

1984 MAY 28

A regular meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Monday, 1984 May 28 at 19:00 h.

PRESENT: Acting Mayor D.N. Brown (In the Chair)
Alderman D.A. Lawson
Alderman G.H.F. McLean
Alderman E. Nikolai
Alderman L.A. Rankin
Alderman V.V. Stusiak

ABSENT: Mayor W.A. Lewarne
Alderman D.P. Drummond
Alderman A.H. Emmott

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. D. Gaunt, Director Recreation and Cultural Services
Mr. J.G. Plesha, 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 May 22 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 May 22 be now adopted."

CARRIED UNANIMOUSLY

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

(a) Acting Mayor Brown issued the following proclamation regarding "Canadian Environment Week":

"NOW THEREFORE I, Donald N. Brown, Acting Mayor of the District of Burnaby, do declare that the week of Sunday, 1984 June 03 to Saturday, 1984 June 09 as:

'CANADIAN ENVIRONMENT WEEK'

AND DO URGE our citizens to remember that the environment is everyone's responsibility."

(b) Acting Mayor Brown issued the following proclamation regarding "Spina Bifida Week":

"NOW THEREFORE I, Donald N. Brown, Acting Mayor of the District of Burnaby, do hereby proclaim the week of Saturday, 1984 June 09 to Saturday, 1984 June 16 as:

'SPINA BIFIDA WEEK'."

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D E L E G A T I O N

The following wrote requesting an audience with Council:

- (a) E.F. Turner, Co-Chairman, Residents of Oakland Avenue - Burris Street Area - 1984 May 23, Re: Extension and Widening of Oakland Avenue to a 46 foot pavement width.
Spokesman - Mr. Norman Cafic

MOVED BY ALDERMAN NIKOLAI:

SECONDED BY ALDERMAN LAWSON:

"THAT the delegation be heard."

CARRIED UNANIMOUSLY

- (a) Mr. Norman A. Cafic, 7591 Burris Street then addressed the members of Council on behalf of the Oakland/Burris area residents ad hoc committee respecting the proposed extension and construction of Oakland Street to a 46 foot width.

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

"INTRODUCTION

Having learned of Council's decision to authorize construction of Oakland Street as a continuous street between Royal Oak Avenue and Burris Street, with a curb to curb width of 14 m (46 feet), the vast majority of the residents in the area immediately affected by this proposed street support us in this request to Council that the plans for this street be revised to conform with the Comprehensive Transportation Plan for Burnaby, subsequently referred to as the Transportation Plan.

It should be clearly understood that we do not wish to re-open discussion of the Transportation Plan, nor is it our intent to oppose any aspect of the policy outlined in that Plan.

EXTENT OF COMMUNITY CONCERN

The magnitude of concern among area residents is indicated by a petition which has been signed by more than 350 people who live within one half block of the Oakland-Burris Route. A copy of the petition is appended to this submission, complete with addresses and telephone numbers of the signatories. This brief with petition attached has been provided to the Municipal Clerk in sufficient quantities for distribution to all members of Council.

THE TRANSPORTATION PLAN

The Comprehensive Transportation Plan for Burnaby was adopted by the Municipal Council in 1979, following extensive public input and careful deliberation.

The Transportation Plan is based on a policy with the following fundamental goal, as stated on page 17 of the Plan:

'Facilitate the movement of people and goods within and through the Municipality in a manner that is most cost effective and efficient while at the same time endeavouring to maintain and improve the integrity and environment of residential neighbourhoods.'

Throughout the Transportation Plan there is consistent reference to an underlying objective "to maintain and improve the quality of our residential neighbourhood".

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The Transportation Plan describes the recommended road system for the Municipality with a well defined hierarchy of route types, each with an appropriate pavement width, as summarized below.

<u>ROUTE TYPE</u>	<u>RECOMMENDED PAVEMENT WIDTH</u>
Primary Arterial	60 ft curb to curb
Secondary Arterial	46 ft curb to curb
Major Collector (Industrial/Commercial)	46 ft curb to curb
Local Industrial (Commercial)	46 ft curb to curb
Major Collector (Residential)	36 ft curb to curb

The Transportation Plan states, on page 30, that the primary and secondary arterials 'constitute the recommended truck route system for the Municipality.'

THE TRANSPORTATION PLAN RECOMMENDATIONS FOR OAKLAND STREET

According to the Transportation Plan, Oakland Street forms part of the Dover-Oakland-Burris Route which runs between Kingsway at Patterson and Canada Way at Burris. The Oakland-Burris portion of this route is defined as a Major Collector (Residential) and as such should be 36 feet wide.

The Implementation Schedule of the Transportation Plan shows the relative priorities of the various road improvements required to implement the Policy and lists (amongst others) the following Secondary Arterial Routes with higher priority than the Dover-Oakland-Burris Route:

B.N.R. (Kensington) Overpass
Royal Oak Avenue from Grange North to Canada Way
Spratt Street.

