

MAY 26, 1975

A regular meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Monday, May 26, 1975, at 7:00 P.M.

PRESENT:

Mayor T. W. Constable, in the Chair
Alderman G. D. Ast
Alderman A. H. Emmott
Alderman B. M. Gunn
Alderman D. A. Lawson
Alderman W. A. Lewarne
Alderman J. L. Mercier
Alderman V. V. Stusiak

ABSENT:

Alderman G. H. F. McLean

STAFF:

Mr. M. J. Shelley, Municipal Manager
Mr. E. E. Olson, Municipal Engineer
Mr. A. L. Parr, Director of Planning
Mr. B. McCafferty, Municipal Treasurer
Mr. R. W. Watson, Deputy Municipal Clerk
Mr. J. Plesha, Administrative Assistant to Manager
Mr. B. D. Leche, Municipal Clerk's Assistant

W E L C O M E

His Worship, Mayor Constable, welcomed members of the Beta Sigma Phi International Sorority - XI Alpha Rho Chapter (Burnaby Chapter) who were visiting Council this evening.

P U B L I C H E A R I N G

A Public Hearing was held on "Burnaby Highway Exchange By-Law No. 1, 1975".

This By-Law provides for the exchange of a 10-foot wide redundant road allowance for a road widening-Boundary Road/Scott Street/Joffre Avenue.

No one appeared in connection with "Burnaby Highway Exchange By-Law No. 1, 1975".

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"That this Public Hearing be now terminated."

CARRIED UNANIMOUSLY.

M I N U T E S

The Minutes of a Special Meeting of Council held on May 14, 1975, and the Regular Council Meeting held on May 20, 1975, came forward for adoption.

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Alderman Stusiak noted that on Page 8 of the Minutes of the Regular Council Meeting held on May 20, 1975, the motion concerning the construction of the Broadway extension from North Road to Gagliardi Way was in error. The motion in question should read as follows:

"MOVED BY ALDERMAN EMMOT:

SECONDED BY ALDERMAN McLEAN:

'That Recommendation No. 1 be amended by adding the following:

'with the exception of Point 2.3 of the Director of Planning's Report of May 1, 1975, and that any future costs of acquisition of land and road construction for the upgrading of the Broadway extension shall be the responsibility of the Provincial Government.' "

Alderman Stusiak noted that on Page 14 of the Minutes of the Regular Council Meeting held on May 20, 1975, he had been shown as voting in favour of a grant to the Boys and Girls Clubs of Greater Vancouver in the amount of \$5,000.00 when, in fact, he had voted contrary to this grant.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN LEWARNE:

"That the Minutes of the Special Meeting of Council held on May 14, 1975, and the Minutes of the Regular Meeting of Council held on May 20, 1975, as amended, be now adopted."

CARRIED UNANIMOUSLY

P R O C L A M A T I O N

His Worship, Mayor Constable, proclaimed the week of June 8 to June 14, 1975, as "Transportation Week in Canada".

D E L E G A T I O N S

The following wrote requesting an audience with Council.

(a) Mr. A. L. Andrews, Berkely Homes Ltd. re redevelopment of North East Corner of Lougheed Highway and Bainbridge Avenue.

(b) Mr. H. G. Ladner, Intercon Management Ltd. re Proposed Sale of Municipal property. South 31.69 feet, Lot 2, Lot 3, Lot 4N₂, and portion of lane, D.L. 161, Plan 1742,

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN LAWSON:

"That the delegations be heard."

CARRIED UNANIMOUSLY

Mr. Brian Prentice, speaking on behalf of Berkely Homes Ltd., then introduced Mr. Bob McGillivray who would be making the presentation on the subject of redevelopment of the north east corner of Lougheed Highway and Bainbridge Avenue this evening.

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Mr. McGillivray then addressed Council and stated that he was appearing before Council this evening because his Company had a problem with the north east corner of Lougheed Highway and Bainbridge Avenue. Mr. McGillivray noted that the site was kitty corner from Lenkurt Electric Ltd. which is probably the biggest secondary industry in British Columbia. The site has numerous complexities because of two reasons:

1. There are three separate parcels of land comprising close to 5.5 acres. A small portion of the site namely .36 acres is zoned for commercial use. This is the main consideration this evening. However, because it touches the main portion of the property, he would like to discuss it as a whole.
2. His Company has an option on another 2½ acres to the north of their property. The northerly portion of this property has an 80-foot Hydro right-of-way making approximately 67,000 square feet unavailable for any improvement. Mr. McGillivray noted that in the past week a new road plan has come forward for Bainbridge Avenue which would require part of the Company's land presently occupied by the existing commercial development and also a portion on which they would like permission to build.

The Company felt that it was in the interests of Burnaby as well as their own, before redevelopment to discuss the problem. The Company's plan calls for demolition and redevelopment and if there is any road development the logical time to take that property would be at the time demolition took place. Mr. McGillivray stated that they would like to increase the size of the existing zoning from 120 feet to 150 feet along with that which is being given to other commercial tenants on the same intersection. This would allow the Company to build one more unit which would be of benefit to the Company. They would also like to increase the depth by 49 feet which is of no benefit to them but would be of benefit to a potential user as it would provide more parking and would also move access 49 feet back from an existing traffic lane. Mr. McGillivray stated that if they could come to an agreement on these points, the Company would more than likely be willing to dedicate the necessary land for road widening.

Mr. McGillivray reviewed the history of the property since he had acquired the front parcel in 1967.

Mr. McGillivray stated that their main concern at the present time was the actual corner property and they would like to start building on it. Preliminary plans have been made with architects and engineers and they have taken their plans to their prospective tenants who have started their own feasibility studies. They wanted to determine the type of the facility, the size of the facility, and the future demand. As the Bank met with the Planning Department and were advised that this site would be used for medium density residential and not for commercial development.

Mr. McGillivray noted that the site was included in the 1969 Apartment Study Area "F". As a rule, his Company does not conflict with the Planning Department and appreciated that Department's pressures and problems and appreciated the benefits of long range planning. However, because of changing circumstances, Mr. McGillivray was of the opinion that there must be flexibility. Mr. McGillivray was of the opinion that because the site was located on the Lougheed Highway it was better suited for

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commercial purposes. With more and noisier vehicles using the Loughheed Highway, the viability of the site for residential purposes was questionable.

Mr. McGillivray stated that he was accompanied this evening by Mr. David Brown, a professional engineer with the firm of Berran and Strachan, Acoustical Engineers, who were engaged to do a study on the property in November and December, 1974. Their studies are pretty well complete and indicate that there should not be apartments on this property. Moving the proposed development back on the property an extra 40 feet would not help because they would then be running into the Hydro right-of-way. Mr. McGillivray requested that Council direct the Planning and Building Departments to cooperate in the redevelopment of the corner .36 acre site through existing zoning. He also suggested that members of Council should meet with him on the site within the next week to discuss the increase in size which would provide more frontage and a little more depth in exchange for the dedication of land for the proposed widening of Bainbridge Avenue.

