

JUNE 13, 1977

A regular meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Monday, June 13, 1977 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 D.A. Lawson
Alderman W.A. Lewarne
Alderman F.G. Randall
Alderman R.D. Stewart
Alderman V.V. Stusiak

STAFF: Mr. M.J. Shelley, Municipal Manager
Mr. E.E. Olson, Municipal Engineer
Mr. D. Stenson, Assistant Director of Planning
Mr. D. Dick, Coordinator, Employee Compensation and Development
Mr. R.W. Watson, Deputy Municipal Clerk
Mr. B.D. Leche, Municipal Clerk's Assistant

PUBLIC HEARING

"BURNABY HIGHWAY EXCHANGE BY-LAW NO. 2, 1977" - #7057

There were no submissions received in connection with the foregoing By-law.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

"THAT this Public Hearing be now terminated."

CARRIED UNANIMOUSLY

M I N U T E S

The Minutes of the Council Meeting held on June 6, 1977, came forward for adoption.

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN AST:

"THAT the Minutes of the Council Meeting held on June 6, 1977 be now adopted."

Alderman Randall noted that on Page 11 of the Council Minutes of June 6, 1977, concerning the motion dealing with road closures in the Champlain Heights area, the Minutes showed Alderman Stusiak as the seconder of the motion when, in fact he, Alderman Randall had been the seconder of the motion.

A vote was then taken on the original motion, "That the Minutes of the Council Meeting held on June 6, 1977 be now adopted", as amended, and same was CARRIED UNANIMOUSLY.

D E L E G A T I O N S

The following wrote requesting an audience with Council:

- (a) Mrs. Mary Stronach, Committee for a Safer Triangle,
Re: Hazardous Intersections of Douglas Road,
Canada Way and Spratt Street

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MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN DRUMMOND:

"THAT the delegation be heard."

CARRIED UNANIMOUSLY

Mrs. Mary Stronach then addressed Council on the subject of the intersections at Douglas Road, Canada Way and Sprott Street.

The following is the text of Mrs. Stronach's address:

"Mayor Constable and Members of Council,

I am Mary Stronach and a member of the Committee for a Safer Triangle. I am speaking before you representing a group of very concerned parents and residents of Burnaby.

Concerning the report submitted to Council by Mr. E. Olson, Municipal Engineer, on June 6, 1977, I shall discuss this in Sections:

Number 1: The twelve active crossing requests. I spoke with Mr. Bacon on Thursday, June 9th to find out how these requests were made; such as verbal requests, letters, petitions or in another way. The majority of these requests were in verbal discussions with a representative from the Municipality. Such as - instead of a light could a pedestrian overpass be erected. These requests are active in that they have never been turned down; however, the issues have not really been resolved in any of the cases. Three of the requests were in writing and the rest verbal. This group has been the only one to follow all the channels and to get a recommendation from the Traffic and Safety Committee for the erection of an overpass. Three of the twelve requests concern one intersection - Canada Way and Edmonds approached from different directions - North, South and West.

Number 2: The priority point system in assigning the miscellaneous points for the Canada Way-Douglas Road intersection. Two points were given for the speed factor. That is the average traffic speed proceeding west exceeds the marked limit by five miles per hour or sixteen percent. The average traffic speed proceeding east exceeds the marked limit of twenty by fifteen miles per hour or seventy-five percent.

Number 3: The intersection of Douglas Road and Sprott Street was not evaluated on the priority point system. As this Committee has always been concerned with the Douglas Road, Sprott Street and Canada Way, I feel this intersection should have been evaluated as well. Using the given point scale, I arrived at a rough estimate of fifty-one points for the Sprott Street and Douglas Road intersection.

Number 4: The location of the overpass as proposed by N.D. Lea and used in the report to Council. When members of this Committee met with two representatives from the firm of Arthur Erickson, Architect; Mr. Bowman, Structural Engineer and Mr. Gardine, Architect, to discuss if a pedestrian overpass could be erected, it was suggested that the overpass cross from the eastern corner of the school yard over Canada Way and the vacant service station to end on the lane easement. One of the reasons for such a location was to avoid the necessity of purchasing land from private parties.

Number 5: In the evaluation of the intersections by the point system only one intersection - Canada Way and Edmonds-South, had a large number of pedestrian-vehicle accidents. Four as compared to the three at Canada Way and Douglas. It seems to me that the erection of a grade separation is for the safety of the pedestrian and the accident factor should play a much more important place in the priority points. It should also be noted that the Sprott Street - Douglas Road intersection has had four accidents with a far less volume of traffic - Four thousand six hundred and twenty compared to the nineteen thousand nine hundred and forty-seven vehicles at Canada Way and Edmonds-South.

