

1979 AUGUST 20

A Special Meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Monday, 1979 August 20 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 B.M. Gunn
Alderman D.A. Lawson
Alderman W.A. Lewarne
Alderman F.G. Randall

ABSENT: Alderman D.M. Mercier

STAFF: Mr. M.J. Shelley, Municipal Manager
Mr. V.D. Kennedy, Deputy Municipal Engineer
Mr. D.G. Stenson, Assistant Director - Current Planning
Mr. James Hudson, Municipal Clerk
Mr. C.A. Turpin, Municipal Clerk's Assistant
Mr. B. Luk Sun, Long Range Planner
Mr. W.S. Scott, Transportation Planner
Mr. P.L. Liivamagi, Transportation Planner

DELEGATIONS

The following wrote requesting an audience with Council:

- a) R. Reddish
Re: Proposed Connector Between Byrne Road and
10th Avenue
Spokesman - Ralph Reddish
- b) Burnaby Stride Citizens' Committee, Gerd Evans
Re: Transportation Policy
Spokesperson - Gerd Evans
- c) Sperling Area Residents' Association, G. Gibb
Re: A Comprehensive Transportation
Plan for Burnaby
Spokesman - Gordon Gibb
- d) Killarney - Champlain Citizens for Action
Association, President
Re: A Comprehensive Transportation Plan
for Burnaby
Spokesman - Mr. Sol Jackson
- e) Braidwood & Company, Gordon S. Funt
Re: Comprehensive Transportation Plan
for Burnaby
Spokesman - Mr. G.S. Funt
- f) Burnaby Citizens' Roads Committee, R. Hills
Re: Transportation Report
Spokesman - Mr. R.G. Hills
- g) Fred Hofman
Re: Concern About Proposed Byrne Creek
Ravine Truck Route Linking 10th Avenue
to Byrne Road
Spokesman - Mr. Fred Hofman
- h) Burnaby-Vancouver Heights Citizens' Association
K. Stewart Shearman
Re: Solution to the Traffic Problems in the
North-West Corner of Burnaby
Spokesman - Mr. K.S. Shearman

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN RANDALL:

"THAT the Delegations be heard."

CARRIED UNANIMOUSLY

- a) Mr. Reddish then addressed Council concerning Byrne Road/10th Avenue proposed alignment. Mr. Reddish informed Council that he had purchased his property on Stride Avenue approximately 18 months ago. It was at that time that Mr. Reddish enquired of Council as to what plans were contemplated for the area. He was told that it was to be residential, and no roads were proposed. It wasn't until two weeks ago that Mr. Reddish was told that a road would be coming right through his property. In referring to the road as indicated on the map provided by the Planning Department, Mr. Reddish was of the opinion that the road should be re-routed through vacant land that currently exists in the area.

At the request of Council, Mr. Reddish located his home on the alignment plan that showed the location of the proposed route and the position of the houses in relation to this road. It was established that Mr. Reddish's house would be approximately 300 feet away from, and approximately 30 feet below, the proposed route.

Mayor Constable welcomed Mr. Svend Robinson, the newly elected Member of Parliament for the Federal riding of Burnaby, to the meeting and expressed the hope that Mr. Robinson will be able to attend many future meetings of Council.

- b) Mrs. Gerd Evans, speaking on behalf of the Burnaby Stride Citizens' Committee, then addressed Council on the question of the Comprehensive Transportation Plan for Burnaby.

The following is the text of Mrs. Evan's presentation:

"Recently we have had public hearings on transportation proposals in Burnaby. This was a very good forum for the people. We went and listened, but nowhere in the proposals was the Marine Way, Byrne to 10th Avenue link-up route mentioned, so we who live in the area could give input or voice our protestations.

Out of the blue comes a call from City Hall to our Committee, we would like you to look at a map - rough sketch, showing a proposed Primary Truck Route in your immediate vicinity. That was Tuesday - on Thursday I went on behalf of the group to Planning and was shown a rough map. On this map was two proposals. One showed an alignment from Byrne parallel Marine Drive and crossing above Bevan Street and above the 6300 or 6400 Block Stride and by-passing the homes there. The other alternative, which I understood was not being considered, passed just above Bevan Street and right at their back lane and does away with the Reddish home in the 6300 Block Stride. This is the nicest home in the area. This second alternate, it turned out, is the proposal you set before us, and adopted by the Transportation Committee. How dare you? As our elected representatives, arbitrarily put in a road, a Major Truck Route at this alignment. This route goes right behind the homes on Marine Drive, Bevan Street and close to the homes on 12th Avenue, near the gravel pits as well, when you have vacant land, 90 acres of it, to plan a better one?!

