

1983 JUNE 20

A regular meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Monday, 1983 June 20, at 19:00 h.

PRESENT: Mayor W.A. Lewarne (In the Chair)
Alderman D.N. Brown
Alderman T.W. Constable
Alderman D.P. Drummond
Alderman A.H. Emmott
Alderman D.A. Lawson
Alderman G.H.F. McLean
Alderman E. Nikolai

ABSENT: Alderman V.V. Stusiak

STAFF: Mr. M.J. Shelley, Municipal Manager
Mr. J.E. Fleming, Director Administrative and Community Services
Mr. E.E. Olson, Director Engineering
Mr. D.G. Stenson, Assistant Director - Current Planning
Mr. J.G. Plesha, Administrative Assistant to Manager
Mr. R.D. Seath, Municipal Clerk's Assistant
Mrs. M. Pasqua, Committee Secretary

A N N O U N C E M E N T

His Worship, Mayor Lewarne advised members of Council that he had an unexpected visit this afternoon from Mr. Monte Burnaby from Tasmania, Australia. Mr. Burnaby advised Mayor Lewarne that his grandfather was the brother of Robert Burnaby.

On behalf of the members of Council and the citizens of Burnaby, His Worship, Mayor Lewarne, gave Mr. Burnaby some souvenirs and also conducted a short tour of Simon Fraser University and the Centennial Pavilion.

M I N U T E S

The minutes of the regular Council Meeting and Caucus Meeting "In Camera" held on 1983 June 13 came forward for adoption.

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN DRUMMOND:

"THAT the minutes of the regular Council Meeting and Caucus Meeting 'In Camera' held on 1983 June 13 be now adopted."

CARRIED UNANIMOUSLY

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

- (a) His Worship, Mayor Lewarne, issued the following proclamation in recognition of "Spinal Cord Injury Prevention Week":

"NOW THEREFORE I, WILLIAM A. LEWARNE, MAYOR OF BURNABY, DO HEREBY PROCLAIM the week of Sunday, 1983 June 26 to Saturday, 1983 July 02 as

'SPINAL CORD INJURY PREVENTION WEEK'

in the Municipality of Burnaby and do urge all residents to exercise increased caution, particularly during the summer vacation period."

D E L E G A T I O N

The following wrote requesting an audience with Council:

- (a) Citizens for Rapid Transit, Chairman,
1983 June 14, Re: Advanced Light Rapid Transit
Spokeman - A.D. Turner

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN NIKOLAI:

"THAT the delegation be heard."

CARRIED UNANIMOUSLY

- (a) Mr. A. Desmond Turner, 4577 Brentlawn Drive, then addressed the members of Council with respect to the Advanced Light Rapid Transit System. The text of Mr. Turner's presentation is contained hereunder:

"Council has, commendably, raised questions about the high cost of ALRT. The object of this presentation is to provide further evidence of that high cost.

Edgar Horwood, professor emeritus in civil engineering and planning at the University of Washington, who is currently doing a study on ALRT, put it succinctly, '... the big issue is that it's just an enormously expensive thing for what it will do.'

Consider the letdown we have experienced over the passenger capacity first attributed to ALRT. Following are figures for passengers per peak hour per direction for year 1986, with the source of the figures in brackets:

- 25,000 (Hon. Wm. Vander Zalm, B.C. Hansard, 1981 March 31)
- 18,000 (B.C. Place brochure, 1982 January 16)
- 10,000 (B.C. Transit document, 1982 October 22)
- 4,800 (B.C. Transit/Metro Canada contract, signed 1981 May 29)

The derivation of the last step down to less than one-fifth of the original marketing hype comes as follows:

Clause A2.02.01 in the contract acknowledges 'a peak link capacity of 10,050 passengers per hour during a 10 minute peak period.' But it goes on to say that the 10,050 is 25 percent above the hourly rate, which puts the latter at approximately 8,000. Then comes this significant statement: 'The initial patronage will be built up over a 24 month period from a revenue start up patronage of 60 percent of the above' (our emphasis). Thus the initial hourly rate works out to 60 percent of 8,000, or 4,800.