Mr. McGillivray would also like Council to examine the whole site to determine the best use and if, at that time, Council considered the best use to be for housing, his Company would be happy to consider selling it to the Municipality under Section 42 of the National Housing Act.

Mr. McGillivray was of the opinion that his Company should be allowed to proceed to go ahead on the site that has been commercially zoned for the past 20 years by constructing a modern, attractive building.

Mr. David Brown, then answered questions by Council concerning the results of the survey on traffic noise that he had conducted on behalf of Berkely Homes Ltd. at three points on the subject site.

Mr. Brian Prentice, in summing up the remarks of the previous speakers, noted that the proposed development would be of a first class nature and would serve a very large number of people from the surrounding industrial and residential areas and he submitted that this was certainly a point in favour of this particular development on this site. Mr. Prentice noted that the corner property under consideration was worth in the neighborhood of \$300,000.00 and the proposed development would probably cost a similar amount. Mr. Prentice requested Council's favourable consideration of this matter.

MOVED BY ALDERMAN GUNN:
SECONDED BY ALDERMAN MERCIER:

"That the Planning Department be directed to bring forward a report on the general area of Area "F", the industrial area to the south, and the abutting residential areas within a one mile radius of Loughheed Highway and Bainbridge Avenue, and the existing or planned commercial facilities to service the area in question and that the relative merits of establishing commercial facilities on the subject site as compared to a location further north in the Montecito area be also reported on."

CARRIED

**AGAINST: MAYOR CONSTABLE AND
ALDERMAN STUSIAK.**

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Mr. H. G. Ladner, then addressed Council on the proposed sale of Municipal Land - South 31.69 feet Lot 2, Lot 3, Lot 4N½ and Portion of Lane, D.L. 161, Plan 1742. The following is the text of Mr. Ladner's address:

"In 1974 Intercon Management Ltd. owned or controlled and now owns the parcels of land outlined in the attached sketch in green. In early 1974 it entered into discussions with the Planning Department with a view to developing this land as a warehouse site and on April 16th, 1974 applied for a Development Permit. This led to further discussions with the Planning Department, in part involving the acquisition of land by the Municipality for the re-located Marine Drive, but also concerning the acquisition of Municipally owned parcels and consolidation to achieve a more acceptable development both to the Corporation and to my client.

As a result the Corporation advertised for sale the south half of Lot 4 and Lot 5, called Parcel 1 and outlined in the attached sketch in red, specifying a minimum acceptable bid of \$30,000.00. Tenders closed on June 12th, 1974. Two bids were received - one by another party for \$30,000.00 and one by Intercon for \$40,100.00, being a price of \$2.51 per square foot.

Concil, at its meeting on July 8th, 1974 resolved to sell Parcel 1 to Intercon for \$40,100.00 conditionally upon Intercon consolidating that parcel with the adjacent Lot 6, and Intercon was informed accordingly by letter of July 11th, 1974 which it received on July 12th, 1974.

Pursuant to previous and then continuing discussions between Intercon and the Planning Department, it was generally agreed that the acquisition by Intercon of additional adjacent land being the north half of Lot 4, Lot 3 and the South 31.69 feet of Lot 2, called Parcel 2 and outlined in the attached sketch in yellow, and its consolidation with the already acquired parcels, would make a more acceptable development. It had already been agreed that Intercon should acquire the lane dividing the parcels, although it was originally anticipated that this acquisition would take place by way of a land exchange.

As a result Intercon, on July 15th, 1974, just three days after it had received Council's letter informing it that its tender to acquire Parcel 1 had been accepted, requested that the Corporation sell Parcel 2 to it at the same price it had acquired the previous parcels - that is \$2.51 per square foot. A copy of that letter is attached.

Since that time Intercon has been actively working with the Planning, Engineering & Land Departments with a view of developing a mutually acceptable building for the total site. At all times discussions took place on the basis that Intercon would own Parcel 2 and the lane, and Intercon has submitted working drawings to the Building Department for a building covering the entire site including Parcel 2.

Rightly or wrongly, Intercon since the summer of 1974 has assumed that it would purchase Parcel 2 upon the same basis as it had acquired Parcel 1, and it appeared to it that your staff was proceeding upon the same assumption. Therefore Intercon did nothing to bring this matter before Council at an earlier stage, notwithstanding that its offer to purchase was dated as early as July 15th, 1974. It proceeded on the basis that it had an agreement with the Municipality at a price of \$2.51 per square foot.

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The Manager's Report of May 12th, 1975 indicates that the only reason this acquisition has been delayed in being brought before Council has been because of the 'subsequent discussions with the Planning Department regarding consolidation proposals, the introduction of a road exchange by-law and the determination of servicing requirements and projected estimate of costs for servicing ...'

It therefore came as a great shock to my client to learn that Council at its meeting on May 20th, 1975 rejected the recommendation of its staff to sell Parcel 2 to Intercon at a price of \$2.51 per square foot and resolved to increase the price by \$1.00 per square foot for an additional purchase price of \$24,030.00.

Had my client ever anticipated that Council would take the position indicated at its meeting on May 20th, 1975, it would have pressed to have this matter come before Council last Summer when Council had just established a fair evaluation for land in the area. I am equally sure that had your staff anticipated that Council would take the approach indicated at its meeting on May 20th, 1975, it also would have referred this sale to Council at a much earlier date.

The Burnaby Council has developed a reputation of being a fair, although hard, bargainer with respect to the sale and purchase of land and this is a reputation to be envied and reflects well, not only upon Council, but upon your staff. However if Council, particularly in circumstances such as this where there has been a good working relationship and dealing in good faith, is now going to increase the sale price of land upon some unknown arbitrary basis over and above the recommendations of your staff, in this case amounting to 40%, the reputation it has achieved will, I fear, be jeopardised. In addition you will precipitate many matters being pushed before Council at an earlier date than is considered desirable by your staff and this will result, not only in further and otherwise unnecessary work and paper for Council, but also may jeopardise the relationship and negotiations being conducted between your staff and prospective developers.

Therefore I urge Council to reconsider the resolution passed at its meeting on May 20th, 1975 and adopt the recommendations made by the Manager to that meeting."

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN STUSIAK:

"That the resolutions adopted by Council on May 20, 1975, relating to Item 24, Municipal Manager's Report No. 35, 1975, concerning the proposed sale of the subject Municipal Land to Intercon Developments Ltd. be now reconsidered."

CARRIED

AGAINST: ALDERMAN LEWARNE AND
MERCIER.