Number 6: The proposed intersection improvements. The first alternate does not increase the safety of the pedestrians and creates an extreme right hand turn for the west bound vehicles to get onto Sprott Street.

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The second alternate removes the hazard to the pedestrians of crossing Sprott Street but Canada Way must still be crossed. The hazards of crossing this street will still exist and be increased by the east bound traffic seeking to make a left hand turn onto Douglas Road. There will also be vehicles seeking to make right hand turns around a very sharp corner and through the crosswalk. Alternate three provides the crossing of only one street by the pedestrians; however, the vehicles would be required to negotiate an extreme grade.

Alternates five and six reduce the number of streets to be crossed but the drastic changes to the traffic flow are out of the question. Both proposals would have the traffic going in circles trying to get to their final destinations.

Alternate seven - this is the alternate the Planners would recommend. I have several questions as to why this alternate is recommended. Sprott Street is closed to east bound traffic. Why is this proposed when Sprott is to be a feeder in the Kensington alignment? It has the traffic to proceed through the Douglas Road and Canada Way intersection to go east on Sprott Street involving a sharp left hand turn down a sharp grade and then making a right hand turn down another sharp grade. Canada Way would also have to be widened. This would have pedestrians crossing a widened road as well as having to avoid traffic making right and left hand turns through the crosswalk that had previously been closed to turns. This also requires the purchase of the Texaco triangle of land.

Alternate Four: This is the alternate that I would like to see implemented. It appears to be the most logical - requiring no purchase of additional land. Admittedly the grade is steep; however, it is no steeper than the proposed grade in alternate seven. The pedestrians would no longer have to cross Canada Way to get to Douglas Road School and Burnaby Central. The angles for vehicular turns are no more than ninety degrees as opposed to the more extreme angles in alternate seven. The present light could be moved to Sprott Street and Douglas Road. Sprott Street would still remain available for both east and west traffic. Only one piece of property would be blocked from access to the new road and this could easily be rectified by increasing the length of the driveway. This crosswalk length would be reduced to a normal instead of a longer width that now exists at Canada Way and Douglas Road. At least the pedestrians would only have to negotiate one intersection, instead of the present two. The grade could be eased by the use of fill on the east and grading on the west side of Sprott Street. In any case the grade would be no steeper than Alternate seven and the cost far less.

I find it ironic that after a report was prepared for Council that there are no proposed pedestrian overpasses in Burnaby that are not part of development and or zoning changes. Monies are being required to be set aside for a future pedestrian overpass to cross Kensington near the C.G. Brown Pool. Also tax dollars are being spent on a pedestrian overpass linking the Municipal Hall and the Marathon Realty building that is under construction.

Is it only possible to get an overpass as part of development to aid future pedestrians and not get an overpass at an intersection that has already had three accidents? Surely the residents of Burnaby are as valued as office workers who may not even live in Burnaby.

As near as I can understand there are no plans to increase the safety of pedestrians in Burnaby for the next ten years. I will now quote from a letter from the Honourable Alex Fraser, Minister of Highways in his letter to Mayor Constable received on December 21.

"The conflicts between pedestrians and vehicles are probably among most difficult traffic problems to solve by engineering means. The situation is at its worst when the very young and very old are trying to cross the road against streams of commuter cars... It is possible that much of the problem could be eliminated by the provision of underpasses or overpasses at all busy crossing points, but the costs of doing this would be astronomical and well beyond our resources. Special pedestrian-operated traffic signals can be used to create gaps in heavy traffic flows to allow pedestrians to cross, but these again are expensive and even their

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use cannot guarantee safety. We do not hesitate, however, to provide these whenever the situation warrants it, and increasing these facilities are being incorporated in new or widened highways as part of the design."

I will further quote the Minister of Highways:

"At present the method of dealing with school pedestrian/traffic problems generally means that a location of stress is being treated after inconvenience and accidents have reached a level unacceptable to local parents, rather than in a way which would allow these difficulties to be foreseen and dealt with before they become too great."

