

A regular meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Monday, November 22, 1976, commencing at 7:00 P.M.

**PRESENT:**

Mayor T.W. Constable, in the Chair  
Alderman G.D. Ast  
Alderman D.P. Drummond  
Alderman A.H. Emmott  
Alderman B.M. Gunn  
Alderman D.A. Lawson - 7:04 P.M.  
Alderman G.H.F. McLean  
Alderman F.G. Randall  
Alderman V.V. Stusiak

**STAFF:**

Mr. M.J. Shelley, Municipal Manager  
Mr. E.E. Olson, Municipal Engineer  
Mr. A.L. Parr, Director of Planning  
Mr. J. Hudson, Municipal Clerk  
Mr. R.W. Watson, Deputy Municipal Clerk  
Mr. J. Plesha, Administrative Assistant to Manager

Mayor Constable offered his congratulations to the Council Members returned to office and the Council and School Board Members elected. His Worship expressed regrets as to seeing Alderman McLean go and thanked all the others who had offered themselves as Council and School Board Candidates.

M I N U T E S

The Minutes of the Council Meeting held on November 15, 1976 came forward for adoption.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN RANDALL:

"THAT the Minutes of the Council Meeting held on November 15, 1976 be now adopted."

CARRIED UNANIMOUSLY

The Minutes of the Public Hearing held on November 16, 1976 came forward for adoption.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN RANDALL:

"THAT the Minutes of the Public Hearing held on November 16, 1976 be now adopted."

CARRIED UNANIMOUSLY

D E L E G A T I O N S

The following wrote requesting an audience with Council:

- a) The Kensington Home Owner Association, D.V. Winteringham  
Re: Kensington
- b) Samuel M.G. Malatsi Re: Suspension of Taxi Cab Licence
- c) Henry Lum Re: Closure of Dellawn Drive and Halifax Street
- d) Brentwood Park Ratepayers Association, President Re: Wish to  
be represented at Regular Council Meeting November 22, 1976
- e) Douglas Road School Parents' Committee For the Children's  
Safety Re: Protest hazardous Intersections of Douglas Road,  
Canada Way and Sprott Street

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

"THAT the Delegations be heard."

CARRIED UNANIMOUSLY

November 22, 1976

a) The Kensington Home Owner Association, D.V. Winteringham

"Your Worship, Mayor Constable and Council Members:

My name is David Winteringham. I have been a North Burnaby resident for the last 16 years and have lived at 6565 Parkdale Drive for the past 11 years. Yes, my family and I love living in Burnaby.

The executive of the Kensington Home Owner Association, of which I am a member, have asked me to present some of our associations' thoughts to you tonight.

First of all, we do want to congratulate the aldermanic candidates who were successful last Saturday, whether they be sitting on Council tonight or not until January 1977. We want you to know that on Saturday, the majority of our association members had to vote No to a Library and/or Parks Referendum for the first time in our voting lives - but Council gave us no alternative. As regards that Referendum that was so soundly defeated on Saturday, the Kensington Home Owner Association couldn't help but be pleased, however, we are not here tonight to 'rub it in'. Our association certainly knows what it is still up against and that there are elected Burnaby Council members, including Your Worship, who have not given up on the Kensington Alignment Project. Naturally, if the Referendum had passed, we knew that our task was going to be very, very, very difficult. Now we know, that our task will just be very difficult. We are telling you tonight that our well organized, honest, hard working, intelligent, and stubborn association will never give in to that Kensington alignment. We are telling you now, that as long as you push the Kensington Alignment project we will fight you every inch of the way, including if we have to, in the ballot boxes one year from now. As Mr. Niccoli said last week, and we know that you agreed with him - Burnaby is still a participatory democracy.

But most important, we also want to tell you that 'fighting' Council isn't the way we want to operate. We do appreciate the fact that you have all given up much, and that much is more than most of us even realize, to serve the people of Burnaby and in the vast majority of instances you serve us very well indeed. For this, the Kensington Home Owner Association says a sincere 'Thank you'. Therefore, we hope that, as Council indicated in these Chambers last Monday night, you will invite us for dialogue on alternatives in regards to the Kensington Alignment Project.

I'm sure that you will be glad to know that we would like our organization to be involved in any Burnaby project for which you on Council would like some citizen input. Yes, we are going to monitor as closely as we can all coming Council proceedings. We will appreciate all co-operation that we know you will give us in this regard. We do not want misunderstandings to occur like last Monday when you thought we were being intentionally 'nasty' at the timing of our presentation, and we weren't....and where we thought you were trying to 'sneak' the Kensington Alignment Project through...and you weren't...were you? We are confident that we will be able to work with you on the Kensington question because for one thing, several of the successful candidates have indicated both privately and publicly that they are now not pleased with the Kensington proposal.

I'm sure you wish to know the stand of the Kensington Home Owner Association at this time, November 22, as regards the Kensington Alignment Project.

No North South highway system, either Holdum, Sperling or Kensington. We could possibly be shown that it could be money well spent for an overpass of Still Creek and the Burlington Northern Railway at Sperling to Lougheed Highway, not over the Highway, as per Scheme #1 in the Book: Kensington and Sperling Alignments a Comparative Review December 1974. But only Scheme #1 as it applies south of the Lougheed Highway at Sperling. There wouldn't be any change in Sperling Avenue, north of the Lougheed Highway.

November 22, 1976

While mentioning this study, let's look at Page 51, Table B, No. 2 e and f .....these bother our association. Quote:

2 e) The Kensington alignment does not affect any business premises.

f) The Kensington alignment will result in minimal claims for 'injurious affection', whereas the Sperling alignment has a highly disruptive effect on many businesses and some homes. For example, the following businesses and community facilities would be affected:

Two retail businesses on Hastings Street;

Two lumber yards;

A gas station;

A grocery market;

Two churches;

One school property

The Planners could now add: One Pool Hall and Dry Cleaners (since December 1974).

Council, the Planning department presented this to you and you accepted it. Some homes on Sperling --- aren't there some homes on Kensington? Granted Kensington only has one church but it has a large school complex --- approximately 3,000 students, an ice rink, a swimming pool in the summer, plus a large field area (6 soccer pitches and more) and a golf course, plus one smaller playground .. but you are right .. no businesses... We are telling you all of this to make our point that in that particular study people in residential areas didn't count. The Kensington Home Owner Association want you to know that besides being tax dollar oriented we are people oriented .... Whether they live on Kensington, Sperling, Holdom or Boundary Road....or Gilley....If it affects people we want to be involved. We trust and are positive that Council will be glad that we have this attitude, because we're convinced from the successful candidates that we have talked to in the last two weeks that you do care about people.

Yes, we want the Kensington, Holdom, Sperling Alignments to Hastings Street from the Lougheed Highway stopped forever. Also we will give input as private citizens to any other Burnaby project that will effect the peace and tranquility of any residential area... Not just Kensington.

Don't forget that in the Burnaby Transportation Study in 1985, printed in March 1974, and mentioned last week by Mr. Niccoli, North South movements within Burnaby are of second order magnitude when compared to east west movements and will require only minor improvements. Our association does not consider a nine million dollar project a minor improvement.

