

NOVEMBER 27, 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, November 27, 1972 at 7:00 p.m.

PRESENT: Acting Mayor Drummond, in the Chair;
Alderman W. A. Blair;
Alderman W. R. Clark;
Alderman T. W. Constable;
Alderman J. Dailly;
Alderman G. M. Dowding;
Alderman E. G. Ladner;
Alderman D. A. Lawson;

ABSENT: Mayor R. W. Prittie;

STAFF PRESENT: Mr. H. J. Shelley, Municipal Manager;
Mr. J. H. Shaw, Municipal Clerk;
Mr. A. L. Parr, Planning Director;
Mr. E. E. Olson, Municipal Engineer;
Mr. B. D. Leche, Municipal Clerk's Assistant

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:
"That the Minutes of the meeting of November 14th be adopted."

CARRIED UNANIMOUSLY

Mrs. C. Hummel wrote requesting an audience before the Council with reference to rezoning application #56/72 involving property at 1381 Springer Avenue. The proposed rezoning was from R2 to Community Institutional District (P5) for the purpose of developing thereon a Rest Home for elderly people.

Mr. Peter N. Crawford, Barrister and Solicitor, wrote advising he would be in attendance at this meeting for the purpose of answering any points raised by those speaking at the meeting and to answer any questions which may be put by the Council.

Mr. Baynes came forward to present arguments on behalf of Mrs. Hummel and other residents in the area surrounding the site of the proposed Rest Home.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN DOWDING:
"That Item (3) of the report of the Municipal Manager be brought forward."

CARRIED UNANIMOUSLY

- (3) Letter from Mrs. C. Hummel dated November 9, 1972
Rezoning Reference No. 56/72
D.L. 126, Lot 460, Plan 40198

The Manager reported on the letter appearing on the Agenda for the November 9th meeting from Mrs. C. Hummel to appear as a delegation before Council with reference to this rezoning application.

On September 25, 1972 the Council approved for further consideration an application from Mr. P. N. Crawford to rezone this property from Residential District Two (R2) to Community Institutional District (P5) provided certain prerequisites were undertaken involving the provision of sufficient facilities in the residential structure to provide for the proper accommodation of eight persons, and further, provided no exterior changes to the building would be made which would in any way detract from the residential character of the area.

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Mr. Hummel had been requested to contact the Planning Department to determine precisely what was required to satisfy the established prerequisites.

The Planner reported that on September 25, 1972 a report was presented to Council recommending rezoning of the property in accordance with the application provided certain prerequisites were completed. Before the By-Law received its first two readings on October 30th the Council tabled the matter to allow the Planning Department and applicant to explore possible means whereby the use would be limited to a Rest Home for only eight guests.

The applicant's Solicitor had subsequently presented to the Planning and Legal Departments a registerable covenant which would ensure that the land would be used only for a Rest Home for a maximum of eight persons.

The Legal Department indicated that the form submitted was acceptable to their Department however the agreement was still to be registered in the Land Registry Office.

The Public Hearing on the subject rezoning was held by Council on October 24, 1972.

The Manager recommended that if the Council was disposed toward passing the Zoning By-Law, the applicant be asked to establish that the agreement is acceptable to the Land Registry Office in which case the agreement could be registered in the Land Registry Office coincident with the passage of the Zoning By-Law.

Mr. Baynes then addressed the Council and advised he represented over 40 residents in the immediate area of the subject property. He had checked with the Social Service Department and found that there was no shortage of Rest Homes in the municipality and particularly in this area. It was pointed out that at Halifax Street and Rosser Avenue there was a Senior Citizens' Home. This was approximately 1 mile away.

New homes had been constructed in the immediate vicinity of the proposed Rest Home site and it was felt that the existence of a Rest Home for Senior Citizens in the area would put restrictions on playing activities of children in the immediate area. Furthermore, the neighbours in some instance were planning on installing swimming pools in their yards, and it was felt that the privacy of the immediate neighbourhood would be infringed upon because there were balconies forming part of the Rest Home building which would allow the patients to overlook the yards of the neighbouring properties and into the surrounding homes.

It was the feeling amongst the neighbours that they would not have built their homes or would not have bought homes in the area if they were aware that a Rest Home was going to be located adjacent to their properties. It is also felt that their properties' values would be affected by the existence of this institution.

It was submitted that there are vacancies in nearby Rest Homes and that there was no need for a Rest Home in the area. There were 25 homes in the area representing 40 people and the people feared the possible growth of the Rest Home.

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Upon being queried whether or not screening of the balcony would be acceptable to the neighbourhood, Mr. Baynes advised that the balcony was 3 to 4 feet in width and it was not felt that the screening would stop people from looking into the surrounding properties.

During discussion, it was pointed out that there were two Rest Homes in the area, one in the Capitol Hill area on Alpha, and two, the Swedish Rest Home on Curtis Street.

The following points and questions were put by the members of the Council:

- (1) What is the demand for a Rest Home in the area (a surplus should not be created)?
- (2) Has the Manager or the Planner any information in this regard?
- (3) What does the Planner think about the screening of the balconies of the Rest Home?
- (4) Are the people in this Home to be ambulatory or not?

There is no transportation in the area and it is true that the Senior Citizens' High-Rise being constructed in the general area tends to lean towards objection of the delegation.

Mr. Crawford submitted that primarily the Rest Home would be occupied by women who will be quite self-sufficient. There will not be any bed patients in the Home. There is a 30-foot lane between the Home and other properties and there is space around the Home as well.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN DAILLY:
"That this application not be proceeded with."

The point was made during discussion on the motion, that the Home should be near some amenities. There was no transportation for instance. Furthermore, the new Provincial Government's attitude toward Rest Homes was questioned. Some delay should be occasioned until an assessment is made by the Government and a decision made on whether Rest Homes are going to be Government institutions or whether they will continue to allow private operations.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That the application be tabled pending a report from the Manager dealing with the questions raised during the presentation and discussion at this meeting including:

- (a) the necessity of added Rest Home beds;
- (b) screening of the sundeck;
- (c) the question of availability to transit."

CARRIED

AGAINST -- ALDERMAN CLARK

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MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN CONSTABLE:
"That the original communications be received."

CARRIED UNANIMOUSLY

ORIGINAL COMMUNICATIONS

(a) Mr. Jim Hammond, C.K.N.W. Orphans Fund, wrote requesting permission to sell Natural Holly Cedar Christmas Wreaths during the period December 1st to 16th as a fund raising project of the C.K.N.W. Orphans Fund.

(b) Mr. J. V. Borelli, Principal, Burnaby North Senior Secondary School, wrote requesting permission, on behalf of the students, to participate in a Walkathon to be held on Tuesday, December 5th, from 2:15 p.m. to 4:30 p.m. for the purpose of raising funds for the School's Sports Programme.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN LADNER:
"That permission be granted to both the C.K.N.W. Orphans Fund and the Burnaby North Senior Secondary School to conduct their respective fund raising campaigns on the dates indicated in their applications."

CARRIED UNANIMOUSLY

(c) The Board of Parks and Public Recreation, The City of Vancouver, wrote with reference to Swangard Stadium advancing a resolution, the effect of which was to forward advice to the Central Park Committee, Vancouver City Council and the Burnaby Municipal Council that the Vancouver Board of Parks and Public Recreation opposes the removal of the crown from the Stadium field at Central Park.

(d) Mr. John N. Laxton, Barrister and Solicitor, wrote with regard to the application of Johnston and Franklin Wholesale Distributors Limited for a trades licence to operate a business for the distribution of book material in the municipality considered by officials of this Corporation to be obscene literature.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DOWDING:
"That this item of correspondence be referred to the In Camera session of this Council meeting."

CARRIED UNANIMOUSLY

(e) Mr. P. J. Farmer, Executive Director, Canada Safety Council, wrote advising of plans for holding Safe Driving Week during the period December 1st to 7th inclusive, and during that week steps would be taken to emphasize to the public a programme entailing the distribution of literature, the presentation of certificates of commendation, etc.

(f) Mrs. R. I. Johnson, 7743 Woodsworth Street, wrote protesting the leasing of voting machines for the upcoming Municipal Election, criticizing the expense involved in the project.

Alderman Clark submitted that the leasing of voting machines and the possible future purchase of these machines would:

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- (1) reduce spoiled ballots;
- (2) reduce the costs of recounts;
- (3) be self-liquidating in the long run through the reduction of expenses at present encountered in the conduct of Elections;
- (4) the lease fee which would be expended at this time would be applied to the purchase price.

The Municipal Clerk was instructed to reply to Mrs. Johnson along the lines and comments made by Alderman Clark.

NOTICES OF MOTION - ALDERMAN CLARK

Alderman Clark presented the following Motions:

"That a Committee of Council be struck to investigate and report the feasibility of establishing ambulance service within the Burnaby Fire Department, and that the Committee be composed of a member of Council, the Municipal Manager, the Fire Chief and a member appointed by the Firefighters Union."

Alderman Clark advised that the staff had been working on costs involved in the Fire Department becoming involved in ambulance services, the costs being a part of the whole picture. The Fire Department was prepared to look at the matter from a functional standpoint as a permanent part of the firefighting operation and their suggestions have already received preliminary consideration. Some ambulance functions are more and more becoming those of the Fire Department in conjunction with firefighting operations. Very often the Fire Department is the first emergency department on the scene and it is obvious the job of firefighting is broadening. There is no good reason why people should die while waiting for an ambulance. Through no fault of their own ambulances sometimes take much longer to get to the scene of the accident.

The first consideration should be to get people to a hospital.

Para-medical teams are in use in the United States at the present time and the firefighters are becoming aware of their role in this respect and the Council should give the Burnaby Fire Department the tools to do the job. It is not intended that this new function would replace ambulances. They would still be required to go to homes and other emergency locations but where elements involving the Fire Department are present that Department should be given the task.

Alderman Constable cited problems which would come from the Ambulance Union employees.