Now consider the ALRT system operating in 1986 between Vancouver and New Westminister. Each of the 100 cars is loaded to design capacity of 75 passengers, and makes the round trip in one hour, give or take a few minutes. (About 10 percent of the total of 114 cars ordered will be out of active service at any given time.) The hourly capacity is then $75 \times 100 = 7,500$ passengers per peak hour per direction (ppphd).

Next consider a morning rush hour in which say, three-quarters of the cars are turned back to Vancouver at a station approximately one-half of the way to New Westminister; e.g. at Kingsway Station. Then there would obviously be a much higher capacity available for the patrons between the Kingsway Station and the Seabus Station, but at the expense of cutting capacity along the rest of the line to New Westminister (25 cars making the round trip from Vancouver to New Westminister would offer 25×75 passenger spaces = only 1,875 ppphd.) Thus by 'short-turning' cars, the Vancouver end of the line may be offered a higher passenger capacity. But that move will diminish the number of passengers who can be carried through Burnaby - which is counter-productive for us. Indeed, we need a rapid transit system which will move large numbers of people from the municipalities south and east of us right through into Vancouver. To do that with ALRT will require horrendous additional expense.

Note that B.C. Transit defines the 'design' capacity of ALRT as: $75 \text{ passengers per car} \times 6 \text{ cars} \times 48 \text{ trains per hour} = 21,600 \text{ ppphd}$. But for 'line-haul' over the full route, that requires $6 \times 48 = 288$ cars. Our contract calls for only 114 cars. To buy the additional 174 cars at the year 1982 price of \$2 million each, would amount to \$348 million. Note, too, that these little ALRT cars cost, per passenger space, about 4 times as much as conventional cars.

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There are other clauses in the contract which raise serious questions about cost efficiency.

- (1) Metro Canada Ltd. (MCL) receives a bonus of up to \$5 million if they complete 40 percent of the line by the time they are required to complete the entire line.
- (2) If MCL fails to meet any of the completion dates, the maximum damages they would pay total \$8 million, which is only about one percent of the capital cost presently estimated. After one year's slippage of the scheduled completion date, there are no further penalties to MCL.
- (3) Meeting of the Reliability Criteria by MCL is contingent on their receiving a two year, cost plus contract (including incentive fee) to operate the system and evaluate it.
- (4) If the ALRT system fails to meet its Reliability Criteria in the two year period after revenue start up, the maximum damages that MCL would pay total \$12 million.
- (5) Thus the total liability of MCL to damages for not finishing the system on time and not meeting the Reliability Criteria, amounts to only \$20 million. The much vaunted \$300 million surety bond is only operative in case of complete financial collapse of MCL/UTDC.
- (6) Regardless of cost overruns, MCL will be paid a minimum incentive fee of four percent on cost reimbursable items, and two percent on construction items, such percentage to be applied to the escalated target cost. The maximum incentive fee to be paid to MCL is 10 percent of the target cost. No incentives are included in the contract price.
- (7) The contract contains no guarantees of electrical efficiency or power consumption of ALRT, although the efficiency of its Linear Induction Motor (LIM) is known to be less than that of the DC rotary motor which powers conventional LRT cars.
- (8) The contract contains no guarantee as to maintenance cost or related technology.

In summary, it is easy to see why a transit expert stated, the 'basis of documents necessary for a contract is very weak'.

Council should be aware of the projected overrun of \$180 million claimed today in the Globe and Mail (1983 June 20).

Council should also be aware of the sad history of UTDC, the supplier. Two examples are:

- the failure of the first (Mag-lev) elevated system in Toronto.
- UDC's false claim that they had 'a contract in Hamilton'. They did not, although offered ALRT for 10 percent of its cost, Hamilton rejected it.

