

March 4, 1974

A regular meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Monday, March 4, 1974 at 7:00 p.m.

PRESENT:

Mayor T. W. Constable, in the Chair
Alderman G. D. Ast
Alderman B. M. Gunn
Alderman D. A. Lawson (7:03 p.m.)
Alderman W. A. Lewarne
Alderman G. H. F. McLean
Alderman J. L. Mercier
Alderman V. V. Stusiak

ABSENT:

Alderman A. H. Emmott

STAFF PRESENT:

Mr. M. J. Shelley, Municipal Manager
Mr. A. L. Parr, Planning Director
Mr. E. E. Olson, Municipal Engineer
Mr. E. A. J. Ward, Deputy Municipal Clerk
Mr. B. D. Leche, Municipal Clerk's Assistant
Mr. J. Plesha, Administrative Assistant

A Public Hearing was held in connection with Burnaby Highway Exchange By-Law No. 2, 1974, which involves a portion of the Roseberry Avenue right-of-way and the Patterson Avenue Diversion.

The Planning Director and the Deputy Municipal Clerk provided a brief explanation of the purpose of the exchange.

No one appeared to speak about the proposed By-Law.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN GUNN:
"That the Public Hearing now adjourn."

CARRIED UNANIMOUSLY

THE COUNCIL CONVENED AT 7:03 P.M.

ALDERMAN LAWSON WAS PRESENT ALONG WITH THE OTHER MEMBERS OF COUNCIL SHOWN ABOVE WHO WERE IN ATTENDANCE.

ORIGINAL COMMUNICATIONS

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN LEWARNE:

"That all of the below listed original communications be received and those items of the Municipal Manager's Report No. 17, 1974 which relate thereto be brought forward for consideration at the appropriate times."

CARRIED UNANIMOUSLY

The Honourable James G. Lorimer, Minister of Municipal Affairs, submitted a letter advising that there is no intention, at this time, to change the method of choosing Directors for the Regional Districts in the Province.

Mr. John Reynolds, Member of Parliament for Burnaby-Richmond-Delta, wrote to:

- (a) express appreciation for being kept informed of the situation with respect to the attempt of Council to have Council representation on Local National Harbours Board Agencies;
- (b) indicate that, since the National Harbours Board has not seen fit to accede to the request of Council, he will again write to the appropriate Federal Minister to ask that he arrange to correct the situation.

Mr. J. S. Alsbury, Chairman, The North Fraser Harbours Commissioners, submitted a letter with which he forwarded a copy of the Financial Statement of the Commission for the year ended December 31, 1973.

The Honourable Graham R. Lea, Provincial Minister of Highways, submitted a letter addressed to Mayor Constable setting forth the position of the Provincial Government with respect to its involvement in Marine Drive and its realignment, the Broadway extension to Como Lake Road, the proposed connection between the Stormont Interchange of the Freeway and Lougheed Highway, and the proposed connection between the Stormont

Interchange of the Freeway and McBride Boulevard via Newcombe Street.

Item #12 of the Municipal Manager's Report No. 17, 1974, which relates to the subject of the letter from The Honourable Graham R. Lea, was brought forward for consideration at this time. The following is the substance of that report:

- (12) (a) Marine Drive
 (b) Broadway Extension to Como Lake Road
 (c) Connection between Stormont Interchange of Freeway and Lougheed Highway
 (d) Connection between Stormont Interchange of Freeway and McBride Boulevard via Newcombe Street
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The latest letter from The Honourable Minister is the fourth in a series of correspondence between the Minister and Mayor Constable since a meeting was held in the Burnaby Municipal Hall on November 9, 1973 to discuss the subject roads.

Discussions have also been held during this period, and are continuing to be held, between Provincial and Municipal staff members to pursue the various points covered in the correspondence.

The conclusion, at the moment, is that further staff research and discussion must take place before final recommendations can be made to the Council.

As regards the points listed in the letter from the Minister, the following was offered:

(i) Marine Drive

It is the view of the Municipality that the new Marine Way will function as an arterial highway and, as such, both right-of-way acquisition and construction are the responsibility of the Provincial Government.

Municipal staff have had some input into the question of the Annacis Island facility and will soon be forwarding a plan of the Marine Way route, together with information on right-of-way acquisitions, to the Department of Highways.

(ii) Broadway Extension to Como Lake Road

A considerable amount of discussion is still required on this proposal before agreement can be reached on the concept to be followed. For this reason and because the subject also involves input from the Sullivan Heights Ratepayers Association, the Simon Fraser Hills Strata Corporations, the Municipality of Coquitlam, and Burnaby's consultants who have studied alternate alignments for the extension, it is proposed to place a separate report before Council as soon as possible.

It is clearly not possible to authorize approval of the Provincial Housing development in the Simon Fraser Hills area until these discussions have been concluded.

(iii) Connection between Stormont Interchange of the Freeway and Lougheed Highway

The Minister has provided an undertaking to complete this connection as early as possible.

(iv) Connection between Stormont Interchange of Freeway and McBride Boulevard via Newcombe Street

Staff discussion and exchange of information is proceeding on this proposed road connection. Data from the Transportation Study obtained so far supports the municipal view that a high proportion of the traffic using this connection would be generated from outside Burnaby's boundaries.

Staff believes they can demonstrate to the Minister the convenience provided by the connection during non-peak periods; the advantages to be gained by removing through traffic from Burnaby's residential areas; and, as the Freeway is already at capacity during rush hours, the Stormont-McBride connection cannot worsen the situation.

It was recommended that a copy of the report at hand be sent to the Provincial Minister of Highways and that staff be instructed to continue working with his Department toward the implementation of the objectives referred to in the letter Mayor Constable sent to the Honourable Minister under date of January 22, 1974.

Alderman Stusiak pointed out that it would be necessary, in order to provide the road connection between the Stormont Interchange of the Freeway and Simon Fraser Way at Lougheed Highway, to cross both the Brunette River and the railway right-of-way in the area.

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

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN MCLEAN:
"That the Provincial Minister of Highways be respectfully requested to:

- (a) provide a specific answer as to the date he expects to invite tenders for the crossing of both the Brunette River and the railway right-of-way in the area of the Stormont Interchange of the Freeway, and when a tender will be awarded for that project as a prelude to the construction of the road connection between the said Interchange and Simon Fraser Way at Lougheed Highway;
- (b) complete the subject road connection within the next 18 months."

CARRIED UNANIMOUSLY

Comments were made by Council members that it was their understanding joint meetings between staff of the Municipality and the Provincial Department of Highways would be held in connection with all of the subject major road proposals.

