Noise or Sound Abatement By-Law.

The trucks starting from a standing stop at the dispatch office of the Company average a noise output of ⁸⁰dbA, which is well within the limit of the By-Law (88 dbA). Such noise could still disturb people living directly along the route of such vehicles.

To declassify both Tenth Avenue and Edmonds Street as truck routes would leave only Eleventh Avenue-Eighteenth Street-Fourteenth Avenue-Nineteenth Street-Rumble Street-Griffiths Avenue-Kingsway as a designated truck route in the area. Of the three truck routes there, the one just mentioned is the least desirable because of serious grade conditions along Griffiths Avenue between Rumble Street and Kingsway where extremely hazardous conditions could prevail, especially during the winter months. In addition, this route would add three miles to trips made via McBride Boulevard and Tenth Avenue.

It is felt there are only the following two courses of action open to Council in regard to the matter:

- (a) Prohibit all truck traffic on both Edmonds Street and Tenth Avenue between 9 P.M. and 7 A.M., or whatever time it is considered desirable. This would then leave only the aforementioned "Griffiths Avenue" route open at other times of the day.
- (b) Leave the existing truck routes as they are.

If Council was to choose the first course of action, residents in other parts of the municipality might seek the same consideration.

The City of New Westminster have posted signs on its side of Tenth Avenue restricting truck traffic at certain times of the day. It is felt that this restriction is invalid because Section 537(1) of the Municipal Act states that no By-Law of the Council of one of the municipalities interested in a boundary-line highway has any force with respect to such highway until mutually acceptable By-Laws have been adopted by the Councils having joint jurisdiction.

It was recommended that the Legal Department be asked to examine the question of whether the action taken by the City of New Westminster in regard to the signing mentioned was valid.

(2) Bus Route - Casewell Street and Astor Drive

A representative of the B.C. Hydro and Power Authority provided the following reasons for using Casewell Street and Astor Drive in an eastbound direction as a bus route:

- (a) The route will provide an improved service to citizens living to the north.
- (b) The route will be easier for the travelling public.
- (c) The use of only one street instead of two reduces maintenance costs and increases the safety factor.

It was recommended that the present two-way bus system on Casewell Street be retained.

(3) 1973 Conference of Western Canada Traffic and Parking Association

It was recommended that Council be prepared to expend \$1,500.00 to host the above Conference..

(4) Lane West of Beecher Park

It was recommended that no action be taken on a request for speed bumps in the above lane for the reasons provided in the report, which have been conveyed to Council many times in the past.

The R.C.M.P. will patrol the lane in an attempt to curb speeding there.

- (5) (a) Montecito Drive and Duthie Avenue
- (b) Dover Street and Marlborough Avenue

It was recommended that Council ratify the action taken by the

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Municipal Engineer to arrange for the painting of a school cross-walk at Montecito Drive and Duthie Avenue and establish a patrol there.

It was also recommended that no action be taken to provide the same type of facility at Dover Street and Marlborough Avenue.

(6) School Patrols

It was recommended that a grant in the amount of \$2,000.00 be authorized by Council to operate an incentive program for School Patrol activities in the Municipality.

(7) (a) Burnaby Street and Traffic By-Law

It was recommended that the following amendments be made to the above By-Law in order that the By-Law can more closely reflect Department of Commercial Transport regulations:

1. Amend Sec. 42(1)(a) from "... in excess of 8 feet"
to "... in excess of 8 feet 6 inches".
2. Add new clause Sec. 42(1)(f) to read:
"Clause (d) of Sec. 42 Subsection (1) does not apply to a semi-trailer, the overall length of the permanent structure of which does not exceed 45 feet where the distance from the kingpin to the centre of the last axle does not exceed 38 feet."
3. Amend Sec. 43(1)(a) from "... in excess of 18000 pounds;"
to "... in excess of 20,000 pounds;"
4. Delete Sec. 43(1)(b)
5. Amend Sec. 43(1)(d) from "... a gross weight on any group of axles in excess of that shown in Schedule 'C'"; to
"... a gross weight on any group of two or more consecutive axles exceeding the gross weight indicated in Schedule 'C' opposite to the appropriate distance between the centres of the first and last axle of the group of axles of that vehicle or combination of vehicles measured longitudinally to the nearest foot;"
6. Delete Sec. 43(1)(e)
7. Delete Schedule "D"
8. Amend Schedule "C" to read as follows:

