

1978 JANUARY 30

A regular meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Monday, 1978 January 30 at 19:00 h.

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 D.M. Mercier
Alderman F.G. Randall

Absent: Alderman B.M. Gunn

Staff: Mr. M.J. Shelley, Municipal Manager
Mr. E.E. Olson, Municipal Engineer
Mr. A.L. Parr, Director of Planning
Mr. J.G. Plesha, Administrative Assistant to Manager
Mr. James Hudson, Municipal Clerk
Mr. B.D. Leche, Deputy Municipal Clerk

M I N U T E S

The Minutes of the Council Meeting of 1978 January 23 came forward for adoption.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN RANDALL:

"THAT the Minutes of the Council Meeting held on 1978 January 23 be now adopted."

Alderman Mercier noted that on page 24 of the minutes of the Council meeting held on 1978 January 23 in connection with Item 3 of the Municipal Manager's 'In Camera' Report No. 7, 1978, he was shown as being opposed to the motion when, in fact, he had been in favour of that particular motion.

Alderman Drummond noted that on page 19 of the minutes of the Council Meeting of 1978 January 23 he was shown as being in favour of Rezoning Reference No. 46/77 when, in fact, he had been opposed to this rezoning proposal.

A vote was then taken on the original motion, 'That the Minutes of the Council Meeting held on 1978 January 23, 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) Sperling Area Residents' Association, President,
RE: Proposed Grade Separation Over The Great Northern
Railway Tracks In The Area Of Holdom Avenue to
Bainbridge Avenue
Spokesman - Mr. G.G. Gibb
- b) Imperial Oil Limited, Sr. Accounts Executive,
RE: Council's Decision On January 23 Not To Approve
Our Application To Rezone Lot 36, District Lot 150,
Registered Plan 36286 - 3720 Imperial Street.
Spokesman - Mr. S.A. Ruocco

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN MERCIER:

"THAT the delegations be heard."

CARRIED UNANIMOUSLY

- a) Mr. G.G. Gibb then addressed Council on the proposed grade separation over the Burlington Northern Railway tracks in the area of Holdom Avenue to Bainbridge Avenue.

The following is the text of Mr. Gibb's address:

'It is my desire tonight to provide Council with information from residents of the community, in the hope that a most suitable site for a grade separation with the Great Northern Railway can be arrived at quickly.

At the Council meeting on January 23, 1978, Council directed the municipal staff to examine a number of alternative sites for the proposed overpass. The first alternative suggested was an overpass on the Sperling alignment.

The Sperling Area Residents Association is emphatic that the Sperling alignment is totally unsuitable for development as a North-South arterial route. We are opposed to any development of Sperling for the following reasons:

1. Sperling Elementary School is located in a most dangerous situation. Not only is the school zone at the crest of a hill, but the two north bound lanes of traffic must funnel into one lane at the crest of the hill and within the school zone. This situation is obviously unsafe, and Council must not increase the potential for tragedy by taking any steps to increase traffic flow on Sperling.
2. The catchment areas of Westridge and Sperling Elementary Schools both cross Sperling. It is a responsibility of Council to ensure that all possible traffic safety can be provided for our children. Increasing traffic on Sperling would only worsen an already dangerous situation.
3. The blind intersection at Sperling and Broadway is already recognized as a most dangerous situation by the Engineering department. It is so unsafe at the present time that consideration should be given to lessening traffic at this intersection, much less increasing the traffic.
4. A priority in consideration of any overpass alignment should be the elimination of the hazardous 13.5% grade on Sperling between Broadway and Loughheed. A steep slope intersecting with such a major thoroughfare as the Loughheed must be eliminated in the interest of public safety.
5. Council and municipal staff have in their possession engineering reports showing that the peat bog conditions exist on both sides of the railway right of way at Sperling. Coupled with unstable soil conditions north of the Loughheed, the engineering problems facing construction on Sperling would be most expensive to overcome.
6. Provision of access to the industrial area south of the Loughheed would require acquisition of expensive industrial properties for the required access ramps.
7. One of the requirements for an efficient arterial road is that there be limited access to the roadway for the local residents in order to maintain a free movement of through traffic. One means of limiting access is by having rear lanes which would collect resident driveways and provide access to the arterial only

at cross street intersections. There are no lanes on Sperling north of the Loughheed, so that front driveways are required to provide off-street parking for the residents. Beyond these driveways, there is absolutely no possibility of off-street parking for residents, their guests, or anyone else needing to park on Sperling. Sperling residents approved the current 36 ft. pavement width and curbs on the understanding that the width was to provide parking lanes. Any thought of parking restrictions to provide four traffic lanes would be most injurious to the residents. Any widening of the road would mean removal of curbs and possibly sidewalks which residents have paid for on local improvement taxes. As any overpass alignment must be considered in relation to an overall roadway plan, Sperling is not a wise choice as an arterial route.