It says in your transportation plan that you wish to safeguard neighbourhoods and place the roads on the periphery. You surely have broken that edict. The periphery road you should take is on your new map already Byrne to Marine Way to 20th Street and up to 10th Avenue. It does the same job as what you are proposing with far less impact. In fact, on Marine Way and 20th Street, the trucks could either go Stewardson Way or up to 10th Avenue. They would have a choice. Your proposed Byrne-10th Avenue route parallels this route and will cost the tax payers 20 million dollars. If you can not see the rationale of the Marine Way to 20th - 10th Avenue route, then surely you can go up Byrne to Mission Avenue by Dominion Glass and then to 10th Avenue. That would cause the least disruption to our neighbourhood and provide a natural buffer between industry and residential lands.

Mr. Gunn told me that they had looked at the route but it paralleled 19th and 20th Diversion and they had discarded it because of that. As mentioned, now they are paralleling another route, and we can use the same argument. We were absolutely shocked and dismayed that your Concep

Map and Plan came a few days after this meeting with the Transportation Committee and Planners. No wonder you all sat there with stoney faces and said nothing, as I'm quite sure that the map and book were already at the printers. As for us appearing here tonight, it's like phoning for the fire truck two weeks after your house is burned down.

You have backed down on putting Edmonds through to Byrne, which we think is satisfactory, also you are spending millions to put a cut and cover on Newcombe, which we think is proper. You have now abandoned the people of our area and asked us to bear the brunt of all the traffic. Not fair!! We have the B.C. Hydro Line, Marine Drive, Marine Way, and now you ask us to accept this new route as planned. No way!!

We are reasonable people, and suggest that you take the Marine Way to 20th Street - 10th Avenue route as proposed. Failing that, we would be prepared to accept the Byrne, Mission, 10th Avenue concept.

The Planning Department feels that future residential development must be protected. Agreed! But, when the tax payers and homeowners are sacrificed for future homeowners, that is hard to understand.

Surely we can keep this truly beautiful area in one piece, not cutting it in two and displacing people and making it unbearable for others. We notice the people in the Deer Lake area are not being asked to make sacrifices, yet you ask us to take the whole load. We have a lot of wildlife in the 14th Avenue Ravine and surrounding area - woodpeckers, deer, racoons, squirrels, skunks, and every kind of bird. The trees are gorgeous and the water from the Ravine goes under Marine Drive and follows the ditches to the Fraser River. There are fish in the ditches and the kids fish them.

For those of us who live on 12th Avenue near the gravel pits, we feel you are coming much too close across the top of the 14th Avenue Ravine. If you crossed at Mission it would cause no major disruption to our neighbourhood. For many years we have done our best as a group to be reasonable, to think what is best for the community, and we stand for protecting agricultural land and to make the Stride Avenue area a residential area to be proud of. It is a good area for raising children, with the wooded areas we have, and we would like future generations to be able to raise their families here in the same atmosphere.

In conclusion, if this hearing here tonight is just window dressing, and you have no intention of listening to any of the people, then the Transportation Committee has not fulfilled its mandate, and the residents of Burnaby will lose their rights as tax payers to have any say in their future health and pleasures of their homes and environment.

Submission from Delegation of Burnaby Stride Avenue Citizens' Committee."

- c) Mr. Gordon Gibb, representing the Sperling Area Residents Association, then addressed Council and advised that he had some concerns with respect to the Comprehensive Transportation Plan for Burnaby. The following is the substance of Mr. Gibb's address:

"I am concerned with the proposed 10th Avenue link already discussed by previous speakers and also selection by the Transportation Committee of the neighbourhood boundaries as indicated in the study. I question the need for the Douglas/Holdom Overpass over the Burlington Northern Railway. I cannot see the need to spend some 10 million dollars to facilitate the truck traffic in the Douglas Road/Norland Avenue area when, in conjunction with this, the Transportation Committee's proposal is that Still Creek Street be continued through to Willingdon Avenue which would provide access to Willingdon northbound and the Lougheed Highway westbound. There would also be access from the newly improved Norland Street along in a south-easterly direction to Sprott Street and then over the new proposed Kensington Overpass and then eastbound along the Lougheed Highway. My concerns are basically designed details and what has to be addressed tonight is the overall concept, the overall plan for moving goods and people through the community and around the residential areas.