Schedule "C" --- Maximum Weights

<u>Distance in Feet between the Centres of the First Axle and Last Axle of any Group of Axles of a Vehicle or Combination of Vehicles</u>	<u>Maximum Allowable Gross Weight in Pounds on that Group of Axles</u>
4	35,000
5	36,000
6	37,000
7	38,000
8	39,000
9	40,000
10	41,000
11	42,000
12	43,000
13	44,000
14	45,000
15	46,000
16	47,000
17	48,000
18	49,000
19	50,000
20	51,000
21	52,000
22	53,000
23	54,000
24	55,000
25	56,000
26	57,000
27	58,000
28	59,000

8. Amend Sec. 43(3) to read as follows:

'Where a commercial vehicle or combination of vehicles, has a gross weight or a gross axle weight in excess of those gross weights fixed by this by-law, a peace officer, or any person authorized by the Engineer, may permit the driver to proceed if the amount of excess gross weight does not exceed the following:

- Single axle ----- 500 pounds
- Combination of vehicles ----- 2,000 pounds"

9. Amend Sec. 43(4) from "... allowed under Schedule "D"..." to "... allowed under Schedule "C"..."

10. Delete Sec. 44.

11. Add a new section to read as follows:

(1) "Notwithstanding the provisions of this by-law, no person shall drive or operate on a highway a combination of vehicles licenced for a gross vehicle weight in excess of 78,000 pounds, and on or after December 1, 1974, in excess of 59,000 pounds, unless

(a) the towing vehicle has at least two drive axles; and

(b) the gross weight to gross horsepower ratio of the towing vehicle bears a relationship of not more than 300 pounds to 1 horsepower; but, if the gross horsepower of the towing vehicle exceeds 249 horsepower, a ratio that is within 25 horsepower of the ratio required under this section shall be deemed to be compliance with this section.

(2) Clause (b) of Subsection (1) shall not apply to vehicles operating under the authority of an overload permit.

12. Amend Sec. 54 to read:

"Schedule "A", "B" and "C" annexed hereto shall form an integral part of this by-law."

(7) (b) Truck Route - Laurel Street and Ardingley Avenue

The use of the above streets as a truck route should be viewed only as a temporary expedient because of the nature and extent of the recreational and sports complex proposed for the Central Area. In evaluating alternatives to the use of the streets, it has been found that there is no more preferable route.

It was recommended that the Laurel-Ardingley truck route be retained.

(7) (c) Truck Tractors

It was recommended that truck tractor units confine their travel to designated truck routes rather than grant them exemption or a special allowance for travel.

(8) Bus Stops - #32 Grandview Service

It was recommended that the two bus stops on Gilmore Avenue mentioned in a submission from the B.C. Hydro and Power Authority be eliminated and two new ones be installed on each of Sumner Avenue and Manor Street.

(9) Playground Signing

Over the past years, it has been the policy to erect playground signing during the first week of April and remove such signing during the first week of October. All municipalities in the area had the same policy at one time but they have changed it by leaving the signing all year long.

In order to provide uniformity, Burnaby left its playground signing in place last winter and will continue to do so from now on.

The 20 M.P.H. speed limit on streets adjacent to playgrounds is considered a little restrictive during the winter months when most children are in school and the parks are empty. These tabs will therefore be removed between October and the beginning of April.

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It was recommended that Council concur with the policy change detailed.

MOVED BY LADNER, SECONDED BY DRUMMOND:

"That all of the recommendations of the Committee, except for those under Items 1 and 2, be adopted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the report of the Committee dealing with truck traffic on Tenth Avenue and on Edmonds Street be referred back to the Committee for further study to determine whether some means can be employed which would minimize the inconvenience being caused the residents on these streets as a result of truck traffic travelling on them."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the recommendation of the Committee covering Item 2 of the report be adopted."

CARRIED

AGAINST - ALDERMAN DOWDING

MUNICIPAL MANAGER submitted Report No. 60, 1972 on the matters listed below as Items (1) to (19), either providing the information shown or recommending the courses of action indicated for the reasons given:

(1) 4146 Lozells Avenue

The above property has been cleared and now conforms with the provisions of the Burnaby Unsightly Premises By-Law.

