

1984 JUNE 18

A regular meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Monday, 1984 June 18 at 19:00 h.

PRESENT: Mayor W.A. Lewarne (In the Chair)
Alderman D.N. Brown
Alderman D.P. Drummond
Alderman A.H. Emmott
Alderman D.A. Lawson
Alderman G.H.F. McLean
Alderman E. Nikolai
Alderman L.A. Rankin
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. A.L. Parr, Director Planning and Building Inspection
Mr. J.G. Pesha, Administrative Assistant to Manager
Mr. C.A. Turpin, Deputy Municipal Clerk
Mr. R.D. Seath, Municipal Clerk's Assistant

M I N U T E S

(a) The minutes of the regular Council Meeting and Caucus Meeting "In Camera" held on 1984 June 11 came forward for adoption.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN NIKOLAI:

"THAT the minutes of the regular Council Meeting and Caucus Meeting "In Camera" held on 1984 June 11 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) School District No. 41 - Burnaby,
Recording Secretary, 1984 June 18,
Re: Arcades.
Spokesman - Trustee Anne Bailey
- (b) Barney Usborne, 1984 June 12, Re:
Central Area Transportation Planning
Study.
Spokesman - Barney Usborne
- (c) Mr. D.R. Finskars, 1984 June 12, Re:
Central Area Transportation Planning
Study.
Spokesman - D.R. Finskars
- (d) G. Lindsay, 1984 June 12, Re: Central
Area Transportation Planning Study.
Spokesman - G. Lindsay
- (e) Beatrice G. Hunter, 1984 June 12, Re:
Central Area Transportation Planning
Study.
Spokesman - Beatrice G. Hunter

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- (f) Dr. Rosalinda B. Verbeek, 1984 June 12,
Re: Central Area Transportation
Planning Study.
Spokesman - Dr. Rosalinda B. Verbeek
- (g) Pat Gillan, 1984 June 13, Re: Park
Drive - Sperling Barricades.
Spokesman - Pat Gillan
- (h) John E. Friesen, 1984 June 12,
Re: The Park Drive
Spokesman - John E. Friesen
- (i) Bruce A. Bentley, 1984 June 12,
Re: Central Area Transportation Study.
Spokesman - Bruce A. Bentley
- (j) Cosmo Pupo, 1984 June 13, Re: Central
Area Transportation Planning Study.
Spokesman - Cosmo Pupo
- (k) Peter Watson, 1984 June 13, Re:
Central Area Transportation Planning
Study.
Spokesman - Peter Watson
- (l) Margaret Watts, 1984 June 13, Re:
Realignment of Oakland Street
extension to improve Deer Lake Park
for adjoining residents.
Spokesperson - Margaret Watts
- (m) Gary Nieminen, 1984 June 13, Re:
Concerns regarding Burnaby's intention
to give B.C. Hydro permission to move
overhead powerline.
Spokesman - Gary Nieminen

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN LAWSON:

"THAT the delegations be heard."

CARRIED UNANIMOUSLY

- (a) Mrs. Anne M.J. Bailey, 7982 Rosewood Street and School Trustee for School District No. 41 - Burnaby, then appeared before Council on behalf of the Burnaby School Board. Trustee Bailey wished to address the issue of licensing and location of video arcades within the Municipality of Burnaby. The following is a partial text of Trustee Bailey's address:

"The concern of regulations governing the admittance and use of video arcades by school age children under 16 is not a new one. At the onset the presence of video arcades in some areas of Burnaby raised concerns ranging from exposure of students to undesirable elements on and around the premises, hours of operation during school hours, to obvious costs to the students in operating the video games. These concerns have been aired at community workers' meetings in the Eastburn area. I am aware of the licensing procedure and of the ongoing communication initiated by the R.C.M.P. in meetings with the licensing department and the arcade owners.

I would like to make reference to notes made by myself on an agenda item 'Video Arcades' at an Eastburn Community works' meeting late last fall. They read: Burnaby licensing procedures prevent problematic locations of video arcades and questionable owners; licensing procedures are good, therefore, no need for bylaws to regulate commercial video games outlets; in Burnaby R.C.M.P. are a part of the formal process; final approval based on required special meetings.

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To carry on the point further and to bring this case up once more as one of contention with a particular case being the emergence of a video arcade directly across the street from a school. I have received concerns from parents over the location of the arcade. At the same time the Burnaby School Board received correspondence from the municipality requesting comments on a proposed neighbourhood pub to be located in a new shopping centre. Criteria for application to obtain approval includes a valid survey to be distributed to residents within one half mile radius of the proposed pub location. The point to be made is that this same consideration be given to residents of a community in question in the issuing of video arcade licences and an opportunity for the School Board to respond at the same time. This issue has been directed to your Advisory Planning Commission and I believe a report will be coming before you sometime in the near future, if not this evening.

To reiterate information regarding placement of such businesses in communities I would definitely say that location in close proximity to schools is a potential problematic area, one that should be addressed by implementation of a specific bylaw governing issuing of licences. The same consideration would then be given to communities in licensing of arcades as it is in the licensing of neighbourhood pubs."