Your Worship, we have only one question of Council at this time.

Would it be possible for Council to have the following motion moved and seconded tonight?

Motion: That in the event that anything is being decided in connection with the changing of Kensington Avenue in any major way: by By-law, Referendum, or by Council, that the Kensington Home Owner Association will at least be notified well in advance.

Thank you Your Worship and Council for your time, patience and understanding."

MOVED BY ALDERMAN GUNN:

SECONDED BY ALDERMAN RANDALL:

"THAT the Municipal Engineer report as soon as possible on a priority basis on all aspects of the proposed road improvement and including in particular, a low cost 2 lane option relative to the CNR/Burlington Northern Overpass in the vicinity of Sperling Avenue."

CARRIED UNANIMOUSLY

November 22, 1976

b) Samuel M.G. Malatsi Re: Suspension of Taxi Cab Licence

"Your Worship and Councillors. I come before this Council here today because my Taxi Licence has been cancelled on an act of harrassment and attrition by the Inspector of Licences. The following are well known facts to Mr. Kenzie, the Licence Inspector of the Council of Burnaby that in October of 1974 I took occupancy of an apartment at the above mentioned address a condominium I own. That this is my fixed home address and in full knowledge of this fact Mr. Kenzie directed all correspondence he had with me at all time to my above mentioned address as a permanent home address. My home address is my established place of business for my taxi cab licence. Mr. Kenzie suspended my licence permit in 1975 and again on November 3, 1976. On both occasions Mr. Kenzie's actions have been acts of harrassment as well as acts of attrition against me in violation of the law; namely, the Cab & Commercial Vehicle By-law. The Municipality of Burnaby's By-law is clear and unambiguous. Section 9(1) under which my licence has been suspended states that 'Every person to whom a licence has been granted shall keep an established place of business (which may be his home address).' My present home address suffices and is the permanent address for my taxi licence. This would be very clear to any reasonable person carrying out the duties of an Inspector of Licences without vendetta and malice, however, malice there is. Being fully aware of this Section of the By-law as quoted above the Inspector disregarded the By-law and also what was emphasized by the Municipal Council as legislators carrying out on his own volition acts of harrassment and attrition to command me to carry out acts which were outside the requirements of the law as emphasized by the Council legislators. As results of the continuous acts of harrassment by the Inspector which culminated in the suspension of my licence August 8 of 1975 I was stampeded into renting an office at 7311 Kingsway, Burnaby. At this time I was not aware of what the requirements of the By-law were. Later I found that at no time had I ever broken the requirements of the By-law. After renting this place for, oh, \$90.00 for several months, I was unable to find money to continue paying for this place which I have never been able to occupy or use in any way as my taxi business made no money. My taxi business is way in debt, besides I did not need this office as my home address for the purposes of this licence. I am every day in Burnaby without avail for 100% of the taxi business in Burnaby by paying for telephone calls. Under the conditions on which I operate my business is not viable and is dead. On June 12, 1976 at 2:50 P.M. I was threatened with violence and ordered to vacate a taxi stand by one of Bonny's Taxi Driver Owners at Brentwood Mall. I think the Inspector regards me as existing here without peers. At the present time I am licenced by the Department of Communications to operate a land based station radio and 12 mobile radios in Burnaby. Since I was refused Taxi licences last time by this Council I am unable to use these licences since the person given licences was not in the taxi business at the time and I was. Finally, my sincere request is that my licence should be restored to me without carrying any damages against me whatsoever, that the Council grant me 11 licences in the restitution of my basic rights to assist myself in forming a viable taxi business to have a job and also to have a job for others to earn a living in accordance with my capabilities and human rights. I have one question to put. My question is - supposedly at worst this licence is passed onto a third party, someone, that is the third party takes over, does Bonny's Taxi have the right to not respect the third party? And another point, alternately I request the Council to buy my licence back so that I can get out of this attrition and trade and pay my debts. I owe the bank and other people who have paid money to purchase this licence from Bonny's."

c) Mr. Henry Lum Re: Closure of Dellawn Drive and Halifax Street

Mr. Lum appeared before Council and spoke as follows:

"Mayor Constable and Members of the Council. I would refer Council to the Petition submitted on your Agenda on November 8 in which 80% of the households in our subdivision petitioned Council for removal of the blockades on Halifax and Dellawn. I would stress to Council that of the households actually contacted 92% are in favour of having the blockades removed. The petition reads, and I quote, 'We the undersigned hereby petition Council to remove the blockades on Halifax Street and Dellawn Drive. If the Blockades are not removed we ask members of Council to do whatever they consider necessary to decrease the flow of through traffic in the neighbourhood.' The wording of the petition is of particular importance here. Our first choice is removal of the blockades. If this is not done then we ask for a solution by Council and the Planning Department. You will notice that we do not propose a solution if the blockades are not removed the reason being that we could not all agree on a solution. There were discussions regarding closure of Parklawn, closing of Eastlawn at Delta or Halifax at Delta or a combination of such but none of these solutions were acceptable to everyone.

The previous statement notwithstanding we agreed that the blockades should be removed. If I may digress here a minute, at the Council Meeting of September 7 Council suggested that we meet with the various groups involved regarding the blockades. We did not in fact meet with these people but we did meet in a roundabout way. Many of us joined the Brentwood Park Ratepayers Association at the last meeting of which Mr. Verlaan is the new President and the blockades were discussed and a vote was taken in which a majority of the association members voted for the removal of the blockades. At the Council meeting of September 7 I must admit I knew little of how the blockades came about. The conclusion that I have drawn is that the Brentwood Park Ratepayers Association prior to their last meeting was comprised of people on the West side of Delta and certainly no membership from the householders on Eastlawn, Parklawn or Crestlawn. As a point of interest, at the last meeting a map was displayed in which the northern end of our subdivision was not even included. The association asked for the blockades in our subdivision to reduce the flow of traffic in the Brentwood subdivision without any input from us. We therefore submit to Council that the blockades have been put up to relieve the pressure of through traffic in the Brentwood subdivision without consideration for the rights of the householders in the next subdivision. We also submit that we have the right of unobstructed access in and out of our subdivision as evidenced by the petition submitted to Council in which 80% of the people within the subdivision have petitioned Council for this right. We further submit that a fair solution would be for Council and the Planning Department to find a solution within the Brentwood subdivision itself. Thank you Mr. Mayor."