I would urge Council to give a great deal of thought to accepting this plan tonight. There has been a very high level of input by the various citizen groups into formulating this plan. There has been a great deal of responsiveness shown by the Transportation Committee in coming up with this plan to resolve the problems that were seen by the citizen groups. I believe that it would be in the best interests of this community for this Council to adopt the plan if only in principle perhaps. However, there is more to solving transportation problems than adopting a plan. If the transportation problems are going to be solved in this community, then these plans are going to have to be implemented. There is not a transportation plan nor a traffic management plan anywhere in the world that has ever taken one car out of a residential area, or facilitated the movement of one person or any amount of goods to a destination, unless that plan was implemented. I would have to disagree with Recommendation No. 5 as contained in the plan, that being to refer back to the Transportation Committee the entire plan so that priorities may be established. This Council has already by Motion established that the Kensington Overpass was to be dealt with as a priority item by the Transportation Committee. When the Provincial Government Grant for Boundary Road was already in jeopardy, this Council moved to go ahead and deal with Boundary Road, to establish the right-of-way and alignment, and to proceed with implementation of Boundary Road. I am not criticizing that in the slightest. Boundary Road was considered part of, and fits in well with the overall plan, therefore, going ahead with it has done nothing to jeopardize the overall transportation plan. However, there has been a Federal Government Grant that has been pending, and held in limbo, for the Kensington Overpass which I feel has been jeopardized by the inactivity of Council for the past two years. I feel that, especially in light of the material you have in front of you tonight indicating the recent communications with the Member of Parliament for North Vancouver-Burnaby, Mr. Cook, that there is sufficient concern being expressed that these funds could be lost. I would urge Council to adopt the alignment for the Kensington Overpass as contained in the Comprehensive Transportation Plan for Burnaby and go ahead and implement the proposal. The Federal Government should be notified of this decision so that the funds may be preserved."

- d) Mr. Nathan Davidowicz then addressed the members of Council and advised that he had been requested by Mr. Sol Jackson to represent the Killarney-Champlain Citizens for Action Association. Mr. Jackson, who was to have been the spokesman for this Association at tonight's meeting, has been unable to attend as a result of a last minute commitment. Mr. Davidowicz expressed the following concerns with respect to the Comprehensive Transportation Plan for Burnaby:

"1. When Council approved the construction of Boundary Road, they may not have realized that the current plans call for a five-lane road but in the future, it may be turned into a six-lane or eight-lane freeway. There is currently a 132 foot right-of-way along Boundary Road to enable the expansion to take place. I suggest that a formal contract should be signed between the City of Vancouver and The Corporation of the District of Burnaby. The agreement should not be left as a verbal agreement between the staff members of The Corporation of the District of Burnaby and the City of Vancouver. I would also like to see an environmental impact study done with respect to the Boundary Road proposal currently under construction.

2. The overpass plan for Marine Drive and Boundary Road which calls for an overpass to be constructed over Marine Drive. The width of the overpass has not been detailed. Whether the overpass is a two-lane overpass or a four-lane overpass, will have considerable effect on the truck traffic in the area. If the overpass were only to be a two-lane overpass, then it may create quite a bottleneck for traffic in the area.

3. The designation of Imperial Street as a primary arterial is of great concern. All previous studies have designated Rumble Street and Imperial Street as secondary arterials. This new study retains the secondary arterial designation for Rumble Street but upgrades Imperial Street to a primary arterial from Boundary Road to Kingsway. Imperial Street is now proposed to be a truck route which the citizens in the area were not informed about. Currently, 49th Avenue in the City of Vancouver, which is a continuation of Imperial Street, does not permit truck traffic. To turn Imperial Street into a major truck route would

be very bad for the area.