This Committee has been repeatedly told to forget about the Marathon Realty overpass linking with Municipal Hall because the matter had been tabled. Now the tabled matter is an actual fact and under construction. The final cost of this overpass is \$ 279,288. for a 16 foot width structure of which only eight feet will be actual walkway and the other eight feet will be in planters. The financing is as follows:

Appropriation from the annual 1977 budget	\$ 86,532.
Municipal Hall construction contribution	7,480.
Tax sale moneys by-law to be repaid from time to time by subsequent development levy collection for a total of \$ 199,071.	105,059.
Private monies	80,217.

This financing is from the report to Council on April 25th. This Committee was told the overpass was to be erected so that the traffic flow would not be interrupted. If so why is a light to be installed at Deer Lake and Canada Way? I agree that a light is needed to ease congestion, however, why couldn't a marked crosswalk be installed as we have been told a crosswalk at a light is adequate with proper instruction for our children?

There have been changes to our intersections - changing the light to eliminate the right turn on red and the painting of crosswalks across Sprott Street. Yet, some vehicles still proceed on the red and stop in the center of the crosswalks. It has been said that we should educate our children and other pedestrians - however no amount of education will help if some drivers continue to fail to obey the traffic laws. We cannot tell our children the cars will stop at the stop line and not proceed on the red light to make a turn if we see the drivers continue to disobey the laws.

The N.D. Lea study on overpasses offered no new information except pruning the trees and the cost of the overpass. Even the costs are not valid as Council has decided they want a more aesthetically pleasing structure instead of a simpler structure. This study did not even consider placing a grade separation on the eastern corner of Douglas and Canada Way.

Please note that no new suggestions have come from Council since the Traffic and Safety report to Council on December 20, 1976. We received the recommendation from the Traffic and Safety Committee for the erection of a grade separation and having such monitored for a year. Why was the recommendation of the Traffic and Safety Committee tabled for costs and funding if the Traffic Safety Committee held the view a grade separation should be installed? Also with regards to funding - why a district levy when all the residents of Burnaby are paying for the Municipality's portion of the Marathon realty overpass? The funds should come out of general revenue as do other road improvements to major arterials. The local residents of an area should not be penalized because there is an established major arterial in the area. We did not request the installation of such a road.

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Other intersections should be able to get a grade separation if they approach Council and the Traffic and Safety Committee and get their approval to install an overpass.

In conclusion the issue should not be put off while the intersection changes are monitored for an other year. In a year the problems will only be worse with the increasing traffic flow and development of senior citizens residences in the area. It must be remembered that besides the 200 plus elementary pupils there are almost 400 other pedestrians who use the intersections from the very young to the very old. An overpass would increase the safety for all pedestrians. We have had report after report and meeting after meeting for seven months and the pedestrians still have not had their safety improved. Another years wait and then more reports is totally out of the question. Action should have been taken long ago. It has taken six months to get the light changed. How long will it take for a change in the favor of the safety of pedestrians and how many accidents are necessary?

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN AST:

"THAT Mrs. Stronach's submission be referred to the Traffic Safety Committee for consideration with Item 14, Municipal Manager's Report No. 41, 1977 and that a letter be sent to Mrs. Stronach inviting her to attend the forthcoming meeting of the Traffic Safety Committee."

CARRIED UNANIMOUSLY

B Y - L A W S

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN RANDALL:

"THAT Item 5, Municipal Manager's Report No. 43, 1977 be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

The Municipal Manager provided a report from the Municipal Treasurer prepared in accordance with Section 601 of the Municipal Act covering the cost of construction and paving the Lane West of and Parallel to Canada Way from Woodsworth Street to Hardwick Street.

It was recommended:

1. THAT the cost report be received.
2. THAT a Construction By-law be brought forward.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN LEWARNE:

"THAT:

'BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW
NO. 10, 1977'

- #7071

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

"THAT the Committee now rise and report the By-law complete."

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

"THAT:

'BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW
NO. 10, 1977'

- #7071

be now read three times."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

"THAT Council do now resolve itself into a Committee of the Whole to consider and report on:

'BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW
NO. 17, 1977'

- #7028

'BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW
NO. 21, 1977''

- #7032

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

"THAT the Committee now rise and report the By-laws complete."

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

"THAT:

'BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW
NO. 17, 1977'

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'BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW
NO. 21, 1977'

- #7032

be now read a third time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN DRUMMOND:

"THAT:

'BURNABY HIGHWAY EXCHANGE BY-LAW NO. 2, 1977' - #7058
'BURNABY EXPROPRIATION BY-LAW NO. 4, 1977' - #7069
'BURNABY EXPROPRIATION BY-LAW NO. 5, 1977' - #7070

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

CARRIED:

OPPOSED: Alderman Lewarne
to By-laws #7069
and 7070.