It was recommended that a copy of the report be sent to Bingham Pump Company Limited, which initiated the complaint regarding the matter of steel drums being stored on the property.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(2) Monthly Report #5 of 1973 Canada Summer Games Society

A report of the above Society covering its activities to September 15, 1972 was being submitted herewith.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the report be received."

CARRIED UNIMOUSLY

(3) Kensington Park Skating Rink

It was recommended that Council authorize the execution of an agreement with Carlberg Jackson Partners for the Kensington Park Skating Rink Project. The Parks and Recreation Commission has approved the agreement.

MOVED BY ALDERMAN LADNER, SECONDED ALDERMAN BLAIR:

"That the recommendation of the Manager be adopted." CARRIED UNANIMOUSLY

(4) Expenditures

It was recommended that the Expenditures detailed in the Report of the

Municipal Treasurer that was being submitted herewith be approved.

MOVED BY ALDERMAN DOWDING, SECONDED BY ALDERMAN LADNER:

"That the recommendation of the Manager be adopted." CARRIED UNANIMOUSLY

(5) Monthly Report of Health Department

A report of the Medical Health Officer covering the activities of his Department for the month of August, 1972 was being submitted herewith.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN DOWDING:

"That the report be received."

CARRIED UNANIMOUSLY

(6) Lot 5, S.D. "A", Block 4, D.L. 94, Plan 10673

It was recommended that Council authorize the acquisition of the rear ten feet of the above described property, which is required for lane purposes, for the sum of \$1.00 and that the fees and costs of the legal survey pertaining to the matter be borne by the municipality.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DRUMMOND:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(7) Lot 7, Blk. 11, D.L. 173, Plan 1034 (6090 Trapp Road)
PRELIMINARY PLAN APPROVAL APPLICATION NO. 1863

It was recommended that Council authorize the Planning Department to issue the above P.P.A. application, which is for the enlargement of a shed on the property described by the addition of an L-shaped structure to the North and East elevations of the existing building that is used for the conversion and reconditioning of surplus equipment for logging purposes.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN LADNER:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(8) Lot 9, Block 14, D.L. 166A, Plan 1751 (Commonwealth Construction Limited)

On August 14, 1972, the Council authorized the acquisition of an easement over a portion of the above described property in which poles were to be located to service the site.

The B. C. Hydro and Power Authority subsequently balked at allowing poles within the easement because it was contrary to the policies of the Authority.

Subsequent discussions lead to a compromise alternative whereby the municipality would dedicate the former easement territory as a walkway right-of-way.

It was recommended that the territory in question be dedicated for the extension of electrical services to the subject Lot 9 and that the necessary documentation in connection therewith be prepared.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN LADNER:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(9) Noise - Smithrite Disposal Service (Francis)

Mr. A. Smith of Smithrite has determined that Mr. Francis is more concerned about the vibration from the garbage trucks than the noise from them.

Mr. Smith has indicated that there is a serious problem in routing the refuse collection trucks through from the end of the lane due to a very serious fence obstruction which drivers would find difficult or impossible to avoid hitting. It is also not feasible to consider removing refuse containers from Maywood Street inasmuch as no one would want to see refuse containers located within the front yard setback of apartment buildings. The trucks involved in the Smithrite operation are very large.

In recognition of the foregoing problem, Mr. Smith has issued instructions to the drivers that they are to proceed through the lane in question at extremely slow speed. Mr. Smith has informed Mr. Francis of the corrective action that has been taken.

It was recommended that a copy of the report at hand be sent to both Mr. and Mrs. A. Francis and Mr. A. Smith of Smithrite Disposal Service.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN LADNER:
"That the recommendation of the Manager be adopted, with it being understood that Mr. and Mrs. Francis will let Council know if the problem about which they are concerned persists."

CARRIED UNANIMOUSLY

(10) Lot 1, Block "B", D.L. 155B, Plan 7079 (5784 Byrne Road)
PRELIMINARY PLAN APPROVAL APPLICATION NO. 1758

It was recommended that Council authorize the Planning Department to issue the above P.P.A., which is for the construction of a 2,300 square foot addition to the existing office and machine shop complex on the captioned property, and that a copy of the report at hand be sent to the applicant for the P.P.A.