4. In generally speaking about the plan, I disagree with the road designations as indicated on Page 22 of the Booklet entitled 'A Comprehensive Transportation Plan for Burnaby'. These designations have been changed from previous policies and studies. The inclusion of the words 'industrial and residential collectors' are very confusing to the citizens. The classification for the roads should be determined by the number of vehicles that travel such roads. On Page 23 of the Booklet, they are recommending that the current 401 Freeway be widened to six lanes. We would agree with this only if the two new lanes be reserved for carpool vehicles and fast buses."
5. Mr. G.S. Funt, accompanied by Mr. Norman Merrick, Division Manager, Macdonalds Consolidated Limited, then addressed members of Council and read from a brief previously submitted to the members of Council, the text of which is as follows:

"Macdonalds Consolidated Limited (hereinafter referred to as Macdonalds) welcomes the Comprehensive Transportation Plan for Burnaby and believes that there will be tremendous benefits for both the residents of Burnaby and the commercial enterprises situated in Burnaby. Macdonald's concern, however, is with the implementation of a specific aspect of the Comprehensive Transportation Plan. It concerns the elimination of Edmonds Street as a truck route. If this portion of the plan is put into effect on a piecemeal basis there may be severe financial consequences for Macdonalds and a traffic hazard created for the residents of Burnaby.

Macdonalds Consolidated Limited is a wholly owned subsidiary of Canada Safeway Limited. Macdonalds is located at 7185 - 11th Avenue on an area of approximately 27 acres. The premises are bounded by 11th Avenue on the south, 14th Avenue on the north, 15th Street on the east and 18th Street on the west. The function of Macdonalds is to warehouse for the B.C. Safeway Stores all the produce, groceries, meat, dairy products and some non-fruit products. The goods are transported to and from Macdonalds by truck. Although the majority of the truck traffic is in the day time, approximately 40 trucks arrive and approximately 50 trucks leave every night. It is impossible for Macdonalds to service the Safeway stores without night time delivery. The vast majority of Macdonalds' truck feed onto and off of Kingsway.

On July 3, 1973, the City of New Westminster passed a by-law (No. 4686) which prohibits the use of 10th Avenue between 20th Street and 12th Street truck traffic between 9 p.m. and 7 a.m. 10th Avenue, as you are aware, forms the boundary between New Westminster and Burnaby. It would appear from Section 537 of the Municipal Act 1960 R.S.B.C. Chapter 255 which deals with by-laws effecting boundary roads that New Westminster By-law #4686 will not be legally binding until a reciprocal by-law is adopted by the Municipality of Burnaby or the Minister arbitrates the matter. Although By-law #4686 may not be in a strict sense legally enforceable, Macdonalds has since the enactment of the by-law not driven its trucks on the New Westminster side of 10th Avenue at night and consequently has been forced to switch routes.

Prior to the enactment of By-law #4686, the trucks leaving Macdonalds would enter onto 10th Avenue at 16th Street, turn left and proceed along the New Westminster side of 10th Avenue to Kingsway. Since the passage of By-law #4686, Macdonalds' trucks have continued to enter onto 10th Avenue at 16th Street, but now turn right and proceed to the 19th Street Diversion, and then turn right onto the 19th Street Diversion and proceed along 19th Street to Edmonds Street. At Edmonds the trucks turn right and proceed along Edmonds to Kingsway. Obviously, this is not the most direct route to take to Kingsway. However, Macdonalds has felt morally bound to abide by the by-law passed by the City of New Westminster. The night time traffic coming to the Macdonalds warehouse has continued to use the Burnaby side of 10th Avenue because the boundary line between New Westminster and Burnaby is the centre of 10th Avenue.

Under the Comprehensive Transportation Plan, Edmonds between 19th Street and Kingsway will no longer be a truck route. Instead, Griffiths Street between Kingsway and 19th Street will become a truck route. This portion of Griffiths Street is extremely steep. As a result, Macdonalds is concerned that many of its trucks will be unable to negotiate Griffiths Street on frosty nights and further there is the real possibility that one of its trucks may lose control causing damage and injury.

Macdonalds respectfully requests Burnaby Council to keep Edmonds between 19th Street and Kingsway as a truck route until such time that there is agreement with the City of New Westminster to use 10th Avenue between 12th Street and 20th Street as a full time truck route."

In elaborating on the brief as presented, Mr. Funt indicated that Macdonalds Consolidated Limited would not have to worry about Griffiths Street if this Transportation Plan is adopted and implemented in its entirety. Macdonalds Consolidated Limited are simply requesting that Council adopt the whole plan and implement it on a comprehensive rather than on a piecemeal basis. Macdonalds Consolidated Limited would request that until agreement can be reached with the City of New Westminster with respect to the truck route proposed along 10th Avenue, the Edmonds Street truck route retain such designation.