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN LAWSON:

"That Recommendation No. 2, Municipal Manager's Report No. 35, 1975, be further amended to read, '\$2.51 per square foot plus interest at prevailing rates from the date of the original offer to purchase by Intercon Developments Ltd. to the date on which the sale of the land is finally consummated'."

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MOVED BY ALDERMAN MERCIER:
SECONDED BY ALDERMAN LEWARNE:

"That further consideration of this matter be tabled for two weeks to enable staff to report on the square footage value of three properties adjacent to the site under consideration which have been advertised for sale and for information as to whether the subject properties have been pre-loaded, under whose authority and whether a permit was issued."

CARRIED

AGAINST: ALDERMAN LAWSON.

BY - L A W S

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN AST:

"That:

'Burnaby Road Closing By-Law No. 4, 1975' (#6677)

'Burnaby Road Closing By-Law No. 5, 1975' (#6678)

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 STUSIAK:
SECONDED BY ALDERMAN MERCIER:

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

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN AST:

"That:

'Burnaby Road Closing By-Law No. 4, 1975' (#6677)

'Burnaby Road Closing By-Law No. 5, 1975' (#6678)

be now read three times."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN LAWSON:

"That Council do now resolve itself into a Committee of the Whole to consider and report on the following By-Laws:

'Burnaby Zoning By-Law 1965, Amendment By-Law No. 1, 1975' (#6614)

'Burnaby Zoning By-Law 1965, Amendment By-Law No. 17, 1975' (#6647)"

CARRIED UNANIMOUSLY

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These By-Laws provide for the following proposed rezonings:

'Burnaby Zoning By-Law 1965, Amendment By-Law No. 1, 1975' (#6614)

Rezoning Reference #55/74:

Part of Lot 292, D.L. 56/148, Plan 41353

Part of Road North of Lot 292, By-Law Plan 41115

9180 Centaurus Circle.

From Residential District (R2)

To Comprehensive Development District (CD)

'Burnaby Zoning By-Law 1965, Amendment By-Law No. 17, 1975' (#6647)

Rezoning Reference #19C/73

Lots 68 and 69, D.L. 81, Plan 46739

4725 and 4775 Village Drive.

From Comprehensive Development District (CD)

To Amended Comprehensive Development District (CD)

The Planning Department, by memorandums dated May 22, 1975 and May 20, 1975, advised that the prerequisites previously established by Council in connection with these rezoning proposals are nearing completion.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LEWARNE:

"That:

'Burnaby Zoning By-Law 1965, Amendment By-Law No. 1, 1975' (#6614)

'Burnaby Zoning By-Law 1965, Amendment By-Law No. 17, 1975' (#6647)

be now read a third time."

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"That:

'Burnaby Zoning By-Law 1965, Amendment By-Law No. 63, 1974' (#6564)

'Burnaby Highway Exchange By-Law No. 1, 1975' (#6672)

be now reconsidered and finally adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto."

CARRIED

Alderman Lawson voted contrary to 'Burnaby Zoning By-Law 1965, Amendment By-Law No. 63, 1974' (#6564).

C O R R E S P O N D E N C E A N D P E T I T I O N S

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LEWARNE:

"That all of the following listed items of correspondence be received and those items of the Municipal Manager's Report No. 39, 1975, which pertain thereto be brought forward for consideration at the appropriate time."

CARRIED UNANIMOUSLY

Mrs. L. E. Mann, 9637 Cameron Street, in a letter dated May 14, 1975, noted that since the road closures had been instituted in the Sullivan Heights area, traffic volumes on Cameron Street have shown a tremendous increase. Mrs. Mann stated that she was finding it increasingly difficult to cope with the incredible noise and air pollution, both day and night. Mrs. Mann was of the opinion that if Cameron Street is to be destroyed as the quiet residential street it once was, consideration should be given to including it in the commercial core and surround it with a ring type road using the Beaverbrook extension as the buffer between residential and commercial.

Mrs. Mann further requested that she be supplied with up-to-date traffic counts for Cameron Street.

Item 4, Municipal Manager's Report No. 39, 1975, was brought forward for consideration at this time. The following is the substance of that report:

"Traffic counts taken on Cameron Street on Monday and Tuesday of May 12 and 13, 1975 and referred to in Mrs. Mann's letter were taken primarily to evaluate the morning and afternoon traffic as it related to the school zone. Had we intended to obtain the highest volume of traffic on Cameron Street for a full 24 hour period we would have chosen a count period that covered Thursday, Friday and Saturday in order to include the increased volumes generated by the Lougheed Mall with particular attention given to a special sales day.

We might add at this point that according to the breakdown of traffic flows in the Lower Mainland Area the lowest volume weekday is Tuesday.

In addition to the above we would advise that traffic volumes on Cameron west of Erickson Drive between 12:01 A.M. - 6:00 A.M. were approximately 180 vehicles.

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In regard to Mrs. Mann's request for updated counts on Cameron Street, it is our intention in the near future to conduct a full week of counts on Cameron Street. When these have been completed we will forward the totals to Mrs. Mann for her information."

It was recommended that a copy of this report be forwarded to Mrs. L. E. Mann.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

"That the recommendation of the Municipal Manager be adopted."

CARRIED UNANIMOUSLY

Mr. E. R. Loftus, President, Lake City Industrial Corporation Ltd. submitted a letter dated May 22, 1975, concerning Lot 3, D.L. 142, which is owned by his company and which is adjacent to the Burnaby "200" Community Plan. Mr. Loftus noted that this property had been acquired from the Corporation in 1956 as industrial property, zoned M3, and was to be included as part of Lake City Industrial Park. The water courses were to be enclosed, services extended and the land improved to the high standard set down by Lake City. During the past four to five years a number of schemes have been submitted prepared by consulting engineers and architects which proved the feasibility of the original concept and indicated our desire to proceed with construction of warehouse units on this parcel as originally planned and agreed to with the Corporation at the time of acquisition.

During the same period, the Director of Planning has been of the opinion that the 13.9 acres should be incorporated into and become an integrated part of the plan of development of the Provincial and Municipal Lands to the East.

It may be, as a result of further studies, that for the benefit of the Corporation and the developments of Burnaby "200" this land should be included in the Community Plan. However, if this is the case, we are sure you would agree it is only fair that if we are allowed to continue with our plans for development, the acquisition of this site by either the Corporation or the Provincial Government must be concluded prior to the final rezoning and adoption of the Burnaby "200" Community Plan.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"That consideration of this item of correspondence be deferred to the 'In Camera' portion of this evening's agenda."

CARRIED UNANIMOUSLY

T A B L E D M A T T E R S

(a) Kask Bros. Ready Mix Concrete Ltd.