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

CARRIED

AGAINST -- ALDERMAN DOWDING

(11) Estimates

It was recommended that the Special Estimates of Work of the Municipal Engineer, which total \$32,200.00, be approved.

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

CARRIED UNANIMOUSLY

(12) 1972 Drainage By-law - List No. 3

It was recommended that Council authorize the execution of an agreement with Vector Engineering Services Ltd. for engineering design work in connection with the above, with the work to be completed by November 10, 1972 and payment to be based on the scale of minimum fees of the Association of B. C. Professional Engineers, which are not to exceed \$2,930.00 except for specified out-of-pocket expenses.

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

CARRIED UNANIMOUSLY

(13) Parcel "A", Ref. Pl. 935A, D.L. 163
Blk. 10N½, D.L. 162, Plan 450
Lots 1 and 3, Blk. "A", D.L. 162, Plan 7195
(FORMERLY MAARSMAN AND LLOYD PROPERTY)

It was recommended that the agreement with Melchin Auto Transport Ltd. covering the rental of the above described properties be extended until November 1, 1972 under the same terms and conditions that currently prevail.

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

CARRIED UNANIMOUSLY

(14) Subdivision Reference No. 88/71

It was recommended that Council agree to pay the sum of \$4,191.00 as its share of the cost of constructing the sidewalks referred to in the report, which relate to property covered by the captioned reference No., with final payment to be based on the formula indicated in the report and the actual footage that is built.

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

CARRIED

AGAINST -- ALDERMAN LADNER

(15) Trucking Contract

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

(16) Truck Traffic (Viersen)

The complaints lodged with Council by Mr. B. Viersen and others concerning truck traffic have been investigated and the following was being submitted as a result:

(a) To date, surveys of noise emissions have been taken in industrial, commercial and some residential areas in response to numerous and specific complaints from the public.

(b) The Public Health Department, under the auspices of the B. C. Institute of Technology, is presently conducting a course in the use of noise measuring equipment. Upon completion of the course, the Department will have a greater number of people qualified for enforcement activities, which will proceed as quickly as possible.

- (c) The effective control of legal emissions of noise is a new and challenging field, with a multitude of problems, some of which could conceivably have serious legal ramifications.
- (d) Trucks in excess of 30,000 lbs. G.V.W. wishing to go to Simon Fraser University are required, under the Truck Route By-law, to use Gaglardi Way off Lougheed Highway. Trucks under 30,000 lbs. G.V.W. may legally take whatever route is desirable.
- (e) Existing signing on Lougheed Highway and on Hastings Street directs traffic to Simon Fraser University via Gaglardi Way and Curtis Street, respectively. General Eastbound traffic on Lougheed Highway will find that it is quite a bit shorter to travel via Bainbridge Avenue, Broadway, Duthie Avenue and Curtis Street. As these streets are public rights-of-way, there is no way the municipality can ban specific passenger vehicles from using them.
- (f) Trucks in excess of 30,000 lbs. G.V.W. are presently prohibited, under the Truck Route By-law, from using Broadway as a route to the Lake City Industrial Area.
- (g) The shortest route, by one-tenth of a mile, from a designated truck route to the dump at the golf course is by Lake City Way from Lougheed Highway. This excludes Broadway as a truck route.
- (h) Under Section 7A.01 of the Regulations made pursuant to the Motor Vehicle Act, no person shall start, drive, turn or stop any motor vehicle, or accelerate the vehicle engine while the vehicle is stationary, in a manner which causes any loud and unnecessary noise in or from the engine, exhaust system, or the braking system, or from the contact of tires with the roadway.
- (i) All truckers using Broadway and Bainbridge Avenue, rather than the most direct truck route along Lougheed Highway, when travelling to the fill area at the golf course were informed by the R.C.M.P. to use Lougheed Highway rather than Broadway and Bainbridge Avenue. Despite this and other measures designed to achieve the same end, several trucks were later observed to not be using the proper route so charges were laid by the Police. The Engineering Department has since erected a number of additional truck route signs.
- (j) Residents of Broadway should be encouraged to participate in the enforcement of traffic regulations by promptly providing the R.C.M.P. with specific information on violations when they occur.