8. Members of council have gone on record as being opposed to having traffic passing through residential areas. In light of your own statements, then, how could you even consider an arterial route on Sperling which has 160 residents (a number of which are NEW duplexes and multi-unit dwellings, and some very expensive single family homes), when you have rejected Kensington which would affect only half as many residents? Such a decision would be unjust and morally irresponsible. It would also be fiscally irresponsible in that your own reports show that a Kensington alignment would be less expensive than a Sperling alignment.
9. Sperling is considered to be finished to its final standard. For 20 years, Sperling residents have been asked to put up with Sperling being a truck route and any other through traffic. This was to be a "temporary" measure until the promised Kensington alignment was completed. We have been good citizens. We have gone along with council and municipal plans. After all, we were promised relief of our traffic problems. But now, not only is the promise of relief gone, but you threaten us by considering Sperling as the alignment for an arterial route! This terrible injustice has destroyed our faith in Council. Remember that we, too, have elected you to represent us and our neighbourhoods. We ask that council correct this situation by directing the municipal staff to concentrate on overpass alignments other than Sperling. Furthermore, we ask that council adopt a resolution recognizing the unsuitability of Sperling as an arterial route, and affirming its intention of not considering Sperling as such.'

- b) Mr. S.A. Ruocco, Senior Accounts Executive, Imperial Oil Limited then addressed Council concerning Council's decision on January 23 not to approve Imperial Oil Limited's application to rezone Lot 36, District Lot 150, Registered Plan 32286, 3720 Imperial Street.

The following is the text of Mr. Ruocco's address:

'Our concern tonight is the unfavourable decision that you rendered in the case of our application to rezone 3720 Imperial Street from C6 Service Station to C6A Self Serve Service Station.

It is not our intention to offend either Members of Council or members of your Planning Group. What we are appealing for is an understanding of the present day marketing environment and how corporate citizens carrying on business in your community must change to meet the wants and needs of today's consumer.

Your Planning Department gave various reasons why our application should not be approved for self serve with service bays. We sincerely say that these outdated reasons are not compatible with today's economic and marketing environment. For instance, your Planning Group made the following comments:

1. Housewives require assistance.

We say:

- a) This is the age of equality of the sexes. The popularity of our existing self serves does not substantiate this observation. Housewives are foremost looking for savings.
- 2. Checking batteries.
 - a) Today's battery does not require filling or checking - they are maintenance free.
- 3. Motor Oil.
 - a) This can be taken care of with monthly safety checks which are available in the existing service bays.
- 4. Tires.
 - a) Today's tubeless tires on the whole do not require safety checks. This item and many others are carried out by Government Testing Stations which did not exist in the immediate past.

To sum up the foregoing, under today's economic conditions safety checks are not carried out at the pump island - they are carried out in service bays - be it ours or specialty shops without gasoline.

This book on Retail Gasoline Marketing has been prepared for Planners who make recommendations and for Councils who make decisions. Our only request is that the contents of this book be understood without bias as there are no sinister or hidden reasons behind the content.

RETAIL GASOLINE MARKETING

Changes are inevitable - like it or not. Some we like - some we don't. But we like a choice, and by making a choice we say what we want. We express our preference - as long as there's a choice, there is a change. Just look at the past 30 years.

Nineteen forty-seven - the post war boom; optimism replaced uncertainty; affluence replaced rationing. New communities sprang up everywhere, each with their main street of small merchants, a garage for every home, a car in every garage. Everyone was content. With contentment came leisure time - time to explore - time to move - moving farther, faster, demanding new choices, more change. One-stop shopping malls responded, creating a demand for more convenience, more selection. Larger regional shopping plazas met this new demand.

With Main Street loyalties forgotten, new conveniences provided an unlimited selection - the consumer examined a new choice - PRICE. The consumer became more price - conscious. In only a few decades the friendly neighborhood merchant found himself threatened by the mass merchandiser. The petroleum industry also felt the effects of these dramatic changes. Following the war there was a frenzy to build and to expand, LEDUC became the first significant crude oil discovery in Canada. Imperial's major find now provided us with our own source of crude. Our dependence on imported product was reduced. Gasoline supply was in abundance. The demand scattered - the suppliers had to reach out.

The major oil companies invested heavily to increase their share, to protect it through guaranteed outlets.

The late fifties - competition grew much more vigorous. Larger stations were built to serve the growing volume of mobile consumers. Location was essential. More pumps, more bays, keep the volume up. Competition battled for the motorist's dollar. Price wars ensued. The consumer grew more price-conscious. They would drive farther to save money.

Entered a new retailer - the PRIVATE BRANDER! He changed the rules. No frills, no special services, no accessories or credit - just cheap gas. The private brand discounter became the pacesetter.

The major oil companies and their dealers had difficulty competing. Their investments were heavy, their operating costs high. Low-volume, unprofitable stations could not compete. Many were forced to close.

Still, the private brand market continued to expand. Their lower cost methods were more competitive. Established retailers must change to survive.

At first, Imperial resisted, but the private brander was capturing a larger share of the market.