Re: Conveyor from Leased Water Lot

Council on May 12, 1975, tabled for two weeks a letter received from Kask Bros. Ready Mixed Concrete Ltd. requesting authority to construct a conveyor from the Leased Water Lot to 7500 Barnet Highway and referred the matter to the Director of Planning and the Parks and Recreation Commission for review and comment and directed that a further report on this subject be available for consideration by Council on May 26, 1975.

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Items 13 and 14, Municipal Manager's Report No. 39, 1975, were brought forward for consideration at this time. The following is the substance of those reports:

(1) Item 13

At its meeting of May 21, 1975 the Parks and Recreation Commission received a report on the proposal for an underground conveyor system submitted by Kask Bros. Ready Mixed Concrete Ltd. The Commission referred the matter back to staff for further information and therefore, is unable to provide Council with its comments at the meeting of May 26, 1975.

The matter will be considered at the next Commission meeting and a report will be submitted for the Council meeting of June 9, 1975.

(2) Item 14

Council at its meeting of May 12, 1975 heard a representative of Kask Bros. Ready Mix Ltd. requesting permission to construct a partially underground aggregate conveyor through Municipal parkland from the Burrard Inlet waterfront to their property at 7500 Barnet Highway. At that time, Council requested a report item concerning this request to be submitted for the meeting of May 26, 1975.

In the consideration of a previous request by the applicant to construct an overhead conveyor through the subject Municipal parkland, Council at its meeting of December 17, 1973 unanimously adopted the recommendation that the application to rezone the parklands to M3 (Heavy Industrial) to permit this proposed use not be considered further and be immediately abandoned. This action followed the submission and approval of the report "A Development Concept for the Eastern Segment of the Municipal Burrard Inlet Foreshore". This concept provides for the initiation of a reclamation program and development of a continuous parkway along the foreshore between the Texaco and Trans Mountain terminal properties. On the basis of the adopted development concept, the introduction of an industrial waterfront usage within this foreshore park area together with the development of a conveyor system to the Kask operation would be totally inconsistent with the objectives of the Marine Park System. As a result, it was recommended and adopted that permanent retention of the Municipal buffer area between the Kask site and the foreshore be considered a priority and further that no industrial encroachment within its boundaries be permitted. Recognizing the relative position of the Kask operation to the proposed foreshore park, it was further recommended that any proposed change in the type or intensity of its land use be reviewed with reference to the objectives of the study.

This adopted position with respect to the non-industrial use of this waterfront area is closely allied with the Municipal intent to obtain from the National Harbours Board long term leases for those water lots designated for recreational purposes.

Included within these areas is the small water lot that is presently leased to Kask Bros. Ready Mix Ltd. From preliminary discussions with representatives of the National Harbours Board, it is understood that the Board has provision in their leases for cancellation in the event that the water lots are approved and required for public use purposes.

It was in light of the Municipal objectives for these water lots together with the fact that Council has previously resolved that no physical con-

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nection will be made between the Kask site and the foreshore through Municipal property that the water lots designated for public use were advanced for rezoning from M3 (Heavy Industrial) to P3 (Park and Public Use). This rezoning has had two readings and has only been delayed pending finalization of the Texaco property acquisitions.

It is the opinion of this department that the approval for the installation of such a facility would be both inconsistent and incompatible with the previously adopted development objectives for the Marine Park System and the pending park design currently under preparation by the park development consultants to be submitted to Council in early June. The area proposed for the development of the wharf and conveyor housing has been designated for foreshore reclamation and trailway development in the consultant's preliminary plan and the approximate location for a proposed pedestrian overpass. The proposed wharf and aggregate facility would present an obvious physical and aesthetic obstacle to the continuous and uninterrupted nature of this public use area. The fact that the conveyor is proposed to be placed partially underground is in our opinion irrelevant to the consideration due to its physical and oppressive presence above ground at the locale of the proposed foreshore park area. It is our further belief that such a radical departure from the adopted Development Concept (i.e. the introduction of an industrial waterfront use within the proposed foreshore parkway) could lead to the following detrimental consequences:

1. The application by the Municipality for the long term lease of the water lots situated at 7580, 7790, 7802 and 7968 Burrard Inlet for park purposes could be prejudiced. The Board has been most emphatic to date that it will only consider the granting of such a lease when it has been shown that the Municipality is firmly committed to the development of this area for Marine Park purposes. An approval of this proposal together with the required rezoning of park lands to M3 (Heavy Industrial) would run directly contrary to this indicated commitment.
2. An approval of this facility could jeopardize Municipal efforts in obtaining future financing for park acquisition and development in the area, especially as related to the reclamation portion. Such an occurrence would also be in conflict with the background information provided to the B. C. Land Commission in their favourable consideration of our previous request for acquisition assistance for the Kapoor property.
3. The development of a marine docking facility at this locale would necessitate an amendment to the Marine Park Concept that would disrupt both the continuity and parklike environment related to the proposed foreshore parkway and emphasize rather than diminish the effects of an adjacent industrial use on the foreshore park.
4. Public support and enthusiasm for the Burrard Inlet Marine Park development program could be diminished in the event that this particular industrial waterfront use is accommodated following the substantial Municipal investment made in this area even before public access to the foreshore is achieved.
5. Such an approval could also establish a precedent for other private interests who wish to develop on designated parklands in this and other areas of the Municipality.

600

300

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In summary, the Planning Department would recommend in the strongest of terms that the request to utilize Municipal parklands for the industrial use specified be denied and that Kask Bros. Ready Mix Ltd. be advised that they should pursue alternate means available to receive their aggregate materials from without the Marine Park area.

It was recommended that a copy of this report item be referred to the Parks and Recreation Commission.

Alderman Emmott requested additional information on the status of the land that would be occupied by the conveyor, i.e., is it dedicated park land? Also what device may be used to accommodate the conveyor should Council decide to permit the project to proceed? Would it be located in an easement or would it be a question of rezoning an area to simply encompass the area required for the underground conveyor?

Alderman Mercier requested information as to whether, if the conveyor was approved by Council, it would be possible to incorporate a pedestrian overpass of the railway with the proposed conveyor.

Alderman Stusiak noted that in Item 14, the statement was made that the National Harbours Board had provision in their leases for cancellation in the event that water lots are approved and required for public use purposes. Alderman Stusiak requested that Council be provided with the text of the National Harbour Board's ruling in this respect. Alderman Stusiak also noted that the National Harbours Board had been most emphatic to date that it will only consider the granting of such a lease when it has been shown that the Municipality is firmly committed to the development of this area for Marine Park Purposes. Alderman Stusiak requested that Council be supplied with the reference or letters outlining the Harbour Board's standing in this respect.

Alderman Gunn noted that there was a need along the waterfront for the location of aggregate unloading facilities and suggested that the matter of locating alternate sites be investigated by the Director of Planning.