REASONS FOR RESIDENTS' CONCERN REGARDING CURRENT PLANS FOR OAKLAND STREET

a) 46 Foot Width Inconsistent with Transportation Plan

As indicated earlier, the Transportation Plan calls for a 36 foot road to be constructed along Oakland Street between Royal Oak and Sperling. Although such an extension will increase local traffic through the area, many residents understand the need for such a route and are prepared to accept the implementation of the original plan.

We believe that we can do no less in fulfilling our responsibilities to the community at large, however we are deeply disturbed that a Plan and Policy, adopted after careful deliberation following widespread public input, has been significantly altered when there are no evident changes in proposed land uses or transportation systems since the Transportation Plan was adopted in 1979.

b) 46 Foot Width Alters Potential Route Classification

According to the Transportation Plan, a roadway width of 46 feet is required only for Secondary Arterial or Industrial/Commercial Routes.

Given the stated use of Oakland Street as a Major Collector (Residential), we see no justification for building a 46 foot wide pavement, which incidentally is precisely the pavement width of Canada Way. We are of the opinion and belief that construction of such a road will inevitably lead to mounting pressure to have the Oakland-Burris portion of the Dover-Oakland-Burris route re-classified as a Secondary Arterial Route, forming part of the truck route system for the Municipality. This pressure may become irresistible to some future Council.

c) Restriction of 46 Foot Width Road to Function as a 36 Foot Roadway is Unacceptable

It appears that the Council presently intends to limit the use of the 46 foot roadway to two lanes of traffic and two lanes of parking, thus allowing it only to function as a 36 foot roadway. Such commitments do not bind future Councils, and therefore, may be of only short term value. Parking subsequently can be eliminated and the designation of the roadway changed to a truck route by some future Council. For this reason we find such a commitment to be unsatisfactory.

Furthermore, such an approach is inconsistent with the Transportation Plan of limiting use by restricting the roadway width. (See page 32 of the Plan.)

d) 46 Foot Width Encourages Increased Traffic Speed Volume

We are concerned that construction of a 46 foot wide pavement on Oakland Street will result in traffic travelling at unsuitably high speeds, especially when we consider that the potential parking demand is limited and the greater part of Oakland Street is likely to be unobstructed by parking. Given this higher traffic speed and the through connection from Canada Way to Royal Oak and Kingsway, we foresee that this road will attract through commuter traffic between the B.N.R. Overpass and Metrotown, which is contrary to the stated objective of the Transportation Plan as described in page 31:

'The major residential collector network has been developed in a manner that would discourage through commuter traffic movements on these routes but yet provide the more localized land use service function that is required.'

Furthermore, we note that the Plan states on page 32:

'The major residential collectors would be constructed to a 36 foot curb to curb pavement width which is a minimum width for one moving lane in each direction plus parking. This lesser width is regarded by the Committee as being somewhat of a limiting restriction for these routes to be used for major traffic flow.'

We deduce that the Plan specifically recognizes the risk of wider roads attracting major traffic flows and deliberately attempts to prevent this happening on Residential Collector Routes.

e) Changes to Implementation Schedule

We are concerned that construction of Oakland Street at 46 foot width prior to the upgrading of the Royal Oak Avenue and Spratt Street Secondary Arterials will lead to Oakland and Burris Streets being used as a through route between the Kensington Overpass and Metrotown; a use which does not conform to the Transportation Plan description of a Major Collector (Residential).

We are also concerned that this pattern of use will become established and remain, even if Royal Oak and Spratt Street are upgraded at some future date.

f) Diverting the Traffic Problem from One Area to Another

The Transportation Committee in its section on Implementation Approach, recognized, wisely, that they 'should not simply transfer a traffic problem from one area of the Municipality to another.' We believe that Oakland Street being built at a 46 foot width will, in fact, transfer traffic problems from other routes in this area, which in our opinion, is contrary to the thrust of the Transportation Plan.

g) Adverse Environmental Effect on the Neighbourhoods

Throughout the Transportation Plan consistent reference is made to 'maintaining and improving the integrity and environment of residential neighbourhoods.' These very words constitute part of the fundamental goal of the policy as indicated on page 17 of the report.

We believe that a 46 foot wide road will in fact, frustrate this objective. The increased width of road will attract more traffic travelling at higher speeds, thereby increasing noise and exhaust pollution. The increased traffic will represent a serious danger to children in these neighbourhoods, who will have to cross Oakland or Burris to attend 'neighbourhood' elementary and junior schools.