Imperial was forced to join in to protect and maintain their share of the gasoline market. Yet the existing service station networks were too significant to ignore. They remained capable handling larger volumes. They simply had to become more competitive. The branded networks fought back. Everything from beach balls to hockey books were offered as an incentive. Advertising boasted "quality products and accessories". Full service at one location. A car wash with every fill-up was at your "friendly Esso Dealer". Every means imaginable was used to attract customers. Even a "friendly tiger in your tank" for more power and motoring pleasure!

Yet, the private brander remained a serious competitor.

Then, a new dimension in gasoline marketing surfaced - self-serve. Pump your own gas! Imperial waited. The consumer responded. So did Imperial Oil, Self-Serve! A new opportunity to improve their market share through Esso branded outlets. First, company-operated self-serve stations were built to test their acceptance. Imperial was encouraged - sufficiently so that more were built. Some operated by the company, others by the dealers.

Some without bays; some converted from existing stations with service bay capability.

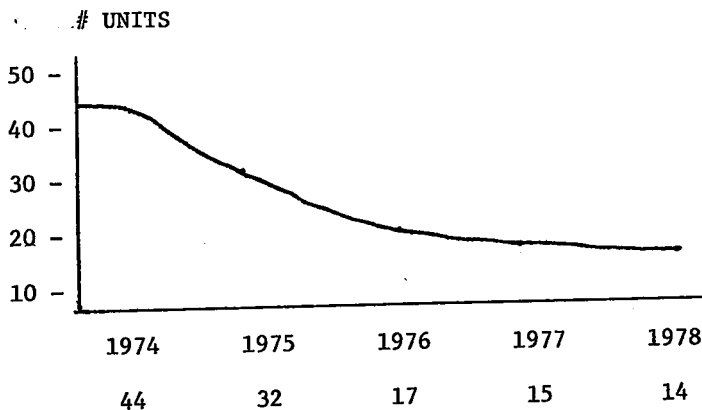
Self-Serve - almost instant success even independent entrepreneurs got in the act. Customers would invest their own labor to save a few pennies per gallon. And so today, the consumer has a wider choice than ever before - strictly low-priced gas from a private brander, the convenience of a major brand self-serve for a penny or two more, or the personal attention provided by a full service dealer for about three to four cents above the discounter.

One major dealer concern is: why aren't gasoline margins as high as they used to be? The day of the high margin is probably gone forever. This is true: one end of the gasoline dollar is being squeezed by increased taxes, higher priced crude, and increased operating costs. The other end by low cost efficient marketing techniques. There is simply no room left in the middle for higher retail margins.

WHO GETS THE MOTORIST'S GASOLINE DOLLAR (¢ per gal.)

	<u>1955</u>	<u>1977</u>	<u>CHANGE</u>	<u>% INCREASE</u>
CUSTOMER PAYS	39.6	86.9	47.3	119%
DEALER GETS	7.2	8.1	0.9	13%
REFINER/MARKETER GETS	12.1	14.0	1.9	16%
CRUDE PRODUCER GETS	6.3	11.9	5.6	89%
FEDERAL/PROVINCIAL GOVT. GETS	14.0	52.9	38.9	278%
CONSUMER PRICE INDEX	67.5	162.3		140%

Another dealer concern is with company-operated stations. Imperial Oil has some very legitimate reasons for operating some direct outlets. They provide training facilities for inexperienced personnel. They provide a direct link with the retail phase of our business. They provide a testing ground for new marketing innovations, and in some cases, such as diagnostic clinics, dealers usually haven't the necessary capital or administrative resources to operate this size unit. The influence of Imperial's direct operations is small in terms of volume or number of outlets. The recent trend is for fewer direct operations, with many being turned back to the dealer, and some dealers have since proven to be more efficient and capable operators than company personnel.

PACIFIC AUTOMOTIVE# DIRECT OPERATIONS

The most recent concern is the dealer's resistance to self-serve outlets. Self-serve is simply more efficient. Customers will invest their own labor to save money and time. Therefore, operating costs are lower and volume higher than at most conventional stations. Although some dealers have resisted, many have converted, with more asking to be converted.

Imperial is sympathetic with their dealers and believe that we have acted fairly and responsibly in assisting dealers to adjust to these changes. Displaced dealers have received either generous severance payments, or been transferred to better locations. Consumers benefit through competitive low-cost, efficient methods of distribution. Imperial's innovative marketing techniques will continue to benefit both their dealers and the consumer at large.

As we've seen, changes thus far have been dramatic, but no more dramatic than those to come. Future stations must remain competitive. They must be efficient to survive.

Private branders will become more competitive. Specialists will pursue an even larger share of the automotive market. Everyone will strive to increase their efficiency, to be more competitive.

Although competition creates problems for the company and the dealers, it is clearly benefitting the consumer. Regulatory controls are therefore not required while the existing market system continues to operate effectively.