CORRESPONDENCE AND PETITIONS

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

"THAT all of the following listed items of correspondence be received and those
items of the Municipal Manager's Report No. 43, 1977, which pertain thereto
be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

(a) Mr. Gordon Woods, 1461 Sherlock Avenue,
Re: Increased Sewer and Water Rates for
Residential Apartments

Correspondence dated May 30, 1977, was received concerning the increased
sewer and water rates for residential apartments. Mr. Woods requested
information on the justification for the large increase in sewer and
water rates.

Item 3, Municipal Manager's Report No. 43, 1977, pertaining to this
subject was brought forward for consideration at this time.

It was recommended:

1. THAT the Municipal Treasurer be requested to reply directly to
Mr. Gordon Woods.

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN STEWART:

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

CARRIED UNANIMOUSLY

(b) Lower Mainland Municipal Association
Re: General Meeting Notice - June 23, 1977
(Airport Inn)

Correspondence under date of June 2, 1977, was received advising that
the next general meeting of the Lower Mainland Municipal Association will
be held on Thursday, June 23, 1977, at the Airport Inn, Richmond,
commencing at 6:30 P.M.

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- (c) Gordon and Gail Hunt,
Re: Road Closures - Community Plan Area "A" - Brentwood

Correspondence dated June 2, 1977 was received regarding the proposed road closures in Community Plan Area "A". Mr. Hunt requested specific answers to questions contained in his correspondence.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN RANDALL:

"THAT Staff be authorized to reply to Mr. Hunt's correspondence advising him that Council has taken no action on the question of barricades in the Brentwood area pending confirmation from the Provincial Department of Highways as to whether the intersection of Lougheed Highway and Springer Avenue will be provided with a left turn slot and traffic signals if Springer Avenue is to be barricaded north of Broadway."

CARRIED UNANIMOUSLY

- (d) Cocco Developments Ltd.
Re: Rejection of Offer to Purchase Lot 78, D.L. 188, Plan 38681

Correspondence not dated was received concerning the rejection by Council of the bid submitted by Cocco Developments Ltd. for the purchase of the subject property. It was requested that Council reconsider its decision particularly because no conditions were stipulated when offers were being accepted.

Item 8, Municipal Manager's Report No. 43, 1977, pertaining to this subject was brought forward for consideration at this time. The following is the text of that report:

"This is basically a progress report and we are still giving this matter further consideration. The only city using the auction process that we know of is Prince George, and the market conditions there are quite different than they are here. The City basically can control the market because of its large land holdings and the 'flooding' of the market with lots. We can have virtually no impact on the market with our amount of land ownership and volume of sales. It would appear that we should stay with the tender process, but include an upset price; however, we have not yet reached a conclusion. We have correspondence coming from Prince George and we would like to review it before we conclude our report and bring forward a recommendation.

When the presentation by Mr. Arthur Cohen, 6374 Buckingham, was being debated by Council on June 6, 1977, a question was asked as to how many municipal properties there were on which the Land Agent had been authorized to negotiate the sale. The Land Agent advises that there are none as of this date.

This is for the information of Council."

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN STEWART:

"THAT all Municipal land offered for sale be sold by public tender with an upset price being established on each individual lot."

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN RANDALL:

"THAT the aforementioned resolution be referred to the Municipal Manager for further report."

FOR: Aldermen Drummond and
Randall.

OPPOSED: Mayor Constable,
Aldermen Ast, Emmott,
Lawson, Lewarne, Stewart,
and Stusiak.

MOTION DEFEATED.

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A vote was then taken on the original motion, 'THAT all Municipal Land offered for sale be sold by public tender with an upset price being established on each individual lot' with the following results.

FOR: Mayor Constable, Aldermen
Ast, Emmott, Lawson,
Lewarne, Stewart and
Stusiak.

OPPOSED: Aldermen Drummond
and Randall.

MOTION CARRIED

It was requested that future reports to Council concerning the sale of Municipal Land include the square footage of the property concerned and the price per square foot.

- (e) Renfrew - Burnaby Heights Football Club
Re: Permission to Hold a Parade, Sunday July 10, 1977

Correspondence dated June 4, 1977, was received requesting permission to hold a parade in North Burnaby on Sunday July 10, 1977.