- d) Brentwood Park Ratepayers Association, President Re: Wish to be represented at Regular Council Meeting November 22, 1976

Mr. Tony Verlaan, 1743 Teralawn Court appeared before Council and spoke as follows:

"Mr. Mayor and Council, my name is Tony Verlaan of 1743 Teralawn Court and I am the President of the Brentwood Ratepayers Association. What drew me in this evening is No. 1 the decision or the recommendation that was made by the Municipal Planning Department in No. 5 on Page 157 reads quite distinctly and underlined is 'The Department would support the maintenance of the existing road closures at Halifax and Dellawn and implementation of a further road closure at Parklawn West of Springer'. Mr. Mayor and members of Council, this is all fine and well. I must bring attention to a couple of things first and that is that prior to me having been involved as President of the Association, as you are well aware there have been a number of petitions with a great amount of names and to the objection and removal of the rights of the citizens in the particular area involved and now I am in a slightly different position, I am also the Ratepayers Association

November 22, 1976

President. However, I would still like to draw your attention and Mr. Lum did very kindly mention the fact, this was on advice by your Department as well as the members of this Council that an opinion was necessary out of the Ratepayers Association and an invitation had gone out to people and even though it was a slim margin the vote was 42/35 slightly in favour. That is in addition to all the letters that you must have received and I notice some have been mentioned but it doesn't state clearly whether these include the 27 letters mentioned prior to September 7 the last time we made a presentation. We agree Mr. Mayor and members that in principle there has to be some sort of segregation and guidance of traffic and that was mentioned and gone through with the Ratepayers Association since the beginning of it all. The only thing is this, it was to be done with some alternatives provided. You cannot take away something and then say okay that is it. There is no other alternative. Blockades were installed, slightly premature I would say to some of the recommendations for alternatives that were going to be installed and I think it would be a bit of a waste of time to go through it but I can just mention Frontage Road as a bit of an example. There are people that were mentioned in here that are circling through the area from the apartments - they have no other way and we have to be realistic about it - there is no other way and they are still coming through the area of Brentlawn including Ridgelawn. If we look at the last figures that are taken by our Engineering Department the real difference in effect on the road closures installed between last year and since last October - on Ridgelawn there is a difference of 43 cars per day as an average. On Brentlawn it is a difference of 693 cars per day as an average in a total amount you are looking at just a little over 700 cars. The thing is this, all the other streets and they also are members and also citizens within the area that the ratepayers represent, have been affected by it and are very much restricted by it because what we have done now - we have shifted the problem from one road which is only one block and the other one which is only about 3 blocks and involved a whole number of streets like Eastlawn, Parklawn, Crestlawn, Springer Avenue, Braelawn, Lorilawn you name it, they are all restricted. And now what we are asking is further restriction by saying okay the only east west traffic roads left over are those on Parker and Loughheed Highway. Sometimes the residents of the area from within Kensington get on Loughheed Highway themselves and I don't think this is quite a fair thing to do. I think proper planning would provide an alternative before a restriction is implemented and this is what we are asking Council to recommend - that an opening or reopening be made by either removal of the blockades and Alderman Randall and I believe Alderman Stusiak have tried to touch upon, by opening the road, by moving the blockades to the west side of Springer period. That would definitely give some relief as far as people are concerned circling all the way around Parklawn, Crestlawn and then doing the tour. The main things we wish to work on we have submitted recommendations in respect to, restrictive road signs to sort of guide traffic, to use the main arteries for traffic flow for commuter traffic, however, the Planning Department and the Engineering Department I am afraid have not responded to even attempt to take a serious look at it. It is easy to say okay people will not respond to a 7:00 to 9:00 zone for right turns, however, many people do look at route signs and some may filter through, the occasional ticket may remind them, but I would say that there is one way for looking for an alternative. We have suggested the lefthand turning holding lane. Indications are that not much has been done to it. When I checked on Friday just to see what had happened to it, basically the Engineering Department as such was not too much - I spoke with Mr. Kennedy at the time I must say Mr. Olson - he was not aware of anything going on in particular and he mentioned that the Engineering and Planning had that under hand, however, when I checked with the Highways Department and spoke with a Mr. Giddens, Assistant Manager of Traffic, he could

November 22, 1976

give me no information nor did he or was there anything on file as to what is going on in that respect. So it gives us little confidence at this point that something is being done to provide an alternative and these are the things that we are quite strong about because as a Ratepayers Association we wish to sit down and have our committee meet with Planning Department - I understand from the previous executive that meetings were held, however, the Director of our Planning Department, Mr. Parr, I don't think he was present at any one particular time. It was indicated to me that he would like Council to direct the Department to sit with us and work out some alternative. I can go over the alternatives that we have mentioned before again and whether it will be of any benefit at this point I don't know.

I would just like to come to it that a summary of the Report is that there is only two alternatives for Council to take and that is either to implement another road blockade or to remove all blockades and then leave it at that, basically and there is some mention of the lefthand holding lane. Additional blockades are definitely a no no as far as the majority of the residents are concerned. The removal of blockades would reintroduce the problem, however, it gives us a reason to work together for a solution alternative and I believe this is the only route to take Mr. Mayor and members of Council."

Mr. G.R. Lewis, 1771 Springer Avenue then appeared before Council and spoke as follows:

"Mr. Mayor and members of Council. I am just an old ratepayer. I have been on Springer Avenue 33 years and at that time we had to travel on the roads as best we could but Halifax was one road that we did have, and Springer, and we looked forward to the time when we would be able to have a good road going west but it seems now that they are blocking all ideas of us have a road that way. It is 8/10th of a mile from Parker to the Loughheed Highway. I think that is an awful long stretch without an exit. The wife and I went to go on Springer Avenue the other day and we got down there for a right turn and we couldn't make it. We saw how the traffic was lined up and we had to turn around and we backed into a driveway and went back to Brentlawn and made all the trip around to come down Delta and where the light was to get onto the Loughheed Highway. So you can understand the kind of trouble we had getting onto the Highway and going West. Now we have no way of going left except in that direction. You go onto Parker - you have a school up on Parker at Delta. You have a school on Parker at Kensington. These are young men that are driving cars and to the West on Parker is a knoll that is less than half a block away and to make a left turn to go west there then you have got to just watch yourself or else the cars will be on to you and so actually west going through Halifax and down Delta or down Beta but otherwise we have no other way out. We are all oldtimers in there and we are residents and ratepayers and I don't think that a street like Halifax that has been there for over 33 years, it was there when I came, should be blocked off without an alternate street being put through. Sure they can put their street through where we can travel but they say no, they just want to leave us the way it is. We had no notion that the blockade was going to come, we never heard anything, until the blockades went up, in fact we had to go around and try to find out. We thought the Engineering department must be working there. I am a ratepayer and I am also a member of the Brentwood Ratepayers Association. We had no vote, we had no idea that anything was being done and it must have been done by a few just so as it wouldn't be turned down and it couldn't have been turned down by many when there was only 35 voted for to have it. So gentlemen, I would like to ask you to have the blockades removed until such time as the Engineer comes up with a street going west, an alternate street. I thank you."

MOVED BY ALDERMAN GUNN:

SECONDED BY ALDERMAN DRUMMOND:

"THAT Item 18, Manager's Report No. 75 be brought forward."

CARRIED UNANIMOUSLY



November 22, 1976

The Municipal Manager provided a report from the Director of Planning on road closures within the Brentwood Community Plan Area "D".

It was recommended by the Municipal Manager that:

- 1) Council reaffirm the action taken on June 14, 1976 to close the streets at Halifax/Woodway and at Dellawn/Springer as an integral part of Community Plan Area "D" and approve the installation by the Engineering Department of a road closing barricade at Parklawn Drive just west of Springer as outlined in Sketch #3; and

- 2) Council approve the following resolution:

This Council would urge the Department of Highways to pursue the provision of a left-turn lane off the Loughheed Highway into Springer and a traffic light providing for left turns, at their earliest convenience, in line with the traffic signalization pattern in this stretch of the Loughheed Highway initially considered and supported by the Department of Highways; and

- 3) All who have corresponded with Council on this matter be so advised.