- f) Mr. R.G. Hills, representing the Burnaby Citizens' Roads Committee, then addressed Council and read from a prepared brief, the text of which was as follows:

"The Burnaby Citizens' Roads Committee appreciate the intent of all the work and hours put into the Transportation Report on Burnaby and the dilemma the Committee must have found themselves in to find a solution to a complex problem.

In the movement of goods, we had hoped that present trackage would be used whenever possible to reduce truck traffic. Maybe extending the two mile C.N.R. Tunnel in the northwest corner of Burnaby, four more miles to the Fraser River Big Bend, would be worth looking at for the near future requirements.

On Boundary Road we seem to have won some and lost some. We cannot see the need for the third lane (Imperial to Rumble) on the Vancouver side, as the people abutting the road will not use it for they have no access to it. A berm on that lane would be of more benefit to them.

The 14 foot median and the Vancouver parking lane look suspiciously like standby lanes for a future six-lane truck corridor as Vancouver originally planned.

We hope that is not the intent. In the past when appearing before Committees of various kinds we have been told we were sceptical. We found that is the safest route when getting information.

The nine families in Banting Place (Marine & Boundary) with children attending Suncrest School would like to be assured of a sidewalk from Banting up to Portland on Boundary. At present they use a pathway on the same route that may be eliminated. Any other route through the bush or ravine is too inviting to child molesters.

Imperial at Central Park has been changed to primary arterial, this will generate more noise pollution to a park area where people go to get away from noise, not to have it piped in. The people on the quiet street of Roseberry now find themselves the entrance and exit of a combination primary arterial and major collector. As the report states, better noise by-law enforcement will be required as a major factor in easing the living with traffic.

With the cost of gasoline sky-rocketing, some of the problems will take care of themselves which brings us to more buses and rapid transit. That should be a top priority in conjunction with roads and possibly a special transit committee comprised of people with expertise in the field."

Council directed that the Municipal Manager bring forward a report on the possibility of the City of Vancouver being able, at some future date, to expand Boundary Road to six lanes of traffic by removing the currently proposed median. Council was of the opinion that this could not be done by the City of Vancouver prior to consultation with The Corporation of the District of Burnaby.

- g) Mr. Fred Hofman then addressed members of Council and advised that he was concerned over the effect the new Comprehensive Transportation Plan for Burnaby would have on existing agricultural land in the Big Bend Area. Mr. Hofman was concerned over the amount of traffic that will be created by the Byrne Road/10th Avenue Connector which will be the primary north-south access to the Big Bend Development Area. "With the planned new Marine Way Road providing east-west access to the Big Bend Area, is it really necessary to construct the Byrne Road/10th Avenue Connector which will provide north-south access to this area? Is it the intent of the Municipality to rearrange the traffic patterns in a north-south direction rather than in an east-west pattern?" Mr. Hofman indicated that many of the new proposed roads may not be necessary and Council should give serious consideration to the necessity of constructing these very expensive roads through the community.
- h) Mr. K.S. Shearman then appeared before Council and read from a prepared brief, the text of which is contained hereunder:

"The petition which I place before you this evening is a continuation of the campaign begun four months ago by the citizens of our community to get rid of the excessive number of vehicles using our neighbourhood streets to bypass the traffic congestion at the Hastings=Cassiar intersection

This intersection has been called the most heavily used intersection in Canada. I would call it the umbilicus of the Lower Mainland through which a major portion of the lifeblood, commercial and commuter traffic, must pass to sustain the health and growth of the Province.

The problem contains three distinct elements, each one demanding its own solution. One element is the congestion, present and future, created by the many public facilities on the PNE Grounds. An example of this is recent opening of the exit from the PNE Grounds onto Oxford Street with street signs directing traffic up into our neighbourhood. Associated with this is the practice of the commercial radio station helicopter directing people approaching the fair grounds to turn off and park on residential streets.

A second element in the problem concerns the flow of traffic from all parts of the Fraser Valley to and from the waterfront and the downtown areas. This traffic uses the present Cambridge overpass and Skeena Tunnel to cross Cassiar.