Council was advised that a Staff report on this subject would be available for consideration on June 20, 1977.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN LEWARNE:

"THAT permission be granted to the Renfrew - Burnaby Heights Football Club to hold a parade on the route outlined in the correspondence on Sunday, July 10, 1977, subject to the usual conditions covering parades."

CARRIED UNANIMOUSLY

- (f) O Moysiuk, Director and Past President,
Burnaby Society Pollution and Environmental Control
Re: Application for a Pollution Permit by B.C.
Hydro and Power Authority (Burrard Thermal
Generating Plant)

Correspondence dated June 7, 1977, requesting that Burnaby Council oppose the subject application and do its utmost to prevent further deterioration of air quality was received.

Item 10, Municipal Manager's Report No. 43, 1977, pertaining to this subject was brought forward for consideration at this time.

It was recommended:

1. THAT Council direct the filing of an official objection under the Pollution Control Act.

MOVED BY ALDERMAN STEWART:
SECONDED BY ALDERMAN LEWARNE:

"THAT the recommendation of the Municipal Manager be adopted and that a copy of Item 10, Municipal Manager's Report No. 43, 1977, be forwarded to Burnaby Society Pollution and Environmental Control."

CARRIED UNANIMOUSLY

Alderman Emmott requested that Council members having questions concerning the application by B.C. Hydro and Power Authority advise him of such questions in order that he may relay them to ^{the} Greater Vancouver Regional District.

Alderman Stusiak requested that Council be advised of the answers to any questions posed by individual Council members relative to this application for Pollution Permit.

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

MOVED BY ALDERMAN RANDALL:

SECONDED BY ALDERMAN STUSIAK:

"THAT Recommendation No. 4, Item 15, Municipal Manager's Report No. 41, 1977, concerning the purchase of one 1977 Plymouth Fury be now lifted from the table."

The following resolution was then before Council:

"Moved by Alderman Stewart:
Seconded by Alderman Randall:

'THAT a contract be awarded to Delta Chrysler, the lowest bidder to meet specifications, to supply one 1977 Plymouth Fury for the sum of \$ 5,572.08 less 1% cash discount and including applicable taxes."

A vote was then taken on the aforementioned motion and it was CARRIED UNANIMOUSLY.

E N Q U I R I E S

Alderman Lewarne reported that he had received a complaint from Neighborhood Improvement Project forces engaged in cleaning up the Stride Ravine, that a very strong sewage type smell had been found in the water in the ravine.

Alderman Lewarne requested that this matter be checked by the Environmental Health Department.

Alderman Lawson reported that in the Minutes of the Parks and Recreation meeting there were plans to build a trail on the north side of Burnaby Lake. Alderman Lawson was concerned that there was no indication that an environmental or botanical study had been undertaken before the decision was taken to place the trail where it is now.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN STEWART:

"THAT the Parks and Recreation Commission be asked what environmental or botanical study has been undertaken in order to make the decision on where to place the trail on the north side of Burnaby Lake."

CARRIED UNANIMOUSLY

Alderman Drummond relative to the submission of Mr. Angus J. Macdonald to Council on June 6, 1977 with respect to the Kensington Overpass, noted that Mr. Macdonald had quoted traffic counts apparently obtained from the Planning Department.

Alderman Drummond requested that latest traffic counts for this portion of Sperling Avenue be circulated to all Council members for information purposes.

Alderman Drummond requested information from the Planning Department, whether in planning the Kensington alignment over the past several years, had given any consideration to the effect that the implementation of this alignment would have on air quality.

Mr. Stenson replied that the resolution of traffic problems had been the major concern in the planning of the Kensington route and that the question of air quality had not been a major consideration.

- (a) MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN STEWART:

"WHEREAS the Department of Municipal Affairs and The Honorable Hugh Curtis have inaugurated an innovated link in the Lower Mainland public transportation system by the addition of the Burrard Inlet Seabus which connects Vancouver with North Vancouver, encourages the greater use of the existing and proposed transit system, and effectively delays the need for a Third crossing of the Inlet;

THEREFORE BE IT RESOLVED That the Council of the Municipality of Burnaby congratulate the Minister of Municipal Affairs and his Department for the establishment of the innovative Burrard Inlet Seabus as a link in the Lower Mainland system."

- MOVED BY ALDERMAN RANDALL:
SECONDED BY ALDERMAN AST:

"THAT the foregoing motion be amended as follows:

1. In the Whereas Clause:
'WHEREAS the Department of Municipal Affairs has followed the program implemented by the previous government and have inaugurated etc,' AND
2. In the Resolved Clause:
'And after the word 'For' in the last sentence add the word 'pursuing!.'