It was agreed that the aforementioned points be taken into consideration when a report on this subject is presented to Council on June 9, 1975.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN AST:

"That Item 13, Municipal Manager's Report No. 39, 1975, be received."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN STUSIAK:

"That the recommendation of the Municipal Manager contained in Item 14, Municipal Manager's Report No. 39, 1975, that is, that a copy of this report item be referred to the Parks and Recreation Commission, be adopted."

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"That the following subjects which were tabled on the dates indicated be now lifted from the table:

7(b) - Report of Grants and Publicity Committee re Grant to 'Outward Bound' tabled May 20, 1975.

7(c) - Engineering Services for a Preliminary Study of the Douglas Road-Holdom Avenue Road Link tabled May 12, 1975.

7(d) - Letter from Mr. W. C. Downs dated February 3, 1975, re Local Improvements on Joffre Avenue tabled February 10, 1975."

CARRIED UNANIMOUSLY

7(b) Report of Grants and Publicity Committee - Re Grant to "Outward Bound"

The following is the recommendation and related motion concerning the grant to "Outward Bound" which was made at the Council Meeting of May 20, 1975:

Recommendation - It was recommended that a grant of \$1,200.00 be made to "Outward Bound".

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN McLEAN:

"That the recommendation of the Grants Committee be adopted."

A vote was then taken on the foregoing motion with the following results:

FOR: MAYOR CONSTABLE, ALDERMEN AST, EMMOTT, GUNN AND LAWSON.

AGAINST: ALDERMAN MERCIER, LEWARNE AND STUSIAK.

The motion was defeated as a 2/3 majority of the entire Council was required.

7(c) Engineering Services - Re Preliminary Study of the Douglas Road-Holdom Avenue Road Link

The following is the recommendation and related motion concerning the Engineering Services for a Preliminary Study of the Douglas Road-Holdom Avenue Road Link which was tabled on May 12, 1975:

Recommendation - It was recommended that the Corporation enter into an Engineering Agreement with N. D. Lea and Associates Ltd. to carry out the Engineering Services as outlined in the terms of reference, with payment to be in accordance with "Outline of Services and Scale of Minimum Fees" of the Association of Professional Engineers of British Columbia dated September 5, 1973 (Scale I payroll plus 100%) and estimated to be \$15,500.00 plus disbursements.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN GUNN:

"That the recommendation of the Municipal Manager be adopted."

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MOVED BY ALDERMAN MERCIER:

SECONDED BY ALDERMAN LEWARNE:

"That the foregoing motion be amended so as to delete any reference to an overpass in connection with the Douglas Road-Holdom Avenue Road Link from the terms of reference."

FOR: ALDERMEN LEWARNE AND MERCIER,
AGAINST: MAYOR CONSTABLE,
ALDERMEN AST, EMMOTT,
GUNN, LAWSON AND STUSIAK.
MOTION LOST.

MOVED BY ALDERMAN MERCIER:

SECONDED BY ALDERMAN LEWARNE:

"That further consideration of the Douglas Road-Holdom Avenue Road Link be tabled until the Kensington alignment is completed."

FOR: ALDERMEN EMMOTT, LAWSON,
LEWARNE AND MERCIER.
AGAINST: MAYOR CONSTABLE,
ALDERMEN AST, GUNN
AND STUSIAK.

The votes being equal for and against the motion, the motion was declared negatived and same was LOST.

A vote was then taken on the original motion as MOVED by Alderman Lawson and SECONDED by Alderman Gunn "That the recommendations of the Municipal Manager be adopted" with the following result:

FOR: MAYOR CONSTABLE, ALDERMEN AST, GUNN
AND STUSIAK.
AGAINST: ALDERMEN EMMOTT, LAWSON,
LEWARNE AND MERCIER.

The votes being equal for and against the motion, the motion was declared negatived and same was LOST.

7(d) Mr. W. C. Downs - Letter dated February 3, 1975 Concerning Proposed Sidewalk South on Joffre Avenue on the West Side.

Mr. Downs in his letter had suggested that the proposed sidewalk to be constructed as a Local Improvement on Joffre Avenue from Hurst Street to Rumble Street be constructed on the east side of Joffre Avenue, adjacent to the Cemetery, rather than on the west side as proposed.

The Municipal Manager verbally reported that the Local Improvement Program for Joffre Avenue from Hurst Street to Rumble Street had been initiated earlier this year and had subsequently been rejected by the abutting owners affected. He considered, therefore, that further consideration of this matter at this time was somewhat redundant.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"That the letter of Mr. W. C. Downs, dated February 3, 1975, be received."

CARRIED UNANIMOUSLY

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ENQUIRIES

Alderman Lewarne inquired as to why members of Council had not received invitations to the dedication of McInnis Place in time for members of Council to accept the invitation.

Alderman Lewarne noted that he would very much like to have attended.

Mayor Constable advised that during the dedication ceremonies he had raised that point and had received apologies in this respect. The Mayor further noted that he was the only representative of Burnaby Council present at the dedication.

Alderman Mercier inquired if there was any good reason why the Provincial Government named a substantial housing development put in by a Government Agency in Burnaby after a Member of Parliament that did not represent Burnaby.

Mayor Constable stated that in view of the contribution that the McInnis family, generally, and Grace McInnis, in particular, had made to the whole Province of British Columbia that it had been an excellent name choice.

Alderman Mercier raised the question of garbage collection in the Municipality and the delays that were being experienced by home owners as a result of the job action presently under way by members of Local 23, Canadian Union of Public Employees.

The Municipal Manager outlined in general terms the situation presently being experienced with garbage collections as a result of job action being taken by the members of Local 23, Canadian Union of Public Employees but that he was not prepared to discuss the situation in detail at this time. It was suggested that the matter be again raised at the "In Camera" session later this evening.

Alderman Gunn inquired as to the present status of the Burrard Inlet Study that was to be conducted by the Greater Vancouver Regional District.

Mayor Constable reported that a resolution had been adopted by the Board of Directors of the Greater Vancouver Regional District directing that the Planning Department of the Greater Vancouver Regional District proceed with the report that had been requested by Burnaby and that he expected the report would be forthcoming in due course.

Mayor Constable informed Council that he would be making a trip to Japan during the second week of June and that the trip would not be at Municipal expense. However, he thought it advisable to combine a trip to Burnaby's Sister City, Kushiro, at this time. As this portion of his trip would be directly connected with Municipal affairs, he requested Council to authorize normal travelling expenses for the trip from Tokyo to Kushiro.

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN LAWSON:

"That the Mayor be entitled to normal travelling expenses for that portion of his trip to Japan which will involve a visit to Kushiro."