Likewise, Council should be aware that B.C. Transit's public displays, purporting to show that ALRT is more cost efficient than CLRT, contain misleading information which invalidates most of their comparisons. Details on these misleading items are on our files and are only excluded here because of time limitations.

A comparison between cost per mile for ALRT and cost for two CLRT lines south of the border, is illustrated by the attached graph. Capital cost of ALRT, assuming no overruns, is of the order of three times that required for these modest CLRT lines, per mile of track.

Council will recognize that commuter rail and a good LRT system formed integral parts of the Comprehensive Transportation Plan for Burnaby, which a previous Council approved in 1979. The commuter rail plan is now in limbo

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and ALRT, if built, will be enormously cost inefficient. Thus Burnaby, in the neck of the funnel for automobile commuters, faces horrendous traffic congestion.

Bearing in mind that ALRT cannot, once completed, be converted to CLRT, we urge Council to probe immediately for more facts on ALRT cost efficiency, and to consider conversion to CLRT before the taxpayers of Burnaby are bankrupted and overrun with blacktop"

B Y L A W S

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN CONSTABLE:

"THAT

'Burnaby Fire Services Bylaw 1983, Amendment Bylaw No. 1, 1983' #8075

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN CONSTABLE:

"THAT the Committee now rise and report the bylaw complete."

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN CONSTABLE:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN CONSTABLE:

"THAT

'Burnaby Fire Services Bylaw 1983, Amendment Bylaw No. 1, 1983' #8075

be now read three times."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN CONSTABLE:

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

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 128, 1981' #7800"

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN CONSTABLE:

"THAT the Committee now rise and report the bylaw complete."

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN CONSTABLE:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN CONSTABLE:

"THAT

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 128, 1981'

#7800

be now read a third time."

CARRIED UNANIMOUSLY

CORRESPONDENCE AND PETITIONS

MOVED BY ALDERMAN CONSTABLE:
SECONDED BY ALDERMAN McLEAN:

"THAT all of the following listed items of correspondence be received and those items of the Municipal Manager's Report No. 44, 1983 June 20, which pertain thereto be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

- (a) Mr. R.C. Lupton, Re: Vision obstruction at southeast corner Portland Street and Sussex Avenue

A letter dated 1983 June 07 was received whereby the writer requested the removal of a laurel hedge at the intersection of Sussex Avenue and Portland Street. Mr. Lupton is of the opinion that this hedge causes a view obstruction to vehicles entering Sussex Avenue from Portland Street and it also deprives him of access to the boulevard area which is public land.

Item 10, Municipal Manager's Report No. 44, 1983 June 20, pertaining to this subject, was brought forward for consideration at this time.

The Municipal Manager submitted a report from the Director Engineering advising that the Engineering Department is of the opinion that the hedge along Sussex Avenue at Portland Street is not causing a sight problem that justifies its removal or that the denial of free access to public land behind the hedge is any more serious than in the case of hundreds of other landscaped boulevards in Burnaby.

The Municipal Manager recommended:

- (1) THAT a copy of the above report be sent to Mr. R.C. Lupton, 7938 Edson Avenue, Burnaby, B.C., V5J 3W7.

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN CONSTABLE:

"THAT Item 10, Municipal Manager's Report No. 44, 1983 June 20, be now tabled for one week."

CARRIED UNANIMOUSLY

- (b) Mr. Len Vimb, Re: Illegally parked truck outside 7086 - 21st Avenue

A letter dated 1983 June 07 was received whereby the writer protested an illegally parked truck outside his residence at 7086 21st Avenue for days and sometimes weeks at a time. Mr. Vimb advised that the truck in question is an eyesore directly in front of his living room window and an affront to his rights as a taxpayer and requested that the bylaws be enforced for his protection.