Good dealers are and will always be in short supply. They will continue to form Imperial's cornerstone of our low-cost, efficient, marketing strategy. For these dealers, the future looks bright. They will enjoy greater income and security. Look at today's market objectively, the benefits clearly outweigh our frustrations with change. Choices are more varied, opportunities more abundant and tomorrow will be no different as long as our free market is allowed to continue. Those who adjust to change and accept transition will become the pacesetters of tomorrow.

Imperial Oil Limited

BY - LAWS

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN DRUMMOND:

"THAT:

'BURNABY ROAD CLOSING BY-LAW NO. 1, 1978' - #7169

'BURNABY SECURITY ISSUING BY-LAW NO. 1, 1978' - #7171

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 AST:

SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN DRUMMOND:

"THAT:

'BURNABY ROAD CLOSING BY-LAW NO. 1, 1978' - #7169

'BURNABY SECURITY ISSUING BY-LAW NO. 1, 1978' - #7171

be now read three times."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN RANDALL:

"THAT:

'BURNABY LOCAL IMPROVEMENT TEMPORARY FINANCING - #7168
BY-LAW 1978'

'BURNABY EXPROPRIATION BY-LAW NO. 1, 1978' - #7172

'BURNABY EXPROPRIATION BY-LAW NO. 2, 1978' - #7173

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

CARRIED

OPPOSED: Alderman Mercier
to By-Laws 7172 and 7173.

CORRESPONDENCE AND PETITIONS

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN DRUMMOND:

"THAT all of the following listed items of correspondence be received and those items of the Municipal Manager's Report No. 8, 1978 which pertain thereto be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

- a) Province of British Columbia, Ministry of
Municipal Affairs and Housing, Director,
Home Purchase Assistance,
RE: Municipal Incentive Grants

A letter dated 1978 January 17 was received enclosing Central Housing and Mortgage Corporation's cheque in the amount of \$ 24,000. and a Provincial Government cheque in the amount of \$ 9,600. in respect of the municipality's claim for the months of July and August 1977 under the Municipal Incentive Grants in British Columbia.

- b) F. Wilson, RE: Logical Explanation
AS To Why One Sign Placed Upon The Wall Of
A Business Premises Was Deemed To Be Illegal,
And Another Sign, Free Standing And On The
Property Line In A Wholly Residential Area, And Being Many
And Being Many Times Larger Was Deemed To Be
Legal, Proper And In The Public Interest

A letter dated 1978 January 10 was received concerning alleged anomalies in the Burnaby Sign By-law. Mr. Fraser was of the opinion that the Burnaby Sign By-law is as unfair, unjust and uncontrollable as it is absurd. Mr. Fraser requested answers to specific questions on the subject of concern to him.

Council was advised that the Director of Planning had already written to Mr. Fraser in response to his correspondence.

- c) The Corporation Of The City of North Vancouver
City Clerk, RE: Federal Government "Block Funding"
Plan

A letter dated 1978 January 18 was received drawing Council's attention to the plans of the Federal Government to implement a "Block Funding" Plan as outlined in the Toronto "Globe and Mail" issue of 1977 October 20 a copy of which was attached to the letter received.

The North Vancouver City Council was concerned that this plan, when adopted, may adversely affect the financial assistance afforded by the Federal and Provincial Governments to Municipal Social Service agencies, in view of the fact that funds will now be based on a per capita allowance and will be channelled into the general revenue of the Province.

For this reason, this municipality has requested the Deputy Minister of Human Resources to advise as soon as possible any changes which are contemplated by either the Provincial or Federal Governments which may affect the provisions of social services in the municipality.

- d) Trade and Commerce, Manager,
RE: Forthcoming Report On British Columbia

A letter dated 1978 January 19 was received soliciting an advertisement by The Corporation of the District of Burnaby which would appear in the special annual market survey featuring British Columbia's economic development over the last year in a forthcoming issue of Trade and Commerce.

Item 6, Municipal Manager's Report No. 8, 1978 pertaining to this subject was brought forward for consideration at this time.

6. The Municipal Manager reported that staff is now in the process of completing a questionnaire which accompanied similar correspondence that the Municipal Manager and the Clerk received from Mr. Wilson. A part of all of the information contained in this questionnaire will presumably appear in a future edition of the magazine. It is therefore felt that there is really no significant benefit to be derived from the inclusion of a full page complementary advertisement costing \$700.

MOVED BY ALDERMAN RANDALL:

SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

- e) The Board Of School Trustees Of School District
No. 41 (Burnaby), Secretary-Treasurer,
RE: Reasons Of The Board In Seeking To Expand Its
Size From Five Trustees To Seven Trustees.

A letter dated 1978 January 19 was received outlining the reasons for the Board's recent request to the Minister of Education to increase the number of school trustees on the Burnaby School Board from five to seven.

MOVED BY ALDERMAN RANDALL:

SECONDED BY ALDERMAN DRUMMOND:

"THAT this Council send a letter to the Burnaby School Board to thank them for their co-operation and to advise that the Burnaby Council supports their application to increase their Board membership from five school trustees to seven school trustees."