It was his opinion that this matter should be dealt with as one of the emergency services, such as, police, etc. It was felt that the Provincial Government should be responsible for ambulance services all over the Province of British Columbia and perhaps should be included as an extension of the B.C.H.I.S. Authority should be granted to discuss the matter with the Provincial Government so that they would become involved. It may be that arrangements could be made to locate three ambulances at three Fire Halls in Burnaby. At present, the Corporation does receive \$130,000.00 from the Provincial Government, and \$87,000.00 per year of this subsidy is earmarked for ambulance services. If the Fire Department does become involved, the particular firemen should be qualified in the

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handling of industrial accidents. The question was asked: "Does the Provincial Government intend to supply services and equipment on a Provincial basis or in co-operation with the Municipality?" It was suggested that a Committee should be formed to determine the various facets of the proposal inherent in this resolution.

It was agreed that a Committee be appointed. Aldermen Ladner, Clark and Constable were appointed as members of the Committee by the Mayor.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN CONSTABLE:
"That Burnaby investigate the possibility of establishing a Small Debts Court in the municipality."

CARRIED UNANIMOUSLY

Alderman Constable submitted that, in his opinion, it was somewhat galling that the second largest municipality in the Province of British Columbia did not have a Small Debts Court.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN CONSTABLE:
"That the Council resolve itself into a Committee of the Whole (8:50 p.m.)."

CARRIED UNANIMOUSLY

E N Q U I R I E S

HIS WORSHIP, THE ACTING MAYOR, called for any enquiries to be directed to the Manager or other members of the staff from the Council.

No enquiries were forthcoming.

R E P O R T S

THE MUNICIPAL CLERK submitted a Certificate of Sufficiency covering Phase II of the 1972 Local Improvement Programme.

The Clerk reported that sufficient petitions had been received covering Local Improvement projects numbered 72-062, 72-066, 72-071 and 72-074.

The Clerk also pointed out some characteristics of the Local Improvement Certificate of Sufficiency covering certain projects about which there had been some contention at recent Council meetings.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN DAILLY:
"That the Certificate of Sufficiency be received and the necessary Local Improvement Construction By-Laws be brought forward covering those works for which sufficient petitions had not been received."

An amendment was:

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN LAWSON:
"That the Certificate of Sufficiency be amended by deleting Local Improvement Project No. 72-075, this being work on Avondale Street from Boundary Road to Smith Avenue and being short one objection."

After discussion a vote was taken and the amendment was lost with Aldermen Constable, Lawson, Dailly, Clark and Drummond voting against.

The main motion to adopt the Certificate of Sufficiency as presented was carried unanimously.

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MUNICIPAL ELECTION PROCEDURES - DECEMBER 9, 1972

THE RETURNING OFFICER submitted a report citing the enabling legislation passed in 1972 with respect to Burnaby whereby the Council of The District of Burnaby was empowered to make provision for and adopt such procedures as are necessary for balloting and voting for candidates, by-laws or referendums at the Annual Election in 1972 by the use of voting machines, providing the secrecy of voting is maintained.

The Returning Officer submitted that his Office should be empowered to make provision for the use of computer equipment and other mechanical equipment to be used at the forthcoming Municipal Election and recommended that:

- (1) the Returning Officer be granted authority to use computer equipment and a recorder known as the "Votomatic Vote Recorder" for taking and recording the vote at the Municipal Election to be held December 9, 1972;
- (2) procedures be adopted for conducting the Election on December 9, 1972.

The Returning Officer then outlined in detail the procedures which would be followed with the use of the Votomatic Vote Recorder and computer equipment in conducting the 1972 Election poll.

The Returning Officer submitted that the Greater Vancouver Regional Hospital District had so far ruled that a paper ballot be used by the Returning Officer for taking the vote on the Greater Vancouver Regional Hospital District 1972 Financing By-Law. Every effort was being made to overcome the difficulties stemming from the authority for the Financing By-Law involving three separate Acts of the Province and it was hoped that through co-operation with the Regional District the difficulties would be overcome and the use of the automatic equipment could apply to the Financing By-Law so that the entire Election would be conducted with automatic equipment and thereby increase the effectiveness of such equipment.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN LAWSON:

"That the recommendation of the Returning Officer be adopted."

CARRIED UNANIMOUSLY

ALDERMAN CLARK reported having been in contact with the Minister of Municipal Affairs regarding the use of automatic equipment for the Regional District Financing By-Law, and subsequently it had been learned that the School Loan Referendum would be in the same position as the Hospital By-Law, and that a commitment had been obtained whereby the use of the equipment could extend to these Financing questions and the Minister would proceed to obtain enabling legislation at the Spring Session of the Legislature if required.

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REPORT OF THE POLLUTION COMMITTEE

THE POLLUTION COMMITTEE reported re Still Creek and recommended that Council request The City of Vancouver to provide a report containing their views on the Still Creek situation. The report when received would be incorporated into a future Pollution Committee report on the present status of Still Creek.

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

CARRIED UNANIMOUSLY

The question was asked what Vancouver was doing at the present time in relation to Still Creek and what future plans the City had for removing pollution from the Creek. Furthermore, what legal means were available to force The City of Vancouver to stop dumping pollutants into Still Creek.

ALDERMAN CLARK pointed out some specific problems relating to Still Creek and suggested that something should be done about it quickly. The Committee should give serious consideration to making a claim on Vancouver considering the situation where Burnaby as the downstream owner was being affected by the lack of action of the upstream owner to stop pollutants from entering this stream.

TRAFFIC SAFETY COMMITTEE REPORT(1) 6800 Block Arcola Street

The Committee reported on a petition signed by a number of residents in this Block on Arcola Street requesting that the Block be closed at one end to prevent through traffic from using the street and minimize the hazard to children and reduce noise.

The Engineer reported that this section of Arcola Street had been improved to 36-foot curb standard and that about 90% of the adjacent property had been developed as apartments. Vehicular accesses, in the main, were from the rear lane and a front curb space was used quite extensively for parking purposes by the residents.

Traffic counts indicated a two-way week day count at approximately 1,240. This is considered to be average and if the Municipality was to consider closing the end of each 36-foot curb standard local street with two-way traffic flow above 1,200 v.p.d. they would be closing practically every such block in the area. The problem of providing a cul-de-sac turnaround also was present and would involve land acquisition and reconstruction.

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

(2) Crosswalk - Stride Avenue and 18th Street

The Principal of the Stride Avenue School wrote concerning the crosswalk at this location requesting that traffic counts be taken to determine if a crosswalk was justified.

The Engineer reported having received a call from the Principal of the subject School regarding warrants for marked and patrolled crosswalks. At that time, he had arranged patrols at two marked and one unmarked crosswalk in the vicinity.

The Committee reported that upon studying the matter of the existing crosswalks it was felt that some adjustment could be made to the existing crosswalks in view of the difficulties the Principal was having obtaining students to patrol the three crosswalks.

The Committee therefore suggested that two of the crosswalks be eliminated, as being unnecessary at this time, and that the one at 19th Street and Stride Avenue across 19th Street was warranted. The Committee recommended concurrence with the removal of the patrol at the unmarked crossing on Stride Avenue and 19th Street and removal of the unwarranted marked and patrolled crosswalk on Stride Avenue at 18th Street.

(3) School Crosswalk - Canada Way and Imperial Street

The Committee reported on a letter from the Principal of Lakeview School pointing out that no signing existed indicating that the crosswalk at the subject intersection was a school crossing.

The Municipal Engineer reported that the intersection of Canada Way and Imperial Street was controlled by a traffic signal and would stop vehicular traffic on Canada Way if actuated by an approach vehicle on Imperial or by a pedestrian who pushed the pedestrian button. In actual fact, the crosswalk is a pedestrian crosswalk and is in 24-hour operation. There is no reason why it should be designated as a particular type of crosswalk. Generally, crosswalks at intersections where traffic controlled signals have been installed are not specifically designated.

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In view of the above, the Committee recommended that no action be taken on the request for school crosswalk signing at this location.

(4) Right-Hand Turn - Willingdon and Lougheed

The Committee reported on a letter received from the Manager of the T. Eaton Store at Brentwood Shopping Centre advising complaints were received from customers driving North on Willingdon in the curb lane who had received tickets for driving straight through on Willingdon rather than turning right as directed by signing in the area. The Manager suggested a study be made to determine that a compulsory right turn is really required at this location.

The Municipal Engineer reported that previous reports had been submitted to Council on this problem in 1969 when the suggestion was made in Council that the Committee consider designating the curb lanes on Willingdon Avenue for right turns only. This would relieve traffic congestion for those vehicles wishing to use the through lane on Willingdon Avenue travelling North.

Recent observation were that 70% of the curb lane traffic turned right at the Lougheed Highway and the suggestion of a right-turn usage only for the curb lane was justified.

The Engineer then outlined signing presently in place which advised motorists that the "curb lane" must turn right; however, because of recent complaints the paint crews had been advised to paint pavement arrows in the curb lane to further supplement the existing signing.

The Committee recommended concurrence with the action taken by the Municipal Engineer.

(5) Springer Avenue and Union Street

The Committee reported on a letter received from a resident of Springer Avenue which requested further traffic controls at the intersection of Springer Avenue and Union Street due to the high number of accidents.

The Engineer reported that during the past 11 years 25 accidents had been reported to the police at the said intersection, slightly over two per year. Of the total of 25 accidents, 6 have occurred this year and there seems no explanation why there should be a sudden jump this year as no changes have been made to the intersection.

At present, the intersection is signed by an oversized stop sign commanding traffic travelling South which is in clear view and can be seen for over 1,000 feet. Traffic from the South is stopped by a standard 24 inch stop sign in full view of the motorists.

The Engineer reported having ordered the paint crews to repaint the stop lines as soon as weather permits. Also on order were two dozen 30 inch stop signs treated with a new reflective sheeting reputed to be three times as reflective as present material, to be used at trouble intersections on an experimental basis. It is planned to place two of these signs at this intersection.