His Worship, Mayor Lewarne, recognized Ms. Rosemary Brown, Member of the Legislative Assembly for Burnaby-Edmonds who was in attendance at this evening's Council Meeting.

- (b) Mr. Barney B. Usborne, 5140 Sperling Avenue, then addressed the members of Council regarding the Central Area Transportation Planning Study. The conclusion of Mr. Usborne's presentation is contained hereunder:

"In summary, it is my contention that the proposed park drive across Deer Lake Creek to Sperling will unnecessarily bring extra traffic into the neighbourhood. The current road system provides satisfactory public access and allows the park and lane to remain in a natural state. Any movement of the one way street farther south on Sperling or onto Buckingham will further reduce its effectiveness. To me, it would be irresponsible to spend public money during a time of restraint for a program that is unnecessary and one that will have a detrimental impact on our neighbourhood. I urge you to support the light at Clayton and reject the following:

1. The park road to Sperling;
2. The closure of Century Park Way and Dale Avenue;
3. Any movement of the one way Street on Sperling.

Furthermore, I urge you to integrate the park facilities with trails. If there is extra money available for park development I would suggest that this could be put into the development of an additional beach, either at Century Park or down at the Oakalla end of the lake, to take some of the pressure off our end of the lake. Please do not put our neighbourhood through the agony of any more protracted experiments relating to traffic; no more studies; reject these proposals tonight and leave things as they are."

- (c) Mr. Dennis R. Finskars, 5584 Buckingham Avenue, then addressed the members of Council regarding the Central Area Transportation Planning Study. Mr. Finskars advised that he had read the Municipal Manager's reports respecting this matter and requested clarification over the intent of the wording "campus image" and was in disagreement with references in the report to the removal of existing playing surfaces. Mr. Finskars has been involved with sports activities in the municipality for many years and felt that there is a need for additional playing fields, rather than a reduction. Mr. Finskars was further opposed to the relocation of the traffic island on Sperling Avenue. The barricade is doing the job it was intended to do, so why move it. The speaker further questioned the cost for the proposed meandering road and suggested that it is not needed and that Council should not accept the plan as proposed but rather look into the matter of providing additional beach area at Deer Lake with increased parking."

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- (d) This delegation was not in attendance at this evening's Council Meeting.
- (e) Mrs. Beatrice G. Hunter, 5411 Buckingham Avenue, then addressed the members of Council regarding the Central Area Transportation Planning Study. Mrs. Hunter advised that she was definitely not in favour of the study. Mrs. Hunter felt that it would take a considerable amount of taxpayer's money to construct the park road and such a road, in her opinion, is not needed. Mrs. Hunter felt that there was sufficient access to all the activities in the area and it would be more to the point to restrict the proposed road to pedestrian and bicycle traffic. The speaker also advised that, in her opinion, if the traffic signal is installed at Canada Way to join Deer Lake Place and Norland Avenue then the first thing that will happen is increased traffic from the freeway will then proceed along Deer Lake Place onto the park drive and then through the neighbourhoods above Deer Lake in order to reach Kingsway. Mrs. Hunter also advised that there was no need to change the location of the barricade on Sperling Avenue, the traffic island will work just as well where it is now as opposed to the proposed location should the Provincial Government approve of a traffic signal at Canada Way and Clayton Avenue. The speaker further requested that Council not connect Deer Lake Avenue and Dale Avenue as this would create a major traffic problem. In conclusion, Mrs. Hunter asked Council to abandon the Study and save the taxpayer's money.
- (f) Dr. Rosalinda B. Verbeek, 5170 Sperling Avenue, then addressed the members of Council regarding the Central Area Transportation Study. Dr. Verbeek advised that she was in basic agreement with everything that had been said by the previous speakers concerning the Planning Study. Dr. Verbeek advised that she was opposed to the park drive concept as it would bring added traffic and related problems to the area which are certainly not needed. The speaker would prefer to see walking and bicycle paths being constructed as opposed to a road for vehicular traffic. Dr. Verbeek also expressed concerns over the proposal to relocate the barricade on Sperling Avenue.
- (g) Mrs. Judith H. Gillan, 5290 Buckingham Avenue, then addressed the members of Council regarding the Central Area Transportation Planning Study. Mrs. Gillan advised Council that she was mainly concerned with the relocation of the barricade on Sperling Avenue, however, she was also concerned with several other matters contained within the Study. Mrs. Gillan advised that providing better access to all the facilities surrounding Deer Lake has no relationship to the relocation of the traffic island on Sperling Avenue. The speaker also went on to advise that she was opposed to the creation of a park drive. In conclusion, Mrs. Gillan requested that Council not relocate the barricade on Sperling Avenue for the reasons provided.
- (h) Mr. John E. Friesen, 5373 Buckingham Avenue, then addressed the members of Council regarding the Central Area Transportation Planning Study. Mr. Friesen advised that he was concerned that the new road as proposed for the park will create a commuter traffic bypass rather than establishing a road for leisurely park access. Mr. Friesen further advised that one of the basic premises that the report is based upon is that a new traffic signal would be installed at Canada Way and Clayton Avenue. A similar request was denied by the Minister of Transportation and Highways several years ago. In conclusion, the speaker advised that the solution that was arrived at with respect to the problem of commuter traffic racing through the Buckingham area has proven to be successful and the area residents do not want to open the problem up again. Mr. Friesen urged Council not to torment the neighbourhood by reopening the possibility of new problems with commuter traffic. The status quo that now exists is acceptable to the majority of the people in the area and it works. Mr. Friesen further urged Council not to proceed with the proposed park drive.