The third element concerns the failure of the City of Vancouver and the Provincial Highways Department to complete the 401 Highway along Cassiar Street. This failure has resulted in B.C. having the only one lane freeway in the world. During rush hours, traffic trying to turn left off Cassiar completely blocks and occupies one lane of the highway, leaving through traffic with only one lane coming off the bridge. On the day that our community restricted traffic at Boundary Road, traffic along Cassiar Street actually moved more efficiently, since two through lanes were available on that day.

In view of the above, it is our contention that no single action re traffic management will serve to attract traffic out of our neighbourhood. The only way to get cars off our neighbourhood streets is to physically bar commuter traffic from using our streets as a bleeder system to clear congestion from the area, as is the apparent policy of the PNE, the City of Vancouver Engineers and the Traffic Squad of the City Police.

This petition represents the level of frustration of our community. We are no longer willing to accept soft measures and diversions in answer to our demands. We have a unique situation here because of the volume of traffic passing by and through our community.

Before signing this petition, the citizens were asked to consider the effect of the closures on themselves. Despite the inconveniences these closures will create for their own travel patterns, they still signed and in large numbers. It is also significant that the residents of the Vancouver side of Boundary Road are in agreement with the closures.

In May, we stated that we wanted action on four fronts; cancellation of the proposed Cambridge Loop, completion of the 401 Freeway along Cassiar Street, removal of commuter traffic from our neighbourhood streets and inclusion of commuter trains along Burrard Inlet in any light rail transit system. We have had positive response on the first two; cancellation of the Cambridge Loop and an undertaking to complete the 401 within five years. We are now asking for action on the third item. We intend to keep up the pressure until we have won all our points."

CORRESPONDENCE AND PETITIONS

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN LAWSON:

"THAT all of the following listed items of correspondence be received."

CARRIED UNANIMOUSLY

- a) Burnaby Stride Avenue Citizens' Committee
Gerd Evans
Re: New Road Proposal From Marine Way
Across Byrne Road and Connecting to 10th
Avenue

A letter dated 1979 July 27 was received expressing opposition to the proposed alignment of the "Byrne Road/10th Avenue Connector" as contained in the "Comprehensive Transportation Plan for Burnaby".

- b) Mrs. & Mrs. I. Anderson
Re: Questioning the Proposed Route from
Marine Way to Tenth Avenue

A letter dated 1979 August 02 was received expressing opposition to the proposed alignment of the "Byrne Road/10th Avenue Connector" as contained in the "Comprehensive Transportation Plan for Burnaby".

- c) Hakim Buksh
Re: Oppose the New Road from Byrne Road
to 10th Avenue

A letter dated 1979 August 02 was received expressing opposition to the proposed alignment of the "Byrne Road/10th Avenue Connector" as contained in the "Comprehensive Transportation Plan for Burnaby".

- d) Hellmut Pedersen
Re: Proposed Change in North-South Truck
Route Connecting New Marine Way to 10th Avenue

A letter dated 1979 August 07 was received expressing opposition to the proposed alignment of the "Byrne Road/10th Avenue Connector" as contained in the "Comprehensive Transportation Plan for Burnaby".

- e) Mr. and Mrs. N. Burkell
Re: New Proposed Truck Route from Marine
Way, Byrne Road to 10th Avenue Connector

A letter dated 1979 August 10 was received expressing opposition to the proposed alignment of the "Byrne Road/10th Avenue Connector" as contained in the "Comprehensive Transportation Plan for Burnaby".

- f) John and Elaine Ratard
Re: Marine Way - Byrne Road - Across Stride
Avenue - Connecting to 10th Avenue

A letter dated 1979 August 09 was received expressing opposition to the proposed alignment of the "Byrne Road/10th Avenue Connector" as contained in the "Comprehensive Transportation Plan for Burnaby".

- g) Mr. and Mrs. H.N. Salmon
Re: Proposed Arterial Route from Byrne Road and S.E.
Marine Drive to Connect with 10th Avenue at the B.C.
Hydro Tracks

A letter dated 1979 August 12 was received expressing opposition to the proposed alignment of the "Byrne Road/10th Avenue Connector" as contained in the "Comprehensive Transportation Plan for Burnaby".

- h) Ms. T. Alexander
Re: Proposed Truck Route From Marine Way, Byrne Road to Tenth Avenue

A letter dated 1979 August 13 was received expressing opposition to the proposed alignment of the "Byrne Road/10th Avenue Connector" as contained in the "Comprehensive Transportation Plan for Burnaby".

