

JUNE 11, 1974

A Special Meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby 2, B.C., on Tuesday, June 11, 1974, at 6:00 p.m.

PRESENT:

- Mayor T. W. Constable
- Alderman G. D. Ast
- Alderman B. M. Gunn
- Alderman A. H. Emmott
- Alderman D. A. Lawson (6:08 p.m.)
- Alderman W. A. Lewarne (6:10 p.m.)
- Alderman G. H. F. McLean
- Alderman J. L. Mercier
- Alderman V. V. Stusiak

STAFF PRESENT:

- Mr. M. J. Shelley, Municipal Manager
- Mr. A. L. Parr, Planning Director
- Mr. G. Hamilton, Planner
- Mr. J. Hudson, Municipal Clerk

Mayor Constable called the meeting to order and advised that same was the continuation of the Regular Meeting which was held on Monday, June 10, 1974, and at that time had been adjourned to meet again this evening at 6:00 p.m.

Mayor Constable advised that this Special Meeting of Council had been called to consider "Burnaby Transportation Study to 1985". At the request of His Worship the Mayor, the Director of Planning advised the meeting in reference to "Burnaby Transportation Study to 1985" and advised that this report will enable the Municipality to use what it has more effectively, i.e. Traffic Management, and that even without any major road developments, this is necessary. There is need for efficiency and the Director of Planning pointed out that much of the key road system is controlled by the Province of British Columbia. The Director of Planning advised that the idea of the report is to determine whether Council is in agreement with the point reached and then dealt with the nine policy recommendations as enumerated on Page 88 of the said report.

MOVED BY ALDERMAN AST:  
SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

For the benefit of those in attendance, the Director of Planning reviewed the summary statements as contained on Pages 86 and 87 of the said report. Mayor Constable made reference to the "Park and Ride" scheme as set out on Page 74 of the said report.

Alderman Stusiak suggested that there were two distinct problems:

- (1) People passing East to West and West to East and that we are dealing with non-residents and it requires certain recommendations to outside these boundaries and was of the opinion that two additional lanes on the Freeway should be created for a transit system, not automobiles, and that a suggestion should be advanced to the District of Surrey for the creation of a "park and ride" area within that municipality.
- (2) Problem of our own people with the requirement to tie the community better to the North and South and that pull-off curbs are required and the Shopping Centres are not presently tied by a one-ring bus and that even with a transit system there would still be more automobiles going into Vancouver than the Freeway system will carry.

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Mayor Constable advised that the Provincial Department of Highways did agree to meet with the Burnaby Council after they have had a chance to study the "Burnaby Transportation Study to 1985" report and that Coquitlam, Port Coquitlam and Port Moody decided not to support a Broadway extension. The Director of Planning made the comment that the staff of Burnaby know more about the region traffic-wise than most others and that the Transit people and the British Columbia Hydro representatives have not shown up for various meetings.

Alderman Gunn stated that the report says the greatest need is East-West movement and the growth pattern is based on a factor of 2 to 2½.

Alderman Lewarne enquired as to whether local buses would feed to a fast bus. The Director of Planning was of the opinion that the Municipality should try and get an agreement on a network and solve within this transit context. It was suggested that the Burnaby Transit Committee should meet and the meeting was advised that it would be an imposition if the Province were just to decide to bring a bus along Gilpin and up Sperling and that this decision should be made here.

Alderman Gunn advised that the "park and ride" principle is to get as many through cars off the streets of Burnaby as possible. The meeting was advised that 30% of the Pacific National Exhibition Park and Ride patrons come from the District of Burnaby and 70% from elsewhere and that Figure 26 on Page 60 of the report shows the through person trips 4 to 6 p.m. - 1985 and that for "park and ride" established in the peripheral area land costs are less and that the purpose of the "park and ride" facility is to improve the transit system. Alderman Gunn was of the opinion that the basic premise of this report is that Burnaby can afford a bus system and raised the question of buses and the North and South connection problem with the meeting being advised that there has been some improvement in same in the past year. Alderman Gunn advised that he wants to see a proper North-South link-up to which Mayor Constable advised that he had raised this question with the Minister of Municipal Affairs who had advised that as soon as buses become available they will be brought to Burnaby but at the moment there is a lack of buses. Alderman Gunn advised that he can accept the lack of buses but not the fact that personnel did not show up for meetings and this should be made known to the people in charge that Burnaby Council is not very happy in connection with this particular item.