It was recommended that a copy of the foregoing report be sent to Mr. B. Viersen and the other petitioners.

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

CARRIED UNANIMOUSLY

(17) Oil Spill - Eagle Creek (Greer)

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

- (18) Blks. 41 and 42, D.L. 186
 Lot 18, Blk. 40, D.L. 186
 Lot 11 to 15 incl., Blk. 33 plus Parcel 1, Ref. Plan 15102,
 D.L. 187
 Lots 11 to 15 incl. and 19 to 22 incl., Blk. 29, D.L. 187
HARBOUR EAST INTERCEPTOR - WILLINGDON SECTION

It was recommended that Council grant a request of the Greater Vancouver Sewerage and Drainage District for perpetual rights-of-way through those portions of the above described municipal properties shown outlined in red on Sheets 4 to 7 of Drawing FF1252 that accompanied the letter from the District to accommodate the construction, operation and maintenance of the captioned sewerage works, subject to the condition that the areas involved are restored to their former condition to the satisfaction of the Parks and Recreation Administrator and the Municipal Engineer.

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

CARRIED UNANIMOUSLY

Acting Mayor Constable declared a Recess at 8:55 p.m.

The Committee reconvened at 9:20 p.m.

(19) Miscellaneous Rezoning Applications

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

(1) Reference RZ #51/72

Lot 12, Blk. 23, D.L. 159, Plan 1393

(Located on the South side of Portland Street 132' East of its intersection with Buller Avenue)

FROM NEIGHBOURHOOD COMMERCIAL DISTRICT (C1) TO RESIDENTIAL DISTRICT FOUR (R4)

It was recommended that this application be approved for further consideration in order that the home on the property can be made conforming.

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

CARRIED UNANIMOUSLY

(2) Reference RZ #58/72

Lots 2 to 7 incl., Blk. 40, D.L. 30, Plan 3036

(Bounded on the West by Sylvan Drive, the East by Humphries Avenue, the North by 18th Avenue and the South by 17th Avenue)

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

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

- (a) The consolidation of the six lots into one 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 submission of a suitable plan of development for the site.

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

CARRIED UNANIMOUSLY

(3) Reference RZ #52/72

Lot 5 and the N. 36 ft. of Lot 6, Blks. 4/51/52, D.L.'s 153/33
Plan 1316

(Located on the South-East corner of Grange Street and
Willingdon Avenue)

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

It was recommended that this application not be favourably considered because it is felt a larger site should be assembled, and a scheme submitted which demonstrates that a development of such a site could be an integral part of the commercial core planned for the area.

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

CARRIED UNANIMOUSLY

(4) Reference RZ #49/72

Lot 2, Blk. 37, D.L. 35, Plan 3427

(Located on the South side of Moscrop Street 125.8 feet
East of Smith Avenue)

FROM RESIDENTIAL DISTRICT FOUR (R4) TO RESIDENTIAL DISTRICT
SIX (R6)

It was recommended that this application not be favourably considered because the introduction of R6 zoning into the area would be incompatible with the general character there; moreover, the size and shape of the parcel are such that subdivision for R6 purposes could not take place.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN BLAIR:
"That this application be tabled until the October 2nd meeting."

CARRIED UNANIMOUSLY

(5) Reference RZ #56/72

Lot 460, D.L. 126, Plan 40198

(Located on the West side of Springer Avenue approximately
100 feet from Parklawn corner)

FROM RESIDENTIAL DISTRICT TWO (R2) TO COMMUNITY INSTITUTIONAL
DISTRICT (P5)

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

- (a) The provision of sufficient facilities in the residential
structure on the property, which are to be approved by
the relevant municipal departments concerned, for the
accommodation of eight persons.
- (b) No exterior changes to the building which in any way
detract from the residential character of the area.

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

CARRIED UNANIMOUSLY

(6) Reference RZ #62/72

Remainder of Lot "B", Sk. 10305, Ex. Ref. Pl. 31802, S.D. 17,
Blk. 2, D.L. 43, Plan 3227

(Located on the South side of Winston Street, 255 ft. East of
Phillips Avenue)

FROM RESIDENTIAL DISTRICT ONE (R1) TO GENERAL INDUSTRIAL DISTRICT (M2)

It was recommended that this application not be favourably considered
and that Council confirm its intention to proceed with the rezoning
of the parcel to M5 at such time as land assembly in the area,
which would create sites of a suitable size, takes place.