A vote was taken on Part 1 of the amending motion.

FOR: Mayor Constable, Aldermen
Ast, Drummond and Randall.

OPPOSED: Aldermen Emmott,
Lawson, Lewarne, Stewart
and Stusiak.

MOTION DEFEATED.

Upon Concurrence of the Mover and Seconder of the main motion a vote was then taken on the following motion:

- MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN STEWART:

"WHEREAS The Government of the Province of British Columbia has inaugurated an innovative link in the Lower Mainland Public Transportation System by the addition of the Burrard Inlet Sea Bus which connects Vancouver with North Vancouver, encourages the greater use of the existing and proposed transit system, and effectively delays the need for a third crossing of the Inlet;

THEREFORE BE IT RESOLVED That the Council of the Corporation of the District of Burnaby congratulate the Government of the Province of British Columbia for pursuing the establishment of the innovative Burrard Inlet Sea Bus as a link in the Lower Mainland system."

CARRIED

OPPOSED - Alderman Stusiak.

- (b) MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN STEWART:

"WHEREAS the problems in increasing traffic continues to create pressures for people in the neighbourhood of Burnaby, largely as a result of east-west traffic corridors being inadequate to carry the through traffic at posted speeds;

AND WHEREAS the need for the extension of the public transportation system becomes more pressing each day;

AND WHEREAS it is the hope of Burnaby Council that the Minister of Municipal Affairs will, following the inauguration of the Burrard Inlet "Seabus" continue to be innovative with the use of all or some of the following methods to enable the people of the Municipality of Burnaby and the Lower Mainland to effectively use the public transportation system:

THEREFORE BE IT RESOLVED:

THAT the Council of the Municipality of Burnaby ask the Minister of Municipal Affairs following the inauguration of the Burrard Inlet "Seabus" to continue to be innovative with the use of all or some of the following methods to enable the people of the Municipality of Burnaby and the Lower Mainland to effectively use the public transportation system:

1. THAT Council be kept informed of any route changes and/or improvements to public transportation at least two months prior through the Transit Committee of Council.
2. THAT Council support the concept of a single authority responsible for coordination of all modes of public transportation and agree to full participation with this authority.
3. THAT Council support the transportation planning authority in pursuing Provincial or Federal grants necessary to sustain urban transportation systems in the region.
4. THAT Council urge the transportation planning authority to acquire adequate land for transportation purposes such as serving transit foci, adjacent parking and park-and-ride facilities.
5. THAT Council support studies and projects which are designed to achieve increased rates of vehicle occupancy. Examples include car-pools, van-pools, park-and-ride schemes.
6. THAT Council request the transportation authority to design and provide for complete service facilities at each major transit focus (e.g. parking, seats, shelter, telephones, washrooms, etc) at the earliest possible time and preferable when the service is inaugurated.
7. THAT Council consider developments possible through the use of "Air Rights" at major transit foci and particularly over any LRT Line at such locations.
8. THAT Council urge the transportation planning authority to opt for reliability for services over rapid expansion if there is a conflict, since the latter could lead to a decline of reliability with adverse affects on patronage.
9. THAT Council recommend that the desirable minimum frequency of service be not less than half hourly for off-peak conditions with peak-hour conditions having more frequent services.
10. THAT a monthly pass be made available to commuters.
11. THAT Council urge that improvement in public transit be made first to the bus system since these improvements will have an immediate affect on service. Further these initial improvements should provide service to areas with poor or no service at present.
12. THAT Council support the concept of Traffic Management which uses relatively low-cost measures to facilitate bus operation on municipal streets.
13. THAT Council pursue a policy of requiring bus bays on high volume routes and at major points.
14. THAT Council request the transportation planning authority to investigate the environmental impact of LRT on adjacent residential areas and that steps be taken to lessen this impact (e.g. screening, landscaping, berms, etc).
15. THAT Council support the concept of grade separation between LRT services and arterial streets with priority for structures being assigned to those streets with highest traffic volumes.
16. THAT Council closely monitor zoning and building applications in the vicinity of future LRT stations so that excessive or unbalanced concentrations of activities can be controlled.
17. THAT Council support continued subsidization of public transit with nominal fares only.

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On approval of the Mover and Seconder the following recommendation (18) was added as follows:

18. THAT this Council supports the establishment of a Regional Transit Authority.

FOR: Alderman Ast,
Aldermen Drummond,
Lawson, Randall
Stusiak and Stewart.