Furthermore, with the Oakland-Burris route acting as a 'through' route, the neighbourhoods surrounded by Canada Way, Burris-Oakland, Royal Oak Avenue and Kingsway will be left with no access to major parks or recreation facilities without crossing a major through traffic route. This cannot be considered as 'maintaining or improving the residential neighbourhood.'

h) Adverse Economic Effects

We believe that it is unfair to change the size and designation of Oakland Street as many people in the area have made investment and purchasing decisions based upon published transportation plans for Burnaby. The fact that this Plan is not being adhered to in respect to Oakland Street was not known, and the impact is significant in both economic and social terms.

We believe that unpublicized changes to previously published plans will serve to deter investment in the Municipality by creating a climate of uncertainty, and are contrary to the Implementation Actions as adopted in principle by Municipal Council - 1979 April 09.

i) Cost Effectiveness

Page 17 of the Transportation Plan outlines fundamental goals of the policy, one of which is to achieve these objectives in a 'most cost effective manner.' The building of a 46 foot road to perform the function of a 36 foot road is, in our opinion, inconsistent with this fundamental goal, regardless of the sources of funding.

COST SHARING

We are aware that Council has made application for Oakland Street to become a Revenue Sharing Project, which would result in the Provincial Government contributing 50% of the approved eligible construction costs.

It is our understanding that some people may be concerned about achieving the cost sharing arrangement with the Province in respect to the Oakland Street construction and extension if the roadway is to be built at less than a 46 foot width.

Although we ourselves do not know all of the facts in respect to this question, we do not see any provisions in the eligibility guidelines published by the Province that establishes any width restrictions.

Another concern of the Committee flows from the Provincial eligibility guidelines which state that the Province must give written permission to allow either parking on any roadway funded under their program or to prohibit restrictions of the use of the road for any given type of vehicle.

In light of these two provisions, Council now or in the future, may not have the ability to control the use of this particular roadway. In other words, through actions outside of Council's control it could become a truck route or a four lane secondary arterial road which is the very thing we oppose.

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SUMMARY

In conclusion, we, the residents in the Oakland-Burris neighbourhoods, strongly urge Council to reconsider the Oakland Street Project and reduce the width of the proposed Oakland Street extension to 36 feet, consistent with their previously adopted Transportation Plan."

Attached to the text of the brief was a petition containing the signatures of approximately 352 area residents. The text of the petition is contained hereunder:

"The undersigned residents adjacent to or adversely affected by Council's decision to construct Oakland Street from Burris to Dover Streets strongly object to this proposal. It is our understanding that this roadway is proposed to be developed to a 14 meter (46 foot) curb to curb pavement with possible transit operation. This pavement width is identical to a secondary arterial and is a width recommended for truck routes within the Municipality. This type of roadway construction with its future potential is totally inappropriate and unjust within or adjacent any residential community."

Mr. William J. Lawlor, 6056 Denbigh Avenue then addressed the members of Council and advised of the major concerns that were expressed by the petitioners during the canvassing of the area. Mr. Lawlor advised that many people had made the decision to purchase in that area based on the Burnaby Comprehensive Transportation Plan. The proposal for constructing Oakland Street is in contravention of this Plan. Mr. Lawlor further asked Council to reconsider its decision.

B Y L A W S

FIRST READING:

#8209 4700 Kingsway

RZ #78/83

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN NIKOLAI:

"THAT

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 31, 1984'

#8209

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 McLEAN:

SECONDED BY ALDERMAN NIKOLAI:

"THAT the Committee now rise and report progress on the bylaw."

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN NIKOLAI:

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

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN NIKOLAI:

"THAT

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 31, 1984' #8209

be now read a first time."

CARRIED UNANIMOUSLY

FIRST, SECOND AND THIRD READINGS:

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN NIKOLAI:

"THAT

'Burnaby Road Closing Bylaw No. 2, 1984' #8207

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 McLEAN:
SECONDED BY ALDERMAN NIKOLAI:

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

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN NIKOLAI:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN NIKOLAI:

"THAT

'Burnaby Road Closing Bylaw No. 2, 1984' #8207

be now read three times."

CARRIED UNANIMOUSLY

CONSIDERATION AND THIRD READING:

#7774	7844 Buller Avenue	RZ #85/81
#8073	7169, 7175, 7195 Cariboo Road; 8940 Trans Canada Highway	RZ #23/83

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN NIKOLAI:

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

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 112, 1981' #7774

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 27, 1983' #8073."

CARRIED UNANIMOUSLY

1984 May 28

MOVED BY ALDERMAN McLEAN:
SECONDED BY ADLERMAN NIKOLAI:

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

CARRIED
OPPOSED: ALDERMAN STUSIAK TO
BYLAW #8073

The Council reconvened.

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN NIKOLAI:

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

CARRIED
OPPOSED: ALDERMAN STUSIAK TO
BYLAW #8073

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN NIKOLAI:

"THAT

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 112, 1981' #7774

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 27, 1983' #8073

be now read a third time."