The Committee recommended no further action other than that already proposed.

(6) Parking - Imperial Street

The Committee reported on a resident complaint received regarding a potential pedestrian hazard at the intersection of Imperial Street and Federick Avenue at the pedestrian crosswalk. It was contended that parking on the North side of Imperial Street at that location should be banned some distance East from the crosswalk.

The Engineer reported that under the Provincial Motor Vehicle Act it was illegal to park within 20 feet of the approach side of a crosswalk whether marked or unmarked.

The Engineer drew attention to the hazards inherent in the marking of crosswalks in that pedestrians feel some safety value in the white line marking and consequently relax caution when crossing a road. Steps were being taken, however, to add to the Department's Instruction Manual on painting of any marked crosswalks that stopping be prohibited for a distance 70 feet on the approach side of any marked crosswalk. Existing marked crosswalks would be brought up to this standard as soon as possible.

The Committee recommended concurrence with the proposed action of the Municipal Engineer.

(7) Bicycles

The Committee reported that on October 30th a letter was received a Burnaby resident who suggested that the R.C.M.P. enforce regulations pertaining to the operation of bicycles.

The Committee submitted a report of the Burnaby Detachment, R.C.M.P., outlining programmes being undertaken for the benefit of school children in all elementary schools in Burnaby.

Normally, violations by cyclists observed by the R.C.M.P. are drawn to the attention of the cyclist with a firm warning as to the danger involved should an offence continue. One cyclist had been charged for disobeying a traffic device in that he went through a red light at the intersection of Canada Way and Burris Street at an estimated speed of 30 mp.h.

The R.C.M.P. agreed with the complainant's statement that a front and rear light or reflector is required during darkness and violators operating contrary to these requirements are reprimanded by members of the force. In addition, parents are notified of the lack of equipment on the bicycle.

It was drawn to the attention of the Committee that some dealers sell bicycles without proper equipment and most parents seem very reluctant to see that the proper equipment is obtained or put in use. While it is the responsibility of the police to take enforcement action, it is also the responsibility of the parent to see that a bicycle is properly equipped and ridden in a safe manner. The R.C.M.P. will be advising parents, through news media, of this responsibility.

The Committee recommended that no further action be taken on the subject matter.

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(8) Traffic Noise

The Committee reported that on October 23, 1972 the Council directed the Traffic Safety Committee to submit a report on the method it feels should be employed to handle problems arising from noise being emitted by vehicular traffic so that consideration could be given the matter of Council establishing a policy on the matter.

After discussion, the subject was tabled by the Committee until information is available on the method to be employed for enforcement of the Noise Prevention By-Law by use of the By-Law enforcement officers or by members of the Health Department.

The Committee felt that a report from the Health Department on the subject of the enforcement of the Noise Prevention By-Law would be in order at this time.

(9) View Obstruction - Patterson Avenue and Moscrop Street

The Committee reported that a member of the Committee had suggested that a view obstruction existed at the intersection of Patterson Avenue and Moscrop Street.

The Committee submitted the following comments by the Municipal Engineer.

The intersection had been checked for a possible view obstruction and it was concluded that sight distance could be improved with the relocation of a mail box on the Southwest corner and as a result of a request made to the Post Office the mail box has been relocated to the satisfaction of the Department.

The Engineer also noted that no accidents had occurred as a result of a view obstruction at this intersection.

The Committee recommended concurrence with the action taken by the Municipal Engineer.

(10) Holdom Avenue and Parker Street

A suggestion had been made at the last meeting of the Committee that a crosswalk should be installed at the intersection of Holdom Avenue and Parker Street.

The Municipal Engineer reported that the intersection of concern was at present controlled by stop signs on Parker Street giving the right-of-way to Holdom Avenue traffic. Concrete sidewalks existed on all approach legs on both sides of the streets providing off-the-road walking facilities for all pedestrians. Some sight obstruction could prevail on some legs of the intersection if cars were parked close to the intersection and it was suggested that to provide a reasonable stopping sight distance, parking should be prohibited along the East curb of Holdom Avenue for a distance of about 200 feet South of Parker Street and along the West curb for a distance of 75 feet North of Parker Street.

Vehicle volumes over the South unmarked crosswalk were checked during the three school crossing periods of the day to determine the intensity of traffic and whether it was at a sufficient level to meet accepted warrants for a marked and patrolled crosswalk with the result that it had been established that warrants had not been met for the establishment of a marked and patrolled crosswalk.

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Due to the number of calls received, a double check was made against the gape warrant suggested by the Institute of Traffic Engineers and the results confirmed the Burnaby warrant.

The concern of the parents was understandable, however, it was the policy to maintain uniformity of application and in view of the results of the report the Department was recommending against the marking of a school crosswalk on Holdom Avenue at this time. The Department was, however, going to recommend that the aforementioned parking restriction be improved.

The Department advised that the Department of Highways proposed to install a traffic signal at the intersection of Holdom Avenue and Lougheed Highway in early 1973. It is felt the installation of this signal will encourage traffic to use Holdom Avenue. It is therefore the intention of the Department to re-evaluate the subject request about a month after this signal installation when traffic has had an opportunity to establish a pattern.

The Committee recommended concurrence with the proposed action of the Municipal Engineer.

(11) Truck Traffic - 10th Avenue and Edmonds Street

The Committee reported having examined complaints received from residents of 10th Avenue and Edmonds Street concerning truck traffic. The Planning Department advised the Committee that, in their opinion, 10th Avenue provided the most suitable route for the movement of industrial and commercial vehicles in the section between Kingsway and 16th Street.

The Committee have been advised that the City of New Westminster have signed their side of 10th Avenue "No Trucks - 9:00 p.m. - 7:00 a.m.".

The Municipal Solicitor was asked for his opinion of the validity of this signing as Section 537(1) of the Municipal Act provides that the Councils of both Municipalities involved in a boundary-line highway must adopt mutually acceptable By-Laws before regulations pertaining to such boundary-line highways have any validity. The Municipal Solicitor has advised the Committee that, in his opinion, the New Westminster By-Law has no validity by virtue of Section 537(1).

The Committee therefore recommended that a letter be sent to the City of New Westminster pointing out the problem that Burnaby is encountering as a result of the New Westminster signing and asking the co-operation of that City in the removal of this signing in accordance with the aforementioned Section of the Municipal Act.

(12) Traffic - Sullivan Heights

The Committee reported having reviewed the traffic situation in the Sullivan Heights area following receipt of a letter from a resident of Willoughby Avenue advancing several suggestions for the improvement of the traffic pattern in the area.

After a lengthy discussion of the matter and the discussion of future plans for the area, the Committee was recommending that no action be taken at this time pending the results of a series of public meetings scheduled for the Sullivan Heights area. Complainant should be advised of these meetings where possibly his complaints could be raised again.

(13) Schou Elementary School

The Committee reported on a letter received suggesting that the traffic situation adjacent to Schou Elementary School could be improved by lowering the speed limits in the area from 35 m.p.h. to 30 m.p.h. The complaint also included a request for an amber flashing light to be installed on the crest of the hill Westbound on Canada Way, warning of the school crosswalk.

The Municipal Engineer reported that the speed limits on Canada Way, as was already known, had recently been reduced from 40 m.p.h. to 30 m.p.h. from Royal Oak to Imperial and to 35 m.p.h. from Royal Oak to Smith Avenue, the latter being in the area of concern.

Numerous complaints have been registered regarding continued violations of the new speed limits particularly, in the 30 m.p.h. zone and approaches to the Department of Highways elicited comments that when unrealistic speeds limits are imposed they will receive non-compliance.

The Committee pointed out that the section of Canada Way now designated as a 35 m.p.h. zone is a straight $1\frac{1}{2}$ mile section of road with a minimum number of accesses. Most of the development is either commercial or institutional, and the majority of pedestrian crossings are focused at two locations:

- (a) the signalized intersection of Willingdon Avenue;
- (b) the marked and patrolled school crossing at Curle Avenue.

The latter being designated as a school crossing generates the majority of activity during the school periods and it was suggested that if the speed limit was to be reduced by 5 m.p.h. it should only be during school hours. This could be accomplished by adding 30 m.p.h. tabs to the existing school advance signing.

The Department commented on the request for amber flashers and explained the circumstances of the accident which occurred at the location to which reference had been made and pointed out that the circumstances indicated gross carelessness on the part of the driver which in all likelihood would have not changed were a flasher light operating at the location.

The Department commented on the examples put forward of amber flashers at 12th Avenue and Lakewood Drive in Vancouver and pointed out that the circumstances at these two locations were dissimilar to the one opposite Curle Avenue.

It was submitted that the City of Vancouver had not installed such devices for a number of years as their value was questionable.

The Department recommended against the installation of flashers over the existing school crosswalk. It suggested as an alternative to a speed limit of 30 m.p.h. on a 24-hour basis that 30 m.p.h. tabs be mounted below the school tabs to be in effect during school periods.

The Committee recommended concurrence with the recommendations of the Municipal Engineer.

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(14) Trucks - Boundary Road and 2nd Avenue

The Committee reported on a complaint received that large trucks and tractor trailers were backing into truck terminals in the area of Boundary Road and 2nd Avenue and as a result are tying up Boundary Road traffic for considerable lengths of time. In addition, many units are being parked on the side streets in the area causing a potential traffic hazard.

The Municipal Engineer reported that two warehouses were located on the East side of Boundary Road immediately North of the signalized intersection at 1st Avenue with front yard loading facilities. Each warehouse is located about 65 feet back on a 44-foot wide lot. Even though each of the warehouses used a total 88-foot frontage for maneuvering, the presence of one semi-trailer parked at the loading dock is sufficient to force all remaining trucks to maneuver on the travelled portion of Boundary Road.

The availability of parking spaces is acute and many cars are parked on boulevards and trailers are stored alongside the curbs.