MOVED BY ALDERMAN GUNN:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN GUNN:

"THAT the Manager's recommendations be amended to delete the word 'and' at the end of the first recommendation and to add the words 'on a sixty day trial basis' so as to read 'just west of Springer as outlined in Sketch #3 on a sixty day trial basis'."

CARRIED

OPPOSED: Aldermen McLean and Randall

A vote was then taken on the Motion as amended and CARRIED.

OPPOSED: Aldermen McLean and Randall

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN GUNN:

"THAT for the sixty day period the Engineering Department maintain a constant counter on Delta and also provide the counts on Brentlawn Drive and Highlawn Drive."

CARRIED UNANIMOUSLY

- e) Douglas Road School Parents' Committee For the Children's Safety Re: Protest hazardous Intersections of Douglas Road, Canada Way and Sprott Street

Mrs. Ralph appeared before Council and spoke as follows:

"Your Worship and Council Members. My name is Mrs. Ralph and I am representing the parents of the Douglas Road School. We have for several years now been trying to get a complete and safe intersection at Canada Way, Douglas Road and Sprott Street. This is what we have done on behalf of the people using this intersection. Four years ago the concerned parents of Douglas Road School wrote letters and sent petitions. Out of this the Engineering Department gave us a free warning sign for traffic going east, changed the



light for easterly traffic going down toward the Vancouver area and putting signs saying 'proceed under the arrow only'. Bringing you up to present date, the parents of Douglas Road School elected a committee consisting of parents to represent them as a committee. We have had two meetings at Municipal Hall. Our first meeting came about after a peaceful demonstration by angry and concerned parents and was with Mr. H.G. Bacon, Alderman G.D. Ast, Corporal Bishop and Staff Sergeant A. Marchuk. From this meeting we set up another meeting. At this meeting, after much discussion, Mr. Bacon committed himself to saying he would put hoods on the lights on Canada Way within the week. This he has done. He then said that they would be changing the lights presently there with an optic lens and checking the signs. This would take roughly six weeks to six months. At this meeting we said that the only feasible solution for this particular intersection would be an overpass. Mr. Bacon and Alderman Ast's main objection to this concept was that they found that children do not use them. We have done some research on existing overpasses. Mr. Lewarne mentioned on Channel 10, November 18, that he disagreed with an overpass and that flashing amber lights were all that were needed. Mr. Bjarnson replied to this that his son had been hit on Willingdon where they have flashing amber lights. Mr. Bacon also told us at our second meeting that he had found in his experience that the flashing amber lights do not work. Mr. Lewarne also brought up the overpass on Beaverbrook Crescent, Stoney Creek School area. They have an overpass and the people there want crosswalks under the overpass. Well sir, our research committee came up with these findings. The overpass was not built because the parents wanted it. It is located a block and a half from the school and is accommodating a housing development and was not put in primarily for the school children seeing it was put in three years before the school was built, however, the overpass is being used by the children who are accessible to it. The parents want a crosswalk in front of the school, not under the present overpass. To our existing problem - we have had three children hit at our intersection so far this school term. Our intersection has blind corners and is a main thoroughfare used by a far greater volume of traffic than Beaverbrook. Mr. Bacon and Alderman Ast do agree that this intersection is dangerous. If they were aware of this why have they not done anything to rectify this intersection in the past before pressure of the residents was received. Another disturbing factor we have dug up - in February of 1974 it was proposed to Council a Central Administrative Area concept. In this proposal a pedestrian overpass from the Municipal Hall to the Marathon Realty complex. The plans are 'This bridge should be an attractively designed structure oriented north and south spanning Canada Way with approximately 16 foot clearance in order to allow passage of large vehicles. Funding for this facility could come from the development levy placed on all new development within the study area as well as some cost sharing by the Municipality who would also benefit.'

I now refer to the next paragraph that this overpass will be quite elegant. Why does Council feel this overpass is warranted? I am only assuming for the same reason we feel our intersection should have an overpass - to get people safely across Canada Way.

Please gentlemen, we have tried to follow all the proper procedures to get an overpass for these intersections and feel as taxpayers we are not asking much when you consider people's lives most of them small children, to have safe access from one side to the other. It is now your decision and when you are making your decision, please bear in mind that you have our children's lives in your hands and we will not be pushed aside. We will keep on and on and take whatever measures we have to in order to have safety at Canada Way, Douglas Road and Spratt Street. Thank you."

Mrs. Pitts then appeared before Council and spoke as follows:

"Your Worship. There is an overpass in Richmond at Bridgeport and

they have it designed so that the children have to use it. There is no other way they can get in. They have a bicycle rack where children can take their bicycles and then walk up and cross over and it goes right into the school ground and that was one of them that we looked at. We had parents go out to Beaverbrook and then to Richmond to look at these overpasses. When we met with Mr. Bacon and Alderman Ast it was then stated too that the children didn't use these overpasses and again someone mentioned just now that the children have to be educated. I really don't think that there is a parent that has a child that doesn't tell their children 'look, you be careful when you are going to school' and everyone on Council knows - they go out and meet the children on the corner and then they start talking and absolutely forget what Mother and Father told them. It doesn't really matter whose fault it is, whether a car hits the child or the child runs out and the poor driver is in shock, the children are being hurt and it is such a terrible intersection that they cannot see the flashing light that Mr. Bacon said didn't work. When you come down from Edmonds on Canada Way you have flashing lights when the light is going to change and it says 'prepare to stop when amber lights flash'. He says that motorists start to accelerate when the flashing lights come on and that only adds to accidents, so obviously the flashing lights will not work. Alderman Ast and Mr. Bacon told us that the motorist who travels Canada Way, they come from Delta, Surrey and New Westminster, they travel that street every day and if you put up a new sign they notice it for the first couple of weeks and are aware of it and then they just carry on through. We had Corporal Bishop and some other R.C.M.P. officers out there for a week and a half now and they pulled over, in a period of one half an hour, anywhere from 10 to 15 motorists. Now at first they were just telling them that the lights are very confusing and you have just gone into the crosswalk and that they could knock down children and then they got the motorist that started to get a bit nasty and they started giving out tickets. Between 8:30 and 9:00 the rush there is incredible and the patrol there are only children after all. They can only hardly control the children - they cannot stop a car coming through the intersection when it comes down traveling east on Canada Way. You round that bend and it is blind and we are really asking that the Council look at some sort of an overpass, even a temporary one and leave it up for a year and then see if our children are using it, and we as parents must encourage our children to use it, and give us the chance to see if it works. Please don't say no to us and just let us go on worrying about our children every day."

MOVED BY ALDERMAN GUNN:

SECONDED BY ALDERMAN RANDALL:

"THAT Item 11, Manager's report No. 75 be brought forward."