Alderman Gunn suggested that perhaps consideration should be given the matter of providing special lanes on Kingsway, Lougheed Highway, Hastings Street and other such thoroughfares for transit facilities only for use in connection with the "Park and Ride" concept. He pointed out that nowhere in the correspondence from the Minister of Highways was mention made of this situation.

It was understood by Council that Mayor Constable would pursue the above two matters.

A vote was then taken on the original motion to adopt the Manager's recommendation, as amended above, and it was carried unanimously.

Mr. S. C. Todd, Secretary, Burnaby Lions Club, wrote to request permission to hold the Annual Carnation Day on May 11, 1974 at various locations in the Municipality.

MOVED BY ALDERMAN LEWARNE, SECONDED BY ALDERMAN LAWSON:
"That permission be granted to the Club to conduct its campaign at the time and in the locations mentioned."

CARRIED UNANIMOUSLY

Mrs. Lois Boyce, Executive Director, British Columbia Environmental Council, forwarded a copy of her February 22nd letter addressed to Premier Barrett outlining the position of the British Columbia Environmental Council with respect to the Industrial Park and Deepsea Port in the Fraser Estuary in and near Tilbury Island.

Mrs C. Clark wrote to protest the expansion of oil refineries in Burnaby on the grounds this will increase pollution and create traffic congestion on Willingdon Avenue.

Mrs. D. Woodside also submitted a letter in which she provided reasons why she felt Council should reconsider the decision it rendered recently to allow the Chevron Refinery to expand its facilities on its land abutting Burrard Inlet.

MOVED BY ALDERMAN LAWSON, SECONDED BY ALDERMAN GUNN:

"THAT Mr. and Mrs. Woodside be welcomed to the Municipality of Burnaby; and further,

THAT Mr. and Mrs. Woodside be advised that, in the opinion of Council, its decision in regard to the Chevron Oil Refinery will result in less pollution there than before; and further,

THAT they be informed of the decision Council has rendered with respect to the Eastern Burrard Inlet Development Concept, and it be pointed out to them that the studies being made in regard to that concept will be by all levels of Government; and further,

THAT they also be advised that, in the opinion of Council, while a "newcomer" to the Municipality might consider Burnaby's image as "that" place between Vancouver and New Westminster because of the lack of news coverage and publicity, they be assured that Burnaby does have an identity of its own; and further,

THAT Mr. and Mrs. Woodside be issued an invitation to speak to the Planning Director regarding residential, recreational, commercial, and industrial development in the Municipality."

CARRIED UNANIMOUSLY

CLERK'S NOTE:-

In acknowledging the letter from Mrs. Clark, I informed her of the decision Council rendered in regard to the Chevron Refinery Expansion Programme in the same manner as I did with all others who have written to Council about that matter.

I also advised Mrs. Woodside of that decision in addition to the other points covered in the above motion relating to her submission.

Mr. Alan Barnard submitted a letter requesting that Council expedite a decision on the matter of establishing regulations for the Strata Titling of Duplexes so that he can finalize his proposed purchase of a duplex in the Municipality.

Upon being asked, Mr. A. L. Parr, Planning Director, stated that his Department has recently asked that Mr. Barnard submit a formal application for the Strata Titling of the duplex in question so that the application can be processed in accordance with the regulations Council recently established to deal with such matters.

Mr. Parr also explained that neither the owner of the property in which Mr. Barnard has an interest, nor his agent, had filed a formal application for the Strata Titling of the duplex because the regulations mentioned were not approved by Council until a short time ago.

Mr. Parr concluded by stating that he anticipated his Department could have a report for Council at its March 18, 1974 meeting on the request of Mr. Barnard providing his application is made fairly soon.

MOVED BY ALDERMAN GUNN, SECONDED BY ALDERMAN STUSIAK:

"That Mr. Barnard be advised of the situation with respect to his desire in seeking Strata Title approval of the duplex in which he has an interest in accordance with the comments made this evening by Mr. Parr."

CARRIED UNANIMOUSLY

CLERK'S NOTE:-

In addition to advising Mr. Barnard of the situation, as directed by the above resolution, I provided Mr. Barnard with the text of the resolution Council has passed about the subject of Strata Titling of Duplexes.

Mr. Jazz Singh wrote to request that Council authorize two sidewalk crossings to his property at 4840 McKee Place in order that he can construct a circular driveway.

Item #14 of the Municipal Manager's Report No. 17, 1974, which relates to the subject of the letter from Mr. Singh, was brought forward for consideration at this time. The following is the substance of that report:

(14) Circular Driveway - 4840 McKee Place

Mr. Singh enquired of the Engineering Department last week as to the possibility of obtaining a second vehicular crossing off McKee Place so that he could develop a circular driveway within his front yard. He was informed that it was the policy to discourage driveways unless the frontage of the lot was in excess of 80 feet. The only relaxation that the Engineering Department could accept would be if the circular driveway was essential for safety reasons. The street involved is of the local residential variety, with very low volumes of traffic and does not create a safety problem for vehicles backing out of the property.

The reasons for the aforementioned policy in respect of the 80-foot width are:

- (a) to reduce to a minimum the number of lots that could qualify for loop driveways. This was because the average residential area in Burnaby is comprised of lots ranging in width from about 50 to 70 feet. If loop driveways were accepted on such lots, any existing or future curb and sidewalk works would be primarily composed of vehicle crossings;
- (b) to discourage loop driveways on smaller lots because such driveways invariably become front yard parking lots, which is contrary to the Zoning By-Law.

Even if a lot meets the 80-foot width requirement, the policy still requires the house to be set far enough back so that the back portion of the loop is beyond the frontyard setback requirement. Loop driveways on such smaller lots where the face of the building is at the required frontyard setback limit occupy so much of the frontyard there is little room left for landscaping, which is essential if the aesthetics of a residential environment are to be maintained.

In examining the plan submitted by Mr. Singh, it appears his front property line is the curb of the street. There would be very little room left on his lot to do any meaningful landscaping.

It was recommended that:

- (i) the decision of the Engineering Department in regard to the request of Mr. Singh to construct a circular driveway in the frontyard of his property at 4850 McKee Place be upheld, and that he be provided with a copy of the report at hand;
- (ii) Council approve in principle the policy of the Engineering Department relating to loop driveways, as detailed in the report.

Alderman McLean suggested that Council should review its policy in respect of circular driveways. He stated that perhaps a frontage of 65 to 70 feet would be adequate to accommodate such driveways. Alderman McLean also indicated that, in some cases, there would be no problem if vehicles were parked in the frontyard area of a property.

In response to a question, the Municipal Engineer stated that there would be nothing illegal if Mr. Singh chose to back into or out of the driveway presently serving his property.