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN EMMOTT:

"THAT the aforementioned motion be tabled."

CARRIED

OPPOSED: Aldermen Drummond,
Mercier and Randall.

- f) City of Vancouver, Deputy City Clerk,
RE: Boundary Road - From Kingsway South.

A letter dated 1978 January 19 was received advising that Vancouver City Council at its meeting on 1978 January 17 when dealing with the attached City Manager's report dated 1977 October 28 and December 7, and after hearing delegations with regard to the above matter passed the following motion:

'THAT the report of the City Manager on Boundary Road - From Kingsway South be deferred for consideration at the same time

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the forthcoming report on the intersection of Boundary Road and Marine Drive is before Council."

- g) Canada Permanent Trust Company, Real Estate Division,
RE: Extreme Hardship Imposed On Mr. and Mrs. La France -
3520 Keswick Avenue.

A letter dated 1978 January 20 was received drawing Council's attention to the extreme hardship imposed on Mr. and Mrs. La France with regard to the sale of the subject property.

The proposed parkland zoning and definite possibility of expropriation must in all honesty be disclosed to a prospective purchaser making it impossible to obtain a fair market value for the property. It was respectfully requested that Council consider the possibilities of Burnaby purchasing this land at fair market value or in the alternative exchanging it for a parcel of equal value.

Item 8, Municipal Manager's Report No. 8, 1978 January 30 pertaining to this subject was brought forward for consideration at this time.

8. The Municipal Manager recommended:

1. THAT Richard and Alma Smith be advised that the offer to sell the subject property to the Municipality will be considered by the Parks and Recreation Commission and Council in the immediate future, and that their correspondence will be thereafter acknowledged.

MOVED BY ALDERMAN RANDALL:

SECONDED BY ALDERMAN MERCIER:

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

CARRIED UNANIMOUSLY

- h) Seton Villa, Administrator,
RE: Information Re Garbage Pick-up

A letter dated 1978 January 20 was received enquiring as to the possibility of Seton Villa being served by Municipal garbage pickup services.

Council was advised that a staff report on this subject would be available for consideration on 1978 February 06 and further consideration of the matter was deferred until that time.

- i) East Burnaby Minor Baseball Association,
Secretary, RE: Annual Tag Day - Saturday, 1978 May 06

A letter dated 1978 January 20 was received requesting permission for the Burnaby Minor Baseball Association to hold their annual tag day on Saturday, 1978 May 06.

MOVED BY ALDERMAN MERCIER:

SECONDED BY ALDERMAN AST:

"THAT permission be granted to the East Burnaby Minor Baseball Association to hold their annual tag day as requested."

CARRIED UNANIMOUSLY

- j) Citizens' Coalition On Transportation,
Lower Mainland B.C., Chairperson,
RE: Implementing A Regional Transportation
Commission With Proper Citizens' Participation

A letter dated 1978 January 23 was received advising that the Citizens' Coalition On Transportation is made up of representatives from various citizens groups located in the Greater Vancouver area.

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Its concern is that the various municipal bodies located in the Greater Vancouver Lower Mainland are making decisions, based only on local criteria, which affect the regional movement of the people. The Citizens' Coalition on Transportation maintained that these are regional problems that can only be satisfactorily solved in the long run by implementing a regional transportation commission with proper citizens participation.

Some of the groups working with the Citizens' Coalition on Transportation from Burnaby are the Burnaby Citizens' Roads Committee, Lougheed Town Community Association, Kensington Homeowners' Association and the Killarney-Champlain Citizens for Action Association. The latter covers also the Suncrest area in Burnaby.

MOVED BY ALDERMAN DRUMMOND:

SECONDED BY ALDERMAN LAWSON:

"THAT this item of correspondence be referred to the Transit Committee."

CARRIED UNANIMOUSLY

- k) Royal Canadian Air Cadets, 759 Squadron,
Commanding Officer, RE: North Burnaby's
Air Cadets Are In Dire Need Of Better Accommodation

A letter dated 1978 January 23 was received advising that the North Burnaby Air Cadets are in dire need of better accommodation.

Royal Canadian Air Cadets, 759 Squadron requested information as to the current procedures and requirements for obtaining Municipal, Provincial and Federal assistance in their work.

Council was advised that a staff report on this subject would be available for consideration on 1978 February 06 and further consideration of the matter was deferred until that time.

- 1) Union of British Columbia Municipalities,
Assistant Executive Director, RE: Canadian
Unity - Funding For Programmes Which Enhance
Knowledge and Appreciation Of Issues Relating
To Canadian Unity.

A letter dated 1978 January 23 was received advising that the Union of British Columbia Municipalities had received information from the Office of the Secretary of State that funding is available for programmes which enhance knowledge and appreciation of issues relating to Canadian Unity.

MOVED BY ALDERMAN DRUMMOND:

SECONDED BY ALDERMAN LAWSON:

"THAT copies of this correspondence be forwarded to the Burnaby Public Library Board, Neighbourhood Improvement Program, and Century Park Museum Association for information."