Solutions of the problems will not be easy to resolve as to force the maneuvering on Boundary Road to stop will mean the relocation of the two firms involved. Enforcement action can be taken against the parking infractions, however, this will only transfer the problem to other streets in the area and will not solve the problems.

The Committee recommended:

- (a) that the two firms involved be instructed to cease using Boundary Road to maneuver their properties even if compliance with such a directive would mean a relocation of their operations;
- (b) that the whole of the area bounded by Boundary Road, Douglas Road, Gilmore Avenue and 2nd Avenue be studied as it relates to parking, loading and traffic operation.

(15) Underhill Avenue (Lake City)

The Committee received a report from the Municipal Engineer that his Office, in the past, had received a number of requests to install stop sign control at the two "key" intersections of Enterprise and Underhill Avenue and at East Lake Drive and Underhill Avenue. Investigation at that time, indicated a failure to meet the necessary warrants for such control, and consequently no stops were installed.

There has been a sudden increase in traffic volumes on both East Lake Drive and Underhill Avenue attributable to a large degree on Coquitlam traffic shortcutting in the Sullivan Heights street system to avoid congestion now being experienced on Lougheed Highway West of Austin Avenue by the construction of a pedestrian underpass. It is expected that even when the underpass is completed some short-cutting will continue.

In view of the above, it was felt that stop sign control was now warranted and instructions had been issued to the signing crews to erect stop signs at Enterprise and East Lake giving the right-of-way to Underhill Avenue traffic.

The Committee recommended concurrence with the action taken by the Municipal Engineer.

(16) Parking on Thunderbird Crescent

The Municipal Engineer reported to the Committee on a complaint received in September, 1971 that cars parked on Thunderbird Crescent were blocking the free-flow of large trucks particularly opposite driveway crossings.

An inspection elicited information that the pavement width between curbs on Thunderbird Crescent was only 36 feet whereas the normal standards for this type of facility is 46 feet between curbs. It followed that the complaint was a valid one and there would be similar complaints in due course related to other driveways then existing or to be provided. It was felt that the imposition of parking restrictions only opposite each driveway was impractical as it would involve a multitude of zones the signing of which would be quite extensive and probably result in confusion to those who wish to park. The decision therefore was a complete ban would be the proper course of action. A first stage was the banning of a section of Thunderbird Crescent, the remainder having not been posted to date as no complaints were received and this is probably due to a minimum amount of parking now taking place.

A complaint was received from a firm objecting to the present ban as it was their wish to use Thunderbird Crescent for an overload of parking.

During preliminary plan approval, the developer of any site is required under the provisions of the Burnaby Zoning By-Law to provide a minimum amount of off-street parking and loading. Should the development require more than the minimum set under the By-Law, then the onus is on the firm to do so.

In view of the report of the Engineer, the Committee was recommending concurrence with the action taken in banning parking on Thunderbird Crescent.

(17) Casevell Street

The Municipal Engineer submitted a report advising that following a report made to the Committee dated August 7, 1972 regarding the practice of some bus drivers stopping at unauthorized locations to discharge passengers, it was their understanding that the bus drivers had been instructed to pick up and drop off passengers only at those locations designated as bus stops. During recent observations in the area, it was noted that buses were dropping passengers off at undesignated locations to the annoyance of some residents of the area.

Some discussion ensued on Item (17) of the Traffic Safety Committee report and the following comments were made:

- (1) It appeared that there was nothing wrong with bus drivers stopping to let people off, it was a convenience to old people for example and it was felt to be an acceptable practice if not overdone.
- (2) A "Dial-a-Bus" system might be tried but this would involve small buses going through the neighbourhood. This type of system would only work in small areas and would not work on busy thoroughfares such as Kingsway for instance.

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MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN CONSTABLE:

"That the B. C. Hydro Transit Division be asked to discontinue the practice of stopping at locations other than designated bus stops in the Casewell Street area."

CARRIED

AGAINST --- ALDERMEN CLARK, DOWDING
AND DAILLY

MUNICIPAL MANAGER submitted Report No. 78, 1972, on the matters listed below as Items (1) to (23), either providing the information shown or recommending the courses of action indicated, for the reasons given:

(1) Tenders for Vehicles

The Manager reported that the Parks and Recreation Commission on November 15, 1972 approved the following tenders for cabs and pickup trucks required by the Parks and Recreation Department:

(1) 1-one-ton cab and chasis c/w dump body

The lowest bid was accepted being that of Northridge Plymouth Chrysler Ltd. for one 1973 Dodge 300 for a gross of \$5,343.05 and purchase authorized.

(2) 2-one ton cab and chasis, 6-man crew

The Commission accepted the lowest bid being that of Lakeview Chrysler Plymouth Ltd. for two 1973 Dodge 300 for a gross of \$8,614.92 and authorized purchase.

(3) 4-half ton pickup trucks

The Commission accepted the lowest bid being that of Zephyr Mercury Sales Ltd. for three trucks at a unit price of \$3,162.60 and authorized purchase.

The Manager reported that on November 14th, 1972 the Council adopted a recommendation of the Manager to accept Zephyr Mercury Sales Ltd. lowest bid to supply nine 1973 Ford 100 trucks (one-half ton pickup trucks) less seven trades for the sum of \$15,419.88 including all taxes, licences and registrations, subject to the Parks Commission's concurrence as four of these vehicles less two trades (#738 - #727) were required for that division.

The Commission has now requested one of its Commissioners to inspect vehicle #738 (1970 GMC) with a view to possible retention. Council will be further advised.

The Commission rejected all tenders for nine van type passenger busses. There was no longer a need for this equipment because the "Employment Preparation Program" had ceased to exist.

The Manager recommended that authority be given to purchase one 1973 Dodge 300 from Northridge Plymouth Chrysler Ltd. for a gross price of \$5,343.05; and that authority be given to purchase two one-ton cab and chasis, 6-man crew, from Lakeview Chrysler Plymouth Ltd. for a gross price of \$8,614.92; and that authority be given to purchase eight half-ton pickup trucks from Zephyr Mercury Sales Ltd. for a unit price of \$3,162.60, subject to the condition that the purchase of the ninth truck will be held in abeyance until the Parks and Recreation Commission concludes its inspection of vehicle #738.

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MOVED BY ALDERMAN LAWSON, SECONDED BY ALDERMAN DAILLY:
"That the recommendations of the Manager be adopted."

CARRIED UNANIMOUSLY

(2) Letter dated October 24, 1972 from the City of Vancouver re Transit Matters - Joint Brief of the Amalgamated Transit Union Division 101-134 and the Citizens' Co-Ordinating Committee for Public Transit

The Manager submitted a report of the Planning Director dated November 16, 1972 regarding the above. The Manager recommended that the Planning Director's recommendations be adopted. The Planner provided a background of the park and ride system of transportation which was instituted in Vancouver early in 1972 in co-operation with the City using facilities of the Pacific National Exhibition grounds and the B. C. Hydro Transportation Division.

The Planner pointed out that the park and ride concept primarily came into being because of the express service offered by B. C. Hydro trolley bus from the Kootenay loop and the fact that the terminus of the trolley service also defines the current boundary for a 40% increase in bus fare for the daily commuter to Vancouver from Burnaby.

The public has responded favourably to the park and ride system as is evidenced by a gradually increasing number of drivers.

The Council on November 6, 1972 received a letter from the Vancouver City Clerk requesting information on Burnaby's position in relationship to development of "park and ride" systems from Burnaby to the City of Vancouver and return.

The observations presented by the Planner were that the current park and ride system was of benefit to the City of Vancouver in that it cut down traffic congestion in the City, it eliminated the cost of parking facilities in the form of daily out-of-pocket expenses for commuters, it minimizes the pollution aspect and last, but not least, it could be considered a beneficial effect because of reduced demands on the human nervous system.

The Vancouver-based "park and ride" system is one where "express" bus eastern termini and associated parking facilities are located wholly within the eastern region of the City. Similarly, a Burnaby-based system means that the eastern termini of "express" bus operation from Vancouver and associated parking facilities would be located wholly within Burnaby on the eastern and southeastern periphery of the municipality.

Vancouver's system provides a significant travel benefit for Burnaby residents and in the event a similar system were provided, preferably in the eastern or southeastern part of Burnaby, similar benefit would accrue to the residents of Port Moody, Coquitlam, New Westminster and Surrey.

With regard to a current demand for this type of transportation, the Planning Department believes demand for the service along the eastern boundary of Burnaby has not yet surfaced for several reasons. Firstly, the current inefficient operational concept of public transport service in Burnaby with the non-existence of an "express" type service to the eastern part of the municipality appear to act as a deterrent for the "would be" public transport user.

Secondly, the greater distance of the area from Vancouver Downtown and proximity to intervening areas would offer a more widespread pattern of destinations and therefore a lesser concentration of person trips destined to Vancouver Downtown from the areas East of Burnaby.

Lastly, the effectiveness of individual flexibility which is offered the driver in the current availability and therefore competitive nature of the relatively uncongested, (compared to Vancouver) higher travelled speed "regional" road facilities (which could now be used by public transport "express" service) through Burnaby under the jurisdiction of the Department of Highways.

The Planning Department concluded that in their view a "park and ride" system would be placed in a low priority category relative to needed improvements in the current Burnaby transport service.

The Planner noted that in the correspondence attached to the aforementioned letter from the City of Vancouver, other municipalities adjacent Vancouver were purported to have some Provincial Government assistance in that the Department of Highways was apparently exploring the possibility of land availability for parking lots or had initiated a study on the matter in connection with a "park and ride" system.

It was also noteworthy that the recent transportation study on rapid transit in the Greater Vancouver area determined that one of the most viable routes for rapid transit and the one most likely to be first implemented was along the Kingsway corridor, yet the current system was implemented in the Hastings Street corridor for the reason that the demand had been created when the established use of "express" bus service was combined with the availability of large open areas of parking.