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

CARRIED

AGAINST -- ALDERMEN MCLEAN AND LEWARNE

ENQUIRIES

When Alderman Mercier enquired as to what percentage of the employees accepted the terms of the settlement between the Corporation and the Civic Employees Union recently, the Manager stated that he understood it was over 80%. Mayor Constable advised that he had been informed it was 83%.

When Alderman Mercier asked whether this was a "normal" percentage, the Manager replied that he could not answer that question with certainty but, in his experience, very few settlements were accepted by employees on the basis of a marginal vote. As an example, he stated that the year the employees went on strike, over 70% of them voted to accept the settlement that was finally negotiated.

In response to a question, the Planning Director stated that his Department had sent a letter to Chevron Canada Limited outlining the things the Company must do in complying with the approval, by Council, of the Company's Refinery Expansion Programme.

MOVED BY ALDERMAN GUNN, SECONDED BY ALDERMAN AST:

"That a report be submitted to Council outlining the procedures Chevron Canada Limited must follow in meeting the standards prescribed by Council when the Refinery Expansion Programme of the Company was approved."

CARRIED

AGAINST -- ALDERMEN LAWSON AND LEWARNE

As a result of a discussion in Council, Alderman Mercier served a Notice that he would be introducing a Motion relating to the subject of communications which should or should not be presented directly to Council.

When Alderman Lewarne enquired, Mr. Parr stated that he hoped to have a report for Council by the end of March, 1974 dealing with the Major Road Study that has been undertaken by consultants on behalf of the Municipality.

When Alderman Lawson asked about the anticipated disposition of the Greater Vancouver Regional District's consideration of the Eastern Burrard Inlet Development Concept, Mayor Constable replied that it would be recommended to the Board of Directors of the Greater Vancouver Regional District at its meeting this Wednesday that the matter be referred to the Planning Committee of the Regional District for consideration.

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

REPORTS

MAYOR CONSTABLE submitted a report recommending that he and Aldermen Stusiak and Mercier be appointed as a Special Committee to deal with matters pertaining to the members of the Exempt Staff.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LEWARNE:

"That the recommendation of the Mayor be adopted."

CARRIED UNANIMOUSLY

Mayor Constable then advised of the results of the trip he and Alderman Stusiak made to Ottawa on March 1st relative to the George Derby Health and Occupational Centre site. The following is the substance of the comments he made about the matter:

- (a) He and Alderman Stusiak met with Messrs. Stuart Leggatt and John Reynolds, Members of Parliament for portions of the Burnaby Constituency, on the morning of March 1st and discussed the presentation, by Mr. Leggatt, of the petition signed by approximately 9,000 persons to the House.

- (b) A meeting was later held with the Minister of Veterans Affairs and some members of his staff. It had been understood that Messrs. R. Basford and J. Davis, M.P.'s, would be present at the meeting but it was found they were not able to attend. Mr. Basford did, however, send his Executive Assistant. It had been hoped that at least one of the Ministers would have been there to have given support on the subject of the George Derby lands.

The history of the matter was provided at the meeting and the delegation from the Burnaby Council reiterated its stand that the land in question should be returned to the Municipality. The Minister of Veterans Affairs, Mr. D. MacDonald, restated the position of his Department that it was still in negotiations with the Government of B. C. for the transferring of the Shaughnessy lands, which would include up to 30 acres of the George Derby site. The Minister added that, when these negotiations were completed, he would examine the question of declaring the remainder of the lands surplus to the requirements of his Department.

The delegation from the Burnaby Council made it clear to the Minister of Veterans Affairs that there was a *lis pendens* on all the lands and this may present some problems because it may be necessary for the Provincial Government to obtain approval to subdivide the properties.

The Minister pointed out that if he declared the lands surplus to the requirements of his Department, the question may be referred to the Treasury Department or to the Crown Assets Disposal Corporation who would ask various Federal Government Departments whether any of them had an interest in the property. If there was no such interest on their part or on the part of the Provincial Government, the land would be offered to the Municipality and negotiations would commence on the question of price and related matters.

- (c) After that meeting with the Minister of Veterans Affairs, another meeting was arranged with a member of the Staff of the Minister-in-Charge of the Crown Assets Disposal Corporation, Mr. J.P. Goyer, and a lengthy discussion took place with his staff in an effort to draw their attention to the extreme interest of Burnaby in the George Derby Land, including the length of time such interest had prevailed.
- (d) After that, another meeting was arranged with the President and Business Manager of Crown Assets Disposal Corporation and a discussion took place as to the procedures to be followed pertaining to the sale or disposal of the subject land.
- (e) All through the meetings, the "Jericho" land precedent was pointed out and the view expressed that the same arrangement should be applied to the George Derby property. It was emphasized that the two-fold interest of the Municipality in connection with the matter were:
- (1) That the Municipality had the right to decide on the future of any land in its boundaries.
 - (2) The George Derby Lands should be retained for park purposes.

It was made quite clear that Council might, in its wisdom, decide to zone the subject area for park purposes.

It was pointed out several times that the Federal Government could, in fact, overrule the Municipal zoning requirements.

- (f) It would appear from the activity that went on as a result of the meetings that there was a great interest being generated, but paramount seemed to be the fact the Federal Government would prefer to resolve the question involving the Provincial Government acquiring 30 acres of the George Derby site before entering into negotiations with the Municipality about the remnant of the site.
- (g) He was fairly optimistic in regard to the entire matter, even though there is no indication from the meetings held so far that there are any grounds for this optimism.

MOVED BY ALDERMAN GUNN, SECONDED BY ALDERMAN LEWARNE:

"That the Federal Ministers concerned with the Department of Public Works and the Central Mortgage and Housing Corporation, respectively, be advised that, when the Department of Veterans Affairs declares the George Derby Health and Occupational Centre site as surplus, their Departments be informed of the right of return of the said site to the Municipality of Burnaby."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LEWARNE, SECONDED BY ALDERMAN MERCIER:

"That Council write to Mr. J.P. Goyer, as the Minister responsible for the Crown Assets Disposal Corporation, advising that when the Department of Veterans Affairs declares the George Derby Health and Occupational Centre as surplus, the Municipality of Burnaby will inform the Honourable Minister of its continuing claim to the said site."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LAWSON, SECONDED BY ALDERMAN LEWARNE:

"That Mr. Jack Glassford, President of the Crown Assets and Disposal Corporation, be advised that the Municipality of Burnaby lays a continuing claim for the return of the George Derby Health and Occupational Centre site to the Municipality the Department of Veterans Affairs declares the said site as surplus."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN AST, SECONDED BY ALDERMAN LEWARNE:

"That the Federal Ministers concerned with the Departments of Urban Affairs and Environment, respectively, be respectfully requested to meet with the Council for the purpose of discussing the matter of supporting the desire of Council that the George Derby Health and Occupational Centre site be returned to the Municipality of Burnaby."