CARRIED UNANIMOUSLY

The Municipal Manager provided the following report of the Municipal Engineer:

"This matter is presently being dealt with by the Traffic Safety Committee and to date two special meetings have been held between members of the Council (Alderman Ast) and the Engineering Department with representatives of the Douglas Road School P.T.A.

Minor adjustments to the existing traffic signal and revisions to the traffic control signing and pavement markings at Canada Way and Douglas Road have been made as an interim measure towards improved pedestrian and traffic safety. These adjustments and revisions were made from items discussed at the meetings.

At the present time, major modifications to the traffic signal are being considered. We would also advise that the request for pedestrian overpasses at this intersection are being investigated.

This report is for information to Council only until final recommendations are concluded."

November 22, 1976

It was recommended by the Municipal Manager that a copy of this report be sent to the correspondents.

MOVED BY ALDERMAN AST:  
SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

The Meeting adjourned at 9:17 P.M.

The Meeting reconvened at 9:30 P.M. with all members present.

b) Continued - Samuel M.G. Malatsi Re: Suspension of Taxi-Cab Licence

Further consideration was given to this subject matter.

MOVED BY ALDERMAN LAWSON:  
SECONDED BY ALDERMAN GUNN:

"THAT the subject matter be tabled for one week."

CARRIED  
OPPOSED: Alderman McLean

BY - LAWS

MOVED BY ALDERMAN STUSIAK:  
SECONDED BY ALDERMAN AST:

"THAT:

'BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 44, 1976'	- #6934
'BURNABY ARREARS OF TAXES INTEREST RATE BY-LAW 1976'	- #6958
'BURNABY DELINQUENT TAXES INTEREST RATE BY-LAW 1976'	- #6959

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 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 AST:

"THAT:

'BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 44, 1976'	- #6934
---	---------

November 22, 1976

'BURNABY ARREARS OF TAXES INTEREST RATE BY-LAW  
1976'

- #6958

'BURNABY DELINQUENT TAXES INTEREST RATE BY-LAW  
1976'

- #6959

be now read three times."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN McLEAN:  
SECONDED BY ALDERMAN RANDALL:

"THAT:

'BURNABY TAXATION EXEMPTION BY-LAW NO. 15, 1976'

- #6951

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

CARRIED UNANIMOUSLY

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 GUNN:

"THAT all of the following listed items of Correspondence be received and those items of the Municipal Manager's report No. 75, 1976 which pertain thereto be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

- a) Union of British Columbia Municipalities, U.B.C.M. Executive  
Re: Report of the Chairman of the Joint Committee on Housing

A letter under date of November 8, 1976 was received advising the Executive of the U.B.C.M. met on Thursday and Friday, November 4/5th, to consider among other matters, the report of the Chairman of the Joint Committee on Housing which was released by the Minister, The Honourable H.A. Curtis on November 2nd. It was also stated that all recommendations in the report will be closely examined following which suggestions would be sent to the Minister which would reflect the views of U.B.C.M. members. The views of the Municipalities in regard to this subject matter was requested.

The Municipal Manager reported the Housing Committee is expected to meet in the near future to consider the previous correspondence on this subject matter.

It was recommended by the Municipal Manager that:

- 1) A copy of the correspondence from the Union of British Columbia Municipalities be referred to the Housing Committee; and
- 2) A copy of this report be sent to the Union of British Columbia Municipalities.

MOVED BY ALDERMAN AST:  
SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

- b) Ministry of Municipal Affairs and Housing Re: Joint Committee on  
Housing - Report of the Chairman

A News Release under date of November 2, 1976 was received in regard

November 22, 1976

to the above noted subject. The Minister of Municipal Affairs and Housing indicated that some of the recommendations contained in the report of the Joint Committee on Housing in British Columbia would lead to legislation to streamline the Government's role. This subject matter was considered previously under Item (a) - Correspondence and Petitions.

- c) Victor L. Love and Muriel W. Love Re: 8720 Government Road  
Not a part of Regional Park Plan

Correspondence under date of November 9, 1976 was received wherein it was suggested that the property at 8720 Government Road was, in their opinion, not part of the Regional Park boundary.

The Municipal Manager provided a report from the Director of Planning on this matter. It was indicated the statement that the Regional Park boundary does not go east of Cariboo Road and the subject property is outside of the Regional Park boundaries refers to the jurisdictional division between the areas of Municipal and G.V.R.D. jurisdiction within the Regional Park and not to the overall boundaries of the Central Valley Park system which, as indicated above, have been firmly established by previous actions of the Burnaby Lake Development Committee the Council and the Greater Vancouver Regional District.

It was recommended by the Municipal Manager that a copy of this report be sent to Victor and Muriel Love.

MOVED BY ALDERMAN RANDALL:

SECONDED BY ALDERMAN GUNN:

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

CARRIED UNANIMOUSLY

- d) The Kinsmen Rehabilitation Foundation of British Columbia,  
Co-ordinator Re: Kinsmen Mother's March - Sunday, January 30,  
to Saturday, February 5, 1977.

A letter under date of November 10, 1976 was received requesting permission of Council to conduct a door-to-door campaign the week of January 30 to February 5, 1977. This Campaign known for twenty-three years as the Kinsmen Mother's March and is the main source of revenue for the Kinsmen Rehabilitation Foundation of British Columbia.

MOVED BY ALDERMAN RANDALL:

SECONDED BY ALDERMAN STUSIAK:

"THAT the request received from the Kinsmen Rehabilitation Foundation of British Columbia to conduct a door-to-door campaign the week of January 30 to February 5, 1977 as a revenue source for the Kinsmen Rehabilitation Foundation of British Columbia be approved."

CARRIED UNANIMOUSLY

- e) Mrs. Verne Smithman Re: Traffic Situation at the Triangle of Canada  
Way, Douglas Road and Sprott Street

This subject matter was considered previously under Item 2(e) - Delegations.

- f) Mr. and Mrs. Ian Abel Re: Two hazardous Intersections - Sprott  
Street and Canada Way

This subject matter was considered previously under Item 2(e) - Delegations.

November 22, 1976

g) Ron and Jane Babcock Re: Crossing of Canada Way at Douglas

This subject matter was considered previously under Item 2(e) - Delegations.

h) Minister of Municipal Affairs and Housing Re: Rescission of Mobile Home Parks Regulations by the Ministry of Health

Correspondence under date of November 8, 1976 was received advising that the Ministry of Health had rescinded the Mobile Home Parks Regulations pursuant to the Health Act with the feeling that they should not involve their Public Health Inspector in land use considerations. It was suggested that those Municipalities or Regional Districts which do not have their own Mobile Home Park By-law and rely on the Provincial Mobile Home Parks Regulations made pursuant to the Health Act by reference or otherwise should either prepare and adopt their own Mobile Home Parks By-law or adopt a Mobile Home Parks By-law as enclosed as soon as possible to ensure coverage and continuity of Regulations in the Municipality and Regional Districts.