CARRIED UNANIMOUSLY

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R E P O R T S

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

The Traffic Safety Committee submitted a report concerning the items detailed hereunder either providing the information shown or recommending the courses of action indicated for the reasons given:

1. Pedestrian Traffic Signal on Hastings Street at Stratford Avenue

It was recommended that Council authorize Burnaby's participation on a 50/50 cost sharing basis in the installation of a pedestrian traffic signal at the intersection of Hastings Street and Stratford Avenue.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN STUSIAK:

"That the recommendation of the Traffic Safety Committee be adopted."

CARRIED UNANIMOUSLY

2. Pedestrian/Horse Crosswalk - Cariboo Road at Avalon Avenue

In late 1972 the Parks Department constructed a series of hog fuel trails for the primary use of horse back riders. One of these trails came out on the west side of Cariboo Road between Avalon Avenue and Stormont Avenue. The trail commences again on the east side of Cariboo Road and runs north along the Cariboo Road boulevard to the Brunette River at which point riders would ride down the river.

At the time the trails were being proposed, we advised the Parks Board that consideration should be given to taking the trail system under Cariboo Road in the Brunette River culvert. This culvert was built large enough to accommodate horses as it was to be a part of the proposed trail system. We were advised that although this was the future scheme for the horse trail that it could not be done at that time as it involved land acquisitions.

While still opposed to the principle of directing horses onto major arterials, we did feel that the unsuspecting motorist should be warned of the possibility of a horse leaping into the road in front of him and so we installed signs 200 feet in front of the crossing advising "horses crossing 200 feet". Since first placing these signs in September 1972 we have had to replace vandalized or stolen signs at least 1/2 dozen times. This last missing sign was obviously stolen and has since been replaced.

As to the request for a flashing light and a marked crosswalk at this location, we would advise that our observations do not indicate a warrant for such controls. In fact, rather than encourage and perpetuate the practice of riding horses across busy arterials during rush hours, we feel that the Parks and Recreation Department should pursue the original proposal to use the Brunette River culvert that provides a separated crossing.

In the meantime we would suggest that as there are more than ample trails along the south side of Burnaby Lake that no horse rider really needs to cross Cariboo Road, particularly during rush hours.

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MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN AST:

"That this matter be referred back to the Traffic Safety Committee for further information."

CARRIED UNANIMOUSLY

3. Stop Sign Control - Cliff Avenue and Kitchener Street

It was recommended that no action be taken on the request for stop sign control at the intersection of Cliff Avenue and Kitchener Street and that enforcement action be taken on speed violations.

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN AST:

"That the recommendation of the Traffic Safety Committee be adopted."

CARRIED UNANIMOUSLY

4. Parking Complaint - 4100 Block Albert Street

It was recommended that no action be taken on a complaint received concerning long term parking in the 4100 Block Albert Street and that the complainant be sent a copy of the Committee's report.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN LEWARNE:

"That the recommendation of the Traffic Safety Committee be adopted."

CARRIED UNANIMOUSLY

5. Suggested Changes to the Motor Vehicles Act

It was recommended that Council make known to the Attorney General of British Columbia, as the Minister responsible for the administration of the Motor Vehicle Act, that front and rear lights for bicycles be made mandatory as an improvement on Section 173(5) of the Motor Vehicle Act.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN AST:

"That the recommendation of the Traffic Safety Committee be adopted."

CARRIED UNANIMOUSLY

6. Closure of Norcrest Drive at Broadway

As a result of subdivision development, Norcrest Court is to be extended in a south west direction to tie in with Still Creek Street and closed off at Broadway to form a cul-de-sac with access only from Still Creek.

Construction of the Norcrest Court extension to a finished standard has not been commenced as yet but should be in the near future. Since the existing section of Norcrest is not being up-graded to a finished standard the road closure must be accomplished by the erection of barricades. In order to prevent the possibility of traffic using this route as a shortcut, the closure must be accomplished immediately after construction is complete. Authority is, therefore, being requested now for the installation of the necessary barricades upon completion of the proposed extension.

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It was recommended that:

- (a) Council authorize the installation of the necessary barricades across Norcrest Drive at Broadway upon completion of the proposed extension.
- (b) a sign be erected explaining future traffic patterns in the area and that the present property owners on Norcrest Drive be advised in writing of the future traffic pattern.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN AST:

"That the recommendations of the Traffic Safety Committee be adopted."

CARRIED UNANIMOUSLY

The Municipal Manager presented Report No. 39, 1975, on the matters listed following as Items 1 to 18 either providing the information shown or recommending the courses of action indicated for the reasons given:

(1) Animal Control

Council recently inquired about the effectiveness of the ticketing system which provides warning to owners of delinquent dogs, and also, the hours during which patrols are carried out by the S.P.C.A. in the spring and summer months. Following are replies to these inquiries:

1. Violation Tickets

Tickets have not yet been issued because of a problem involving the Regional Crown Prosecutor's office over the related form and the wording of the offence. The matter has been returned to the Municipal Solicitor for further advice.

This matter has been diarized; a report on the system will be submitted to Council approximately three months from the date on which it is implemented.

2. S.P.C.A. Pound Patrols

Evening patrols are conducted between May 1 and August 31 on a schedule of three patrols weekly alternating with two patrols weekly, from 6:00 p.m. to dark.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN STUSIAK:

"That the report of the Municipal Manager be received."

CARRIED UNANIMOUSLY

(2) "Private Crossing" Agreement at Mile 119.56 Cascade
S/D, Kapoor Holdings

Some time ago we were asked by the Canadian Pacific Railway if the Crossing Agreement covering the private crossing to the Kapoor Holdings should be transferred to the Corporation. The C.P.R. was advised in the affirmative and we have now received a copy of Agreement No. LV-3890 which must be executed by the Municipality.

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There is a \$10.00 documentation fee involved and \$25.00 for each year the rental agreement is in effect.

The consultants will shortly be bringing forward their report on the Burrard Marine Park and will be making specific recommendations with respect to crossings for the park. What form future agreements will take we don't know just now. In the meantime this Crossing Agreement should be executed to protect our interests.

It was recommended that authority be given to the Mayor and Municipal Clerk to execute the agreement.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"That the recommendation of the Municipal Manager be adopted."

CARRIED UNANIMOUSLY

(3) Boundary Road Classification

It was recommended that the Mayor make representation directly to the Minister of Highways to have Boundary Road designated as a primary arterial.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN MERCIER:

"That the recommendation of the Municipal Manager be adopted."

CARRIED UNANIMOUSLY

(4) Letter dated May 14, 1975, from Mrs. L. E. Mann,
9637 Cameron Street - Cameron Street Traffic Counts

This item was dealt with previously in the meeting as Item 6(a) under Correspondence and Petitions.

(5) Application for Strata Title Approval on an Existing Duplex
Lot 17, Blocks 45 and 46, D.L. 35, Plan 1396
5352/54 Chesham Avenue - STA #15/75

It was recommended that the subject Strata Title be approved subject to the fulfillment of Section 6.1 through 6.7 of the Guidelines for Duplex Condominiums and Conversions.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN MERCIER:

"That the recommendation of the Municipal Manager be adopted."