CARRIED UNANIMOUSLY

Alerman Stusiak served Notice that he would be introducing a Motion to Council embodying a proposal that the "Cariboo Development Plan" include provision whereby the site occupied by the George Derby Health and Occupational Centre be rezoned for park purposes.

TRAFFIC SAFETY COMMITTEE submitted a report on the matters listed below as Items (1) to (10) recommending the courses of action indicated for the reasons given:

(1) Holmes-Armstrong-Cariboo Intersection

As a result of considering a request for a pedestrian-actuated signal at the above intersection, it was recommended that no such device be installed at this time but that the Principal of the Armstrong Elementary School be contacted about the proper hours of operation by the School Patrols at crosswalks in the area.

(2) Winston Street

Following consideration of a complaint from a number of residents living north of Winston Street concerning the noise and speed of vehicles on that street, it was recommended that the Automotive Transport Association be requested to have their members restrict Driver Training on Winston Street to the normal working hours.

(3) Marine Drive at Boundary Road

As a result of considering the matter that there are two lanes for eastbound traffic on Marine Drive crossing from Vancouver at Boundary Road and only one lane east of Boundary Road on Marine Drive, it was recommended that Council concur with the action taken by the Municipal Engineer to widen the pavement on the south side of Marine Drive from Boundary Road eastward a distance of approximately 150 feet and to also consider the matter of relocating the existing eastbound bus stop on the south side of Marine Drive west of Boundary Road to a farside position.

(4) Austin Road and North Road

A complaint was received that buses leaving the Lougheed Mall intending to travel east on Austin Road were having difficulty entering the left turn bay because of traffic congestion at the Austin-North intersection. It was suggested that this situation could be resolved if two left turn lanes were provided.

As a result of considering the matter, it was recommended that the bulge at the west end of the median on Austin Road be eliminated.

A joint study is presently being held between representatives of the Provincial Government, the Municipality of Coquitlam and the Municipality of Burnaby to deal with traffic congestion matters involving the Lougheed Highway, Austin Road, North Road and Blue Mountain Road. Until that study is complete, it would be unwise to introduce changes in the traffic control arrangement in the area.

(5) Tenth Avenue and Holmes Street

As a result of considering a suggestion from Our Lady of Mercy School that Old Age Pensioners be used as Patrolmen at crossings, it was recommended that the P.T.A. of Our Lady of Mercy School be advised that, if it wishes, it could establish its own adult crossing guard arrangement where the school is located in any manner deemed fit.

(6) Boundary Road and Marine Drive

It was recommended that Council authorize a contribution of \$3600.00, which is 50% of the total, for a revision in the traffic signal at the above intersection, as more particularly explained in the report.

(7) Boundary Road and Grandview Highway

It was recommended that Council authorize a contribution of \$8,800.00, which is 50% of the total, toward the cost of improving the traffic signal at the above intersection, as more particularly explained in the report.

(8) Beaverbrook Drive - Stoney Creek Elementary School

It was claimed that a potentially hazardous condition on Beaverbrook Drive will prevail when ^{the} Stoney Creek Elementary School opens in that it will be necessary for a number of youngsters to cross that street.

Because a pedestrian overpass has been constructed on Beaverbrook Drive to make it safer for people crossing, it was recommended that no action be taken on the matters mentioned above.

When the park-trail system is constructed along Stoney Creek, persons will be able to use this trail, which will pass under the Beaverbrook Drive - Stoney Creek Bridge.

(9) 5200 Block Sprott Street

It was recommended that the traffic control arrangement in the above block of Sprott Street not be altered for the reasons provided in the report.

(10) Dover-Grange Streets and Nelson Avenue

It was recommended that a four-way stop control arrangement be installed at the above intersection, to replace the present two-way stop control, for the reasons provided in the report.

Alderman Lewarne suggested that the "No Left Turn" sign for eastbound traffic in the 5200 Block Sprott Street should be removed.

Alderman Mercier suggested that those living on the south side of the street should be permitted to travel west to Royal Oak Avenue rather than being required to travel a circuitous route when wishing to travel in a northward direction.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN LEWARNE:

"That all of the recommendations of the Committee, except the one relating to Item 9, be adopted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN MERCIER:

"That the subject of Item 9 of the Traffic Safety Committee Report be referred back to the Committee for review and, in particular, consideration of the suggestions made this evening by Members of Council, as detailed above."

CARRIED UNANIMOUSLY

MUNICIPAL MANAGER submitted Report No.17, 1974, on the matters listed below as Items (1) to (16), either providing the information shown or recommending the courses of action indicated for the reasons given:

(1) South Burnaby Library

Discussions have taken place with the Greater Vancouver Regional District Housing Department and the Burnaby Library Board in an attempt to resolve development questions concerning the use of a site to the south of the South Burnaby Library

within the Provincial Land Assembly Programme, as a senior citizens high-rise residence, integrated with the overall Kingsway/Edmonds Senior Citizens Complex.

A comprehensive report on the Senior Citizens Project will be presented to Council in the near future after a few major development questions have been resolved.

As regards the question of access to the Library parking lot from Edmonds Street (which was raised at the Council meeting on February 18, 1974), the major concern of the Burnaby Library Board has been about the maintenance of as many parking spaces as possible for the use of library patrons. In an informal parking arrangement, the existing parking situation accommodates 58 cars over an area which includes part of the proposed senior citizens site. In order to meet the concern of the Library Board with regard to parking, a preliminary site plan has been developed which accommodates a total of 52 parking spaces. An additional five parking spaces could be provided if some landscaping areas were reduced. The Library, at present, is sparsely landscaped. The maintenance of a minimum 52 parking spaces for the Library has resulted in the reduction of the senior citizen site from 1.02 acres to approximately 0.77 acres.

The preliminary development concept for the site would also provide for a clear separation of Library and senior citizens parking areas.

The Planning Department agrees that serious consideration should be given a request of the Burnaby Library Board for consideration of the matter of providing vehicular access from this parking lot to Edmonds Street.

There is an informal access in a circuitous manner from the Library parking lot through the right-of-way of the B. C. Hydro and Power Authority to Edmonds Street, which access has been fenced off by the Authority. From a site inspection, it is difficult to ascertain the other available and amenable access opportunities. Community Plan "O", which is for the subject area, promotes the use of the Hydro right-of-way as a linear park strip.