The Municipal Manager advised that a staff report would be available at the November 29, 1976 Meeting of Council.

i) Petition Re: Use of the property at 4743 East Hastings Street by the Vancouver Sun Newspaper

A Petition under date of November 17, 1976 was received petitioning the Corporation of the District of Burnaby to prohibit the use of the property at 4743 East Hastings Street, Burnaby for the use of the rear portion of this property by the Vancouver Sun Newspaper as a Shack. It was indicated the newspaper carriers at this location are causing trouble to the adjacent neighbours by the consistent use of foul language in the presence of small children and also have been abusive to the adjacent property owners. It was requested that the paper shack be removed from the neighbourhood.

The Municipal Manager provided a report of the Director of Planning in regard to the above noted subject.

It was recommended by the Municipal Manager that:

- 1) A copy of this report be forwarded to the Circulation Department of the Vancouver Sun newspaper, and that they be instructed to ensure that proper steps be taken in the supervision and management of their newspaper depot to ensure that the problems described in the residents' petition are overcome and do not reoccur; and
- 2) A copy of this report be sent to the petitioners.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

j) Ron Turner, Linden Apartments, Re: Residential Rehabilitation Assistance Program

Correspondence under date of November 18, 1976 was received thanking Council and Staff who were instrumental in bringing the Residential Rehabilitation Assistance Program to Burnaby.

k) Peter Wynnychuk Re: Edmonds Street as a Truck Route

Correspondence was received indicating the people living in this district have come up with the big problem of noise pollution which something should be done about. It was indicated they have

now submitted an alternate route for truck traffic through a commercial zone which may be of some help and take it off a residential street.

The Municipal Manager reported that comments on the matters that are of concern to Mr. Wynnychuk are contained in previous reports that have been considered by Council.

It was recommended by the Municipal Manager that Mr. Wynnychuk be provided with copies of the following reports that contain information on Edmonds Street:

- a) Item 12, Report No. 75 on Page 130 which is before Council for consideration on November 22, 1976; and
- b) Item 13, Report No. 71 dated November 8, 1976.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN McLEAN:

"THAT the subject matter be referred to the Traffic Safety Committee for review and comment."

CARRIED UNANIMOUSLY

### T A B L E D   M A T T E R S

- a) Samuel M.G. Malatsi Re: Suspension of Taxi Cab Licence  
Council Meeting November 15, 1976

This subject matter was considered previously under Item 2 (b) - Delegations.

- b) Public Transit in Burnaby  
Council Meeting November 15, 1976

MOVED BY ALDERMAN DRUMMOND:

SECONDED BY ALDERMAN McLEAN:

"THAT the subject matter be lifted from the table."

CARRIED UNANIMOUSLY

The following recommendations of the Director of Planning were then before the Council:

- 1) That the policy guidelines outlined in the report on pages 38, 39 and 40 be approved;
- 2) That those citizens and the agency who have submitted written responses be thanked for their comments;
- 3) That the three official agencies who have yet to reply (i.e., Bureau of Transit Services, G.V.R.D. Planning Department and B.C. Hydro Transportation Planning Unit) be asked for their input;
- 4) That the Planning and Engineering Departments evaluate all submissions and work with participating government agencies to achieve improvements to transit systems serving Burnaby, consistent with the above mentioned policy guidelines.

It was recommended by the Municipal Manager that:

- 1) The report Public Transit in Burnaby be lifted from the Table;
- 2) The Director of Planning's recommendations be adopted.

The following amending resolutions were considered and adopted previously at the November 15, 1976 meeting of Council:

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN GUNN:

"THAT recommendation No. 1 of the Municipal Manager be adopted."

CARRIED UNANIMOUSLY

"MOVED BY ALDERMAN GUNN:

SECONDED BY ALDERMAN DRUMMOND:

'THAT Item 1 of Municipal Manager's recommendation No. 2 be amended



November 22, 1976

to add an additional recommendation Item (f) - 'Financial Recommendations - That Council support continued subsidization of public transit with nominal fares only'.'

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:  
SECONDED BY ALDERMAN DRUMMOND:

'THAT Recommendation Item (c) 4. 'That Council reaffirm its policy of placing all new utility services underground and that this policy therefore restrict aerial trolley wires over municipal streets' be deleted in its entirety.'

CARRIED  
OPPOSED: Alderman Lawson"

The following amendments were then considered at the November 22, 1976 meeting:

MOVED BY ALDERMAN DRUMMOND:  
SECONDED BY ALDERMAN McLEAN:

"THAT Recommendation No. (a) 1. contained on Page 166, Council Meeting Agenda November 15, 1976 be amended to read 'That Council be kept informed of any route changes and/or improvements to Public transportation in Burnaby at least two months prior through the Transit Committee of Council'."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DRUMMOND:  
SECONDED BY ALDERMAN RANDALL:

"THAT technical recommendations Item (c) 3. contained on Page 167, Council Meeting Agenda November 15, 1976 be amended to add 'and at major transfer points' so as to read 'That Council pursue a policy of requiring bus bays on high volume arterial routes and at major transfer points'."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DRUMMOND:  
SECONDED BY ALDERMAN GUNN:

"THAT an additional Item (b) 6. be added under Technical Recommendations - General as follows:

'That a monthly pass be made available to commuters'."

CARRIED UNANIMOUSLY

The original Motion as amended was then voted on and CARRIED UNANIMOUSLY.

#### ENQUIRIES

Alderman Lawson advised of a request from the residents in the Buckingham area to have the Traffic Safety Committee investigate a solution for pedestrian safety as used by the City of North Vancouver on 15th Avenue.

On a question of Alderman Gunn the Municipal Manager advised that the adoption of the Forest Glen Park and Burrard Inlet Park Dedication By-laws would be considered at the following meeting of Council after receipt of the Returning Officer's official returns on the Referendum questions.

On a further question of Alderman Gunn the Municipal Engineer advised

November 22, 1976

that one bus shelter had been constructed at Seton Villa and the other one would be forthcoming upon receipt of the components from the manufacturer.

Alderman Gunn then gave Notices of Motion relative to two bus shelters being established adjacent to Edmonds House and also the question of abandonment of scenic drive as a motorway, all for the Council meeting of November 29, 1976.

Alderman Stusiak advised of a Notice of Motion in regard to the establishment of policy guidelines as to conduct of exempt staff during elections.

On a question of Alderman Drummond the Director of Planning advised that he would have to check on the current status of the report relating to R4, R5 Duplex zoning.

On a further question of Alderman Drummond the Municipal Manager was requested to report on how many R.C.M.P. personnel are on traffic duty each shift and what their priorities are on that shift.

On a question of Alderman Randall the Municipal Manager advised that no further sessions of transactional analysis had been held after the original program was completed.

On a further question of Alderman Randall the Municipal Engineer advised that the subject of an area on the railway right-of-way adjacent to Sperling Avenue forcing the trains to run at 10 miles an hour had been in existence for many years. It had been indicated that the only solution to the problem was to relocate the tracks because of soil conditions and the curve in the track.