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

CARRIED UNANIMOUSLY

(7) Reference RZ # 57/72

Lot 78, D.L.'s 2/4, Plan 35966

(Located on the North side of the Lougheed Highway East of
the Austin Street intersection)

FROM SMALL HOLDINGS DISTRICT (A2) TO GENERAL COMMERCIAL DISTRICT
(C3)

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

- (a) The submission of a suitable plan of development for the site.
- (b) The submission of comprehensive landscape drawings for the whole Crown Zellerbach Home Centre Project to which reference is made in the report.
- (c) The deposit of monies to cover the costs of any requisite municipal services.
- (d) The granting of any requisite easements to the municipality.
- (e) The submission of an authorized letter of undertaking guaranteeing the provision of 105 interim parking stalls for employees of the Lougheed Mall in a convenient location for the duration of the construction period for the project that is to be built. In addition, a corresponding letter of consent from the legal agents of the land on which the interim parking is provided, will be required.

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

CARRIED UNANIMOUSLY

(8) Reference RZ #50/72

Lot 34, D.L.'s 69/70, Plan 38469

(Located at the North-East corner of Grandview Highway and the Gilmore Avenue Diversion)

FROM GENERAL INDUSTRIAL DISTRICT (M2) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

It was recommended that the rezoning of the 7.1 acre portion of the above described property which is the subject of the application, to Comprehensive Development District (CD), be approved for further consideration and that the following be established as prerequisites to the rezoning being effected:

- (a) The submission of a suitable plan of development, including preliminary plans for the planned office park layout, for the site.
- (b) The deposit of sufficient monies to cover the costs of providing the necessary services to the site, including treatment of the watercourse on it.

- (c) The deposit of sufficient monies to cover the costs involved in constructing Still Creek Street between Willingdon Avenue and the Gilmore Avenue Diversion to Municipal collector road standards, as required by the Provincial Department of Highways.

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

CARRIED UNANIMOUSLY

(9) Reference RZ #61/72

Lots 11, 12 and 13, Blks. 9/10, D.L. 80N½, Plan 1831

(Located on the North side of Canada Way, 189 feet East of the Douglas Road/ Canada Way Intersection)

FROM RESIDENTIAL DISTRICT FOUR (R4) TO ADMINISTRATION AND ASSEMBLY DISTRICT (P2)

It was recommended that this application be considered for Comprehensive Development District (CD) zoning and that the Planning Department be authorized to work with the applicant toward the preparation of a suitable development concept for the site.

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

CARRIED UNANIMOUSLY

(10) Reference RZ #55/72

D.L. 79, Block 13, Lot 4, Plan 2814

(Located on the West side of Ledger Avenue, 390.3' North of
Canada Way)

FROM RESIDENTIAL DISTRICT (R4) TO PARKING DISTRICT (P8)

It was recommended that this application be tabled for two weeks in
order to allow consideration to be given a proposal involving the
possible acquisition, by the Municipality, of the property.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That the application which is the subject of the report from the
Planning Department be tabled until the October 2nd meeting.

CARRIED UNANIMOUSLY

(11) Reference RZ #59/72

Lots 2 & 3, D.L. 94, Plan 440
Lots 'A', 'B' & 'C', Block 4, D.L. 94, Plan 1117

(located on the South East corner of Kingsway)

FROM SERVICE COMMERCIAL DISTRICT (C4) AND RESIDENTIAL DISTRICT (R5)
TO GENERAL COMMERCIAL DISTRICT (C3)

It was recommended that the rezoning of the aboved described properties
to Community Commercial District (C2) be approved for further considera-
tion and that the following be established as prerequisites to the
rezoning being effected :

- (a) The two remaining parcels to the East be consolidated
with the subject properties.
- (b) An effective separation be made between the development
planned and the residential area to the North.
- (c) The provision of an undertaking that all existing structures
on the consolidated site be removed within six months of
the rezoning being effected.
- (d) The submission of a suitable plan of development for
the site.
- (e) The dedication of the necessary land for the construction
of a 20 foot wide lane along the North boundary on the site.
- (f) The deposit of monies to provide adequate storm drainage
facilities to the site.