OPPOSED: Mayor Constable,
Aldermen Emmott, Lewarne.

MOTION CARRIED.

(c) MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN EMMOTT:

"WHEREAS the R.C.M.P. was reported in June 2, 1977 to be seeking government funds for an experimental program to patrol B.C. Highways from the air;

AND WHEREAS a resolution on the subject was endorsed by the Council of the Municipality of Burnaby on November 4, 1974 and forwarded to the Attorney-General as follows:

'Whereas traffic accidents in the Lower Mainland are steadily increasing and the incidence of dangerous driving on the freeway has been observed in the form of excessive speeds, changing lanes without signalling, tailgating for the purpose of forcing the driver in front into the other lane, (either inside or outside lane) and driving on an angle into the nearest car in the next lane in an effort to force that driver to brake his or her vehicle, thereby allowing the car of the dangerous driver to take that place on the road;

And Whereas few police patrols are observed working on the freeway, although the presence of the patrol cars tend to eliminate the incidence of dangerous driving in the vicinity of the patrol cars;

And Whereas a traffic patrol aircraft would greatly assist the police patrols to do a more effective job of traffic control;

Therefore Be It Resolved that the Attorney General for the Province of British Columbia be requested to provide the services of an aircraft to the Royal Canadian Mounted Police detachments responsible for the freeways in the Lower Mainland and particularly Unit "B" Freeway Patrol, Royal Canadian Mounted Police, and that copies of this resolution, if endorsed, be sent to the:

Chairman, British Columbia Police Commission;

Officer-in-Charge, Traffic Section, "E" Division
Headquarters, Royal Canadian Mounted Police;

Superintendent, Burnaby Detachment, Royal Canadian Mounted Police.'

AND WHEREAS the 1977 Council of the Municipality of Burnaby reiterates that motion;

THEREFORE BE IT RESOLVED that the Attorney General be advised of the support of the Burnaby Municipal Council to the proposal of the R.C.M.P. in seeking Provincial Government funds for an experimental program to patrol B.C. Highways from the air and that copies of this Resolution be sent to:

June 13, 1977

Chairman, British Columbia Police Commission;

Officer-in-Charge, Traffic Section, "E" Division
Headquarters;

Superintendent, Burnaby Detachment, Royal Canadian
Mounted Police."

CARRIED UNANIMOUSLY

R E P O R T S

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN STEWART:

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

CARRIED UNANIMOUSLY

(a) Grants and Publicity Committee

The report of the Grants and Publicity Committee under date of June 8, 1977 was received advising that the Committee had considered requests for financial assistance and recommended as follows:

1. Mountain Dance Theatre - Nil

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN AST:

"THAT the Recommendation of the Grants and Publicity Committee be adopted."

CARRIED UNANIMOUSLY

2. Canadian Arthritis and Rheumatism Society, - \$ 2,700.00
Burnaby Branch

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN STEWART:

"THAT the recommendation of the Grants and Publicity Committee be adopted."

CARRIED UNANIMOUSLY

3. B.C. Business Magazine (Advertising) - \$ 2,000.00

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STEWART:

"THAT the recommendation of the Grants and Publicity Committee be adopted."

FOR: Mayor Constable,
Aldermen Ast, Emmott, Lawson,
and Stewart.

OPPOSED: Aldermen Drummond,
Lewarne, Randall and
Stusiak

MOTION CARRIED

4. Canadian Mental Health Association - \$ 3,000.00

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN AST:

"THAT the recommendation of the Grants and Publicity Committee be adopted."

MOVED BY ALDERMAN RANDALL:
SECONDED BY ALDERMAN LEWARNE:

"THAT consideration of this item be tabled for one week,"

CARRIED UNANIMOUSLY

- (b) The Municipal Manager presented Report No. 43, 1977, on the matters listed following as Items (1) to (12) either providing the information shown or recommending the course of action indicated for the reasons given.

1. Tender for Trucks

This item was dealt with previously in the meeting as Item 6 - Tabled Matters.

2. Retirement - Mr. Earl William Limin

The Municipal Manager provided a report from the Personnel Director in which it was indicated that Mr. Earl William Limin will be retiring from employment with the Corporation on June 30, 1977, after 25 years of service.