CARRIED UNANIMOUSLY

- m) Province Of British Columbia, Ministry Of
Highways And Public Works, Honourable A.V. Fraser,
Minister Of Highways And Public Works,
RE: Kensington Overpass

A telegram dated 1978 January 21 was received concerning the \$180,000. commitment by the Department of Highways and Public Works for the construction of the Kensington Overpass. The justification for the commitment was that the overpass would relieve the Lougheed Highway of a grade crossing by north-south traffic and thus enable the Lougheed to more adequately perform its function as an east-west provincial arterial. If a grade crossing of the Lougheed Highway is requested in place of the overpass, there would be no justification for the Provincial commitment of \$ 180,000.

The Staff of the Ministry of Highways and Public Works will be pleased to discuss this problem further.

- n) R. Maxwell-Muir,
RE: Concern That Sperling Avenue
May Become The New Centre Of Attraction.

A letter dated 1978 January 22 was received expressing concern on Council's action in cancelling the Kensington alignment. Mr. Maxwell-Muir was particularly concerned that Sperling Avenue may become the new centre of attention. If it is being considered for upgrading and an overpass of any kind he felt that Council should reject it. The people on Sperling Avenue have trusted in the wisdom of Council for many years and suddenly find that they have been led down the garden path. Any upgrading of Sperling Avenue to handle more traffic would be a criminal abuse by Council of the trust of Sperling citizens.

- o) M.P. Fairs, RE: Vote By Council
To Obsolete The Kensington Overpass Project

A letter dated 1978 January 20 was received expressing a concern over Council's recent decision to cancel the Kensington Overpass project. Mr. Fairs was of the opinion that Council have allowed themselves to be harried by a vociferous faction into scuttling the recommendations based on expensive and comprehensive engineering studies by qualified professionals. Council certainly has been subjected to a steady barrage of bombast and rhetoric but what is so disappointing is that a majority bought it. It is understandable that residents in the proximity of Kensington (there are precious few on Kensington compared to we who front on Sperling) would prefer others to suffer the aggravation. However the proposal has never been a secret and they had the option to locate elsewhere.

- p) G.G. Gibb, RE: Express Opposition To
Any Consideration Of Sperling Avenue As
The Alignment For An Arterial North-
South Route

A letter dated 1978 January 24 was received expressing opposition to any consideration of Sperling Avenue as the alignment for an arterial north-south route. Any overpass at Sperling would be a very costly proposition that may prove to be of limited value in improving traffic service for Burnaby residents.

Mr. Gibb suggested that Council instruct Municipal staff to pursue alternatives other than the Sperling alignment.

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

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN MERCIER:

"THAT the following motion pertaining to per diem allowances when attending conferences for training courses away from the Municipality of Burnaby, tabled on 1978 January 16, be now lifted from the table:

'Moved by Alderman Randall:
Seconded by Alderman Mercier:

That staff members be granted a \$ 25.00 per diem allowance when attending conferences or training courses away from the Municipality of Burnaby.'"

A vote was then taken on the foregoing motion with Aldermen Drummond, Emmott and Randall voting in favour of the motion and Mayor Constable, Aldermen Ast, Lawson, Lewarne and Mercier being opposed and the motion was Defeated.

MOVED BY ALDERMAN MERCIER:
SECONDED BY ALDERMAN LEWARNE:

"THAT Item 7, Municipal Manager's Report No. 8, 1978, January 30 be brought forward for consideration at this time."

7. The Municipal Manager recommended:

1. THAT the following amendment to the policy pertaining to the per diem allowance for staff be approved:
 - a) Payment in the amount of \$ 20.00 without receipts, and in cases where actual expenses exceed \$ 20.00, to make full reimbursement for all reasonable and trip related costs upon submission and approval of receipts, whenever it is possible for receipts to be obtained.

MOVED BY ALDERMAN MERCIER:

SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

- b) MOVED BY ALDERMAN MERCIER:
SECONDED BY ALDERMAN LEWARNE:

"THAT the following motion pertaining to Light Rapid Transit tabled on 1978 January 23, be now lifted from the table:

'Moved by Alderman Drummond:
Seconded by Alderman Gunn:

That the report, 'Inner Area - Light Rapid Transit Preliminary System Proposal and Costs' as prepared by the Engineering and Finance Departments of the City of Vancouver and dated January 1978 be reviewed by staff and the Transit Committee'."

FOR: Aldermen Lewarne and
Mercier.

OPPOSED: Mayor Constable,
Aldermen Ast, Drummond,
Emmott, Lawson and Randall.

MOTION DEFEATED

ENQUIRIES

Alderman Ast

Alderman Ast served "Notice of Motion" which will request the Provincial Government to establish a Commission of Inquiry to review the Management and Operation of the British Columbia Hydro and Power Authority.