The meeting then discussed the matter of the conceptual road network - 1985 as depicted on Figure 32 on Page 84 of the said study, with the meeting being advised that the schemes have always been ad hoc, therefore will Council support a concept and that the concept on Page 84 does answer many questions.

Alderman Mercier voiced the opinion that the report confirms the major problem is East-West and that he dislikes Willingdon Avenue meeting close to Boundary Road at Marine Way and would rather see Willingdon Avenue join Marine Way closer to Nelson Avenue.

The Planner spoke to the rationale of Moscrop Street going into Douglas Road. The question was raised as to why bend Moscrop Street up and continue to Kensington Avenue? The Director of Planning advised that this was generally unacceptable to the Park Commissioners and the public and that they were unable to get around Deer Lake and therefore the concept was difficult.

Alderman Lewarne enquired as to the estimate costs for completion of these roads and suggested that the Council should initiate a ten-year programme and that he agrees almost 100% with the plan shown.

In response to the question as to whether copies of this report have gone to neighbouring municipalities, the Director of Planning replied, "Yes".

Alderman Lawson enquired as to where the proposed municipal highway cuts through the George Derby Lands. The Director of Planning advised that the location is as agreed and designed by the Provincial Department of Highways. The meeting was advised that the Provincial Government did wish to route Annacis Island traffic to Kingsway but the Municipality of Burnaby did not agree and intended to discourage traffic through the central area.

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It was pointed out to the meeting that it is a conceptual road network and that therefore not the final routes and that there are a number of alternatives. It was suggested that perhaps the Council should adopt the concept with the proviso of deciding particular networks. The opinion was voiced that it was not appropriate to receive delegations on this plan at present as it would be premature to get the public at this stage to discuss the various roads and that the Municipality should take a much stronger stand with the Provincial Government.

Alderman Lewarne indicated that he would like a report from the Director of Planning on the priorities and the approximate costs.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LAWSON:

"THAT the Municipal Council concurs with the policy recommendations numbered 1 - 9 (inclusive) as contained on Page 88 of the "Burnaby Transportation Study to 1985", namely,

- (1) Support the principle of a conceptual road network as a basis for future co-ordinated transportation development.
- (2) Strengthen the established liaison with the Provincial Government to seek an early resolution of the areas of responsibility between municipal and non-municipal roads.
- (3) Determine appropriate road design standards applicable to the finally adopted road network.
- (4) Introduce and pursue an active and continuing traffic management programme for all roads within the Municipality.
- (5) Fully support the concept of increased public transit both in Burnaby and in the Region.
- (6) Seek a stronger liaison with the Bureau of Transit to improve all aspects of public transit within Burnaby, particularly improving the local bus service and increasing the number of transit foci.
- (7) Review the priorities of the Major Roads Projects of the Capital Improvement Programme in the light of this report.
- (8) Embark on a study of truck volumes on routes within the municipality and determine the best location of future truck routes in relation to the finally adopted network road.
- (9) Circulate copies of this report to all interested parties."

CARRIED UNANIMOUSLY

Following further discussion it was:

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN GUNN:

"THAT the Director of Planning bring back specific design and recommendation concepts for a FIVE-YEAR (5-year) programme with a THIRTY-MILLION DOLLARS (\$30,000,000) expenditure for a loan authorization by-law to be placed before the electors."

CARRIED UNANIMOUSLY

A discussion then ensued as to the involvement of the public and comment from them and when and how to have the meetings and the method of approach.

Alderman Lawson voiced the opinion that the Council should only involve the Council when the Council are fully informed and that she would not go to the public on the basis of this report.