Predicated upon the findings of previous studies, it was considered that a "park and ride" system could be successfully operated if large areas of all-day parking were available in the Kingsway corridor at the Joyce Road Loop and if the B.C. Hydro operated an "express" service from this point.

The Planning Department recommended:

- (i) That Council take no action on adopting a "park and ride" concept until current deficiencies in the existing public transportation concept are upgraded to provide a better, more attractive service for Burnaby residents, which would include some form of "express" bus service to the Eastern part of Burnaby;
- (ii) That Council continue to support a regionally orientated transportation concept under the Greater Vancouver Regional District authority;
- (iii) That in view of the apparent viability of the Kingsway corridor to support another Vancouver based "park and ride" system, Council request the Regional District to study the feasibility of locating land in Vancouver for parking lots in the vicinity of the Joyce Road Loop.

During discussion of the matter, the following points were made by members of the Council:

- (1) A considerable amount of Traffic comes from Surrey and it is felt that if a "park and ride" system were established in the Kingsway corridor area, it would be a good adjunct and would be quite effective as many people are using the "park and ride" system from the P.N.E. grounds now and it is felt similar use would be given to the system in the Kingsway corridor.

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- (ii) Some assistance should be sought from the City of New Westminster to get the Stormont Interchange open as problems are being created on the side streets in New Westminster with people travelling toward the Cariboo Road Interchange. Furthermore, problems are developing on Cariboo Road itself.
- (iii) Before tying up land, the need should be determined. The further away from the City accommodations are made for drivers, more drivers would become involved. If it is proposed to run buses from the East Burnaby area, an origin and destination study should be undertaken.

MOVED BY ALDERMAN LAWSON, SECONDED BY ALDERMAN LADNER:

"That the recommendations of the Planner, as advanced by the Municipal Manager, be adopted."

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN LAWSON:

"That Burnaby agree to co-operate with other municipalities in the Lower Mainland with a view to expanding the "park and ride" concept, but that this Council consider a higher priority should be given to upgrading of the current deficiencies in the public transportation concept which could include some form of bus service to the Eastern part of the Municipality of Burnaby."

MOTION AS AMENDED
CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LAWSON, SECONDED BY ALDERMAN CONSTABLE:

"That a copy of the recommendations as amended by the resolution, be forwarded to the:

- (a) Greater Vancouver Regional District
- (b) Minister of Highways
- (c) Minister of Municipal Affairs
- (d) City of Vancouver

CARRIED UNANIMOUSLY

- (3) Letter from Mrs. B. Hummel dated November 9, 1972
Rezoning Reference No. 56/72 -- D.L. 126, Lot 460,
Plan 40198

This item was dealt with earlier in the Agenda in connection with the letter received from Mrs. B. Hummel
(See "Delegations" section).

- (4) Renovations to Track and Field - Swangard Stadium
1973 Canada Summer Games' Guarantee of Field Drainage
Conditions after Renovations

The Manager reported relative to questions raised by a number of people regarding the drainage condition of the field at Swangard Stadium, and in an attempt to clarify the issue, the Manager reported having met with Mr. Ron Davies of Ron Davies and Associates Limited and attached a letter from Mr. Davies dated November 21, 1972, which guaranteed that drainage of the field and field surface conditions would not be any worse after the re-work than they are at the present time and there was every possibility that they would be better, provided that a regular and routine field maintenance programme is carried out as is the case at the present time.

Mr. Davies in his letter then went on to describe work which would be done to aerate the soil, remove the crown, add a top dressing of sand and sawdust mixed and re-seed the field.

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The Manager reported that the project would be split into four separate contracts:

- (i) Earthwork, site preparation, drainage and miscellaneous structures - Completion date March 2, 1973.
- (ii) Track Base and Levelling Course - Completion date March 23, 1973.
- (iii) Track Surface - Completion date May 4, 1973.
- (iv) Landscaping - Completion date July 15, 1973.
(To be started no later than April 3, 1973).

The Manager then presented for Council information a clause which would be included in both the earth work, site preparation, drainage and miscellaneous structures contract and the landscaping contract to ensure that the existing drainage system will be protected and that it will function properly after the field renovation work has been completed.

The Manager advised that to check the drainage characteristics of the field after rebuilding, the Consultant had agreed to have a series of on-site tests taken prior to the placing of sod in sufficient number by an agronomist to ensure that the composition of base material for the new field meets the specifications and should perform properly. This would be done to make sure that there would be no "cementing" of the sand and soil mix. The Consultant would also take a series of on-site tests at various locations on the field prior to any construction activity on the field to adequately determine the composition and condition of the existing field. Copies of all of these tests would be made available to Burnaby and Vancouver, and the Burnaby Parks Staff are to be present at the time that all tests are taken.

The Manager recommended that a copy of this report item be sent to the Central Park Committee, Vancouver Parks Board, Vancouver City Council, Burnaby Parks and Recreation Commission, Canada Summer Games Society and Mr. D. A. Manning, New Westminster City Administrator.

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

CARRIED UNANIMOUSLY

(5) Government Street (Item 16, Report No. 70, October 30, 1972)

The Manager reported that in re-reading the above Report Item, it appeared that the recommendation contained in the Item was not abundantly clear. The body of the Report refers to the whole street from Phillips to Brighton, but the recommendation can, in part, be read to refer to only the portion of the road from Piper to Brighton. The intent was to initiate the complete street from Phillips to Brighton.

The Manager reiterated the recommendation contained in Item #16 and suggested that, in order to avoid any unnecessary confusion, this recommendation be withdrawn and that the following modified recommendation be inserted in its place:

"THAT a 28-foot wide road with curb and gutter and separate 4-foot sidewalk located 6 feet back of the curb face from Piper to Brighton be initiated and advertised on the following understanding that this is one project and that only the sidewalk cannot be constructed; and

THAT a 28-foot wide road with curb and gutter from Phillips to Piper be initiated and advertised; and

THAT both of these projects be initiated and advertised on the following understanding:

- (1) That there be no parking in perpetuity on Government Street from Phillips to Brighton.
- (2) That 8-foot wide bus bays be constructed 124 feet in length in front of the following properties:

8431	Government Road	
8350	"	"
8307/8317	"	"
8206/8226	"	"
8165/8179	"	"
8027	"	"
8006	"	"
7926	"	"
Seaforth School		
7774 Government Road		
Charles Rummel Park		
7558/7568 Government Road		
7521/7535	"	"

The Manager recommended that the recommendation in Item 16, Report No. 70 be modified accordingly; and that each of the residents on Government Street from Phillips to Brighton be so advised by sending them copies of this Report and copies of Item 16, Report No. 70.

MOVED BY ALDERMAN CONSTABLE, SECONDED BY ALDERMAN LAWSON:
 "That the recommendations of the Manager be adopted."

CARRIED UNANIMOUSLY

The Council then dealt with Items #12 and #15 of the Municipal Manager's Report which referred to the Local Improvement work on Government Road between Phillips Avenue and Brighton Avenue:

- (12) Local Improvement - Government Road
Phillips Avenue to Brighton Avenue

"Before initiating the works on Government Road outlined in the Manager's Report No. 70 of October 30, 1972, it will be necessary to amend Burnaby Local Improvement Charges By-law 1971, By-law No. 5858, to permit the construction of a 4-foot walk as part of a 28-foot pavement with curbs project and to include bus pullovers in the description of the works, as follows:

1. 28-foot pavements, curbs and gutters - with provision for bus pullovers
 - (a) Grading and roadbed preparation on existing streets, Portland cement concrete curbs and gutters on both sides of the street, asphaltic pavement not more than two inches in thickness to a width between curb faces of 28' except for bus pullovers at approximate 1,200-foot intervals, on both sides of the street wherein the width shall be 36 feet for a distance of 124 feet for each pullover including retaining walls, storm drainage facilities and boulevard restoration incidental thereto.
 - (b) \$.75 per taxable front foot in fifteen annual instalments except that where a pavement is already in place for which local improvement charges are currently being paid, the annual rate shall be reduced by \$.37 to the affected owners only, and where a 4-foot sidewalk is already in place for which local improvement charges are currently being paid, the annual charge shall be reduced by a further \$.37 to the affected owners only.

2. 28-foot pavements, curbs and gutters with a separated 4-foot sidewalk constructed on one side of the street only - with provision for bus pullovers.
- (a) Grading and roadbed preparation on existing streets, Portland cement concrete curbs and gutters on both sides of the street, asphaltic pavement not more than two inches in thickness to a width between curb faces of 28 feet except for bus pullovers at approximate 1,200-foot intervals on both sides of the street wherein the width shall be 36 feet for a distance of 124 feet for each pullover, including retaining walls, storm drainage facilities and boulevard restoration incidental thereto and a 4-foot concrete sidewalk separated from the curbing on one side of the street work only.
- (b) \$.75 per taxable front foot in 15 annual instalments to properties abutting curbs only and \$1.12 per taxable front foot in 15 annual instalments to properties abutting the curbing with separated 4-foot sidewalk only, except that where a pavement is already in place for which local improvement charges are currently being paid, the annual rate shall be reduced by \$.37 to the affected properties only, and where a 4-foot sidewalk is already in place for which local improvement charges are currently being paid, the annual charge shall be reduced by a further \$.37 to the affected owners only.

The Manager recommended that the necessary By-law Amendment be brought forward.