Alderman Drummond

Alderman Drummond noted that signs had been erected indicating that it would not be possible to use Sperling Avenue on 1978 February 05 and enquired into the reasons for this closure.

His Worship, Mayor Constable advised that the closure was necessary to allow the upgrading of the existing railway crossing on Sperling Avenue.

Alderman Drummond enquired as to the trapping of beaver allegedly taking place in Still Creek and Burnaby Lake and requested that a staff report on this subject be prepared for consideration by Council.

It was agreed that staff would submit a report on this subject for Council's consideration.

Alderman Lewarne

Alderman Lewarne noted that in the C1, C2 and C3 zoning districts the operation of an outdoor garden shop is a permitted use for not more than six months in any year. Alderman Lewarne enquired as to the reason behind this restriction.

It was agreed that staff would submit a report on this subject for consideration by Council.

Alderman Randall

Alderman Randall enquired into the necessity of the Municipality to issue bills for garbage collection in the amounts of \$.30 per month or \$.90 per quarter and suggested that it would be more practical for such bills to be submitted on an annual basis.

The Municipal Engineer suggested that such billings were probably an administrative matter rather than a requirement of the by-law and that he would discuss this subject with the Municipal Treasurer and attempt to find a solution.

Alderman Lawson

Alderman Lawson requested information on the present status of Mrs. Charlotte Rozman's application to subdivide her property.

It was agreed that the Director of Planning would provide Mrs. Rozman with a progress report concerning her application for the subdivision of her property and that all members of Council would be furnished with an information copy of the Director of Planning's letter.

R E P O R T S

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

- a) The Advisory Planning Commission submitted a report on the "Implementation Report On Industrial Development In Boundary Road-Marine Way Area Of Big Bend".

The Advisory Planning Commission recommended:

1. a) THAT Council approve in principle the development plan as described within this report and illustrated on Figure 4, provided that no major development proceed prior to substantial completion of Marine Way.
b) THAT, given the documented and urgent need for Marine Way, Council request the Provincial Government to expedite on a priority basis the tendering and construction of Marine Way from Boundary Road to the Queensborough Bridge.
2. THAT Council endorse the concept of the Municipality initiating an assembly and site preparation program for industrial development consistent with that shown on Figure 6.
3. THAT Council authorize the Land Agent to negotiate on the priority basis as outlined, the acquisition of those properties described in this report with the funds allotted in the Capital Improvement Program for the development of the subject industrial area.
4. THAT Council authorize the preparation of the requisite engineering drawings and associated information to the point whereby a detailed report, including cost estimates, could be submitted to Council in order that tenders could be called for the construction of the Joffre Avenue, Brechin Street roadways and for the requisite storm and sanitary sewers, watermains, street lighting and underground wiring as referenced in Item 8, Stage 1, Servicing Considerations (Page 10).

5. THAT Council authorize staff to make provision in the 1978 Capital Improvement Budget for the construction of those services itemized in the foregoing recommendation Number 4 (the current preliminary estimate cost is \$610,000.00).
6. THAT Council authorize the retention of a Consultant to prepare a report on the soils in the subject study area and on a recommended procedure for the requisite landfill operation as described within this report.
7. THAT Council endorse the preservation of the lands comprising the Boundary Creek Ravine as described in this report and illustrated on Figure 6.
8. THAT Council authorize the acquisition of the lands described in the foregoing recommendation Number 7 as an integral part of the industrial objective in the subject area utilizing funds from the Capital Improvement Fund.
9. THAT Council endorse the preservation of the Kaymar Creek watercourse in an open rock lined channel by relocating this watercourse as a major feature west of the Roseberry Avenue right-of-way as described within this report and illustrated on Figure 6.
10. THAT Council approve in principle the concept of providing a linear park connection from the Boundary Creek Ravine Park through the study area to the Fraser River Foreshore Parklands as illustrated on Figure 6.
11. THAT Council authorize the preparation and introduction of road closing by-laws for those redundant rights-of-way as shown on Figures 8,9,10 and 11.
12. THAT Council authorize the Land Agent to prepare a recommendation as to the most appropriate strategy for marketing the Municipal properties within the Stage 1 area (I.E. sale versus lease).

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN DRUMMOND:

"THAT the report of the Advisory Planning Commission be received."

CARRIED UNANIMOUSLY

His Worship, Mayor Constable indicated that he would arrange a tour for Council members of the Study Area within the next two weeks.

- b) The Municipal Manager presented Report No. 8, 1978 on the matters listed following as Items 1 to 12 either providing the information shown or recommending the courses of action indicated for the reasons given:

1. Letter from Mr. Peter G. Davey which appeared on the Agenda for the 1978 January 23 meeting of Council (Item 4h)
Bainbridge Avenue North of Lougheed Highway

The Municipal Manager provided a report from the Municipal Engineer on methods for improving conditions for pedestrians on Bainbridge Avenue north of the Lougheed Highway.