The Director of Planning advised that the Public Meetings Report did mention the Transportation Study and has been sent to those who participated in same and there have been no replies received to date.

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Mayor Constable reminded the meeting that Item #24 of the Manager's Report No. 43 which had been tabled at the regular meeting of Council held on Monday, June 10, 1974, contained therein three recommendations as to the procedure that the meeting between the Burnaby Council and the Transportation Committee should concentrate on.

MOVED BY ALDERMAN STUSIAK:  
SECONDED BY ALDERMAN MERCIER:

"THAT Item #24 of the Manager's Report No. 43 which was considered at the Regular Meeting of Council held on June 10, 1974, and tabled at that time, be now lifted from the table."

CARRIED UNANIMOUSLY

In compliance with instructions received, the Municipal Clerk then read the Manager's recommendation to the meeting, following which it was:

MOVED BY ALDERMAN LEWARNE:  
SECONDED BY ALDERMAN MERCIER:

"THAT the Municipal Council concurs with the recommendation of the Municipal Manager, namely,

"THAT the meeting between the Burnaby Council and the Transportation Committee concentrate on the following procedure:

- (1) That the Livable Region Plan include as an integral part of its proposals a comprehensive concept for transportation; and
- (2) That a Technical Transportation Committee consisting of representatives of the region, member municipalities and the Province, be established to clarify the roles of their respective organizations in relation to the Livable Region Plan; and
- (3) Following this clarification of responsibility and acceptance of the Plan, steps be pursued to obtain the necessary powers by the appropriate authorities to implement the Plan.

The Municipal Manager spoke to this recommendation and the Director of Planning from the Position Paper of the Transportation Function Study Committee, following which the MOTION was then VOTED ON and CARRIED UNANIMOUSLY.

MOVED BY ALDERMAN EMMOTT:  
SECONDED BY ALDERMAN STUSIAK:

"THAT the Regular Meeting of the Municipal Council scheduled for Monday, June 17, 1974, commence at 5 o'clock in the afternoon for purposes of considering the report, "Public Meetings - Phase One"."

CARRIED UNANIMOUSLY

The Director of Planning requested clarification in connection with advising people as to the consideration of this report at the time designated. A discussion was then held in reference to the 500' contour line on Burnaby Mountain, upon which it was:

MOVED BY ALDERMAN LEWARNE:  
SECONDED BY ALDERMAN AST:

"THAT the motion as passed at the Regular Meeting of the Municipal Council on June 10, 1974, namely,

"THAT the Municipal Clerk be advised to notify those people affected by the 500' contour line on Burnaby Mountain, be rescinded."

CARRIED

ALDERMAN GUNN VOTED CONTRARY TO THE MOTION

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MOVED BY ALDERMAN STUSIAK:  
SECONDED BY ALDERMAN MERCIER:

"THAT Mr. J. M. Laing, 7327 Pandora Street, Burnaby 2, B.C., be advised that the report, "Public Meetings - Phase One" will be considered at the meeting of Council to be held on Monday, June 17, 1974, with the said meeting commencing at 5:00 p.m."

CARRIED UNANIMOUSLY

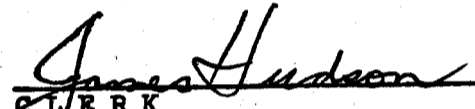
MOVED BY ALDERMAN LEWARNE:  
SECONDED BY ALDERMAN McLEAN:

"THAT this meeting do now adjourn to meet again on Monday, June 17, 1974, at 5 o'clock in the afternoon."

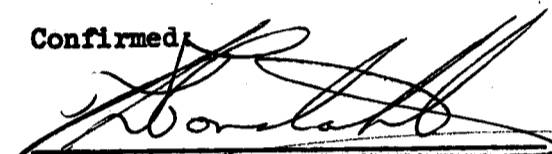
CARRIED UNANIMOUSLY

AT 8:15 P.M. THE MEETING ADJOURNED.

Certified Correct:

  
CLERK

Confirmed:

  
MAYOR