(15) Government Street - Phillips to Piper
Local Improvement Cost Report per Section 601, Municipal Act

For the construction of 28-foot pavement with curbs and gutters, including bus pullovers, with allowances (a) for sidewalk local improvement charges currently in force:

Government Street - Phillips Avenue to Piper Avenue

Length	3,200.00'
Taxable foot frontage except (a)	2,001.78'
Taxable foot frontage (a)	1,830.99'
Actual foot frontage except (a)	3,058.03'
Actual foot frontage (a)	3,020.18'
Estimated cost	\$ 81,000.00
Owner's estimated share on South side	12,471.00
Owner's estimated share on North side(a)	5,786.00
Annual rate South side	.75
Annual rate North side (a)	.38
Years of levy	15
Estimated lifetime of work in years	20

For the construction of 28-foot pavement with curbs and gutters, including bus pullovers and (b) with a 4-foot sidewalk separate from the curbing on the North side of the street only:

Government Street - Piper Avenue to Brighton Avenue

Length	3,900.00'
Taxable foot frontage except (b)	1,954.00'
Taxable foot frontage (b)	2,574.00'
Actual foot frontage except (b)	3,756.50'
Estimated cost	\$146,000.00
Owner's estimated share on South side	12,173.00
Owner's estimated share on North side(b)	23,423.00
Annual rate South side	.75
Annual rate North side (b)	1.12
Years of levy	15
Estimated lifetime of work in years	20

The Manager recommended that this cost report be received.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN CONSTABLE:
 "That the recommendations contained in Items #12 and #15 of the Manager's Report be adopted."

CARRIED UNANIMOUSLY

(6) Oil Pollution on Ducks

The Manager reported on a suggestion of Alderman Lawson on September 18, 1972, that a procedure be established to ensure the effective cleansing of oil from ducks that become the victims of oil pollution. Specifically, the direction was to determine if ducks or any other birds coated with oil could be kept in captivity and the oil removed so that the birds could remain healthy. The Chief Public Health Inspector reported that his Department had been in consultation with a number of officials of the Department of Environment of the Federal Government, the Environmental Protection Service and Canadian Wild Life Services, as the treatment of birds suffering from oil contamination comes within the control of these agencies.

The Chief Public Health Inspector reported that Dr. L. March of the Environmental Protection Service had advised that they were planning a mobile rehabilitation centre and a recovery area to treat birds suffering from oil contamination. In the first instance, only a small number of birds would be dealt with and then the plan expanded to deal with a larger number of birds.

One mobile rehabilitation centre was proposed for the Lower Mainland area and in the meantime, it was felt that the S.P.C.A., under the advice of the Environmental Protection Service, could be of assistance in the treatment of contaminated birds.

Council will be further advised as matters develop in this regard.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN CONSTABLE:
 "That the report be received and a copy be forwarded to Mrs. Wolfe to the S.P.E.C. organization, and others interested in the preservation of wild life in and around the lakes in Burnaby."

CARRIED UNANIMOUSLY

(7) Flooding in the Fraser River Area
(Item 21, Report No. 50, August 14, 1972)

Council considered this subject matter in conjunction with a letter received from Mr. Tom Goode, M.P., then Member of the Burnaby-Richmond-Delta Riding of the Federal Government. Mr. Goode forwarded enquiries received from two constituents who expressed concern over "building a floodgate at the end of Byrne Road" in the "Big Bend" area.

The Engineer's above noted report item dealt with the fact that application had been made to the Provincial and Federal Governments for assistance in the construction of dykes, floodgates and pumps along the Fraser River under the Fraser River Flood Control Programme. The Municipal Clerk wrote on August 15th, 1972, to Mr. Goode, transmitting our concern that no substantive reception had been received from the two Governments and asking that he use his good Offices to enquire into the matter and see what could be done to provide further consideration of the application.

Mr. Goode has now advised by letter on the receipt of a reply from Mr. Rosenberg, Head of the Fraser River Flood Control Programme, containing information that the joint Programme Committee had agreed to review the application a second time in order to see whether change in the priority given to the project was warranted. Mr. Goode advised that he would be in touch with the Council again.

Since the time of writing to Mr. Goode, the Engineer had considered a means of "a go-it-alone" approach; however, before providing all details inherent in an individual approach, the Engineer recommended that we should once more attempt to obtain an up-to-date assessment of the application. It is considered this enquiry should be referred to the Provincial Government.

The Manager submitted the following recommendations:

- (1) That the Clerk be instructed to request an up-to-date assessment of our application from the Provincial Government; and
- (2) That a copy of this report and all prior related correspondence on this matter be sent to Mr. J. Reynolds, the present M.P. for Burnaby-Richmond-Delta riding, so that he can become fully apprised of the Municipality's interest in obtaining a higher priority on the construction of dykes, floodgates and pumps along the Fraser River under the Fraser River Flood Control Programme; and
- (3) That a copy of this report item be forwarded to all of Burnaby's M.L.A.'s.

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

CARRIED UNANIMOUSLY

(8) Lease of Property to the Burnaby Emergency Depot Society

The Manager reported on an appearance by Mr. Edward Giroday, President and Manager of the Burnaby Emergency Depot Society, on September 11, 1972, with the request that the Municipality lease land to the Society for the purpose of carrying on their activities. The staff was asked to report indicating the availability of land to the Society for the purpose.

The Land Agent met with Mr. Giroday in an attempt to find a suitable site and has received assurances that the Society would be prepared to operate in accordance with the "M3" zone regulations and comply with existing By-laws.

A lot legally described, Lot 20, D.L. 166A, Group 1, Plan 42769, on Mandeville Avenue, has been examined by the Society and is considered to be adequate. They are making an application to lease the lot for the sum of \$1.00 per annum.

The Planning Department has no objection to the use of the site for the purpose provided the Society meets the zoning regulations and complies with the provisions of Sections 336 and 477 of the "Municipal Act".

The Manager recommended that Lot 20, D.L. 166A, Group 1, Plan 42769 be leased to the Burnaby Emergency Depot Society for the sum of \$1.00 per annum, subject to the Society's compliance with "M3" zoning regulations and Sections 336 and 477 of the "Municipal Act".

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

MOVED BY ALDERMAN CONSTABLE, SECONDED BY ALDERMAN CLARK:
"That this matter be tabled for a period of one week."

CARRIED UNANIMOUSLY

(9) Proposed Safe Driving Week Sign

The Manager forwarded an application from the Officer-in-Charge, Burnaby Detachment, R.C.M.P. advising that National Safe Driving Week will be held from December 1 to December 7, 1972. The R.C.M.P., Traffic Section were requesting permission to erect a "scoreboard" to make local residents aware of this event of national significance.

The Planner reported on the request of the R.C.M.P. advising that the application was being made under provisions of the Burnaby Sign By-Law and that the R.C.M.P. were requesting authority to erect a temporary sign on public property on the Justice Building lawn approximately 30 feet from the curb on Canada Way to be oriented in such a manner as to be readable from either direction.

The scoreboard would contain information on the number of accidents during the week together with details of property damage, injuries, and personal injury.

The Planner recommended that Council approve the proposed sign and grant permission for it to be placed on public property and further, that the Planning Department be authorized to issue a permit to facilitate erection of this sign at the desired location for the duration of Safe Driving Week.

The Manager recommended that authority be given to issue a permit for the erection of the proposed sign on public property from December 1 to December 7, 1972.

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

CARRIED UNANIMOUSLY

(10) Nature Trails Around Burnaby Lake

The Manager submitted a report dated November 23, 1972 from the Planning Director regarding the development of nature trails in the area around Burnaby Lake.

The Planning Director reported that the Parks and Recreation Commission had received a request from the Burnaby Outdoor Education Association to establish nature trails in the Burnaby Lake area to be financed under the Local Initiatives Programme.

The threefold proposal was:

- (1) to prepare a trail along the North side of Burnaby Lake from Still Creek to Piper Avenue, between the railway tracks and the Lake;
- (2) to prepare a trail from Still Creek to the rowing complex which is to be constructed keeping to the edge of the Lake;
- (3) the prepare a trail from the rowing complex around the South side of the Lake to the power line trail at Hill Avenue.

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The Planner attached a full account of the submission presented by the Burnaby Outdoor Education Association.

The Planner also attached a report from the Parks and Recreation meeting of October 18, 1972 specifying the Commission's approval of the proposed project under close staff supervision within the sports complex area. The Commission recommended that Council grant approval for the installations as proposed.

The Regional District had indicated there was no serious objections to the establishment of the proposed trailways.

The Planner submitted under the heading of "General Development Perspective" that there appeared to be a consensus that the wildlife and physical nature of Burnaby Lake make it unique and hence all planned activities and facilities should be geared towards the maintenance of the existing natural systems. The Planner noted that the Council on October 18, 1972 resolved that action be taken to declare Burnaby Lake a wildlife sanctuary. Because of these actions, there had been raised ^{the} possible ramifications of premature intrusion of trailways into the "natural" areas of the Lake in the absence of a completed overall plan, however, this concern was reduced following consultations with naturalist and biological advisers who indicated that pedestrian access properly designed and controlled need not disturb the natural habitat of the resident wildlife.

Under the heading "The Proposal" the Planner agreed that the development of trailways in the Burnaby Lake area would provide a useful addition to the outdoor recreation and education facilities available to both the municipality and region as a whole.

There was some reluctance to recommend the proposed development be extended beyond the sports-rowing complex area prior to the resolvment of certain items raised in the course of exploratory research carried out. Discussions with naturalists at the Reifel Waterfowl Refuge elicited information that an appropriate "natural" area be set aside as a high use education facility to assist in controlling large group movements within the Park. Other nature trails in the area should be stratigically located in the interest of protecting flora and wildlife. An offer has been received from the Chief Naturalist, Reifel Waterfowl Refuge to assemble a team of Naturalists, at no cost to the Corporation, to undertake a field survey of the proposed trailway areas. The results of such a survey would aid the Corporation to evaluate the proposal as submitted more validly. These results of the survey could hopefully be available by the end of January, 1973.

The Planner recommended that in the absence of an adopted master plan for Burnaby Lake Park and a final statement concerning possible development controls relating to the establishment of a wildlife sanctuary to which a specific appraisal could be related, that the application to establish the proposed nature trail over Corporation land beyond the Burnaby Lake Sports Complex be tabled until such time as the results of the additional research to be undertaken by the Naturalists are available for Council's consideration.