It was recommended:

1. THAT the Mayor, on behalf of Council, send to Mr. Limin a letter of appreciation for his many years of loyal and dedicated service to the Municipality.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

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

CARRIED UNANIMOUSLY

3. Letter from Mr. Gordon Woods
1461 Sherlock Avenue, Burnaby
Increases in Water and Sewer Rates

This item was dealt with previously in the meeting as Item 5(c) - Correspondence and Petitions.

4. Rezoning Reference #2/77
7320 Canada Way - "Option to Purchase Agreement"

The Municipal Manager presented a report from the Director of Planning involving the preparation, execution and registration of the "Option to Purchase" agreement as outlined in the Director of Planning's report.

It was recommended:

1. THAT Council give authority to the Municipal Solicitor to prepare, execute and register the Option to Purchase Agreement described in Section 2.2 of the Planning Director's report.
2. THAT Council amend prerequisite condition Number 3 of Rezoning Reference #2/77 to read, "The completion of a suitable agreement with the Municipality to secure the required ten foot along Canada Way for future road widening.

MOVED BY ALDERMAN STEWART:
SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

June 13, 1977

5. Lane West of and Parallel to Canada Way from
Woodsworth Street to Hardwick Street

This item was dealt with previously in the meeting under Item 4(a) -
By-Laws.

6. Application for Strata Title Approval for an Existing Duplex
Lot 216, D.L. 135, Plan 32215 (1132/34 Ridley Drive)

The Municipal Manager provided a report from the Director of Planning
concerning the strata titling of an existing duplex on the subject
property.

It was recommended:

1. THAT the subject application for strata titling be granted
approval by Council subject to the fulfillment of Sections 6.1
through 6.7 of the "Guidelines for Duplex Condominiums and
Conversions.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

7. Petition of J.W. Dodd - Enforcement -
3700 Block Grandview Highway

The Municipal Manager provided a report from the Officer in Charge,
Burnaby Detachment, Royal Canadian Mounted Police, on the subject
of illegal parking in the 3700 block, Grandview Highway.

It was recommended:

1. THAT a copy of this report be sent to those who signed the petition.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN RANDALL:

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

CARRIED UNANIMOUSLY

8. Prince George Land Sales

This item was dealt with previously in the meeting as Item 5(d) -
Correspondence and Petitions.

9. Subdivision Reference #20/77
Carport and Patio Encroachment

The Municipal Manager provided a report from the Director of Planning
concerning a carport and patio encroachment with regard to the subject
subdivision and outlining a proposed method of resolution.

It was recommended:

1. THAT Council approve the method of resolution as outlined in the
Director of Planning's report.
2. THAT Council authorize the preparation and execution of the necessary
encroachment agreement.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

10. Application for Pollution Control Permit
British Columbia Hydro and Power Authority
Burrard Thermal Generating Station

This item was dealt with previously in the meeting as Item 5(f) - Correspondence and Petitions.

11. Subdivision Reference #6/77 - Lot 31, D.L. 206, Plan 25670 and
Subdivision Reference #5/77

The Municipal Manager provided a report from the Director of Planning concerning proposed joint development of the subject subdivisions, one of which is currently owned by the Municipality and one by a private developer.

It was recommended:

1. THAT Council approve the method of land development proposed in the Director of Planning's report for subdivisions #5/77 and #6/77.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN RANDALL:

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

CARRIED UNANIMOUSLY

12. Proposed Union of British Columbia Municipalities
Resolution - School Levies

The Municipal Manager provided a report from the Municipal Treasurer concerning a proposed resolution for consideration by the Union of British Columbia Municipalities regarding school levies. The following is the text of the proposed resolution.

'WHEREAS the Municipal Act requires Council to pay to the Board of School Trustees each year 100% of the school taxes levied on behalf of the Board;

AND WHEREAS annually 100% of the school taxes levied are not collected;

AND WHEREAS the difference between the amount levied and the amount collected must be borrowed or paid out of general revenue funds;

AND WHEREAS this causes cash reserves to be diminished and investment income to be reduced;

AND WHEREAS similar legislation exists with regard to the Regional Hospital District, the Greater Vancouver Regional District, the Municipal Finance Authority, and the B.C. Assessment Authority;

THEREFORE BE IT RESOLVED that the Provincial Government be requested to amend the Municipal Act and other related statutes, to provide that a municipality only pay to the School Board and other rate setting bodies such amounts as are actually collected."

It was recommended:

1. THAT the status quo of the legislation be maintained.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

June 13, 1977

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

"THAT the Committee now rise and report."

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN STEWART:

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

CARRIED UNANIMOUSLY