The conclusion resulting from discussions with and conceptual designs submitted by the Greater Vancouver Regional District Housing Department and the project architects indicates a direct vehicular connection^{from} the Library site to Edmonds Street does not appear to be possible or desirable in relation to the overall Senior Citizens' Complex because:

- (a) the senior citizen's site is constricted due to its relatively small size, the existence of two major service easements across the site, and underground parking requirements;
- (b) there is a 9-foot elevation difference between the driveway off Edmonds Street and the level of the Library parking lot which is difficult to resolve;
- (c) the provision of vehicular access from the Library parking lot to Edmonds Street would bisect the major pedestrian corridor of the Complex and would create an inappropriate mixing of high-intensity, auto-oriented Library traffic with pedestrian-oriented senior citizens movements.

It has been suggested that secondary access, by easement, to the Library site might be possible from a future connection off Acorn Avenue. This is contingent on the future development of the lots between Acorn Avenue and the Library site for public purposes compatible with the Library. The area is noted in Community Plan "O" as being suitable for Public Institutional use.

The present turn restrictions (Right-Turn Out Only) applying to existing Library exits onto Kingsway are justified in view of the nature and volume of traffic at the location, and it is agreed that left-turn movements from such driveways across traffic lanes should not be promoted. However, eventual access to the Library from Acorn Avenue would provide for viable left turns at a recognized intersection (Kingsway and Acorn Avenue).

Council may feel that it wishes to pursue the possibility of acquiring property on the East side of Acorn Avenue with a view to providing access to the Library site in anticipation of Public Institutional development.

It was recommended that a copy of the report at hand be sent to the Burnaby Public Library Board.

The following points were made in Council during consideration of the above report:

- (a) the elevation difference of 9 feet between the driveway off Edmonds Street and the existing parking lot of the Library could be eliminated if that parking lot was relocated adjacent to the fence at the Southern edge of the site;
- (b) although it is appreciated that a park area is proposed between Acorn Avenue and Griffiths Avenue in the area between Beresford Street and Kingsway, it would seem reasonable that the access road to the Library and the Senior Citizens' High-Rise building adjacent to the Library should be extended to Griffiths Avenue rather than stopping at Acorn Avenue. One of the points in support of that contention is that, by requiring Westbound traffic from the subject site to turn at Acorn Avenue and travel North to Kingsway, such traffic headed in a Westbound direction would need to turn left at Kingsway, which is a difficult manoeuvre due to the volume of traffic on Kingsway.
- (c) the reduction in the number of parking spaces for Library patrons from 58 to 52, as explained in the report, is not considered desirable since it is felt even 58 spaces is not sufficient.

MOVED BY ALDERMAN LAWSON, SECONDED BY ALDERMAN MCLEAN:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN LEWARNE:

"That a report be submitted to Council on the above three ^{any} and/or other pertinent points relating to the traffic situation in the area of the South Burnaby Library."

CARRIED UNANIMOUSLY

(2) Road Exchange By-Law
SUBDIVISION REFERENCE NO. 238/73

It was mentioned at the Council meeting on February 18, 1974 that the Approving Officer could insist on the dedication of land for the new road to be created as a result of subdividing the land covered by the above Reference Number and that therefore the Municipality was in fact proposing to give the existing road allowance in the area away to the owner of the property involved.

It was also mentioned that, in the event the area in which the subject property is located was replotted, the land that is presently dedicated for road would be considered as municipal property in determining the values of the parcels which may be involved in the replot.

Under the provisions of the Municipal Act, an Approving Officer can require, as a condition of subdivision approval, the dedication of necessary road allowances to a maximum width of 66 feet without compensation to the subdivider. The Planning Department has, in the past, required that this provision be met. In the subject case, substantial road dedications are being made to fulfill this requirement.

In general, when cancelling an existing road allowance, the Council has directed that the areas concerned be assigned a value and sold on this basis.

The case at hand would seem to differ from the usual situation in the following ways:

- (a) Part of the road allowance being dedicated serves the same function as the road allowance to be cancelled; namely, that of providing primary access to the interior of the undeveloped block.

- (b) The applicant would have been required to only dedicate an additional 27 feet had the subdivision layout used the existing 33-foot road allowance instead of the realignment proposed.
- (c) Should the subdivision be completed without closing the said road allowance but dedicating the necessary roads, the abutting owners could petition the Lieutenant-Governor-in-Council for title to the allowance, with no approval nor compensation required from the Municipality.
- (d) It was recommended that Council authorize the preparation of the Road Exchange By-Law that was referred to in Item #22 of the Municipal Manager's Report No. 13, 1974 relating to the subject matter.

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

CARRIED

AGAINST -- ALDERMEN MCLEAN AND GUNN

- (3) (a) Payment for Park Development in Apartment Areas
 - (b) Proposed High-Rise Condominiums in Carrigan Court/Lougheed Highway Area
- REZONING REFERENCE NO. 28/73

The Parks and Recreation Commission, on February 20, 1974, considered the above subjects and resolved to ask that Council not approve any further rezoning in the area until the matter of a per unit payment for park purposes is resolved.

As a result of the Planning Department considering the matter in the light of the resolution from the Parks and Recreation Commission, it was recommended that:

- (i) the general ramifications of a per unit payment for park purposes in apartment areas be resolved in conjunction with the development, by the Housing Committee of Council, of a comprehensive policy for open space in apartment areas;
- (ii) residential rezoning proposals in Community Plan Area "H" continue to be considered by Council through the established rezoning process;
- (iii) a copy of the report at hand be sent to the Parks and Recreation Commission.

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

CARRIED

AGAINST -- ALDERMEN GUNN AND MCLEAN

MOVED BY ALDERMAN LEWARNE, SECONDED BY ALDERMAN LAWSON:
 "That Item #16 of the Municipal Manager's Report No. 17, 1974 be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

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

(16) 1973 Annual Report of the Burnaby Detachment of the R.C.M.P.

The above Report was being distributed to the members of Council this evening.

As a result of being questioned by members of Council, Superintendent W. G. Lambert, the Officer-in-Charge of the Burnaby Detachment of the R.C.M.P., made the following comments:

- (a) The length of time spent by members of the Force in the Burnaby Detachment varies considerably. In some cases, members have been in Burnaby for 12 or 13 years and in others, 3 or 4 years. The shortest stay is generally 3 years. The Force uses a rotation

system when considering the length of time members spend in any particular Detachment.

- (b) If a member of the Force expresses a desire to remain in Burnaby, this is given serious consideration unless that Officer is particularly need in some other part of the country.
- (c) A reduction in the speed limit on streets usually results in fewer fatalities but often produces an increase in the number of accidents.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN LAWSON:

"That the 1973 Annual Report of the Burnaby Detachment of the R.C.M.P. be received."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN LEWARNE:

"That Council express its gratitude to the Burnaby Detachment of the R.C.M.P. for the efficient manner in which members of that Force provided services to the citizens of the Municipality of Burnaby."