The Municipal Manager recommended:

1. THAT authority be given to install a chip walk on the west side of Bainbridge between Lougheed and Broadway after the construction of the access road to the development on the west side of Bainbridge.
2. THAT authority be given to post "No Parking" signs on the west side of Bainbridge after chip walk construction to minimize damage and obstruction to the chip walk.

MOVED BY ALDERMAN MERCIER:
SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

2. Tenders for Tires, Tubes, Recaps
Repairs and Service

The Municipal Manager provided a report from the Purchasing Agent regarding tenders for tires, tubes, recaps, repairs and service for the year 1978.

The Municipal Manager recommended:

1. THAT a contract be awarded to the low bidder, Vancouver General Tire, for one year commencing 1978 February 01, to supply new General tires and tubes, tire retreads, repairs and tire service for the sum of \$ 23,564.13 with payment to be based on the actual volume purchased and service provided at the rates tendered.

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

3. Abandonment of Inactive Rezoning Applications

The Municipal Manager provided a report from the Director of Planning regarding the abandonment of outstanding rezoning applications.

The Municipal Manager recommended:

1. THAT the following by-laws covering amendments to the Burnaby Zoning By-law 1965 be abandoned:
 - a) 'Burnaby Zoning By-Law 1965, Amendment By-law No.11, 1971' -#5872
 - b) 'Burnaby Zoning By-Law 1965, Amendment By-law No. 12, 1972' -#6042
 - c) 'Burnaby Zoning By-Law 1965, Amendment By-law No. 26, 1972' -#6093
 - d) 'Burnaby Zoning By-Law 1965, Amendment By-law No. 42, 1972' -#6137
 - e) 'Burnaby Zoning By-Law 1965, Amendment By-law No. 45, 1972' -#6140
 - f) 'Burnaby Zoning By-Law 1965, Amendment By-law No. 10, 1973' -#6267
 - g) 'Burnaby Zoning By-Law 1965, Amendment By-law No. 57, 1974' -#6546

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

4. Educational Costs

The Municipal Manager provided a report from the Municipal Treasurer containing information on a recent enquiry from Council on educational costs.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

5. Tenders for Ductile Iron Water Pipe

The Municipal Manager provided a report from the Purchasing Agent regarding tenders for ductile iron water pipes.

The Municipal Manager recommended:

1. THAT a purchase order be issued to the low bidder, Canron Ltd. for the supply of ductile iron water pipe as specified for the sum of \$ 26,504.84, including all applicable taxes.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN RANDALL:

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

CARRIED UNANIMOUSLY

6. Letter from Trade and Commerce
Box 6900, 1077 St. James Street, Winnipeg
Request for an Advertisement

This item was dealt with previously in the meeting as Item 4(d) under Correspondence and Petitions.

7. Per Diem Exempt Allowances for Staff

This item was dealt with previously in the meeting as Item 5(a) under Tabled Matters.

8. Letter from the Canada Permanent Trust Company
Real Estate Division
1071-C Austin Road, Coquitlam
Lot 4, Block 5, D.L. 4, Plan 2121
3520 Keswick Street

This item was dealt with previously in the meeting as Item 4(g) under Correspondence and Petitions.

9. Vandalism in the Capitol Hill Area

The Municipal Manager provided a report from the Officer-In-Charge, Burnaby Detachment, Royal Canadian Mounted Police on a recent incident involving the slashing of tires on automobiles that were parked in the Capitol Hill area.

MOVED BY ALDERMAN RANDALL:

SECONDED BY ALDERMAN MERCIER:

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

CARRIED UNANIMOUSLY

10. Proposed Development of a Property at 588 Sperling Avenue
Lot 8, Block 7, D.L. 206, Plan 1323

The Municipal Manager provided a report from the Director of Planning regarding the proposed development of 588 Sperling Avenue.

The Municipal Manager recommended:

1. THAT Council authorize the introduction of a Road Closing By-law for the 2 m (5 ft.) portion of the existing lane allowance adjacent to the subject site.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN MERCIER:

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

CARRIED UNANIMOUSLY

11. Youth Services Division

The Municipal Manager provided a report from the Officer-In-Charge, Burnaby Detachment, Royal Canadian Mounted Police concerning the re-establishment of the Youth Services Division in Burnaby and the funding of this division by the Ministry of the Attorney-General.

The Municipal Manager recommended:

1. THAT an application be made to the Ministry of the Attorney General for funding of the Youth Services Division, subject to the understanding that it is the Municipality's intention to exercise all reasonable efforts to continue the program following any future cessation of funding from the provincial government, and subject to the further understanding that appreciation must be given to the fact that future municipal councils may take a different position on the Division.
2. THAT a copy of this report be sent to Mr. Richard H. Vogel, Deputy Attorney General.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

12. Fire Department Quarterly Report

The Municipal Manager provided a report from the Director - Fire Services covering the activities of the Fire Department for the months of 1977, October, November and December.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN RANDALL:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN RANDALL:

"THAT the Committee now rise and report."

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

1978 January 30

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN RANDALL:

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

CARRIED UNANIMOUSLY