CARRIED

CONTRARY: ALDERMAN GUNN.

(6) Engineer's Special Estimates

It was recommended that the Special Estimates of the Municipal Engineer in the total amount of \$84,000.00 be approved.

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MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN STUSIAK:

"That the recommendation of the Municipal Manager be adopted."

CARRIED UNANIMOUSLY

(7) Design of Kensington Avenue Grade Separation Structure and Related Roadworks

In answer to an enquiry by Alderman Mercier regarding the subject of costs associated with the Sperling Avenue alignment, we wrote to the consultant and asked for a complete assessment of the structures, ramps, etc. required, and the estimated costs associated with, these various components.

The Consultant's reply indicates that a prime reason for the high cost of the Sperling Avenue alignment is the fact that the structure is approximately 200 feet longer, which is a product of the poor soil conditions and the location of the Sperling alignment relative to the Kensington alignment, the latter lending itself to having one of its approaches virtually eliminated by the high embankment of good bearing material immediately north of the Loughheed Highway.

A second high-cost component on Sperling is the two ramps, primarily because of property requirements. Either one or both of the ramps can be eliminated in an effort to reduce costs; however, in doing so, it must be understood that various turning movements will be eliminated and will therefore have to be incorporated at other locations. Some of these other locations are mentioned in the Consultant's reply along with improvements which would be required, such as widening the Loughheed Highway and revising the signalization to increase intersection capacity (if possible).

In summary, the only real area of saving may be in the elimination of the ramps; however, in doing so, the "true saving" may in fact be very small when all associated matters are given their full recognition.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LAWSON:

"That the report of the Municipal Manager be received."

CARRIED UNANIMOUSLY

(8) Application for Extension of Existing Building - Preliminary Plan Approval #3202 Lots 173 and 174, D.L. 163 and 165, Plan 1050 4623 Byrne Road and 7266 Mountbatten Street (Can-Am Crawler Corporation) Big Bend Area

It was recommended that:

- (a) the Planning Department be authorized to approve of the proposed addition subject to completion of landscaping and erection of a fence as shown on Site Plan Drawing No. 51074-3;
- (b) the applicant be requested to confirm in writing his understanding and acceptance of the conditions regarding landscaping and fence erection.

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MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN AST:

"That the recommendations of the Municipal Manager be adopted."

CARRIED

AGAINST: ALDERMAN GUNN.

(9) Human Resources Quarterly Report
Married and Separated Applicants

Council, at its meeting of May 5, 1975, reviewed the above noted report and the question was raised as to what steps are taken to ensure that spouses of separated couples live up to their maintenance obligations.

The Human Resources Administrator advises that details of each case of a separated applicant are forwarded to the Provincial Court of British Columbia, Family Division, Room 203, 7893 Edmonds Street, Burnaby. In addition, the Human Resources Department advises clients of the Family Division address and the desirability that they take the necessary action. As an incentive to clients the Department also advises clients of Provincial policy that the first \$100.00 of any maintenance received in a month is exempt from deduction of social allowance.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"That the report of the Municipal Manager be received."

CARRIED UNANIMOUSLY

(10) Roads Program for 1975 Money By-Law

The Municipal Manager has not yet prepared the comprehensive report requested by Council with respect to the proposed 1975 Money By-Law or By-Laws, and therefore he is not in a position to make a recommendation in connection with only Major Roads. At this time of writing, however, we are hopeful that we will have a report ready for May 26th on the overall subject. Therefore, the only recommendation that can be made at this juncture is to receive this report and to refer it to the discussion on a later report item which will deal with the whole Money By-Law question.

It was agreed that consideration of this report item would be deferred and that it would be considered in conjunction with Item 18, Municipal Manager's Report No. 39, 1975, later this evening.

(11) Water Lot Lease #5783 Fronting the East 880 Feet of
Lot 21, Block "C", D.L. 166A, Plan 45841

It was recommended that Council consent to allow the North Fraser Harbour Commission to lease the subject water lot to McMillan Bloedel Ltd. in accordance with the following conditions:

- (a) That log booms must in no way be connected to the land at either high or low water;
- (b) That McMillan Bloedel Ltd. vacate the area within thirty days upon receipt of notice from the Corporation;
- (c) Approval be obtained from the B. C. Land Commission;

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(d) That the Administrative Fee structure as approved by Council on April 28, 1975 for Municipal consent to the lease be applied;

(e) That the applicant be advised that the issuance of consent is made as indicated and should not be construed as conferring tacit approval for any future consent for the use indicated.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN LAWSON:

"That the recommendation of the Municipal Manager be adopted."

CARRIED

AGAINST: ALDERMAN GUNN.

(12) Speed Bumps in Lanes

The speed bumps referred to in the Municipal Clerk's memo were investigated by this Department and we established that two bumps were installed within a public lane allowance and one was installed on the Watling Street boulevard.

Further investigation disclosed that these bumps together with two others in the school parking lot were installed by Alpine Paving on direction from the Burnaby School Board.

On May 5, 1975 we wrote to the Burnaby School Board and requested that those bumps on the public right-of-way be removed immediately.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

"That the report of the Municipal Manager be received."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN LEWARNE:

"That the speed bumps installed at the direction of the Burnaby School Board in the lane adjacent to the Sussex Street School and on the Watling Street boulevard be retained pending further discussion on the subject of speed bumps and that the costs of such speed bumps be determined by the Municipal Engineer."

CARRIED UNANIMOUSLY

(13) Underground Conveyor System from Lease Water Lot
to 7500 Barnet Highway --
Kask Bros. Ready Mixed Concrete Ltd.

This item was dealt with previously in the meeting as Item 7(a) under Tabled Matters.

(14) Proposed Underground Aggregate Conveyor -
Kask Bros. Ready Mixed Concrete Ltd.

This item was dealt with previously in the meeting as Item 7(a) under Tabled Matters.

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(15) Parkland - Distribution within the Municipality

With reference to the Council motion requesting a report on the comparative areas of park space available on a population basis between the North and South Burnaby areas, we have ascertained that the South Slope Residents' Association used Kingsway as the northern boundary of South Burnaby and the Freeway as the southern boundary of North Burnaby, the balance being identified as Central Burnaby. Using these guidelines we have come up with the following approximate figures.

It must be pointed out that not all the parkland is developed at the present time and the figures in brackets indicate the acreage presently developed. A good portion of the parkland is presently in our development program for the next seven years.