#### NOTICE OF MOTION

Alderman D.P. Drummond Re: Traffic Safety Programme Concerning Crosswalks

MOVED BY ALDERMAN DRUMMOND:

SECONDED BY ALDERMAN RANDALL:

"THAT:

WHEREAS in the last ten (10) months within Burnaby seven (7) school children have been hit by motor vehicles in school crosswalks; and

WHEREAS numerous community groups have expressed alarm at the number of accidents and near misses in crosswalks involving people of all ages; and

WHEREAS many of the dangerous crosswalks are located on East-West arterial roadways which are under the jurisdiction of the Provincial Government; and

WHEREAS the majority of motor vehicles using these arterial roads (i.e., Hastings Street, Lougheed Highway, Sections of Canada Way, Kingsway and Freeway 401) are registered in the neighbouring municipalities to the East; and

WHEREAS The Corporation of the District of Burnaby can implement traffic safety programmes only for drivers registered within Burnaby; and

WHEREAS the District of Burnaby can exercise very little control over motor vehicle drivers who are non-residents of the municipality;

THEREFORE BE IT RESOLVED that the Municipal Council of The Corporation of the District of Burnaby petition the Minister of Highways, The Honourable A.V. Fraser, to introduce a traffic safety programme concerning crosswalks for both motor vehicle drivers and pedestrians throughout the Lower Mainland of British Columbia."

CARRIED UNANIMOUSLY

November 22, 1976

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

a) Traffic Safety Committee

A report under date of November 19, 1976 was received from the Traffic Safety Committee.

1) Halifax Street and Willingdon Avenue

It was recommended that a two-phase full vehicle and pedestrian actuated signal be installed at the intersection of Halifax Street and Willingdon Avenue.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN EMMOTT:

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

CARRIED UNANIMOUSLY

2) Sub-Committee Report on School Reports

A report of the Sub-Committee on School Patrols was received in regard to:

- 1) The use of paid adult guards;
- 2) The student operated school patrol program;
- 3) The effectiveness of traffic safety education programs within the school system.

It was recommended that:

- 1) One of the following conditions be met in order to establish a paid adult patrolled crosswalk:
  - a) Warranted school crosswalk that is in excess of 1500 feet from the school building;
  - b) Warranted school crosswalk to service school with classes that do not exceed grade five;
  - c) Existing unsignalized crosswalk on multi-lane (four or more) roadways where the volume of traffic exceeds 1200 v.p.h. during the time period when 85% of pupils cross. In such cases it is deemed most desirable to assist with a normal school patrol.
- 2) Endeavours be made to further enhance the position of 'School Patrol Member' over and above the incentive provided by Council's Annual Grant to the student School Patrol (i.e. - involvement of the business sector in giving an award to the best patrol of the month);
- 3) Recognition be given to the teacher supervisors of the School Patrol, possibly by inviting them to the Municipal Appreciation Dinner or a similar function;
- 4) Council consider hiring a special constable to organize a continuing traffic education program which would not only involve conducting traffic safety lectures with elementary school students but also ensuring that the school patrol members had a uniform set of guidelines to follow when on duty.

November 22, 1976

MOVED BY ALDERMAN AST:  
SECONDED BY ALDERMAN EMMOTT:

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

CARRIED UNANIMOUSLY

3) Annual Dinner

It was recommended that Council authorize the Traffic Safety Committee to hold a dinner meeting in December, 1976.

MOVED BY ALDERMAN AST:  
SECONDED BY ALDERMAN EMMOTT:

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

CARRIED UNANIMOUSLY

b) Municipal Manager

The Municipal Manager presented Report No. 75, 1976 on the matters listed following as Items 1 to 20 either providing the information shown or recommending the courses of action indicated for the reasons given.

1) Human Resources Report

The Municipal Manager provided a report from the Human Resources Administrator on disbursements for select months in 1976 as compared to these same months in 1975.

MOVED BY ALDERMAN STUSIAK:  
SECONDED BY ALDERMAN McLEAN:

"THAT the report of the Municipal Manager be received for information purposes."

CARRIED UNANIMOUSLY

2) Building Department Report

The Municipal Manager provided a report of the Chief Building Inspector covering the operations of his Department from October 11, 1976 to November 5, 1976.

MOVED BY ALDERMAN McLEAN:  
SECONDED BY ALDERMAN STUSIAK:

"THAT the report of the Municipal Manager be received for information purposes."

CARRIED UNANIMOUSLY

3) Fire Department Quarterly Report

The Municipal Manager provided a report of the Director, Fire Services covering the activities of his Department for the months of July, August and September, 1976.

MOVED BY ALDERMAN STUSIAK:  
SECONDED BY ALDERMAN RANDALL:

"THAT the report of the Municipal Manager be received for information purposes."

CARRIED UNANIMOUSLY

November 22, 1976

- 4) Letter from Mr. and Mrs. J. Romans which appeared on the Agenda for the November 8, 1976 Meeting of Council (Item 4b) Boundary Road - Grandview Highway - 401 Triangle

The Municipal Manager provided a report from the Municipal Engineer on this matter.

It was recommended by the Municipal Manager that:

- 1) No action be taken on the request for a traffic signal at Esmond Avenue and the Grandview Highway; and
- 2) A copy of this report be sent to Mr. and Mrs. Romans.

MOVED BY ALDERMAN RANDALL:

SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

- 5) Terms of Reference for The Burnaby Beautification Committee

The Municipal Manager provided a copy of the terms of reference of The Burnaby Beautification Committee as adopted by the Parks & Recreation Commission on November 17, 1976. It was noted an addition was made to the third paragraph which reads as follows:

'No person shall serve on the Committee for more than six (6) consecutive years.'

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN AST:

"THAT the report of the Municipal Manager be received for information purposes."

CARRIED UNANIMOUSLY

- 6) Letter from the Metropolitan Board of Health that appeared on the Agenda for the November 15, 1976 Meeting of Council (Item 4c) Hearing Impairment in Children

The Municipal Manager provided a report from the Medical Health Officer on the above noted subject.

It was recommended by the Municipal Manager that:

- 1) No further action be taken until a more final draft has been worked on by the Board; and
- 2) The Board be so advised and also the Board of Trustees of School District No. 41 (Burnaby).

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

- 7) Proposed sale of Municipal Land - N 1/2 of Lot 1, D.L. 74, Plan 2603 for Part of Lot 1, D.L. 74, Plan 3782 - 4937 Regent Street

The Municipal Manager provided a report from the Land Agent regarding the proposed sale of properties and the acquisition of land for road widening purposes in the vicinity of Regent Street and Westminster Avenue.

The Municipal Manager reported that there was further work to be

November 22, 1976

done on this subject matter.

MOVED BY ALDERMAN GUNN:

SECONDED BY ALDERMAN DRUMMOND:

"THAT the subject matter be referred back to the Lands Department for further consideration."

CARRIED UNANIMOUSLY

- 8) Letter from Victor and Muriel Love - Property at 8720 Government Road (Item 9, Report No. 71, November 8, 1976)

This subject matter was considered previously under Item 4(c) - Correspondence and Petitions.

- 9) Youth Services Division

The Municipal Manager provided a report from the Youth Services Division covering the period July 1 to September 30, 1976.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN GUNN:

"THAT the Municipal Council recommend to the Minister of Human Resources, The Honourable William N. Vander Zalm, that the Ministry of Human Resources continue the Youth Services Division."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"THAT the Council Meeting proceed past 10:30 P.M."