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Acting Mayor Constable advised that the Officer-in-Charge, Burnaby Detachment, R.C.M.P., is preparing a report in reponse to this item of correspondence to be submitted to Council at the Council Meeting to be held on 1983 June 27.

- (c) New Westminster and District Labour Council, President,
Re: Referendum on nuclear disarmament

A letter dated 1983 June 08 was received whereby the writer advised that at the last regular meeting of the New Westminster and District Labour Council, the following motion was passed:

"That we urge the municipalities within our jurisdiction to hold a referendum on nuclear disarmament during the 1983 fall elections."

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

- (a) Proposed land exchange involving lands required for the Riverway Golf Course and municipal lands designated for agricultural use
Council 1983 January 04, Item 1, Manager's Report
No. 1, 1983, Minutes - pages 11 and 12

The report of the Director Engineering regarding a proposed land exchange involving lands required for the Riverway Golf Course and municipal lands designated for agricultural use was tabled at the Council Meeting held on 1983 January 04.

The following recommendations were contained in the report:

- (1) THAT Council authorize the exchange of municipal lands on the south side of Willard Street which are shown on Figure 1 attached to the report for those private lands west of Royal Oak Avenue, which are shown on Figure 2 attached to the report as more particularly described in the report.
- (2) THAT the municipality provide the following services to the municipal lands involved in the exchange and that the cost of these services be charged to Code 70 of the Land Assembly and Development Fund:
 - (a) Construction of a six (6) inch diameter water main on Willard Street from Marine Drive to Stride Avenue and two (2) inch diameter water services and meters.
 - (b) Construction of two driveway accesses across the drainage ditch on the south side of Willard Street.
 - (c) Preparation of the survey plans required to provide two consolidated parcels as shown on Figure 1 attached to the report.
- (3) THAT Council authorize the preparation and introduction of a Road Closing Bylaw as shown on Figure 3 attached to the report.
- (4) THAT Council allow the vendors to continue farming at 8995 Royal Oak Avenue rent free for a period of two years.

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN DRUMMOND:

"THAT this matter be now lifted from the table."

CARRIED UNANIMOUSLY

The motion as moved by Alderman Stusiak and seconded by Alderman Nikolai, "That the recommendation of the Acting Municipal Manager be adopted" was now before tonight's meeting and same was CARRIED with Alderman McLean OPPOSED.

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MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN DRUMMOND:

"THAT Item 14, Municipal Manager's Report No. 44, 1983 June 20, be now brought forward for consideration at this time."

CARRIED UNANIMOUSLY

The Municipal Manager submitted a report from the Director Planning and Building Inspection advising that Council has received several reports on the subject matter dating from 1980 July 07 to 1983 April 11. In view of the time which has elapsed and the complexities involved in the proposal, the Planning Department were submitting the consolidated report to assist Council in assessing all of the information which has been received to date.

Essentially, the recommendations which have been advanced provide for an exchange of lands which will enhance the agricultural viability of the Big Bend market gardening community through the development of vacant municipal lands while acquiring lands required for the development of the proposed Riverway Golf Course and the relocation of Byrne Creek. The Legal and Lands Department has negotiated a recommended settlement which would achieve these objectives

The Municipal Manager recommended:

- (1) THAT Council authorize the exchange of municipal lands on the south side of Willard Street, which are shown on Figure 1 attached to the report, for those private lands west of Royal Oak Avenue which are shown on Figure 2 attached to the report, as more particularly described in the report.
- (2) THAT the municipality provide the following services to the municipal lands involved in the exchange and that the cost of these services be charged to Code 70 of the Land Assembly and Development Fund:
 - (a) construction of a 6 inch diameter water main on Willard Street from Marine Drive to Stride Avenue and two 2 inch diameter water services and meters.
 - (b) construction of two driveway accesses across the drainage ditch on the south side of Willard Street.
 - (c) preparation of the survey plans required to provide two consolidated parcels as shown on Figure 1 attached to the report.
- (3) THAT Council authorize the preparation and introduction of a Road Closing Bylaw as shown on Figure 3 attached to the report.
- (4) THAT Council allow the vendors to continue farming at 8955 Royal Oak Avenue rent free for a period of two years.

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN LAWSON:

"THAT Item 14, Municipal Manager's Report No. 44, 1983 June 20, be received for information purposes."

CARRIED UNANIMOUSLY

R E P O R T S

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

1983 June 20

- (a) Mayor W.A. Lewarne,
Re: 1984 Summer Games dates - 1984 July 19 - 22

His Worship, Mayor Lewarne, submitted a report advising that Mr. Ron Butlin, General Chairman and Managing Director of the B.C. Games, notified the Burnaby 1984 Summer Games Society that the 1984 Summer Games dates had been changed from 1984 August 02 to 05 to 1984 July 19 to 22.

MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN BROWN:

"THAT the report of His Worship, Mayor Lewarne, be received for information purposes."

CARRIED UNANIMOUSLY

- (b) Alderman V.V. Stusiak,
Re: Advanced Light Rapid Transit
Development and Cost Implication

Alderman Stusiak submitted a report expressing concerns about the lack of financial documentation for the ALRT project and that the delay in responding to Council's request has raised considerable apprehension on his part as to cost implications of the project.

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN LAWSON:

"THAT this report be received for information purposes."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN BROWN:

"THAT this matter be now tabled."

CARRIED
OPPOSED: ALDERMAN CONSTABLE

- (c) The Municipal Manager presented Report No. 44, 1983 June 20, on the matters listed following as Items 01 to 18, either providing the information shown or recommending the courses of action indicated for the reasons given:

1. Removal of Peat from the Proposed Riverway Golf Course Site

The Municipal Manager submitted a report from the Director Recreation and Cultural Services advising that staff are proposing to remove 100,000 cubic metres of peat from the future Riverway Golf Course site off Royal Oak Avenue. This will be accomplished by awarding a contract to Marmax Holdings Ltd. for the removal of subsequent filling of the area with granular fill and topsoil. The removal of the peat will facilitate future site development, eliminate engineering problems and generate additional revenue.

The Municipal Manager recommended:

- (1) THAT Council approve the tender proposal by Marmax Holdings Ltd. for the removal of peat from the proposed Riverway Golf Course site.

MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN CONSTABLE:

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

CARRIED
OPPOSED: ALDERMEN DRUMMOND
AND McLEAN

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2. Retirement - Mr. Richard Lord

The Municipal Manager submitted a report from the Acting Personnel Director advising that Mr. Richard Lord will be retiring from employment with the Corporation on 1983 June 30 after 30 years of service.

The Municipal Manager recommended:

- (1) THAT the Mayor, on behalf of Council, send to Mr. Lord a letter of appreciation for his many years of loyal and dedicated service to the municipality.

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

3. Endorsement of decisions taken by Council
"In Camera" 1983 June 06

The Municipal Manager submitted a report from the Municipal Clerk regarding decisions that have been taken at the Caucus Meeting 'In Camera' held on 1983 June 06 dealing with Item 1, Municipal Manager's "In Camera" Report No. 41, 1983 June 06, concerning Contract #8303, B.N.R. Grade Separation - Steelwork II.

The Municipal Manager recommended:

- (1) THAT Council endorse at an "open" Council Meeting the decision that has been taken by Council at a Caucus Meeting "In Camera" 1983 June 06 as enumerated in the Municipal Clerk's report.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

4. Rezoning Reference #48/81
Lot 102, D.L. 142/143, Plan 57820
8140 Shellmont Street (Forest Grove Drive)

The Municipal Manager submitted a report from the Director Planning and Building Inspection regarding a zoning application for 8140 Shellmont Street (Forest Grove Drive).

The Municipal Manager recommended:

- (1) THAT a rezoning bylaw be prepared and advanced to first reading on 1983 August 08 and to a Public Hearing on 1983 August 23 at 19:30 h, and that the following be established as prerequisites to the completion of rezoning:
 - (a) The submission of a suitable plan of development.
 - (b) The deposit of sufficient monies to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed and constructed to the approval of the Director Engineering. One of the conditions for the release of occupancy permits will be the completion of all requisite services.

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- (c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- (d) The granting of any necessary easements.
- (e) The retention of as many existing mature trees as possible on the site.
- (f) All applicable condominium guidelines as adopted by Council shall be adhered to by the applicant.

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

5. Advance Poll for the 1983 Municipal Election

The Municipal Manager submitted a report from the Returning Officer concerning the advanced poll for the 1983 municipal election.

The Municipal Manager recommended:

- (1) THAT the Municipal Council give consideration to the adoption of the following motions:
 - (a) That a bylaw to provide for the holding of an Advance Poll for the 1983 municipal election be brought forward.
 - (b) That the Advance Poll Bylaw provide therein that the Advance Poll be held at the Burnaby Municipal Hall, 4949 Canada Way, Burnaby, B.C., V5G 1M2.
 - (c) That the Advance Poll Bylaw provide therein that the Advance Poll be kept open from 08:30 h until 20:00 h.
 - (d) That the Advance Poll be held on Thursday, 1983 November 10 and on Wednesday, Thursday and Friday, 1983 November 16, 17 and 18.

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

6. Building Permit Tabulation Report with
Revenue/Expenditure Statement
Report No. 6, 1983 May 09 to June 05

The Municipal Manager submitted a report from the Director Planning and Building Inspection regarding the Building Permit Tabulation with Revenue/Expenditure Statement for the period from 1983 May 09 to June 05.

The Municipal Manager recommended:

- (1) THAT this report be received for information purposes.

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

7. Letter from Mr. Rob Stone which appeared on the agenda for the 1983 June 13 Meeting of Council - Item 5(b)
Request for sidewalks on Barnet Highway and Royal Oak Avenue

The Municipal Manager submitted a report from the Director Engineering advising that high costs combined with very low pedestrian volumes does not warrant either the chipwalks requested by Mr. Stone on Barnet Highway or on Royal Oak Avenue.

The Municipal Manager recommended:

- (1) THAT the request for chipwalks on Barnet Highway and on Royal Oak Avenue be denied.
- (2) THAT Mr. Stone of #3, 6377 McKay Avenue, Burnaby, B.C., V5H 2W8, be sent a copy of this report.

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

8. Letter from Mr. and Mrs. E. Feldseth which appeared on the agenda for the 1983 June 06 Meeting of Council - Item 4(c)
Crime in Middlegate area

The Municipal Manager submitted a report from the Officer-in-Charge, Burnaby Detachment, R.C.M.P., advising that several serious incidents have taken place in the Middlegate area, which have been the subject of discussion in the neighbourhood. The Feldseth family, long time residents of the area, saw their formerly quiet neighbourhood become infiltrated by criminal events. This was naturally alarming to the family, resulting in enquiries being made through Council as to the extent of the police protection in the area.

The Municipal Manager recommended:

- (1) THAT a copy of this report be sent Mr. and Mrs. E. Feldseth, 6821 Burford Street, Burnaby, B.C. V5E 1R9.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

9. Letter from Mr. Walter J. Booth which appeared on the agenda for the 1983 June 13 Council Meeting - Item 4(a)
Finished grade on newly developed land

The Municipal Manager submitted a report from the Director Planning and Building Inspection advising that at the regular Council Meeting held on 1983 June 13, Council received a letter from Mr. Walter J. Booth of 5560 Hardwick Street in which the writer referred to a recent development on land at the rear of his property and the difficulty created by a perceived lack of control of finished grade caused by excavated material not having been removed from the site.