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- (i) Bruce A. Bentley, 5280 Sperling Avenue, then addressed the members of Council regarding the Central Area Transportation Planning Study. Mr. Bentley requested answers to a number of questions regarding the project including the cost of the proposed park drive and relocation of the barricade on Sperling Avenue; future plans for a road to be constructed completely around Deer Lake; of what benefit will this plan be to the residents of Burnaby; and why can't the money being proposed to be spent on the roads be instead spent on development of the Heritage Village waterfront. Mr. Bentley further enquired as to whether Council was aware of the parking problem in the area and what conditions have been placed upon the municipality by the developer of the proposed restaurant for the Hart Mansion. In concluding his presentation Mr. Bentley advised that the residents of Sperling Avenue are experiencing a problem with respect to a property where a house has been demolished and people are now using the property as a parking lot. Lastly, Mr. Bentley urged Council not to relocate the barricade on Sperling Avenue.
- (j) This delegation was not in attendance at this evening's Council Meeting.
- (k) Mr. Peter G. Watson, 5158 Sperling Avenue, then addressed the members of Council regarding the Central Transportation Planning Study. Mr. Watson advised that he strongly objected to the proposals contained within the Study. The present location of the barricade on Sperling Avenue is effective and Mr. Watson did not wish to see the barricade relocated. Mr. Watson questioned why the municipality would contemplate further changes in the road pattern now that the problems seem to have been resolved. Mr. Watson went on to further advise that by proposing to make the changes recommended in the study it appears to indicate that Burnaby is not showing restraint when such is required.

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN McLEAN:

"THAT Item 08, Municipal Manager's Report No. 42, 1984 June 18, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

8. Central Area Transportation Planning Study

The Municipal Manager submitted a report from the Director Planning and Building Inspection written in response to a number of items which Council wish to clarify in connection with the Central Area Transportation Planning Study considered by Council as Item 15, Municipal Manager's Report No. 40 at the regular Council Meeting held on 1984 June 11.

The Municipal Manager recommended:

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

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN STUSIAK:

"THAT Item 15, Municipal Manager's Report No. 40, 1984 June 11, be now **LIFTED** from the table."

CARRIED UNANIMOUSLY

The following report was tabled by Council at the regular Council Meeting held on 1984 June 11 pending the receipt of the aforementioned report from the Director Planning and Building Inspection.

15. Central Area Transportation Planning Study

The Municipal Manager submitted a report from the Director Planning and Building Inspection addressing the recommendations and comments of those that have reviewed the Central Area Transportation Planning Study. Among those that have participated in the review are the Parks and Recreation Commission, the CPMA Board and the Transportation Committee. There is agreement in principle by these three bodies to the proposed concept for the area.

The Municipal Manager recommended:

- (1) THAT Council approve in principle the road network for the Central Area as illustrated on Figure 1 of the report.
- (2) THAT Council approve the alignment of that segment of the park drive through the Hart Mansion property as illustrated on Figure 2.
- (3) THAT Council approve in principle the boundaries of Burnaby Village Museum as illustrated on Figure 3.
- (4) THAT Council refer the neighbourhood traffic management concept as illustrated on Figure 4 to the Transportation Committee for review with the area residents.
- (5) THAT Council approve in principle the Implementation Strategy for the Central Area Transportation Planning Study as illustrated on Figure 5.
- (6) THAT Council approve the initiation of the work items associated with the advancement of the four components of the Implementation Strategy.
- (7) THAT a copy of this report be forwarded to the Parks and Recreation Commission, the Transportation Committee and the Century Park Museum Association Board for their information.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN STUSIAK:

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

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN EMMOTT:

"THAT Item 15, Municipal Manager's Report No. 40, 1984 June 11, be now **TABLED**."

CARRIED UNANIMOUSLY

The motion as moved by Alderman McLean and seconded by Alderman Stusiak at the regular Council Meeting held on 1984 June 11, being; "THAT the recommendations of the Municipal Manager be adopted," was now before the meeting.

The meeting agreed to vote separately on each of the recommendations as contained in the report.

Recommendation No. 1:

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN NIKOLAI:

"THAT Recommendation No. 1 of Item 15, Municipal Manager's Report No. 40, 1984 June 11, be **REFERRED** to the Transportation Committee."

CARRIED

OPPOSED: ALDERMEN DRUMMOND AND STUSIAK

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Recommendation No. 2:

MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN RANKIN:

"THAT Recommendation No. 2 of Item 15, Municipal Manager's Report No. 40, 1984 June 11, be **REFERRED** to the Transportation Committee."

CARRIED
OPPOSED: ALDERMEN DRUMMOND AND
STUSLAK

Recommendation No. 3:

MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN RANKIN:

"THAT Recommendation No. 3 of Item 15, Municipal Manager's Report No. 40, 1984 June 11, be **REFERRED** to the Transportation Committee."

CARRIED
OPPOSED: ALDERMEN DRUMMOND AND
STUSLAK

Recommendation No. 4:

CARRIED UNANIMOUSLY

Recommendation No. 5:

MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN BROWN:

"THAT Recommendation No. 5 of Item 15, Municipal Manager's Report No. 40, 1984 June 11, be **REFERRED** to the Transportation Committee."

CARRIED UNANIMOUSLY

Recommendation No. 6:

MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN RANKIN:

"THAT Recommendation No. 6 of Item 15, Municipal Manager's Report No. 40, 1984 June 11, be **REFERRED** to the Transportation Committee."

CARRIED UNANIMOUSLY

Recommendation No. 7:

MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN McLEAN:

"THAT Recommendation No. 7 of Item 15, Municipal Manager's Report No. 40, 1984 June 11, be **REFERRED** to the Transportation Committee."

CARRIED UNANIMOUSLY

The meeting agreed to add the Burnaby Art Gallery and Burnaby Arts Council to Recommendation No. 7 as recipients of a copy of the report.

MOVED BY ALDERMAN RANKIN:
SECONDED BY ALDERMAN DRUMMOND:

"THAT the concerns of the Delegations with respect to walking trails and additional beach area at Deer Lake be **REFERRED** to the Parks and Recreation Commission."

CARRIED UNANIMOUSLY

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The Council Meeting recessed at 21:26 h.

The Council Meeting reconvened at 21:41 h with all members of Council present.

- (1) Mr. John D. Gerbrandt, 6051 Service Street then addressed the members of Council and advised that he was appearing on behalf of the intended spokesperson, Margaret Watts, who was unable to attend this evening's Council Meeting. Mr. Gerbrandt wished to address Council regarding the realignment of Oakland Street. Mr. Gerbrandt read from a brief submitted to Council prior to this evening's Council Meeting, the text of which is contained hereunder:

"Thank you for this opportunity to present our concerns again regarding the realignment of the Oakland Street extension to reduce the impact on the local residents.

We have concluded that the road alignment has not changed significantly since the Consulting Engineer advised us that the offset would be 38 metres from the centre line of the road to the boundaries of the Service Street properties.

The road alignment that the City Engineer confirmed at the Council Meeting of June 11th, and the minor adjustment proposed subsequent to the Council Meeting, do not address the concerns which we raised in our submission; nor do they meet our goal of attaining a viable alternative.

We disagree that moving the road further north will result in unacceptable curvatures as intimated by the City Engineer. Nor are the slopes as steep as was stated at the Council Meeting. By our measurements, the slopes are 5% to 10% except for the two gullies at the foot of Waltham and Gilley Streets.

We are not prepared to accept any alignment until the alternative we have presented has been thoroughly examined and proven to be non-viable.

It appears that the road alignment is being affected by the two drainage channels at the foot of Gilley and Waltham Streets. We firmly believe that these problems can be corrected and that the road can be built as we have proposed (offset 200 feet or 61 metres). Further, the alternative location will provide us with a decent linear park as was suggested by Alderman McLean at the Council Meeting, June 11, 1984.

In conclusion, we remind you that we have an existing petition signed by 80 residents who strongly support the alternative location."

- (m) Mr. Gary Nieminen, 6192 Service Street, then addressed the members of Council regarding Burnaby's intention to give British Columbia Hydro and Power Authority permission to move overhead powerlines.

Mr. Nieminen read from a brief submitted to Council prior to this evening's Council Meeting, the text of which is contained hereunder:

"It is my understanding that Burnaby plans to give B.C. Hydro permission to relocate an overhead powerline from its existing trespass location to a location on public property north of my lot.

I wish to advise Council of my opposition to giving this permission for the following reasons:

- . In my opinion such permission is contrary to the spirit of the Burnaby Electrical Underground Service Bylaw, the intent of which is to improve where possible the visual character of Burnaby including our area.
- . The overhead line in the proposed location will cause the need to clear upwards of 10 feet or more of trees in the intended buffer zone between the residents of Service Street and the new Oakland Street extension. Every inch of vegetated strip is clearly required to reduce the impact.

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- . The new overhead line similar to the existing line will not add to or preserve the park like character of the circumference and abutting areas of Deer Lake Park.
- . B.C. Hydro clearly made an error in locating the existing overhead line. It is unfortunate perhaps for them that the underground service requirement is now in effect. I do not believe Burnaby in this instance should have any obligation or sympathy for B.C. Hydro.

B.C. Hydro have advised me the cost of undergrounding would be \$30 - \$40,000 for the entire line. It is noteworthy that a judgement was made against B.C. Hydro in 1981 (Mowachaht Band vs B.C. Hydro) for trespass damages of over \$40,000 for one property. On Service Street there are 17 properties on which they are trespassing. They have known this to be the case for over 2 1/2 years. They elected to move on this matter only after instructed to do so by the Ombudsman.

- . There is clearly an alternative for B.C. Hydro and Burnaby; that being underground wiring.

The alternative to leave the line where it is is not acceptable because:

- it interferes with the use and enjoyment of our property;
- it presents an undesirable safety hazard;
- it reduces the value of my property;
- it interferes with and affects a view from my property;
- it prevents the full utilization of northernmost 10 feet of my property;
- it will prevent me from planting an effective noise barrier hedge to further reduce the impact of the Oakland Street extension. The current alignment will cause noise levels in excess of 60 dB unless Burnaby elects to move the road further north on public property.

I therefore request that Council instruct that a review of this pending decision be made in conjunction with your considerations of the Oakland Street development and future Deer Lake development and that B.C. Hydro and Burnaby adopt to place this overhead line underground."

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN BROWN:

"THAT Item 9, Municipal Manager's Report No. 42, 1984 June 18, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

9. Letter from Mr. Gary Nieminen, P.Eng.
6193 Service Street, Burnaby, B.C., V5G 1V7
Relocation of B.C. Hydro Overhead on the North
Side of Service Street

The Municipal Manager submitted a report from the Director Engineering providing background information with respect to the proposal to relocate the British Columbia Hydro and Power Authority overhead powerlines on the north side of the 6000 to the 6200 block Service Street.

The Municipal Manager recommended:

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

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MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

B Y L A W S

FIRST, SECOND AND THIRD READINGS:

MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN McLEAN:

"THAT

'Burnaby Tax Sale Lands Reserve Fund Expenditure
Bylaw No. 2, 1984' #8226

'Burnaby Tax Sale Moneys Expenditure Bylaw No. 1,
1972 Amendment Bylaw 1984' #8227

'Burnaby Sign Removal Authorization Bylaw No. 3, 1984' #8228

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN McLEAN:

"THAT

'Burnaby Tax Sale Lands Reserve Fund Expenditure
Bylaw No. 2, 1984' #8226

'Burnaby Tax Sale Moneys Expenditure Bylaw No. 1,
1972 Amendment Bylaw 1984' #8227

'Burnaby Sign Removal Authorization Bylaw No. 3, 1984' #8228

be now read three times."

CARRIED UNANIMOUSLY

CONSIDERATION AND THIRD READING:

| | | |
|-------|------------------------|--------------|
| #7967 | Edmonds ALRT Station | RZ #47/82(d) |
| #8189 | 7461 Eighteenth Avenue | RZ #8/84 |
| #8194 | 6450 Imperial Street | RZ #15/84 |

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MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN McLEAN:

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

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| 'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 63, 1982' | #7967 |
| 'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 19, 1984' | #8189 |
| 'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 24, 1984' | #8194." |

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN McLEAN:

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

CARRIED
OPPOSED: ALDERMEN DRUMMOND AND
STUSIAK TO BYLAW #7967
ALDERMEN DRUMMOND,
LAWSON AND McLEAN TO
BYLAWS #8189 and #8194

The Council reconvened.

MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN McLEAN:

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

CARRIED
OPPOSED: ALDERMEN DRUMMOND AND
STUSIAK TO BYLAW #7967
ALDERMEN DRUMMOND,
LAWSON AND McLEAN TO
BYLAWS #8189 and #8194

MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN McLEAN:

"THAT

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|---|---------|
| 'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 63, 1982' | #7967 |
| 'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 19, 1984' | #8189 |
| 'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 24, 1984' | #8194." |

be now read a third time."

CARRIED
OPPOSED: ALDERMEN DRUMMOND AND
STUSIAK TO BYLAW #7967
ALDERMEN DRUMMOND,
LAWSON AND McLEAN TO
BYLAWS #8189 and #8194

RECONSIDERATION AND FINAL ADOPTION:

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|-------|--------------------------------|-----------|
| #7745 | 5141 Dover Street | RZ #51/81 |
| #8073 | 7169, 7175, 7195 Cariboo Road; | |
| | 8940 Trans Canada Highway | RZ #23/83 |
| #8161 | 1080 Cliff Avenue | RZ #74/83 |

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MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN McLEAN:

"THAT

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| 'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 88, 1981' | #7745 |
| 'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 27, 1983' | #8073 |
| 'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 5, 1984' | #8161 |

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

CARRIED
OPPOSED: ALDERMAN STUSIAK TO
BYLAW #8073
ALDERMEN DRUMMOND AND
McLEAN TO BYLAW #8161

CORRESPONDENCE AND PETITIONS

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN BROWN:

"THAT all of the following listed items of correspondence be received and those items of the Municipal Manager's Report No. 42, 1984 June 18 which pertain thereto be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

- (a) Gerald Ast, 1984 June 01, Re:
Opposed to CKVU application to
broadcast on VHF Ch. 10.

A copy of a letter dated 1984 June 01 written to the Secretary General of the Canadian Radio and Television Commission was received expressing the writer's opposition to an application by CKVU Television to the C.R.T.C. for permission to broadcast on VHF Channel 10.

- (b) Heritage Society of British Columbia,
President, 1984 June 01, Re:
Heritage designation for 7356 Eleventh
Avenue.

A letter dated 1984 June 01 was received advising that the Heritage Society of British Columbia has received a request from a Mr. Powys asking to have the existing house located at 7356 Eleventh Avenue designated a Heritage Site.

The writer advised that as the house is not architecturally significant the Heritage designation would depend on whether local government finds the family history of Heritage prominence.

His Worship, Mayor Lewarne, advised that the Director Planning and Building Inspection is preparing a report in response to this item of correspondence which will be submitted to Council at the regular Council Meeting to be held on 1984 June 25.

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN STUSIAK:

"THAT Council request that staff not prepare a report in response to this item of correspondence."

CARRIED
OPPOSED: ALDERMEN DRUMMOND AND
RANKIN

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- (c) Burrard Brokerage Co. Ltd., Karen E. Kidd, 1984 June 08, Re: Parking Regulations Change - 3900 Block East Pender Street.

A letter dated 1984 June 08 was received requesting the establishment of "Resident Only" Parking on the south side of the 3900 block East Pender Street and further that a loading zone be designated directly in front of 3962 East Pender to accommodate the tenants of the building.

- (d) Brentwood Park Ratepayers' Association, President, 1984 June 11, Re: Opposition Brentwood Park Ratepayers' to highrise development in area between Ridgelawn Drive and Lougheed Highway.

A letter dated 1984 June 11 was received advising that the Brentwood Park Ratepayers' Association, as a result of the brochure distributed by the Burnaby Housing Committee, wish to advise Council of the Association's continued opposition to any highrise development in the area between Ridgelawn Drive and the Lougheed Highway.

- (e) Mayor Michael Harcourt, Vancouver, B.C., 1984 June 08, Re: "Rally 'Round the Whitecaps."

A letter dated 1984 June 08 was received from the Mayor of the City of Vancouver advising of Mayor Harcourt's campaign to "Rally 'Round the Whitecaps".

The meeting agreed to bring forward for consideration at this time, the report of His Worship, Mayor Lewarne, concerning the "Rally 'Round the Whitecaps Campaign".

His Worship, Mayor Lewarne, submitted a report advising that the Mayor of the City of Vancouver has contacted Mayor Lewarne to ask Burnaby to join in the support of the program "Rally 'Round the Whitecaps".

Since this professional team is a credit to the Lower Mainland, and since many of our young athletes look forward to, and playing in, local soccer, and since the Whitecaps train in Burnaby, His Worship recommended that Burnaby join with Vancouver in supporting the "Rally 'Round the Whitecaps" campaign.

His Worship, Mayor Lewarne, recommended:

- (1) THAT Burnaby join with Vancouver in supporting the "Rally 'Round the Whitecaps" program.

MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

- (f) J.E. Purdy, 1984 June 05, Re: Oakland Street Plans.
- (g) Donna Butler, 1984 June 05, Re: Oakland Street.
- (h) J. Douglas McKean, 1984 June 06, Re: Protest proposed widening of Oakland/Burris Street.

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- (i) Norah Turner, 1984 June 06, Re: Object to Oakland Street being built 46 feet wide.
- (j) Margaret McKean, 1984 June 06, Re: Protest proposed widening of Oakland - Burris Streets.
- (k) Catherin I. Martin, 1984 June 07, Re: Strongly protest proposed widening of Burris-Oakland Streets.
- (l) E.A. Marble, S.L. Marble, 1984 June 11, Re: Oakland Street.

Item 16, Municipal Manager's Report No. 40, 1984 June 11, dealt with by Council at the regular Council Meeting held on 1984 June 11 pertains to these letters and a copy of this report will be forwarded to the writers' of these seven letters in compliance with Council's direction.

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

- (a) Central Area Transportation Planning Study.

This item was dealt with previously in the meeting in conjunction with Items 2.(b) through 2.(k) under Delegations.

R E P O R T S

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

- (a) Mayor W.A. Lewarne, Re: "Rally 'Round The Whitecaps" Campaign.

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

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN McLEAN:

"THAT this regular Council Meeting do now proceed past 22.30 h (10:30 p.m.)."

CARRIED UNANIMOUSLY

- (b) Transportation Committee, Re: Metrotown Core Related Road Network

The Transportation Committee submitted a report advising that the Committee met on Monday, 1984 June 11 at which time it received a report from the Director Planning and Building Inspection providing an overview of the Metrotown Core Related Road Network which was referred to the Transportation Committee by Council at the regular Council Meeting held on 1984 May 14.

Representation from Daon Development Corporation and their transportation engineering consultants, Wilbur Smith and Associates were in attendance at the meeting of the Transportation Committee to respond to points of enquiry raised by members of the Committee.

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The adoption of the Metrotown Core - Related Road Network concept will allow staff to work towards the inclusion of those road linkages in the Capital Budgeting process which are not already included. Specific alignment details, right-of-way acquisition estimates and road construction estimates will be pursued. The core-related road network is compatible with the adopted overall Conceptual Transportation Plan and in order to be fully coincident with the Plan, requires only two refinements. One of the refinements involves the realigning of the Metrotown spine road, Central Boulevard (formerly North Beresford Street), to a location further to the south adjacent the B.C. Hydro right-of-way. A second refinement is to assure the necessary service capacity to the Metrotown core by adjusting the stretch of the Willingdon Avenue extension north of Imperial Street to Central Boulevard to a 46' wide pavement standard compatible with the rest of the core-related road network. The Conceptual Transportation Plan as it relates to Patterson Avenue south of Imperial Street would remain unchanged. The Transportation Committee also considered the pursuance of an overall parking strategy including consideration of park and ride provisions to be important and wanted it made clear that the parking study not be limited to the Metrotown area but include consideration of all four A.L.R.T. Stations in Burnaby.

The Transportation Committee recommended:

- (1) THAT Council support in principle the Metrotown Core - Related Road Network (Sketch "C" attached) as discussed in this report and outlined in the staff report to Council at its meeting of 1984 May 14 (Item 11, Municipal Manager's Report No. 34, 1984 May 14).
- (2) THAT Council amend the Burnaby Conceptual Transportation Plan to reflect the following:
 - (a) That the Metrotown spine road, Central Boulevard (formerly North Beresford Street), be aligned as a major collector (commercial) between Willingdon and Imperial Street.
 - (b) That the Willingdon Avenue extension from Central Boulevard to Imperial Street be designated a major collector (commercial).
- (3) THAT staff be authorized to define the terms of reference for a comprehensive study of parking strategy related to the development of Metrotown and all four (4) A.L.R.T. Stations in Burnaby.

MOVED BY ALDERMAN NIKOLAI:
SECONDED BY ALDERMAN McLEAN:

"THAT the recommendations of the Transportation Committee be adopted."

CARRIED
OPPOSED: ALDERMAN BROWN

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN DRUMMOND:

"THAT the report of the Transportation Committee be **REFERRED** to the Advisory Finance Committee."

CARRIED UNANIMOUSLY

- (c) The Municipal Manager presented Report No. 42, 1984 June 18 on the matters listed following as items 01 to 09 either providing the information shown or recommending the courses of action indicated for the reasons given:

1. Retirement - Mr. R. Pironaggi

The Municipal Manager submitted a report from the Personnel Director advising that Mr. Pironaggi will be retiring from employment with the Corporation on 1984 June 30 after 25 years of service.

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The Municipal Manager recommended:

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

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

2. Retirement - Mr. R.J. Constable

The Municipal Manager submitted a report from the Personnel Director advising that Mr. Robert J. Constable will be retiring from employment with the Corporation on 1984 July 31 after 36 years of service.

The Municipal Manager recommended:

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

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

3. Work Order No. 60-09-050

The Municipal Manager submitted a report from the Director Engineering providing details of a Work Order to cover the costs of box culvert material, wingwall construction and installation of a watermain sleeve at the Smith Avenue pedestrian underpass of the B.C. Hydro Railway. The total cost of the work to be performed is \$31,800.00.

The Municipal Manager recommended:

- (1) THAT Work Order No. 60-09-050 be approved.

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

4. Subdivision Servicing Agreement
Subdivision Reference #28/83
North Side Mayberry Between
Kathleen and Willingdon

The Municipal Manager submitted a report from the Approving Officer advising that the Planning and Building Inspection Department reports that the subdivider has completed requirements leading to final approval of subdivision servicing agreement, Subdivision Reference #28/83.

The Municipal Manager recommended:

- (1) THAT Council authorize the preparation and execution of the servicing agreement for Subdivision Reference #28/83.

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MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

5. Subdivision Servicing Agreement
Subdivision Reference #23/84
West Side Kathleen Avenue Between Kingsway and Kemp

The Municipal Manager submitted a report from the Approving Officer advising that the Planning and Building Inspection Department reports that the subdivider has completed requirements leading to final approval of subdivision servicing agreement, Subdivision Reference #23/84.

The Municipal Manager recommended:

- (1) THAT Council authorize the preparation and execution of the servicing agreement for Subdivision Reference #23/84.

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

6. Letter from Automotive Retailers Association Which
Appeared on the Agenda for the 1984 June 11 Meeting
of Council
Closure of Service Stations

The Municipal Manager submitted a report from the Director Planning and Building Inspection written in response to an item of correspondence that appeared on the agenda for the 1984 June 11 regular Council Meeting from the Automotive Retailers Association outlining their concerns regarding the conversion of gas stations to gas bars with attached convenience stores and the resultant elimination of service bays, loss of reasonably priced automotive service facilities and employment.

The Municipal Manager recommended:

- (1) THAT a copy of this report and the Sections of the Zoning Bylaw that regulate gas stations (conventional full-service and self-serve) and convenience grocery stores be sent to the Automotive Retailers Association, #302 - 1687 W. Broadway, Vancouver, B.C., V6J 1X5.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

7. Criminal Document Service
Burnaby Detachment RCMP

The Municipal Manager submitted a report from the Director Administrative and Community Services advising that the Superintendent of the Burnaby Detachment of the Royal Canadian Mounted Police has now reported the statistics on criminal document servicing for the month of 1984 May. The May statistics were included in the report along with the April statistics for comparison purposes.

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The Municipal Manager recommended:

- (1) THAT a copy of this report be sent to the U.B.C.M. and to Mayor J.E. Loucks, Chairman of the G.V.R.D. Executive Committee.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

8. Central Area Transportation Planning Study

This item was dealt with previously in the meeting in conjunction with Items 2.(b) through 2.(k) under Delegations.

9. Letter from Mr. Gary Nieminen, P. Eng.
6193 Service Street, Burnaby, B.C., V5G 1V7
Relocation of B.C. Hydro Overhead on the North
side of Service Street.

This item was dealt with previously in the meeting in conjunction with Item 2.(m) under Delegations.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN McLEAN:

"THAT the Committee now rise and report."

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

N E W B U S I N E S S

Mayor Lewarne:

Mayor Lewarne introduced a report entitled "Fare Zone Boundary in Northeast Burnaby" prepared by B.C. Transit for submission to the Vancouver Regional Transit Commission with accompanying letter dated 1984 June 06 to the Chairman and Members of the Vancouver Regional Transit Commission from Mr. Larry Ward, Assistant General Manager - Planning and Marketing, B.C. Transit regarding the fare zone boundary in northeast Burnaby.

Mayor Lewarne advised that the aforementioned report and covering letter were considered by the Vancouver Regional Transit Commission at a meeting held on 1984 June 16. Upon the Commission receiving the report for information purposes Mayor Lewarne suggested that arising out of the report a motion be placed recommending that the Gagliardi Way fare zone boundary be relocated at North Road. His Worship advised that a motion was not forthcoming and as a result he relinquished the Chair in order to place such a motion for which a seconder was not obtained and therefore no further action was taken respecting this matter.

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MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN DRUMMOND:

"THAT Burnaby be constituted a two (2) fare zone with one zone being Vancouver AND Burnaby to Gaglardi Way being Zone 1 and Gaglardi Way east being Zone 2 and further;

THAT Council petition B.C. Transit to so set these boundaries."

CARRIED UNANIMOUSLY

Mayor Lewarne:

His Worship, Mayor Lewarne, advised that he had received a telephone call from a representative of the Provincial Government in Victoria advising that School District No. 41 - Burnaby has received approval for an additional \$3.5 million to be added to the 1984/85 Capital Budget.

Of this amount \$2.5 million is to be used for the construction of Forest Grove School with the balance of the fund to be used for repairs to schools and computer equipment.

Alderman Brown:

Alderman Brown advised that he wished to place the following motion respecting the Residential Neighbourhood Environment Study.

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN McLEAN:

"THAT the two (2) remaining Public Meetings with reference to the 'Residential Neighbourhood Environment Study' be cancelled and the study be shelved."

His Worship, Mayor Lewarne, advised Alderman Brown that the Chair considers the motion out of order and therefore the motion will not be accepted.

Alderman Brown then advised that he wished to appeal the decision of the Chair not to accept the motion.

His Worship, Mayor Lewarne, then in accordance with Section 227(1) of the Municipal Act put the question:

"Shall the Chair be sustained"

and the vote was taken without debate and **CARRIED** with Aldermen Drummond, Emmott, Lawson, Nikolai, Rankin and Stusiak for the question and with Aldermen Brown and McLean opposed.

E N Q U I R I E S

Alderman Rankin:

Alderman Rankin advised that he was in attendance at the Annual General Meeting of the Lower Mainland Municipal Association held on Thursday, 1984 June 14 whereat the major item of business that was conducted was the consideration of all resolutions submitted by member municipalities for endorsement and furtherance to the U.B.C.M. for the September convention. At the point in the meeting whereat the resolution entitled "Deferral of Development Cost Charges" submitted by the District of Matsqui came forward for consideration Alderman Emmott presented Burnaby's case for not supporting the resolution. The Chairman of the meeting then indicated that the Provincial Government had already introduced legislation to deal with the problem as stated in the resolution. The District of Matsqui then withdrew the resolution and it will not be forwarded to the U.B.C.M. convention.

Alderman Emmott then advised that the Lower Mainland Municipal Association supported the Burnaby resolution respecting the provision of sprinklers in all new buildings over three storeys or 14 metres (45 feet) in height and 600 square metres (6500 square feet) in area.

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Alderman Drummond:

Alderman Drummond referred to a letter he had received concerning the placement of a barricade adjacent to St. Thomas More School that is affecting the traffic patterns on Mary Avenue and the lane behind the houses on Mary Avenue. Alderman Drummond enquired as to whether this item of correspondence could be placed on a subsequent Council Meeting Agenda.

His Worship, Mayor Lewarne, in response to Alderman Drummond's enquiry advised that the matter has been referred to the Traffic Safety Committee and will appear on the agenda for the next meeting of the Traffic Safety Committee.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN McLEAN:

"THAT this regular Council Meeting do now adjourn."

CARRIED UNANIMOUSLY

The regular Council Meeting adjourned at 23:25 h.

Confirmed:

Certified Correct:


MAYOR


DEPUTY MUNICIPAL CLERK