<u>Area</u>	<u>Total Parkland in Acres</u>	<u>Estimation of Population at Dec. 31/75</u>	<u>Acres per 1,000 Population</u>
North Burnaby	888.49 (408.91)	54,310	16.36 (7.53)
South Burnaby	770.45 (327.18)	32,006	24.08 (10.22)
Central Burnaby	258.39 (242.90)	50,179	4.34 (4.1)

The 444 acres of Burnaby Lake Regional Park have not been included in the above figures.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN STUSIAK:

"That the report of the Municipal Manager be received."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN GUNN:

SECONDED BY ALDERMAN AST:

"That a copy of the foregoing report concerning distribution of Park land be forwarded to the South Slope Residents' Association."

CARRIED UNANIMOUSLY

(16) Fire Precautions Included in the Chevron Modernization Program

Council, at its meeting of May 12, 1975, received a letter dated May 7, 1975 from Mr. Frank Babish, 35 Canberra Avenue, expressing concern with regard to provision of an adequate buffer zone between homes in the area and Chevron's open loading zone.

Following is the Planning Director's report in response to Council's enquiry, and Mr. Babish's expressed concern, regarding precautions that are being observed in conjunction with Chevron's expansion and modernization program presently underway.

The Fire Chief is currently preparing a report on the balance of items raised by Council on May 5, 1975 and it is anticipated that this report will be submitted to Council on June 9, 1975.

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It was recommended that a copy of this report be sent to Mr. Frank Babish.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LAWSON:

"That the recommendation of the Municipal Manager be adopted."

CARRIED UNANIMOUSLY

- (17) Application for Strata Title Approval of a Proposed Warehouse -
Strata Title Approval #2703, Strata Title Application #11/75,
8658 Boundary Road
D.L. 161, Block 1, Lots 6, 5N $\frac{1}{2}$ & S $\frac{1}{2}$, 4, 3, 2, S31.69 feet and
Remainder of C Ex. Pl. 7358, All of Plan 1742

It was recommended that:

- (a) Council authorize the Planning Department to issue Preliminary Approval for the proposed warehouse once the site assembly is completed;
- (b) Council grant tentative approval to the subject strata title application and authorize the granting of final approval (issuance of Form 10) by the Approving Officer subject to the fulfillment of all requisite conditions set forth by respective Municipal Departments, the details of which will be the subject of a further report to Council.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN MERCIER:

"That further consideration of this matter be tabled for two weeks for additional information on the authority under which the Municipality is involved with the Strata-Titling of industrial or commercial properties."

CARRIED UNANIMOUSLY

(18) Money By-Laws - November, 1975

It was recommended that:

1. Council consider putting a composite by-law to the electorate in November, 1975, the by-law to make provision for the following:

Kensington Avenue, Hastings to Sprott	\$5,400,000
Boundary Road, 29th Ave. to Dubois	3,043,600
Land acquisitions for balance or road projects	967,800
Land acquisitions for parks -	
as proposed in the Parks &	
Recreation presentation	\$3,188,000
Additional as shown in the C.I.P.	1,800,000
	4,988,000
Contingency	100,600
	<u>\$14,500,000</u>
	=====

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2. Staff be instructed to bring forth a complete report on the Gilley Avenue Alternate for consideration of Council for possible inclusion in the By-Law;
3. Staff be instructed to prepare the plans and specifications of the several roads and parks projects and that from time to time, as required, temporary loan by-laws be passed to finance the cost of engaging consultants to do the necessary work.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN MERCIER:

"That:

1. Council authorize a By-Law in the amount of \$17,000,000.00 for parks purposes as recommended by the Parks and Recreation Commission, be placed before the electorate at the time of the annual Municipal Election in November, 1975.
2. A separate by-law in the amount of up to \$20,000,000.00 for major roads, the contents of that by-law to be as selected by Council in priority, until the sum of \$20,000,000.00 is reached, be placed before the electorate at the time of the annual Municipal Election in November, 1975.

MOVED BY ALDERMAN GUNN:

SECONDED BY ALDERMAN AST:

"That further consideration of Items 10 and 18, Municipal Manager's Report No. 39, 1975, be tabled for two weeks to allow individual Council members an opportunity to study this matter further."

CARRIED

AGAINST: ALDERMEN MERCIER AND STUSIAK.

NEW BUSINESS

His Worship, Mayor Constable, submitted a report in which it was recommended that the Municipal Manager be authorized to form a Committee from Municipal staff and from the Parks and Recreation Department to help co-ordinate a successful program for the B. C. Provincial Museum's Museum Programme for 1975.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN STUSIAK:

"That the recommendations of the Mayor be adopted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LEWARNE:

"That the Committee now rise and report."

CARRIED UNANIMOUSLY

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" I N C A M E R A "

T A B L E D I T E M S

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"That the following items which were tabled on the dates indicated be now lifted from the table:

1. Dunhill Development Corporation Ltd. -
Community Plan "Burnaby 200", Gagliardi Way/Broadway/
Underhill Avenue - tabled April 14, 1975.
2. Acquisition of Properties on Halley Avenue
(a) 5550 Halley Avenue (Lee)
(b) 5608 Halley Avenue (Sherlock) -
tabled February 10, 1975.

CARRIED UNANIMOUSLY

1. Dunhill Development Corporation Ltd. -
Community Plan "Burnaby 200", Gagliardi Way/Broadway/
Underhill Avenue

Representatives of Dunhill Development Corporation Ltd. then addressed Council on the subject of the "Burnaby 200" development concept. It was noted that the Dunhill Development Corporation had been working with the Municipal Planning Department for some time now and had recently made a presentation on this subject to the Advisory Planning Commission. It was considered advisable to make the same presentation to Council this evening.

Mr. Ron Baines, Dunhill Development Corporation, with the assistance of visual aids then reviewed on a step by step basis the work that had been accomplished by Dunhill over the past year to bring the development to its present stage. Every effort had been made to take full advantage of the contours of the land and some of the other natural aspects to see what other possibilities might exist. Great attention had been made to preserving the landmark quantities of the site. The site is covered with many types of trees and there are also some open spaces existing at this time. Mr. Baines illustrated some of the types of the housing that had been considered for the site. In the flatter areas of the site conventional housing units could be constructed, in areas of moderate slope, three-storey terraced units could be used and in areas where the steepest slopes were encountered, three, four or five-storey terraced houses could be built but these would not exceed three stories above grade.

Mr. John Northey explained that the intent of the development was to cover the least possible amount of ground, leaving the most green space and yet still provide a family oriented environment. They were looking at about 85% family accommodation and 15% non family. The proposed mix will be approximately 7% one bedroom, 27% two bedroom, and about 66% three or four-bedroom units. The objective was to get at or slightly above the medium income level for Burnaby. Approximately 50% of the units would go out on the market and the balance would be a mixture of cooperative housing and rental units. Types of housing would not be limited to specific areas but would be scattered to provide an acceptable mix. The staging of the development will be from west to east.

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The Council reconvened.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY