

1983 MARCH 07

A regular meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Monday, 1983 March 07 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
Alderman V.V. Stusiak

STAFF: Mr. M.J. Shelley, Municipal Manager
Mr. E.E. Olson, Director Engineering
Mr. A.L. Parr, Director Planning and Building Inspection
Mr. J.G. Plesha, Administrative Assistant to Manager
Mr. James Hudson, Municipal Clerk
Mr. R.D. Seath, Municipal Clerk's Assistant

M I N U T E S

The minutes of the regular Council Meeting and Caucus Meeting "In Camera" held on 1983 February 28 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 February 28 be now adopted."

CARRIED UNANIMOUSLY

D E L E G A T I O N S

The following wrote requesting an audience with Council:

- (a) Pauline Mudrakoff, 1983 February 28,
Re: Traffic concerns on Albert Street.
Spokesperson - Pauline Mudrakoff
- (b) Andrea La Fayette, 1983 February 28,
Re: Traffic problems confronting
Oxford Street residents
Spokesperson - Andrea La Fayette

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN DRUMMOND:

"THAT the delegations be heard."

CARRIED UNANIMOUSLY

- (a) Ms. Mudrakoff then addressed the members of Council and requested that Andrea La Fayette be authorized to give her presentation to Council first this evening as she had a prior engagement.

Council concurred with this request.

- (b) Mrs. Andrea La Fayette, 4076 Oxford Street, then addressed the members of Council regarding traffic problems confronting Oxford Street residents. The following is the text of Mrs. La Fayette's submission:

"Before I begin to address my concerns this evening, I would like to offer an apology for something I said last week. I was not properly informed, and I was under the impression that Albert Street is a collector. I have

1983 March 07

since found out that Albert is not a collector and I do apologize to the residents of that street. The reason for my mistake is the excessive amount of traffic Albert handles, the width of the street, the stop signs on all the intersecting streets, and the painted centre line. I can see how the commuters mistake Albert Street, as well as Oxford Street, as being a collector for their convenience.

Now, for my business with you tonight. I received a letter from the Engineering Department last week. I have my reservations about the sincerity of the letter. It was dated February 28, the day I spoke to this Council, it was postmarked March 01. No other resident on my block received a reply. What made the Engineering Department think I was a spokesman for the block - before I spoke to Council?

I am very uncomfortable with what Mr. Townsend had to say, 'The pavement width for this project will be determined by a review which the Municipal Council has directed to be made of the Community Plan'. As far as the residents on Oxford are concerned the pavement width is not open to review. Ninety-nine percent of my block has requested a 28 foot street and we assume that is what we will get. Surely the Corporation won't ride roughshod over us and widen the street. Or would they? Furthermore, I have been attending Council Meetings or watching them on the television for some time and I am not aware of any such request, unless the request was made outside the Chambers.

Getting back to my statement of last week about the community's involvement in Oxford's petition. I think it is in keeping with the spirit of our community that we should have a 28 foot street. You heard last week a letter to an Eton Street resident stating it has been proposed Eton Street will receive a 28 foot street. That street handles some 900 cars a day. When it is narrowed, where will those cars go? Oxford, I'll bet. Knowing how Council has always been so careful to assure that one street doesn't benefit while others suffer, I am sure you will agree that Oxford must be protected. Since Eton has never requested a 28 foot street and Oxford has had a petition in since February 21, I am sure you will agree that Oxford Street should receive priority treatment, as Oxford Street handles 7,000 cars a day and Eton a mere 900, it seems only common sense that you improve the street with the greatest problem first. I am not suggesting that you renege on Eton, I am very happy for them that they are being considered for improvement, but really, fair is fair after all.

As for our 7,900 cars a day filtering through the neighbourhood trying to find another shortcut, that's pure nonsense. All the other streets are too narrow, a commuter wants a fast route, there won't be any fast routes left. The commuters will be driven onto the highways where they belong - Hastings Street, Lougheed and the Freeway. Once Eton, Oxford and Albert are taken care of, the commuter problem will be gone.

In closing, I would like to request the following:

1. That Council recommend to the Engineering Department that Oxford Street be given immediate attention.
2. All north/south stop signs be removed from intersecting streets and placed on Oxford. In conjunction with this I would suggest that commuters be given warning this is about to happen, in the form of a large posted notice at either end of Oxford.
3. I would like the painted centre line to be allowed to fade and disappear, never to be repainted.

By taking these three steps as soon as possible you will be giving the residents of Oxford Street something we truly deserve. After all these years of being bounced between Council and Traffic Safety, having our environment totally disrupted by commuters, and walking picket lines. We will finally have the peace and quiet that the rest of our neighbourhood has."

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN EMMOTT:

"THAT after the Municipal Council receives the Community Plan developed by staff then the Municipal Council hold a public meeting in the affected area so that the citizens can be involved."

CARRIED UNANIMOUSLY

- (a) Ms. Pauline Mudrakoff, 3743 Albert Street, then addressed the members of Council regarding traffic concerns on Albert Street. The following is the text of Ms. Mudrakoff's submission:

"I am Pauline Mudrakoff of 3743 Albert Street, a street in northwest Burnaby that has taken enough punishment by being forced to act as extra lanes for Hastings Street or Highway 7A.

A report in the agenda of 1982 July 26 showed an increase in traffic on Albert Street from 1980 October to 1982 July of 16 percent, but to date there has been no effort to relieve that dangerous and unhealthy situation.

I do not have a completed petition to present to you tonight. However, what I do have is a form of petition which was provided via Council and staff expertise.

I am talking about the infamous traffic questionnaire of 1982 September, which for Albert Street was a good kick in the pants while we were down. Can you imagine asking us to select a reduction scheme for all other streets so we could add to the existing traffic nightmare on our own? The only option was to go for no change.

While Council might have dismissed the results of this questionnaire as another 'leave us alone' situation, that is not the case on my street, because on inspecting the comments from Albert Street, it is quite obvious that the residents have expressed their concerns for traffic relief. Of sixty-one (61) comment items for Albert Street, twelve (12) were totally satisfied the way it is, nine (9) comments were irrelevant and forty (40) identified the problem, expressed concerns and offered suggestions. How about these for examples?

Traffic on my street is very noisy now. A constant stream of traffic, even large 20 wheel truck trailers, all day and can do up to 50 miles per hour.

We would like to see less traffic as we cannot keep our windows or doors open during the peak rush hours as the noise level is intolerable. God knows traffic through Albert Street is bad enough as it is, there is enough traffic on Albert Street now, motorists should use Hastings Street more. Traffic on Albert Street seems to be getting worse and we cannot stand any more traffic on Albert Street as it is already impossible to rest and sleep on weekends and evenings. Why should we take it all? Too many elderly people trying to cross around here without any more traffic. It is hard enough for us to cross Albert Street with the way traffic is now. How about keeping Albert Street residential by putting more lanes on Hastings Street? How about police restraining motorcycles at 3:00 a.m. roaring with excessive speed. I have lived 51 years on Albert Street. Commuter traffic must not be allowed to continue in our residential area. As taxpaying homeowners, we are entitled to liveability too.

Surely you will consider and act on these comments and not dwell only on the 12 others, of which no doubt one comes from the insensitive cad on the 3:00 a.m. motorcycle caper.

With the opening of the new stadium this summer, Albert Street residents will be faced with evening and nighttime traffic trying to save 20 seconds by avoiding Hastings Street. Solutions are difficult to produce, but some dialogue must be started now and I suggest the following.

These are for consideration and trial - not experiments.

1983 March 07

A cul-de-sac of Albert Street at Boundary Road would be most effective. The 3700 block Albert Street is now virtually a parking lot with four thousand odd vehicles whipping through it every day. How about enforcing safety regulations for parking lots by sealing off one end?

We could look at Albert and Esmond - a potential killer corner, notorious for collisions and hair raising just misses. The Arabian solution (used OPEC barrels and sand) is not safe as northbound cars on Esmond Street would be thrust into the clutches of the high flying westbounders. Instead, we should try an interceptor/ejector - a diagonal curb in the southeast/northwest direction.

Before you all come down on me with 'but the traffic will go elsewhere, etc. etc.' let me tell you this.

During the 18 months of construction on my block, there were many occasions when the street was jammed with herds of cement mixing trucks, flatdecks, dump trucks, crane pads and so on. Nothing could get through - it was impenetrable. We were barricaded. Was there a festival of hysteria? Of course not, because most of the traffic went where it should be - Hastings Street - Highway 7A, not residential Albert Street.

There is a great deal more to be said on this matter - my original draft would have taken 40 minutes to present. However, I hope I leave you tonight knowing that I can tell the neighbours that Council recognizes their concerns and, with staff, will soon bring about appropriate corrective measures."

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN CONSTABLE:

"THAT when requests dealing with traffic are coming to Council they be referred to the Traffic Safety Committee, Transportation Committee, or the Planning and Building Inspection Department."

CARRIED

OPPOSED: ALDERMEN BROWN,
DRUMMOND AND NIKOLAI

B Y L A W S

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN LAWSON:

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

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 126, 1981' #7798

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 137, 1981' #7809"

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN LAWSON:

"THAT

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 126, 1981' #7798

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 137, 1981' #7809

be now read a third time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN LAWSON:

"THAT

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 6, 1981' #7637

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 1, 1983' #8025

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

CARRIED UNANIMOUSLY

CORRESPONDENCE AND PETITIONS

MOVED BY ALDERMAN STUSIAK:
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. 17, 1983 March 07 which pertain thereto be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

- (a) Dwight Harris,
Re: Parking and traffic problems on Oxford Street

A letter dated 1983 February 24 was received advising that with the ever increasing traffic on Oxford Street the residents are faced with a parking problem which forces them to break the law by parking on the sidewalk or pay the price of having their vehicles hit and damaged, or issued parking citations for illegal parking on Oxford Street.

- (b) Flavio S. Crestani,
Re: Traffic problem at Kitchener and Holdom

A letter dated 1983 February 18 was received advising that the writer was acting on behalf of Mr. and Mrs. Ciapponi and Mr. and Mrs. Rizzo, the owners of homes located at the top of the T intersection of Kitchener and Holdom Streets. The writer stated that the subject intersection is extremely hazardous and that vehicles proceeding down the steep hill on Kitchener Street regularly fail to negotiate the turn at Holdom Avenue and as a result often slide across the road and into the home of Mr. and Mrs. Ciapponi and Mr. and Mrs. Rizzo.

Council was advised that a report on this subject will be submitted at the Council Meeting to be held 1983 March 14.

- (c) Crosby Property Management Ltd., President,
Re: Rezoning #35/75 - Condominium Apartments - Kingsway/
Humphries Court/15th Avenue - completion of stratification

A letter dated 1983 February 25 was received advising that Crosby Property Management Ltd. was the agent acting on behalf of the owners of Humphries

1983 March 07

Court and are now in the process of requesting the Mayor and Council of the District of Burnaby to consider the strata plan registration of Humphries Court at this time.

Item 5, Municipal Manager's Report No. 17, 1983 March 07, pertaining to this subject was brought forward for consideration at this time.

The Municipal Manager submitted a report from the Director Planning and Building Inspection advising that there is presently a moratorium on the conversion of occupied multiple family residential development that was initially enacted in 1974 in response to the shortage of rental accommodation that prevailed at that time. It is the intention of the Planning and Building Inspection Department to receive and process an application to strata title the subject apartment complex which will be the subject of a further report to Council outlining additional relevant information.

The Municipal Manager recommended:

- (1) THAT a copy of this report be sent to Crosby Property Management Ltd., Boundary Plaza, 3665 Kingsway, Vancouver, B.C., V5R 5W2.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN CONSTABLE:

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

CARRIED

OPPOSED: ALDERMEN BROWN AND
DRUMMOND

- (d) N. Vandervelden,
Re: Nuisance effect of "Casablanca Games Room",
a video arcade, located at 7418 Edmonds Street

A letter dated 1983 February 28 was received advising of numerous instances of vandalism and other nuisances caused by the juvenile patrons of the "Casablanca Games Room" suffered by the occupants and owner of the office building located next door to the video arcade at 7414-6 Edmonds Street.

The Chief License Inspector advised that the video arcade was closed on 1983 February 23 and that the building is now vacant.

The Chief License Inspector has been in contact with the owner of the property and it was agreed that should a prospective tenant propose another arcade, the person would be referred to the License Department immediately for the purpose of reviewing the previous problems, and how they would be able to control the operation to avoid a repeat of damage and nuisance to neighbouring properties.

Further, the Chief License Inspector advised that he has contacted Mr. N. Vandervelden and that he is satisfied with these arrangements.

- (e) Federation of Canadian Municipalities, President,
Re: New Membership Fees

A letter dated 1983 February 25 was received advising that the Federation of Canadian Municipalities have increased their membership fees calculated accordingly so that each municipality will contribute the cost of the service it receives. Fees for the coming year, as of 1983 April 01, are as follows:

1. The minimum fee will be \$350.00.
2. The per capita fee will be \$0.05 for 1983-1984.
3. If necessary, fees will be increased to a maximum of \$0.06 per capita in 1984-1985 and \$0.07 per capita in 1985-1986.

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN DRUMMOND:

"THAT this matter be referred to Alderman Lawson for a comprehensive report with respect to the proposed new membership fees."

CARRIED UNANIMOUSLY

- (f) Egidio Scotton,
Re: Petition against widening of East Broadway
between Kensington Avenue and Sperling Avenue to 46'

A letter dated 1983 February 28 and a petition containing sixty-six (66) signatures were received advising that the petitioners are opposed to the plans that would include the widening of East Broadway between Kensington Avenue and Sperling Avenue to 46 feet. It has been the understanding of the petitioners that any future upgrading of East Broadway would be compatible to the existing portion of Broadway, east of Sperling and west of Kensington Avenue. The writer urged Council to take immediate remedial action to avoid the inconvenience the affected residents would suffer in the event that Broadway is widened to 46 feet.

Council was advised that a report on this subject will be submitted at the Council Meeting to be held 1983 March 14.

- (g) Province of British Columbia, Ministry of
Municipal Affairs, Inspector of Municipalities,
Re: Potential rezoning and subdivision - Messrs.
N. and A. Virani - 2907 Phillips Avenue

A letter dated 1983 February 28 was received whereby the writer expressed concern over the sum required to assist the future construction of Lawrence Street; first because the property fronts on Phillips Street which is fully serviced and thus Lawrence Street is not of direct or immediate benefit; secondly, inasmuch as only one additional lot is to be created, the sum of \$19,000 seems onerous; and thirdly the requirement for off-site road improvement is not authorized by Statute.

The writer requested that Council carefully review this matter to ensure that the applicant is receiving fair and equitable consideration.

Item 7, Municipal Manager's Report No. 17, 1983 March 07, pertaining to this subject, was brought forward for consideration at this time.

The Municipal Manager submitted a report advising that he has not been contacted by Mr. Virani or by Mr. Woodward or his staff, and therefore the report is prepared and presented as the Municipal Manager's review of the matter as Burnaby's Chief Administrative Officer.

The Municipal Manager recommended:

- (1) THAT the Inspector of Municipalities be advised the matter has been reviewed and the applicant has received fair and equitable consideration.
- (2) THAT a copy of this report be sent to Mr. Christopher L. Woodward, Inspector of Municipalities, Ministry of Municipal Affairs, 707 Fort Street, Victoria, B.C., V8W 3E9; and Mr. Nasir Virani and Mr. Alnasir Virani, 5333 Dominion Street, Burnaby, B.C., V5G 1E1.

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

1983 March 07

R E P O R T S

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN CONSTABLE:

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

CARRIED UNANIMOUSLY

- (a) Mayor W.A. Lewarne,
Re: Freedom of the Municipality
- James Alfred Barrington

His Worship, Mayor Lewarne, recommended that the Freedom of the Municipality be conferred upon Mr. James Alfred Barrington and that arrangements be made for this to take place at the Municipal Appreciation Dinner on 1983 March 25 at the Sheraton-Villa Inn.

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN CONSTABLE:

"THAT the recommendation of His Worship, Mayor Lewarne, be adopted."

CARRIED UNANIMOUSLY

- (b) The Municipal Manager presented Report No. 17, 1983 March 07, on the matters listed following as Items 01 to 07, either providing the information shown or recommending the courses of action indicated for the reasons given:

1. Permission for the Director Recreation and Cultural Services to travel on the 1983 Study Tour - Sport and Recreation Management and Practice in Britain

The Municipal Manager submitted a report from the Director Recreation and Cultural Services regarding permission for the Director Recreation and Cultural Services to attend the subject Study Tour.

The Municipal Manager recommended:

- (1) THAT Council authorize the Director Recreation and Cultural Services to participate in the Study Tour as outlined in the report at an estimated cost of \$2,400.

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED

OPPOSED: MAYOR LEWARNE AND
ALDERMAN McLEAN

2. Bonsor Park Proposed Demolitions

The Municipal Manager submitted a report from the Director Recreation and Cultural Services regarding the demolition of the properties at 6723, 6725, 6733, 6755, 6757 and 6763 Jubilee Avenue.

The Municipal Manager recommended:

- (1) THAT the tenants at 6723, 6725, 6757 and 6763 Jubilee Avenue be given notice to vacate.
- (2) THAT following vacation, the structures at 6723, 6725, 6757, 6763 and 6755 Jubilee Avenue be demolished.

1983 March 07

- (3) THAT the structure at 6733 Jubilee Avenue (Jubilee Billiards) be demolished following the expiration of the lease on 1983 May 31.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

3. Retirement - Mr. Lawrence Russell

The Municipal Manager submitted a report from the Personnel Director concerning the retirement of Mr. Lawrence Russell after 33 years of service with the Burnaby Fire Department.

The Municipal Manager recommended:

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

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

4. Work Order No. 60-14-069

The Municipal Manager submitted a report from the Director Engineering regarding costs associated with the installation of a traffic signal at the intersection of Boundary Road and Rumble Street. The municipality's share of the total cost for the installation of this traffic signal, which is to be installed by the City of Vancouver at a total cost of \$36,000, is \$24,000. Funds for this expenditure have been included in the 1982 Traffic Management Budget.

The Municipal Manager recommended:

- (1) THAT Work Order No. 60-14-069 be approved.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN NIKOLAI:

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

CARRIED UNANIMOUSLY

5. Letter from Crosby Property Management Ltd.,
Boundary Plaza, 3665 Kingsway, Vancouver, B.C. V5R 5W2
Proposed Strata Title Conversion Application
Kingsway/Humphries Court/15th Avenue

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

6. Sale of 2 acre (0.809 ha) parcel
within the Willingdon Executive Park

The Municipal Manager submitted a report from the Municipal Solicitor regarding the offer received from Public Works Canada to purchase two acres of property within the Willingdon Green Executive Park at the upset price of \$740,520.00.

The Municipal Manager recommended:

1983 March 07

- (1) THAT Council authorize the sale of the subject municipal property as outlined in the letter dated 1983 February 23 from Public Works Canada, subject to the caveat as noted in the body of the report.
- (2) THAT a copy of the report be forwarded, together with a certified copy of the resolution accepting the foregoing offer, to Mr. Ernest W. Hoover, Senior Property Agent, Real Estate Services, Public Works Canada, 1166 Alberni Street, Vancouver, B.C., V6E 3W5.

MOVED BY ALDERMAN NIKOLAI:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

7. Letter dated 1983 February 28 from Mr. Christopher L. Woodward, Inspector of Municipalities - Mr. A. Virani, 2907 Phillips Avenue - Application for Rezoning, Rezoning Reference #118/81

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

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN STUSIAK:

"THAT the Committee now rise and report."

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN NIKOLAI:

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

CARRIED UNANIMOUSLY

N E W B U S I N E S S

MAYOR LEWARNE

His Worship, Mayor Lewarne, advised that with respect to the upcoming visit of Her Majesty, Queen Elizabeth II, to New Westminster, it may be possible to view Her Majesty, Queen Elizabeth II, as the cavalcade travels easterly along Marine Drive for the ceremony to be held at the City Hall in New Westminster. The anticipated time of arrival at the City Hall in New Westminster is 16:35 h. Upon completion of the ceremonies at New Westminster at approximately 17:00 h, the cavalcade will leave the New Westminster City Hall and travel in a westbound direction along 8th Avenue to Canada Way to the Sperling Avenue interchange and then along the Freeway to Vancouver.

E N Q U I R I E S

ALDERMAN McLEAN:

Alderman McLean advised that the property located at 4112 Sardis Street is in a state of disrepair and requested the Municipal Manager to have the Chief Public Health Inspector check this property to ensure its compliance with the applicable municipal regulations.

Alderman McLean then advised that he has become aware of the proposal to construct an alternate route to the Squamish Highway which would parallel the Capilano Watershed, thus endangering the Greater Vancouver Water System.

1983 March 07

Alderman McLean then enquired of His Worship, Mayor Lewarne, as to the validity of this statement.

In response to Alderman McLean's enquiry, His Worship, Mayor Lewarne, advised that the Greater Vancouver Regional District Water and Waste Committee recommended to the Board of Directors of the Greater Vancouver Regional District that this route not be considered. This recommendation was subsequently endorsed by the Directors of the Greater Vancouver Regional District.

ALDERMAN DRUMMOND:

Alderman Drummond enquired of His Worship, Mayor Lewarne, as to the official position of the Greater Vancouver Regional District with respect to their overall regional transit responsibilities.

His Worship, Mayor Lewarne, in response to Alderman Drummond's enquiry, advised that he would provide this information for the members of Council.

ALDERMAN BROWN:

Alderman Brown enquired as to the status of the staff report with respect to the unsightly premises located at 5490 Union Street.

In response to Alderman Brown's enquiry, the Municipal Manager advised that he would investigate the status of the unsightly premises at 5490 Union Street and advise Alderman Brown accordingly.

Alderman Brown advised that on 1982 December 14 he had requested that gravel be placed on the verges of the east leg of Kensington Avenue approaching Broadway, and that to date this has not been done.

In response to Alderman Brown's enquiry, the Director Engineering advised that he would look into this matter.

Alderman Brown then advised that a request for the installation of stop signs at the intersection of Westlawn Drive and Delta Avenue had been turned down by Council in 1982. Alderman Brown further stated that there is a need for stop signs at this intersection and requested that this matter be referred to the Traffic Safety Committee for their consideration at their next scheduled meeting on 1983 March 15.

In response to Alderman Brown's enquiry, His Worship, Mayor Lewarne, advised that there would have to be an increase in the accident frequency at this intersection in order for the intersection to warrant stop sign control.

His Worship, Mayor Lewarne, requested that this matter be placed before the Traffic Safety Committee for their consideration.

MOVED BY ALDERMAN CONSTABLE:

SECONDED BY ALDERMAN STUSIAK:

"THAT this regular Council Meeting do now adjourn."

CARRIED UNANIMOUSLY

The regular Council Meeting adjourned at 20:39 h.

Confirmed:

Certified Correct:


MAYOR


MUNICIPAL CLERK'S ASSISTANT