MOVED BY ALDERMAN LAWSON, SECONDED BY ALDERMAN CONSTABLE:

"That this matter be referred back to the Parks and Recreation Commission for consideration of the submission and recommendations to the Council and that the Commission be asked to forward its comments and recommendations for Council consideration."

CARRIED UNANIMOUSLY

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HIS WORSHIP, THE ACTING MAYOR, DECLARED A RECESS AT 9:30 P.M.

THE COUNCIL RECONVENED AT 9:40 P.M. WITH THE SAME MEMBERS PRESENT.

- (11) Letter dated October 26, 1972 from
Mr. B. Robson, Secretary-Treasurer, District Council of Carpenters
Jack Cewe Limited, Contract #15, 1972
(Item 28, Report No. 72, November 6, 1972)
(Item 25, Report No. 74, November 14, 1972)
-

The Manager submitted a report from the Engineer regarding Council's request for certified payroll information from Jack Cewe Limited wherein the Engineer advised he had received either certified copies of the subject payroll or a Statutory Declaration that Clause 36 of the contract was being adhered to with respect to work carried out in the construction of retaining walls. The Engineer submitted the copies of payroll and a covering letter signed by the General Superintendent of the construction firm.

The letter also made reference to the owners and designers of the forms assisting in erecting them on the job inasmuch as they are of a new design and concept in concrete forming.

Between the payroll and the letter all of the items raised by the Council of Carpenters were covered, and it was deemed no further action was necessary.

The Manager advised the report was for the information of Council.

- (12) Local Improvement - Government Road,
Phillips Avenue to Brighton Avenue

This item was dealt with earlier in conjunction with the submission by the Municipal Clerk of the Certificate of Sufficiency covering Phase II - 1972 Local Improvement Programme.

- (13) Engineer's Special Estimates

The Manager submitted Municipal Engineer's Special Estimates totalling \$30,768.00 and recommended that these estimates be approved as submitted.

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

CARRIED UNANIMOUSLY

- (14) Letter from Mr. C. B. Pritchard, C.A., dated October 25, 1972
Development of Footpaths Adjacent to Creeks
-

The Manager reported that on the Agenda of October 30, 1972 Council meeting an enquiry was presented by Mr. C. B. Pritchard, C.A., about the preservation of walks along creeks within the municipality. Mr. Pritchard cited an example of a walk along a creek in the 8100 Block between Government Road and Hunter Street where it was possible to walk by the side of the creek from Government almost to Hunter at which point it became necessary to climb a pile of sawdust to get into a private driveway.

Mr. Pritchard submitted that such footpaths were jealously guarded in England and it was felt they would soon be very much appreciated here.

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The Manager submitted information from the Parks and Recreation Department which indicated that future land acquisition proposals will ensure ownership and control over the major watercourses; and further, that development plans propose the installation of walking and riding trails along the creeks. Some smaller watercourses could be acquired and established as green buffer strips and walkway links through residential areas to public parks or the walking and riding trails. Development of the Still Creek walkway is proceeding.

The watercourse referred to by Mr. Pritchard is in the 8000 Block and is a watercourse which has been incorporated into a neighbouring subdivision of private property. The Parks and Recreation Department has no plans for acquiring property including the creek in question.

The Manager recommended that a copy of this report be sent to Mr. Pritchard.

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

CARRIED UNANIMOUSLY

- (15) Government Street - Phillips to Piper
Local Improvement Cost Report Per Section 601, Municipal Act

This item was dealt with earlier in the Agenda in conjunction with the Certificate of Sufficiency submitted by the Municipal Clerk covering Phase II - 1972 Local Improvement Programme.

- (16) Subdivision Reference #154/72
SEWERAGE EASEMENT

The Manager submitted a recommendation of the Planning Department that an easement was required in connection with the above subdivision over Lot 188, D.L. 83 from Arma Holdings Ltd. and Laurand Holdings Ltd., 3485 Moreland Drive, Burnaby for sewerage purposes. The easement was to be provided at no cost to the Corporation. The property is located on Eglinton Street East of Mahon Avenue.

The Manager recommended that authority be granted to accept and execute the easement.

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

CARRIED UNANIMOUSLY

- (17) Rezoning Reference #48/72
D.L. 74, Block 1, Lots 59 and 60, Plan 1547

The Manager submitted a report of the Planning Director dated November 24, 1972 regarding the provision of storm sewers as a prerequisite to the above rezoning.

The Planner submitted that the cost of providing a storm sewer along Norfolk Street to adequately serve the site was estimated to cost \$11,300.00 which is approximately equal to the value of the property. The Church is not opposed to connecting to a storm sewer but is of the opinion that all the residents affected should contribute.

The Planning Department submitted that the service cost was not warranted when the use of the site presently is to provide additional parking facilities for the congregation and the possible expansion of an existing church facility in the future. The Engineering

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Department did not feel that a serious drainage problem would result if this prerequisite were waived in this instance.

The Manager recommended that the provision of an adequate storm sewer to the site be withdrawn as a prerequisite to rezoning, subject to the applicant agreeing to connect to a storm sewer at its expense when one is provided in the area.

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

CARRIED UNANIMOUSLY

- (18) Completion of Contract #15, 1972 - J. Cewe Ltd.,
1972-73 Local Improvement Programme Stage I
(Item 17, Report 70, October 30, 1972)

The Manager submitted a report of the Municipal Engineer relative to the above contract advising that an extension had been granted to the contract from its original completion of October 31, 1972 to November 18, 1972. The amount of work outstanding at the time of the extension request was approximately \$125,000.00. The amount not completed at the end of the extension was estimated to be \$10,900.00.

The Engineer submitted a report explaining the reasons why the work was not completed at the termination of the extension, the principle reason being because of weather conditions.

The Engineer reported that the outstanding work was made up as follows:

1. Surface Course Asphaltic Concrete (Pavement Overlay)

Approximately ... 600 tons

Approximate Value\$4,500.00

2. Miscellaneous Concrete (Steps and Walks)

Approximately ... 65 cu. yds.

Approximate Value\$4,500.00

3. Sidewalk Panels (Pole Moving Required)

Approximately ... 300 ft.

Approximate Value\$1,000.00

4. Driveways and Walk Ends (Hand-laid Asphalt)

Approximately ... 50 tons

Approximate Value\$ 900.00

TOTAL \$10,900.00

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The Manager recommended that Item 1 in the Engineer's report be included in a 1973 tender call; and that the work remaining to be completed under Items 2, 3 and 4 be done by municipal forces as time, weather and completion of prerequisite work permits.

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

CARRIED UNANIMOUSLY

- (19) Lease of Municipally-owned Land
Rear Portion of Lot 111, Expl. Pl. 40401, D.L.'s 157/163,
Plan 26519
4616 Marine Drive

The Manager reported that the above property had been purchased for future development of the Riverway Sports Complex. The Land Agent had negotiated a yearly lease to commence December 1 to November 30 subject to six months notice of termination by either party to Mrs. Sou Ying Lee, the lease to cover a 3.532 acre portion to be used for market gardening purposes.

The Manager reported that the Land Agent had determined that \$200.00 per acre per year plus taxes was fair and reasonable as a lease rental and Mrs. Lee has agreed to these terms.

The Manager recommended that the subject property be leased for \$200.00 per acre per year plus applicable taxes, for a period to cover December 1 to November 30th.

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

CARRIED UNANIMOUSLY

- (20) Proposed Local Improvement Street Lighting - 1972
C.I.P. Code 40-02 - Schedule H, 1972-77
(1) Area bounded by lane South of Parker Street,
Boundary Road, lane North of Albert Street and
Willingdon Avenue including Albert Street from
Willingdon Avenue to Delta
(2) Area bounded by Cumberland Street, 16th Avenue,
lane East of Endersby, Armstrong Avenue, Holmes
Street and 10th Avenue

The Manager reported that the subject areas were the most poorly lighted areas in Burnaby owing to the fact that power poles are located mostly in lanes preventing the installation of sufficient Hydro-owned lamps to provide desired illumination.

Design of lighting for these areas were complete and Council approval was requested to proceed with the initiation of the improvements.

For cost reporting purposes:

- (a) Willingdon Heights area contains 340 units at an estimated cost of \$306,000.00;
(b) East Burnaby area contains 107 units at an estimated cost of \$100,000.00.

Both projects have been approved in the 1973 Capital Improvement Programme for 1973.

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The Manager recommended that authorization be given to the initiation of the Willingdon Heights area and the East Burnaby area Street Lighting Projects, for the approximate costs shown in the body of this report.

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

CARRIED UNANIMOUSLY

(21) Clearing and Grubbing of Road and Lane Allowances
D.L. 86, Stage III B
(Item 5, Report No. 72, November 6, 1972)

The Manager reported that Council on November 6, 1972 received a report concerning a contractor's default on the execution of a contract to clear and grub road and lane allowances in D.L. 86 and Council on that date accepted a cheque from Surfcrest Construction Company Limited for approximately \$3,097.40 as payment in lieu of defaulting on the execution of the clearing and grubbing contract for road and lane allowances in D.L. 86 and authorized^{the} return to the Company of the bid bond submitted with its tender; and furthermore, directed that tenders be invited to do the work either in accordance with terms of the "Special Provisions" in the contract document covering the matter or without the penalty of \$100.00 for damage caused to branches overhanging the right-of-way where attached to trees rooted outside of the right-of-way that may be cut, cut down, damaged or destroyed, with the work to be completed by January 31, 1973.

The Manager reported that tenders had been received on November 22, 1972 and were opened in the presence of Municipal Staff and representatives of the firms bidding.

The Manager attached a tabulation of the tenders received and a report of the Engineer concerning the latest tenders.