CARRIED

OPPOSED: Alderman Gunn

- 10) Letter from the Union of British Columbia Municipalities Report of the Joint Committee on Housing

This subject matter was considered previously under Item 4(a) and (b) - Correspondence and Petitions.

- 11) Request for School Crossing improvements - Douglas Road and Sprott Street

This subject matter was considered previously under Item 2(e) - Delegations.

- 12) Letter from the Edmonds Street Home Owners Group which appeared on the Agenda for the November 15, 1976 Meeting of Council (Item 2a) - Truck Routes - Edmonds Street between 19th Street and Kingsway

The Municipal Manager provided a report of the Director of Planning on this matter.

It was recommended by the Municipal Manager that:

- 1) The Director of Planning's report together with the letter from Mrs. Walls dated November 10 that Council received on

November 22, 1976

November 15 be referred to the Traffic Safety Committee for study and comment; and

- 2) A copy of this report be sent to Mrs. Walls.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN STUSIAK:

"THAT this subject matter be tabled until after a report is received from the Director of Planning.

CARRIED UNANIMOUSLY

- 13) Letter from Mr. Peter Wynnchuk - 7318 - 18th Street,  
Burnaby - Edmonds Street

This subject matter was considered previously under Item 4(k) - Correspondence and Petitions.

- 14) Letter from Mrs. C. Fankhauser that appeared on the Agenda for the November 15, 1976 meeting of Council (Item 4d)  
Vehicle crossings on Maitland Street

The Municipal Manager provided a report from the Municipal Engineer on this matter.

It was recommended by the Municipal Manager that:

- 1) Mrs. Fankhauser not be given a refund for the crossing work that was carried out three years ago; and
- 2) Mrs. Fankhauser be provided with a copy of this report.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

- 15) Petition from residents on Albert Street and Beta Avenue  
Newspaper Carrier Depot at 4743 Hastings Street

This subject matter was considered previously under Item 4(i) - Correspondence and Petitions.

- 16) Rezoning Reference No. 37/76

The Municipal Manager provided a report from the Director of Planning regarding Rezoning Reference No. 37/76. The following are the recommendations of the Director of Planning:

- 5.1 THAT Council receive the report of the Planning Department and request that a rezoning By-law be prepared and that the rezoning be advanced to a Public Hearing on December 14, 1976 and that the following be established as prerequisites to the completion of the rezoning:
  - a) The submission of a complete and suitable plan of development;
  - b) The submission of an undertaking to remove all existing improvements from site A within six months of the rezoning being effected but not prior to Third Reading of the By-law;
  - c) The granting of any necessary easements;
  - d) The deposit of sufficient monies to cover the cost of all services to serve the site. One of the conditions for the release of occupancy permits will be the completion of all requisite services;



November 22, 1976

- e) The installation of all electrical, telephone, T.V. Cable and other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development;
- f) The dedication of all rights-of-way deemed requisite;
- g) The retention of as many existing mature trees as possible on the site;
- h) The approval of the Department of Highways to the rezoning application; and
- i) Completion of the necessary consolidation and re-subdivision of sites A and B.

It was recommended by the Municipal Manager that the recommendations as outlined in the Director of Planning's report be adopted.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN RANDALL:

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

CARRIED

OPPOSED: Alderman Emmott

17) Tenders for Containers (Item 19, Report No. 64, October 12, 1976)

The Municipal Manager provided a report from the Purchasing Agent regarding tenders for refuse containers. The Purchasing Agent's recommendations are:

"That 50 - 3 cubic yard containers valued at \$13,600.00 plus 7% provincial tax be deleted from the contract, and

That a purchase order be issued subject to the terms and conditions of the contract, increasing the number of 4 cubic yard containers ordered by 90, costing \$25,200.00 plus 7% provincial tax."

It was recommended by the Municipal Manager that the Purchasing Agent's recommendations be adopted.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

18) Road Closures in Community Plan Area "D" - Brentlawn

This subject matter was considered previously under Item 2(c) - Delegations.

19) Business Taxes - Licence Fees

The Municipal Manager provided a report from the Municipal Treasurer regarding the Business Tax Assessment Roll for 1977 which will be before the Court of Revision on November 25, 1976. The Municipal Treasurer recommended as follows:

"That a By-law be brought down to amend Burnaby Trades Licence By-law 1950, By-law No. 3089, to incorporate the proposed fees outlined on Schedule 'A' attached."

It was recommended by the Municipal Manager that the recommendation outlined in the Municipal Treasurer's report be adopted.

November 22, 1976

MOVED BY ALDERMAN LAWSON:  
SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

20) Brentwood Town Center - Western Sector  
Community Plan 9A

The Municipal Manager provided a report from the Director of Planning regarding Community Plan 9A. The Director of Planning recommended as follows:

- "1) Council approve the following amendments to Community Plan 9A:
- a) The guidelines for Site #4 be amended from 'Proposed Mixed Office/Warehouse Development' to 'Proposed Mixed Office/Warehouse or Office Development';
  - b) The guidelines for Site #7 be amended from 'Proposed Warehouse Development' to 'Proposed Warehouse and/or Office Development';
  - c) The guidelines for Site #10 be amended from 'Proposed Warehouse Development' to 'Proposed Warehouse and/or Light Manufacturing Development';
  - d) A fire truck access be delineated to connect Buchanan Street to Rosser Avenue or Halifax Street, subject to the approval of the Fire Department.
- 2) Council adopt Community Plan #9A as described in Manager's Report No. 12, Item 6, Brentwood Town Centre - Western Sector - Community Plan #9A and as amended above as a guide for development in the study area.

It was recommended by the Municipal Manager that the Director of Planning's recommendations be referred to the Advisory Planning Commission for study and recommendation.

MOVED BY ALDERMAN STUSIAK:  
SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

NEW BUSINESS

a) Item 2(b) - Delegations

MOVED BY ALDERMAN GUNN:  
SECONDED BY ALDERMAN RANDALL:

"THAT Item 5(a) - Samuel M.G. Malatsi Re: Chief Licence Inspector Cancellation of a Taxi Licence be lifted from the table."

CARRIED

OPPOSED: Aldermen McLean, Lawson and Stusiak

The following recommendations contained within Item 3, Manager's Report No. 73, 1976 were then before the Council:

"It was recommended that

- 1) Mr. Samuel M.G. Malatsi's Taxi Cab Licence remain under suspension until such time as he conforms to the Burnaby Cab & Commercial Vehicle By-law No. 3102;

November 22, 1976

2) A copy of this report be sent to Mr. Malatsi."

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LAWSON: (at November 15, 1976 meeting)

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

CARRIED

OPPOSED: Alderman Randall

Mayor Constable advised that he would take up the matter of Mr. Malatsi's conformity to Burnaby Cab and Commercial Vehicle By-law No. 3102 with the Municipal Solicitor the following day. It was indicated that if Mr. Malatsi in the Solicitor's opinion, conformed to the By-law, his Licence Suspension would be lifted forthwith.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"THAT the Committee now rise and report."

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 McLEAN:

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

CARRIED UNANIMOUSLY