- i) Burnaby Chamber of Commerce, Manager
Re: A Comprehensive Transportation Plan for Burnaby

A letter dated 1979 August 14 was received urging that Council adopt the recommendations as contained in the "Comprehensive Transportation Plan for Burnaby".

- j) Albert and Frieda Hartwig
Re: Proposed Change in North-South Truck Route Connecting New Marine Way to 10th Avenue

A letter dated 1979 August 14 was received expressing opposition to the proposed alignment of the "Byrne Road/10th Avenue Connector" as contained in the "Comprehensive Transportation Plan for Burnaby".

- k) Mayor T.W. Constable
Re: Proposed Burlington Northern Railway Overpass, Its Future and Financing

A letter dated 1979 August 16, accompanied by additional related correspondence, was received concerning the proposed Burlington Northern Railroad Overpass with respect to its future and financing.

- l) Mayor T.W. Constable
Re: Second Narrows Bridge - Cassiar - Hastings - Traffic Problems in the City of Vancouver

A letter dated 1979 August 20, accompanied by additional related correspondence, was received concerning discussions and actions that have taken place to date with respect to the traffic problems within the City of Vancouver in the area of the Second Narrows Bridge/Cassiar/Hastings Street.

The Council Meeting recessed at 20:38 h.

The Council Meeting reconvened at 20:55 h. with Alderman Mercier absent.

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

- a) Transportation Committee
Re: A Comprehensive Transportation Plan for Burnaby

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN EMMOTT:

"THAT the report 'A Comprehensive Transportation Plan for Burnaby' be now lifted from the table."

CARRIED UNANIMOUSLY

The following recommendations of the Transportation Committee and the Motion from the Council Meeting of 1979 July 30 were then before the meeting:

1. THAT Council adopt the Conceptual Transportation Plan as outlined in the report "A Comprehensive Transportation Plan for Burnaby" and portrayed on Figure 1 of that report together with the policy recommendation and implementations as contained in the report "Transportation Plans for Burnaby" (1979 April) as the combined basis for the Comprehensive Transportation Plan for the Municipality of Burnaby.

2. THAT following adoption of Recommendation #1, aforementioned, arrangements be made for a meeting between representatives of the Municipality and the Ministers of Transportation, Communications and Highways and Municipal Affairs in order that the Municipality's Comprehensive Transportation Plan can be explained and the Province's position with respect to the improvement of Public Transit Services and Provincial arterials can be determined.
3. THAT following adoption of Recommendation #1, aforementioned, arrangements be made for a series of meetings between representatives of the Municipality and of adjacent Municipalities in order that the Municipality Comprehensive Transportation Plan can be explained and their co-operation requested in the advancement of the various proposals and policies associated with this report and the report, "Transportation Policies for Burnaby".
4. THAT Council assign an ongoing responsibility to a Transportation Committee comprised of members of Council, representatives from the various sectors of the community and staff to prepare, sponsor and present transportation related implementation proposals and programs for the consideration of Council.
5. THAT as a specific item in the Committee's terms of reference, it be directed to prepare a recommended prioritized implementation program, to include a full statement of the financial implications of such a program as well as a priority listing of those implementation actions as itemized in Appendix 1 and contained in the report "Transportation Policies for Burnaby" for the consideration of Council.

On the recommendation of the Chairman of the Transportation Committee, Alderman Gunn, Recommendation #2 was amended to add thereto the following words after the word "Affairs" - "and the Federal Minister of Transport".

MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN AST:

"THAT Recommendation No. 1 as contained in the report be amended to add:

"That the Transportation Committee be asked to give Kensington Overpass priority'."

CARRIED

OPPOSED: Aldermen Drummond, Lewar
and Randall

Alderman Lawson then raised the following five points:

1. Requested that the grade level along the proposed Griffiths Avenue truck route be reviewed.
2. Requested that information be obtained regarding the ramifications of the construction of a sidewalk along Boundary Road from Banting Place to Portland Street.
3. Requested that information be obtained regarding the ramifications and problems that would result from the Boundary Road blockages.
4. Requested that the radio station that was directing traffic into neighbourhood areas in the north-west corner of Burnaby be asked to refrain from doing so.
5. Request that consideration be given to the diversion through the Stride Avenue Ravine as it has not been designated as park site. Similar ravines in Burnaby are designated as park sites.