The Manager recommended that all tenders be rejected; and that, new tenders be called in the Spring of 1973; and that, authorization be given to design the roads and utilities for the subdivision in advance of the clearing work that must be done on the property, with such work to be done by the Municipality with possible assistance from a consulting engineering firm; and that, a study be conducted by the Municipal Engineer at the same time on the possibility of making use of a smokeless burner for disposal of the clearing material, with the study to be completed by April 1, 1973, and with assistance to be provided by the Chief Public Health Inspector and the Fire Chief.

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

CARRIED UNANIMOUSLY

(22) Burnaby Lake Pavilion and Rowing Course
1973 Canada Summer Games

The Manager submitted a general status report on the above for the information of the Council. Tenders, excluding floats and lane markers for the course itself, closed some two weeks ago and were some \$300,000.00 higher than estimates. The Architects had reviewed the tenders, reconsidered and reviewed the design for the Pavilion and the driving of piles and have met with several contractors who bid the job as general contractor and sub-contractors.

The Architects have made specific recommendations on a course of action to be taken.

The Manager related the situation which could develop if the contract for rowing course floats, lane markers and floating judges' tower (which had not yet been called) would occur when tenders were called and an overexpenditure of some \$130,000.00 might be anticipated. The Manager indicated this was somewhat speculative and there should be no assumption that a problem will occur in any event as the Committee were also looking at other sources of funds. The Manager was working closely with the Society and there was no suggestion that the Society was not acting in a responsible manner.

In summary, the recommendations of the Architect were:

1. Reject all bids as they are over the budget.
2. Split the present contract into two parts - one contract for all the piling for the course and the Pavilion, the construction of the entrance road and the construction of the base or platform for the Pavilion and bleachers; and another contract for the building of the building structure on the base or platform including all the utilities to serve the building.
3. Accept the quotation of Dillingham Corporation Canada Ltd. to undertake the first phase which involves the piling, the construction of the entrance road and the platform for the building and bleachers at a cost not to exceed \$244,000.00, which well within the present budget (\$190,000.00 for the piling and platform and \$54,000.00 for the construction of the road), subject to approval by the Board of Directors.

Council will recall that the cost of the construction of the road will be borne by the Municipality of Burnaby and the cost of the piling and platform will be borne by the Society's budget.

4. Authorize the calling for tenders for a second contract of the building and bleachers to go on the platform to be built under the first contract with Dillingham.
5. Authorize the calling for tenders for the rowing course floats, lane markers and floating judges' tower to be closed at the same time as the second contract for the construction of the building and bleachers.

The Manager noted that the Municipality had agreed to pay for construction of the entrance road and it may be necessary to raise the sum from \$75,000.00 to \$80,000.00 although it was really too early to tell.

The Manager recommended that authority be given to approve of the inclusion of the construction of the entrance road at a cost not to exceed \$54,000.00 in the first contract for the Lake project with Dillingham Corporation Canada Ltd; and that a copy of this report item be sent to the Canada Summer Games Society, Burnaby Parks and Recreation Commission, and Mr. D. A. Manning, New Westminster City Administrator.

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

CARRIED UNANIMOUSLY

(23) Preliminary Plan Approval No. 1758 and No. 1948
5784 Byrne Road - Lot 1, Block "D", D.L. 155B, Plan 7079

The Manager submitted a report of the Director of Planning dated November 24, 1972 concerning an application for expansion of facilities by L & M Equipment B. C. Limited, 5784 Byrne Road.

The Planner outlined a previous application by L & M Equipment B. C. Limited to expand their facilities to include an additional area of approximately 2,300 square feet of floor area to the South end of the existing machine shop complex for part of their operational and office space requirements. This use was considered to be conforming with respect to the existing M3 (Heavy Industrial) District Zoning however it was noted that should the current proposal to rezone the area to M2 Industrial be passed, both this portion of the industry and the heavier aspects would become non-conforming.

In finality, after consideration it was concluded that the proposed addition should be allowed and the Council agreed and development permits for the extension were issued in October, 1972. A new application has now been received to allow the addition of one more section to the extended portion of the building and the matter is being returned to Council.

The new proposal is to add an additional 766 square feet of floor area to the repair shop/office complex for the storage and repair of small parts and compressors only.

Respecting the fact that the new development proposal achieves the same good standard of development as did the recently approved 2,300 square foot addition and the use to which the new addition was to be put, the Planning Department had no objections to the issuance of the P.P.A. and so recommended.

The Manager recommended that authorization be given to issue a Preliminary Plan Approval for the subject development upon receipt of development plans that are acceptable under the proposed M-2 (General Industrial) zoning regulations; and that a copy of this report item be sent to the applicant.

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

CARRIED UNANIMOUSLY

(24) Lease of Part of Part of Waterlot 6317 and Lots 186 and 187,
District Lot 165, Plan 1050
(Weldwood of Canada Limited)

Mr. J. A. Crawford, Manager of Property Administration for Weldwood of Canada Limited, in a letter dated October 19, 1972, requested our consent to a renewal of the waterlot lease with the North Fraser Harbour Commission and a renewal of an upland lease with the Municipality.

Mr. Crawford in a letter dated November 15, 1972, withdrew his request for renewal of the upland lease on Lots 186 and 187.

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The Land Agent has no objection to approval being granted on a portion of Water Lot 6317, subject to the approval fee as recently approved by Council.

The Administrative fee structure for Municipal consent to leases issued by the North Fraser Harbour Commission as approved by Council on October 30, 1972, is as follows:

20% for a lease costing up to \$500.00, plus 10% for any cost of a lease over the first \$500.00, plus an amount equal to taxes pro rated for the current year if the lease is not already on the tax roll.

Weldwood of Canada Limited has paid the taxes due on their portion of Water Lot 6317 for the year 1972. The amount of taxes is \$1,525.68.

The Manager recommended that consent be given to allow the North Fraser Harbour Commission to lease a portion of Waterlot 6317, subject to the application of the fee structure that was approved by Council on October 30, 1972.

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

CARRIED UNANIMOUSLY

(25) Extension of Completion Date
Contract No. 19, 1972 - Ornamental Street Lighting
(Item 18, Report 76, November 30, 1972)

The Manager reported that the Municipal Council accepted a recommendation with respect to the extension of the above contract on November 20, 1972.

The Manager reiterated the full text of the recommendation made at that time.

The Municipal Solicitor has suggested another approach to the problem considered to be cleaner and more simple from an administrative point of view.

The Manager therefore recommended the following:

- (1) that the motion approving of the recommendation in Item 18, Report No. 76, be rescinded; and
- (2) that the contract be extended to May 15, 1973, without the implementation of the \$100.00 per day liquidated damages; and
- (3) that the performance bond be extended accordingly; and
- (4) that the 15% holdback for this portion of the contract be released 40 days after the substantial completion date of this portion of the contract; and,
- (5) that the 1 year guarantee for this portion of the contract commence on the date of the substantial completion of same.

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

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

BY - LAWS

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

BURNABY MOBILE HOME PARK BY-LAW 1972	(#6196)
BURNABY STREET AND TRAFFIC BY-LAW 1961, AMENDMENT	(#6198)
BY-LAW NO. 5, 1972	
BURNABY STREET NAMING BY-LAW NO. 1, 1972	(#6199)
BURNABY SEWER CONNECTION BY-LAW 1961, AMENDMENT	(#6200)
BY-LAW NO. 1, 1972	
BURNABY PLUMBING BY-LAW 1966, AMENDMENT BY-LAW	(#6201)
NO. 1, 1972	
BURNABY LOCAL IMPROVEMENT CHARGES BY-LAW 1971,	(#6202)
AMENDMENT BY-LAW NO. 3, 1972	

be now introduced and that Council resolve itself into a Committee
of the Whole to consider and report on the By-Laws."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

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

BURNABY MOBILE HOME PARK BY-LAW 1972	
BURNABY STREET AND TRAFFIC BY-LAW 1961, AMENDMENT	
BY-LAW NO. 5, 1972	
BURNABY STREET NAMING BY-LAW NO. 1, 1972	
BURNABY SEWER CONNECTION BY-LAW 1961, AMENDMENT	
BY-LAW NO. 1, 1972	
BURNABY PLUMBING BY-LAW 1966, AMENDMENT BY-LAW	
NO. 1, 1972	
BURNABY LOCAL IMPROVEMENT CHARGES BY-LAW 1971, AMENDMENT	
BY-LAW NO. 3, 1972	

be now read three times."

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN CONSTABLE:

"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. 32, 1971

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 38, 1972

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 25, 1972

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 32, 1971 provides for the following proposed rezoning:

Reference RZ #19/71

The North 71.8' of Lots 28 and 30, Except Sketch 9949,
Block 4, D.L. 96N $\frac{1}{2}$, Plan 2189

6579 and 6591 Kingsway

FROM R5 TO C4

MUNICIPAL CLERK stated that the Planning Department has 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. 38, 1972 provides for the following proposed rezoning:

Reference RZ #3/72

Lot 6, D.L. 34, Plan 849

4045 Kingsway

FROM R5 TO CD

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.

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 25, 1972 provides for the following proposed rezoning:

Reference RZ #8/72

Lot 1, S.D. 2, Block "B", D.L. 10, Plan 12317

8765 Government Street

FROM R1 TO P2

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 CONSTABLE:

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

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

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 32, 1971
BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 38, 1972
BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 25, 1972

be now read three times."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN CONSTABLE:
"That BURNABY SECURITY ISSUING BY-LAW NO. 9, 1972 be now reconsidered and finally adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto."

CARRIED UNANIMOUSLY

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 41, 1972 came forward for reconsideration and final adoption. This By-Law provides for the following proposed rezoning:

Reference RZ #30/72

Lot 1, Except Explanatory Plans 12809 and 14855,
Block 4, D.L. 59, Plan 3050

2932 Bainbridge Avenue

FROM R1 TO P8

MUNICIPAL CLERK stated that the Planning Department has reported that the prerequisites established by Council in connection with this rezoning proposal have been satisfied.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN CONSTABLE:
"That BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 41, 1972 be now reconsidered and finally adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto."

CARRIED UNANIMOUSLY