The Municipal Manager recommended:

- (1) THAT a copy of this report be sent to Mr. Walter J. Booth, 5560 Hardwick Street, Burnaby, B.C. V5G 1R1.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

10. Letter from Mr. R.C. Lupton, 7938 Edson Avenue,
Burnaby, B.C. V5J 3W7
Portland Street and Sussex Avenue

This matter was dealt with previously in the meeting in conjunction with Item 5.(a) under Correspondence and Petitions.

11. 6100 Block Trapp Road

The Municipal Manager submitted a report from the Director Engineering advising that at the regular Council Meeting held on 1983 June 13, a question was raised in Council related to concerns of the businesses along the 6100 block Trapp Road regarding their access to the new Marine Way via Meadow Avenue and Marshland Avenue. The two main concerns were the adequacy of the new roadway and the loss of a Trapp Road access to Marine Way. The concerns that have been expressed by the businesses along the 6100 block Trapp Road are being evaluated by the Ministry of Transportation and Highways, who have promised to work with Burnaby staff in arriving at an acceptable solution.

The Municipal Manager recommended:

- (1) THAT this report be received for information purposes.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN CONSTABLE:

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

CARRIED UNANIMOUSLY

12. Burnaby Fire Department's 1982 Annual Report

The Municipal Manager submitted a report from the Director - Fire Services regarding the Burnaby Fire Department's 1983 Annual Report.

The Municipal Manager recommended:

- (1) THAT the Burnaby Fire Department's 1982 Annual Report be received for information purposes.

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

13. Proposed Sale of Corporation Lands in the Cariboo
Study Area for consolidation with E of Lot 24,
Block 35, D.L. 13, Plan 3046, NWD (8942 Govan Avenue)

The Municipal Manager submitted a report from the Director Planning and Building Inspection advising that the sale of surplus municipal lands is being recommended to facilitate the redevelopment of an existing property in accordance with the prevailing zoning.

The Municipal Manager recommended:

- (1) THAT Council authorize the sale of a portion of 8952 Govan Street for consolidation with the subject property as shown on Figure 2 attached to the report for the sum of \$12,000.00.

- (2) THAT Council authorize the Director Engineering to prepare the necessary consolidation plans.

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

14. Proposed Land Exchange involving lands required for the Riverway Golf Course and Municipal lands designated for agricultural use

This matter was dealt with previously in the meeting in conjunction with Item 6.(a) under Tabled Matters.

15. Illegal consumption of alcoholic beverages on park sites

The Municipal Manager submitted a report from the Director Recreation and Cultural Services advising that in recent months it has been observed that there has been a considerable increase in problems on park sites which are associated with the illegal consumption of alcohol. There have been increased complaints from park users and particularly from neighbouring residents regarding noisy and anti-social behavior on the part of patrons taking part in sporting activities and sometimes picnic events. It is, therefore, the intention of staff and the R.C.M.P. to move to a much stricter enforcement procedure commencing in the near future.

The Municipal Manager recommended:

- (1) THAT Council receive this report for information purposes.

MOVED BY ALDERMAN NIKOLAI:

SECONDED BY ALDERMAN CONSTABLE:

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

CARRIED UNANIMOUSLY

16. Work Orders Numbers 60-32-055 and 60-70-001

The Municipal Manager submitted a report from the Director Engineering regarding costs for a storm sewer reconstruction project and costs for the supply and installation of window insulation film in certain areas of the Burnaby Justice Building which currently experience unacceptable levels of temperature fluctuation.

The Municipal Manager recommended:

- (1) That Work Order Numbers 60-32-055 and 60-70-001 be approved.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

17. ALRT Issues - Use of Elevators, Metrotown Passerelle-Double Escalators, Byrne Creek Ravine

The Municipal Manager submitted a report from the Director Planning and Building Inspection advising that since the meeting of 1983 May 24 of the Municipal Council with the Honourable Jack Davis, M.L.A., Chairman, Rapid Transit (1986) Committee, and B.C. Transit staff representatives, the municipal staff have pursued further discussions with B.C. Transit

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staff on a number of issues raised at the meeting. Three issues now appear to be resolved from a staff viewpoint and it is considered appropriate to inform Council of the situation at this time.