Mayor Constable advised that as there is no objection to these points being reviewed by the Transportation Committee, they are passed UNANIMOUSLY as an amendment and referred to the Transportation Committee.

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN RANDALL:

"THAT the official community plan be changed so that Kensington Avenue has a 36 foot standard road, which is the standard of a local residential collector."

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN LAWSON:

"THAT the foregoing Motion in reference to Kensington Avenue be referred to the Transportation Committee for review."

CARRIED UNANIMOUSLY

As requested, a separate vote was taken on the five recommendations of the Transportation Committee.

RECOMMENDATION NO. 1 CARRIED UNANIMOUSLY, As Amended

Alderman Drummond advised that he was OPPOSED to the Douglas/Holdom and Kensington Overpasses of the Burlington Northern Railway.

RECOMMENDATION NO. 2 CARRIED UNANIMOUSLY, As Amended

RECOMMENDATION NO. 3 CARRIED UNANIMOUSLY

RECOMMENDATION NO. 4 CARRIED UNANIMOUSLY

RECOMMENDATION NO. 5 CARRIED UNANIMOUSLY

R E P O R T S

The Municipal Manager presented Report No. 56, 1979 on the matter listed following as Item 1, providing the information shown and recommending the course of action indicated for the reason given:

1. A Comprehensive Transportation Plan for Burnaby

The Municipal Manager recommended:

1. THAT this report be received for information purposes.

MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN RANDALL:

"THAT Item 1, Municipal Manager's Report No. 56, 1979, in reference to a Comprehensive Transportation Plan be received and referred to the Transportation Committee."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN EMMOTT:
SECONDED BY ALDERMAN LAWSON:

"THAT this meeting do now adjourn."

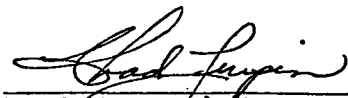
The Council Meeting adjourned at 22:10 h.

Confirmed:



MAYOR

Certified Correct:



MUNICIPAL CLERK'S ASSISTANT

1979 AUGUST 20

A Special Meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Monday, 1979 August 20 at 18:55 h.

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
Alderman W.A. Lewarne
Alderman F.G. Randall

ABSENT: Alderman D.M. Mercier

STAFF: Mr. M.J. Shelley, Municipal Manager
Mr. V.D. Kennedy, Deputy Municipal Engineer
Mr. D.G. Stenson, Assistant Director - Current Planning
Mr. James Hudson, Municipal Clerk
Mr. C.A. Turpin, Municipal Clerk's Assistant

MOVED BY ALDERMAN AST: B Y - L A W S
SECONDED BY ALDERMAN RANDALL:

"THAT Item 1 of the Municipal Manager's Report No. 55, 1979 pertaining to
'Burnaby Zoning By-law 1965, Amendment By-law No. 11, 1979' -#7337
be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

The following is the recommendation contained in this report:

1. THAT "Burnaby Zoning By-law 1965, Amendment By-law No. 11, 1979" be brought forward for Reconsideration and Final Adoption.

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN RANDALL:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN RANDALL:

"THAT
'Burnaby Zoning By-law 1965, Amendment By-law No. 11, 1979' -#7337
be now lifted from the table."

CARRIED UNANIMOUSLY

The following Motion from the Regular Council Meeting held 1979 August 13 was then before Council for consideration:

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN MERCIER:

THAT
'Burnaby Zoning By-law 1965, Amendment By-law No. 11, 1979' -#7337
be now Reconsidered and Finally Adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto."

1979 August 20

A vote was then taken on this Motion and was CARRIED

OPPOSED: Aldermen Drummond and
Lewarne

R E P O R T S

The Municipal Manager presented Report No. 55, 1979 on the matter listed following as Item 1, providing the information shown and recommending the course of action indicated for the reason given:

1. Rezoning Reference No. 22/77
Proposed Apartment Development
9784/9848 Lougheed and 9686 Government Street

This Item was dealt with previously in the meeting as By-law #7337 under By-laws.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN RANDALL:

"THAT this meeting do now adjourn."

CARRIED UNANIMOUSLY

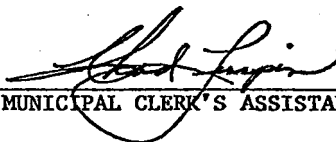
The Council Meeting adjourned at 18:57 h.

Confirmed:



MAYOR

Certified Correct:



MUNICIPAL CLERK'S ASSISTANT