CARRIED UNANIMOUSLY

MAYOR CONSTABLE DECLARED A RECESS AT 9:15 P.M.

THE COMMITTEE RECONVENED AT 9:30 P.M.

ALDERMEN GUNN, LAWSON AND STUSIAK WERE ABSENT.

(4) Historic Buildings

As a result of consideration being given the development of a catalogue containing particulars of buildings in Burnaby that have historical significance, it was recommended that the Century Park Museum Association (which organization considered the matter) and the Chairman of the Special Committee of the Association mentioned in the report be advised that:

- (a) municipal funds are not available for the specific purpose of comprehensively classifying and cataloguing all historical buildings in Burnaby;
- (b) Dr. E. Gibson of Simon Fraser University, who is mentioned in the report, be requested to make his comprehensive research inventory of historical buildings in Burnaby available to the Association when it is completed;
- (c) a copy of the report at hand be sent to both the Association in question, the Parks and Recreation Commission and the Special Committee mentioned.

MOVED BY ALDERMAN AST, SECONDED BY ALDERMAN MCLEAN:

"That the recommendations of the Manager be adopted."

CARRIED UNANIMOUSLY

(5) Monthly Report of Building Department

A report of the Chief Building Inspector covering the operations of his Department between January 28th and February 22, 1974 was submitted.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN LEWARNE:

"That the report be received."

CARRIED UNANIMOUSLY

ALDERMEN LAWSON, GUNN AND STUSIAK RETURNED TO THE MEETING.

(6) Subdivision Reference No. 188/73

It was recommended that Council approve the enclosure of the watercourse traversing the property covered by the above subdivision in the manner indicated in the report.

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

CARRIED UNANIMOUSLY

(7) Lots 2 and 3, S.D. "A", Blocks 3/4, D.L. 88, Plan 2390

It was recommended that Council authorize the exchange of those portions of the above described properties mentioned in the report in the manner indicated therein on the condition that the owners of the Lot 3 in question, Mr. and Mrs. E. R. Forester, bear the entire costs of all survey and legal formalities required to effect the matter.

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

CARRIED UNANIMOUSLY

(8) Baseball Backstops

It was recommended that Council accept the tender of A.I.M. Steel Limited in the amount of \$16,293.00 for work on a number of baseball backstops in parks in the Municipality, with the costs to be charged to the Minor Development Account mentioned in the report.

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN AST:
 "That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(9) Vehicle Fleet Insurance

As a result of reviewing the insurance rates that will be required to be paid by the Municipality under the Province's Autoplan (details of which were provided to Council herein), it was recommended that:

- (a) Council make representations to the Insurance Corporation of British Columbia protesting the high insurance rates for parks tractors, firefighting equipment and garbage trucks, and requesting that these rates be re-examined for all other municipal heavy equipment;
- (b) the said Corporation be asked to include the cost of two-way radio coverage as part of the normal insurance premium.

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN MERCIER:
 "That the recommendations of the Manager be adopted."

MOVED BY ALDERMAN LEWARNE, SECONDED BY ALDERMAN LAWSON:
 "That the previous motion be amended by adding:

"and further, the assistance of the three Members of the Legislative Assembly representing Burnaby be sought in an attempt to have them arrange for a decrease in the insurance premiums on the Municipal Vehicle Fleet."

CARRIED UNANIMOUSLY

A vote was then taken on the original motion, as amended above, and it was carried unanimously.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LEWARNE:
 "That the Municipal Manager submit a report on the following matters relating to vehicle fleet insurance:

- (a) Can the Municipality act as its own insurance agent and thus save the commission that is paid to such persons who handle motor vehicle insurance?
- (b) Are the vehicles belonging to the Provincial Government insured by the Insurance Corporation of British Columbia and, if so, what rates are paid for them compared to that being required of Municipalities?"

CARRIED UNANIMOUSLY

(10) Lot 2, Block 1, D.L. 116S½, Plan 1439
(3721 Georgia Street - Funaro)

As a result of the Land Agent endeavouring to negotiate the acquisition of a truncation from the Northwest corner of the above described property and not being successful in that regard, it was recommended that a By-Law be prepared and presented for the consideration of Council covering the expropriation of that truncation.

When Alderman Stusiak suggested that the truncation which was the subject of the report from the Manager might not be required if the lane at the rear of the property was extended through to Boundary Road, the Planning Director stated that his Department does not feel any more lanes should be built so as to exit onto such a busy thoroughfare as Boundary Road.

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

MOVED BY ALDERMAN GUNN, SECONDED BY ALDERMAN MCLEAN:
 "That the previous motion be amended by deleting the reference in the recommendation of the Manager to a truncation from the subject property and replacing it with the expropriation of the entire Lot 2".

IN FAVOUR -- ALDERMEN GUNN AND
 MCLEAN

AGAINST -- ALDERMEN AST, LAWSON
 LEWARNE, MERCIER AND
 STUSIAK

MOTION LOST

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

(11) Noise from Truck Traffic on Willingdon Avenue
CHEVRON REFINERY EXPANSION PROGRAMME

As a result of a complaint Council received from Mrs. E. M. Dowling concerning, among other things, the noise from loaded trucks leaving the Chevron Refinery and travelling South on Willingdon Avenue, the Chief Public Health Inspector anticipates a study of such noises will commence within approximately 10 days and be completed within 3 or 4 weeks after that.

Conducting and finalizing noise level studies is dependent on several variables and conditions, including the need to first isolate and record background noise levels, the need to sample at various times of the day and the fact weather conditions can materially affect readings and thus delay the recording of noise levels.

The Chief Public Health Inspector has referred Mrs. Dowlings' complaint regarding odours to the Air Quality Division of the Greater Vancouver Regional District, which is the authority responsible for air quality control.

It was recommended that a copy of the report at hand be sent to Mrs. Dowling.

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN AST:
 "That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

- (12) (a) Marine Drive
 (b) Broadway Extension to Como Lake Road
 (c) Connection between Stormont Interchange of Freeway and Lougheed Highway
 (d) Connection between Stormont Interchange of Freeway and McBride Boulevard
 via Newcombe Street

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

ALDERMAN LAWSON LEFT THE MEETING.