The remaining issues which require further discussion and resolution rather than confirmation of understood agreements are related to the 18th Avenue access to the Edmonds ALRT station and to landscaping along the ALRT alignment. The engineering feasibility of the future Edmonds extension (Gilley alternate) crossing of the ALRT alignment is also being examined by staff. Further reports on these issues will be submitted to Council for its consideration when appropriate.

The Municipal Manager recommended:

- (1) THAT a copy of this report be sent to Distribution Engineering Department, B.C. Hydro & Power Authority, #800 - 1045 Howe Street, Vancouver, B.C. V6Z 2B1; Acres Consulting Services Limited, 8th Floor, 800 West Pender Street, Vancouver, B.C. V6C 2V6; and B.C. Transit, Suite 874, Four Bental Centre, P.O. Box 49297, 1055 Dunsmuir Street, Vancouver, B.C. V7X 1P6.

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN NIKOLAI:

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

CARRIED UNANIMOUSLY

18. Management Information System

The Municipal Manager submitted a report providing information on the development of a management information framework.

The Municipal Manager recommended:

- (1) THAT we hire, under contract, for a limited time period, a seasoned individual to develop our management information system.

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN NIKOLAI:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN DRUMMOND:

"THAT the Committee now rise and report."

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

E N Q U I R I E S

ALDERMAN CONSTABLE:

Alderman Constable advised that in the Simon Fraser Weekly, Professor Jim Wilson displayed a picture showing a scale model developed by an urban study group showing the addition of more single family housing to the existing 190

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foot lots. The report on their findings was sent to the Burnaby Planning and Building Inspection Department and Alderman Constable enquired if the Planning and Building Inspection Department would be providing a copy of this report with their own observations for Council's information.

In response to Alderman Constable's enquiry, Mr. Don Stenson, Assistant Director - Current Planning, advised that this report formed part of the Housing Compaction Study and that he would provide the members of Council with a brief summary regarding this matter.

ALDERMAN LAWSON:

Alderman Lawson advised that she had received complaints regarding the access and egress at the small shopping mall at the intersection of Canada Way and Sperling Avenue. In realizing that staff have looked into this matter on a number of occasions, Alderman Lawson enquired as to the feasibility of the placement of a small lane in front of the mall.

In response to Alderman Lawson's enquiry, Mr. Don Stenson, Assistant Director - Current Planning, advised that the shops were developed one at a time rather than on a coordinated basis and as a result each applicant sought his own driveway access and each access was approved, in turn, by the Ministry of Transportation and Highways, who control that portion of Canada Way. Mr. Stenson advised that there was not sufficient space available for a frontage road.

ALDERMAN BROWN:

Alderman Brown enquired as to the responsibility of the Municipality of Burnaby with respect to trees interfering with electrical overhead wires.

In response to Alderman Brown's enquiry, Mr. E.E. Olson, Director Engineering, advised that both B.C. Hydro and Power Authority and the B.C. Telephone Company are responsible for the trimming of the trees which do interfere with overhead wires and that if contacted they usually act immediately to remedy the situation.

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN NIKOLAI:

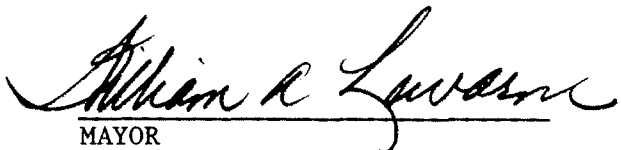
"THAT this regular Council Meeting do now adjourn."

CARRIED UNANIMOUSLY

The regular Council Meeting adjourned at 20:54 h.

Confirmed:

Certified Correct:


MAYOR


COMMITTEE SECRETARY