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

CARRIED UNANIMOUSLY

(12) Reference RZ #53/72

Lot 3, S.D. 1, Block 80, D.L. 124, Plan 16288

(Located on the South-East corner of Loughheed Highway and Beta Avenue)

FROM RESIDENTIAL DISTRICT (R3) AND GENERAL INDUSTRIAL DISTRICT (M2) TO SERVICE COMMERCIAL DISTRICT (C4)

It was recommended that this application not be approved because it is felt the development planned on this site would impair the arterial function of Loughheed Highway and be incompatible with surrounding and proposed developments in the area.

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

CARRIED UNANIMOUSLY

(13) Reference RZ #63/72

Lots 36 and 37, S.D. "A", Block 1, D.L. 205, Plan 4180

(Located on the Northwest corner of Fell Avenue and Hastings Street)

FROM COMMUNITY COMMERCIAL DISTRICT (C2) TO SERVICE COMMERCIAL DISTRICT (C4)

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

- (a) The consolidation of the three lots into one 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 submission of a suitable plan that co-ordinates the adjacent automobile dealership development with the scheme proposed for the subject properties.

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

CARRIED UNANIMOUSLY

(14) Reference RZ #60/72

Lot 84 Except Explanatory Plan 33894, D.L. 40, Plan 33894

(Located on Winston Street 714.12 feet West of Brighton Avenue)

FROM RESIDENTIAL DISTRICT (R1) TO LIGHT INDUSTRIAL DISTRICT (M5)

September 25, 1972

It was recommended that Council approve in principle the concept of rezoning the property to Comprehensive Development District (CD) on the basis that the site will be developed under regulations that are proposed for the M5 zoning district and that the plan which is submitted for the development reflect the following:

- (a) The preservation of the existing growth on the West and Northwest portions of the property.
- (b) The provision of 80-100 foot buffer zone, suitably planted, along the Westerly side of the site.
- (c) Recognition of the residences to the North in the planting and landscaping of the area.
- (d) Suitable architectural treatment of buildings which might be employed to enhance the view of the existing industrial uses in the area.

The use of Comprehensive Development District Zoning for Industrial categories, such as the situation at hand, must await the passing of certain text amendments pertaining to the matter which are presently before Council.

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

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DOWDING:
"That a Public Hearing be held on Tuesday, October 24, 1972 at 7:30 P.M. in the Council Chambers to receive representations in connection with all proposed amendments to the Zoning By-Law that have been approved for further consideration since the last Public Hearing."

CARRIED UNANIMOUSLY

BY - LAWS

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN LADNER:
"That the Council do now resolve itself into a Committee of the Whole to consider and report on "Burnaby Zoning By-law 1965, Amendment By-law No. 44, 1972" #6139."

CARRIED UNANIMOUSLY

This By-law provides for the following proposed rezoning:

Reference RZ #31/72

6270 and 6290 Marlborough Avenue

FROM R5 TO RM3

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

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DOWDING:
"That the Committee now rise and report the By-law complete."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DOWDING:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 44, 1972" be now read three times."

CARRIED UNANIMOUSLY

* * *

Burnaby Zoning By-law 1965, Amendment By-law No. 31, 1972 #6098 provides for the following proposed rezoning:

Reference RZ #10/72

(7864-18th Avenue, 7856 - 17th Avenue, 7874 - 18th Avenue and 7439 - 6th Street)

FROM RESIDENTIAL DISTRICT FIVE TO PARKING DISTRICT (P8) and SERVICE COMMERCIAL DISTRICT (C4)

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DOWDING:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 31, 1972" be now reconsidered and finally adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto."

CARRIED UNANIMOUSLY

* * *

September 25, 1972

- 29 -

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DOWDING:

"That Mayor Prittie and Aldermen, Clark, Lawson and Dailly be granted leave of absence from this meeting.

CARRIED UNANIMOUSLY

ACTING MAYOR CONSTABLE advised that accounts had been received for certain expenses which were incurred by the Burnaby delegates in having a hospitality room for the 1972 Convention of the UBCM in Vancouver. He pointed out that the total is \$240.23.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN LADNER:

"That Council authorize the payment of the accounts mentioned by Acting Mayor Constable.:

CARRIED UNANIMOUSLY