(13) 1974 Local Improvement Street Programme

The following cost report, which was prepared pursuant to Section 601 of the Municipal Act, covering the proposed 1974 Local Improvement Street Programme was submitted for the consideration of Council:

THE CORPORATION OF THE DISTRICT OF BURNABY

LOCAL IMPROVEMENT COST REPORT PER SECTION 601, MUNICIPAL ACT

Project No.	Location of Work	Length in feet	Taxable foot frontage	Actual foot frontage	Estimated cost \$	Owners' estimated cost \$	Frontage tax \$
<u>28' pavement with 5' curbs on both sides</u>							
74-001	McKee Street from Roslyn Avenue to McPherson Avenue	650	914.83	1,169.16	19,500	8,115	1.10
74-002	Carson Street from Gilley Avenue to Buller Avenue	1,050	1,723.23	2,014.79	31,500	15,285	1.10
74-003	Patrick Street from Gilley Avenue to Buller Avenue	970	1,631.70	1,818.62	29,100	14,473	1.10
74-004	Portland Street from McKay Avenue to Sussex Avenue	850	1,366.65	1,572.00	25,500	12,122	1.10
74-005	Bradley Avenue from Portland Street to Carson Street	550	467.77	924.57	16,500	4,149	1.10
74-006	Neville Street from Dow Avenue to Gray Avenue	750	1,330.00	1,456.94	22,500	11,797	1.10
74-007	Portland Street from McPherson Avenue to ravine east	1,000	1,421.40	1,720.00	30,000	12,608	1.10
74-008	11th Avenue from Cumberland Street to Coquitlam Street	960	1,326.78	1,943.92	28,800	11,769	1.10
74-009	Buller Avenue from Keith Street to Irmin Street	2,900	1,960.32	4,446.31	87,000	17,388	1.10
74-010	Graham Avenue from 6th Street to Canada Way	1,250	1,467.10	2,187.87	37,500	13,013	1.10
		10,930	13,609.78	19,254.18	327,900	120,719	
<u>28' pavement with 5' curbwalk on north side and curb on south side</u>							
74-011	McKee Street from Roslyn Avenue to Royal Oak Avenue	600	NS 447.10 SS 527.35	568.50 588.10	16,500	3,966 4,040	1.10 .95
74-012	Carson Street from Bradley Avenue to Sussex Avenue	420	NS 346.00 SS 66.00	401.80 436.50	11,550	3,069 506	1.10 .95
74-013	Winnifred Street from Bradley Avenue to Sussex Avenue	420	NS 297.00 SS 297.00	401.90 401.90	11,500	2,634 2,275	1.10 .95
74-014	Portland Street from Royal Oak Avenue to McPherson Avenue	1,250	NS 1,053.00 SS 1,035.95	1,155.40 1,188.20	34,375	9,340 7,935	1.10 .95
		2,690	4,069.40	5,142.30	73,925	33,765	
<u>28' pavement with curbs both sides</u>							
74-015	Neville Street from Gray Avenue east to E.P.L. Lot A, S.D. 40/44, Block A, D.L. 157, Plan 10442	430	742.03	826.02	10,750	5,684	.95
74-016	Neville Street from Nelson Avenue west to W.P.L. Lots 1 & 2, S.D. 3, Block B, D.L. 157, Plan 10253	650	1,138.12	1,344.12	16,250	8,718	.95

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THE CORPORATION OF THE DISTRICT OF BURNABY

LOCAL IMPROVEMENT COST REPORT PER SECTION 601, MUNICIPAL ACT

Project No.	Location of work	Length in feet	Taxable foot frontage	Actual foot frontage	Estimated cost \$	Owners' estimated cost \$	Frontage tax \$
<u>28' pavement with curbs both sides (cont'd)</u>							
74-017	Carson Street from Buller Avenue west to W.P.L. Lot 20, Block 11, D.L. 159, Plan 2043	280	462.00	528.00	7,000	3,539	.95
74-018	Patrick Street from Buller Avenue to W.P.L. Lot F, Block 8 E 1/2, D.L. 159, Plan 13791	400	510.00	576.56	8,000	3,907	.95
74-019	Ewart Street from McPherson Avenue to E.P.L. Lot 24, Block 18 S 1/2, D.L. 159, Plan 10477	650	1,140.99	1,272.41	16,250	8,740	.95
74-020	Carson Street from McPherson Avenue to E.P.L. Lot 20, Block 17, D.L. 159, Plan 13797	540	929.01	1,006.18	13,500	7,116	.95
		<u>2,950</u>	<u>4,922.15</u>	<u>5,553.29</u>	<u>71,750</u>	<u>37,704</u>	
<u>46' pavement with 6' curb sidewalks on both sides</u>							
74-021	Sprott Street from Douglas Road to Highway 401	1,600	2,182.00	2,637.82	96,000	19,354	1.18
		<u>18,170</u>	<u>24,783.33</u>	<u>32,587.59</u>	<u>569,575</u>	<u>211,542</u>	

Estimated lifetime of works: 20 years
 Years of levy: 15 years

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There is presently \$550,000.00 worth of works on hand and the Programme detailed above amounts to \$569,575.00 worth of works.

Later this year, it is proposed to recommend the initiation of the 1975 Local Improvement Programme, which will amount to \$930,665.00 and, in 1975, to recommend the initiation of the 1976 Programme, which will total \$1,277,920.00.

It was recommended that Council accept the cost report and authorize the initiation of the works therein as Local Improvements.

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

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN MCLEAN:
"That the previous motion be amended by adding:

"and further, that the front foot rates currently in effect for Local Improvement projects not be applied to the 1975 and 1976 Local Improvement Programmes, and a ^{of the rates} review be made at the appropriate time to reflect more closely the increase in the cost of constructing such projects."

CARRIED

AGAINST -- ALDERMEN MERCIER AND GUNN

A vote was then taken on the original motion, as amended, and it was carried with Alderman Mercier against the Projects listed as 74-001 to 74-010 plus 74-021.

ALDERMAN LAWSON RETURNED TO THE MEETING.

ALDERMAN MERCIER LEFT THE MEETING.

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN LEWARNE:
"That the Municipal Manager submit a report indicating all the ramifications of actual construction costs for Local Improvement projects being more closely related to the front foot rates that are set for Local Improvement works than at present, and include in his considerations such things as the cost of sidewalk crossings and the cost the Municipality must absorb as a result of the policy respecting charges against properties having a frontage in excess of 66 feet."

CARRIED UNANIMOUSLY

(14) Circular Driveway - 4840 McKee Place

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

ALDERMAN MERCIER RETURNED TO THE MEETING.

(15) 4129 Lozells Avenue (Bingham Pump Company Limited)

As a result of considering a proposal of Bingham Pump Company Limited to provide a separate 69 kv supply circuit to its Plant at the above address, it was recommended that Council:

- (a) not approve the proposal of the Company to erect an overhead 69 kv line from the Loughheed Sub-Station to Lozells Avenue;
- (b) approve the installation of an underground facility instead;
- (c) approach the B. C. Hydro and Power Authority and the Provincial Government to share in the cost of providing such an underground service;
- (d) make a provision of \$43,500.00 in the 1974 General Purposes Budget for the Corporation's share of the project, should it materialize.

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

CARRIED UNANIMOUSLY

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

IN FAVOUR -- ALDERMEN GUNN AND LAWSON

AGAINST -- ALDERMEN MERCIER, LEWARNE,
STUSIAK, AST AND MCLEAN

MOTION LOST

(16) 1973 Annual Report of the Burnaby Detachment of the R.C.M.P.

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

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN MERCIER:
"That the Committee now rise and report."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

AHerman McLean drew attention to the fact that the weekend commencing March 23, 1974 was the mid-term for school students and they would be getting a holiday. He suggested that, because of this, the Municipal Appreciation Dinner scheduled for March 23rd should be held on some other date.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN GUNN:
"That the Municipal Appreciation Dinner, which is scheduled to be held on March 23, 1974, be cancelled and instead be held on the first available Saturday in April, 1974."

IN FAVOUR -- ALDERMEN MCLEAN AND GUNN

AGAINST -- ALDERMEN AST, LAWSON,
LEWARNE, MERCIER AND
STUSIAK

MOTION LOST

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN AST:
"That the meeting extend beyond the hour of 10:30 p.m."

CARRIED UNANIMOUSLY

BY - L A W S

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN LEWARNE:
"That:

- "BURNABY ROAD CLOSING BY-LAW NO. 2, 1974" (#6452)
- "BURNABY ROAD CLOSING BY-LAW NO. 3, 1974" (#6453)

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 MCLEAN, SECONDED BY ALDERMAN LEWARNE:
"That the Committee now rise and report the By-Laws complete."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN LEWARNE:
"That:

"BURNABY ROAD CLOSING BY-LAW NO. 2, 1974"
"BURNABY ROAD CLOSING BY-LAW NO. 3, 1974"

be now read three times."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN MCLEAN:
"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. 16, 1973"."

CARRIED
AGAINST -- ALDERMAN LEWARNE

This By-Law provides for the following proposed rezoning:

Reference RZ #27/73

Lot 2 South 55.08 feet Except Explanatory Plan 11436, Block 9,
D.L. 97, Plan 10161

6944 Buller Avenue

FROM SPECIAL INDUSTRIAL DISTRICT (M4) TO SERVICE COMMERCIAL DISTRICT (C4)

PLANNING DEPARTMENT reported that the prerequisites established by Council in connection with this rezoning proposal have been satisfied.

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN MCLEAN:
"That the Committee now rise and report the By-Law complete."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN MCLEAN:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 16, 1973" be now read three times."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN MCLEAN:
"That the Council do now resolve into a Committee of the Whole to consider and report on "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 42, 1973"."

CARRIED

AGAINST -- ALDERMAN LEWARNE

This By-Law provides for the following proposed rezoning:

Reference RZ #26/73

- (a) Lots 9S½, 11, 12, 14S½, 15 and 16, Block 7, D.L.'s 151/3, Plan 1895
- (b) Lot "C", Sketch 11945 Except South 45 feet, S.D. 13/14 Part, Block 7, D.L.'s 151/3, Plan 1895
- (c) Lot "C", Sketch 11945 South 45 feet, S.D. 13/14 Part, Block 7, D.L.'s 151/3, Plan 1895

5878, 5894, 5906, 5916, 5930, 5976 and 5986 Patterson Avenue
 5935 Olive Avenue
 5950 and 5966 Patterson Avenue

FROM MULTIPLE FAMILY RESIDENTIAL DISTRICT FIVE (RM5) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

PLANNING DEPARTMENT reported that the prerequisites established by Council in connection with this rezoning proposal have been satisfied.

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN MCLEAN:
 "That the Committee now rise and report the By-Law complete."

CARRIED

AGAINST -- ALDERMAN LEWARNE

THE COUNCIL RECONVENED.

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

CARRIED

AGAINST -- ALDERMAN LEWARNE

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN MCLEAN:
 "That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 42, 1973" be now read three times."

CARRIED

AGAINST -- ALDERMAN LEWARNE

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN MCLEAN:
 "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. 45, 1973"."

CARRIED UNANIMOUSLY

This By-Law provides for the following proposed rezoning:

Reference RZ #31/73

- (a) Lot "A", Except East 569.25 feet, Block 11, D.L. 70, Plan 9892
- (b) Lot 10W½ Except Part on Plan 26625, D.L. 70, Plan 3216
- (c) Lot 10E½ of the West half of D.L. 70E, Plan 3216

3100 Sumner Avenue
 4331 and 4431 Dominion Street

FROM GENERAL INDUSTRIAL DISTRICT (M2) AND TOURIST COMMERCIAL DISTRICT (C5) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

PLANNING DEPARTMENT reported that the prerequisites established by Council in connection with this rezoning proposal are nearing completion.

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN MCLEAN:
 "That the Committee now rise and report the By-Law complete."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN MCLEAN:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 45, 1973" be now read three times."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN LEWARNE:
"That:

- "BURNABY HIGHWAY EXCHANGE BY-LAW NO. 2, 1974"
- "BURNABY LEASE AUTHORIZATION BY-LAW NO. 9, 1973"
- "BURNABY BUDGET AUTHORIZATION BY-LAW 1973, AMENDMENT BY-LAW 1974"
- "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 10, 1974"
- "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 12, 1974"

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. 40, 1973" came forward for Reconsideration and Final Adoption. This By-Law provides for the following proposed rezoning:

Reference RZ #25/73

Lots 124 and 125, Block 48, D.L.'s 151/3, Plan 44869

6759 Willingdon Avenue
6680 Patterson Avenue

FROM RESIDENTIAL DISTRICT FIVE (R5) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

PLANNING DEPARTMENT reported that the prerequisites established by Council in connection with this rezoning proposal have been satisfied.

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN LEWARNE:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 40, 1973" be now reconsidered and finally adopted, signed by the Mayor and Clerk and the Corporation Seal affixed thereto."

CARRIED UNANIMOUSLY

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 51, 1973" came forward for Reconsideration and Final Adoption. This By-Law provides for a change in the Comprehensive Development Plan for the property covered by the By-Law.

PLANNING DEPARTMENT reported that the prerequisite established by Council in connection with this proposal has been satisfied.

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN LEWARNE:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 51, 1973" be now reconsidered and finally adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK, SECONDED BY ALDERMAN LEWARNE:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 14, 1974" be now reconsidered and finally adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto."

CARRIED
AGAINST -- ALDERMAN MCLEAN