CARRIED
OPPOSED: ALDERMAN STUSIAK TO
BYLAW #8073

RECONSIDERATION AND FINAL ADOPTION:

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN NIKOLAI:

"THAT

'Burnaby Boundary Road Widening Bylaw 1984' #8168

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 LAWSON:

"THAT all of the following listed items of correspondence be received and those items of the Municipal Manager's Report No. 38, 1984 May 28 which pertain thereto be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

- (a) Multiple Sclerosis Society of Canada,
British Columbia Division, President,
1984 May 15, Re: Permission to hold
Multiple Sclerosis Carnation Tag Day,
1985 - Friday, May 10 through Sunday,
May 12.

A letter dated 1984 May 15 was received requesting permission to hold Multiple Sclerosis Carnation Tag Day on Friday, 1985 May 10 through Sunday, May 12. Multiple Sclerosis Carnation Day has been a traditional fund raising program of the Multiple Sclerosis Society throughout Canada for many years, having successfully inaugurated it in B.C., the Society is confident of its ability to continue it as a major fund raising and public awareness event.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN LAWSON:

"THAT Council grant permission to the Multiple Sclerosis Society of Canada, British Columbia Division, to hold Multiple Sclerosis Carnation Tag Days from Friday, 1985 May 10 to Sunday, May 12 inclusive."

CARRIED UNANIMOUSLY

- (b) Province of British Columbia, Ministry
of Municipal Affairs, Minister,
1984 May 11, Re: Bed and Breakfast
accommodation.

A letter dated 1984 May 11 was received from the Minister of Municipal Affairs advising that, as a result of a review and an investigation of the regulations currently available for application to bed and breakfast facilities, the Minister has concluded that elaborate guidelines are neither necessary nor useful. Regulations normally applied to residential uses are sufficient for bed and breakfast facilities provided that the business operation involves renting only one or two bedrooms and the principle use of the dwelling remains a family residence.

- (c) Willingdon "Dirty Dozen" Girls Soccer
Team, Under 18 Years, Manager,
1984 May 15, Re: Request permission
to hold tag days on:
1. Friday, Saturday, 1984 June 15, 16;
2. Friday, Saturday, 1984 Sept. 14, 15.

A letter dated 1984 May 15 was received requesting permission to hold tag days on 1984 June 15 and 16 and 1984 September 14 and 15 at the Liquor Distribution Branches and Canada Safeway Stores as indicated below:

North Burnaby (Willingdon & Hastings)
Kensington Plaza
South Burnaby (Old Orchard)
Royal Oak and Rumble
Middlegate Mall.

The proceeds from these fund raising events will contribute to the team fund, which will in turn send the Willingdon "Dirty Dozen" Girls Soccer Team, Under 18 Years to the Canadian Championships for girl's soccer. This event will be held in Montreal, Quebec from 1984 October 04 to 08.

MOVED BY ALDERMAN LAWSON:
SECONDED BY ALDERMAN McLEAN:

"THAT Council grant permission to the Willingdon 'Dirty Dozen' Girls Soccer Team, Under 18 Years to hold tag days on Friday and Saturday, 1984 June 15 and 16 and on Friday and Saturday, 1984 September 14 and 15."

CARRIED UNANIMOUSLY

1984 May 28

- (d) Svend J. Robinson, M.P., Burnaby,
1984 May 10, Re: Revitalization of
West Coast fishery.

A letter dated 1984 May 10 was received thanking Council for its recent letter expressing support for the Fishermen's Survival Coalition request that the All Party Standing Committee on Fisheries and Forestry be permitted to travel to the west coast. The Member of Parliament for Burnaby further advised that he supported the Coalition's request that the Standing Committee be permitted to travel to the west coast.

- (e) Province of British Columbia, Ministry
of Municipal Affairs, Minister, 1984
May 15, Re: 1983 study grant - sanitary
sewage lift stations.

A letter dated 1984 May 15 was received advising that Burnaby's application for a 1983 study grant, under Part VIII, Section 37 of the Revenue Sharing Act Regulations, has been approved. The grant is to be applied to a study of sanitary sewage lift stations, to develop recommendations for upgrading of the existing pumping facilities.

Enclosed with the letter was a Province of British Columbia cheque in the amount of \$5,000.00.

- (f) G.A. & P. Moore, 1984 May 18, Re:
Install curbs, street lights and trees
in 7200 Block Union Street.

A letter dated 1984 May 18 was received requesting that the municipality initiate a Local Improvement Program for the 7200 Block Union Street.

Acting Mayor Brown advised that the Director Engineering 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 11.

- (g) Union of British Columbia Municipalities,
Executive Director, 1984 May 17, Re:
Potential Liability.

A memorandum dated 1984 May 17 was received from the Union of British Columbia Municipalities bringing to Council's attention an aspect of potential municipal liability which has arisen as a result of an occurrence in the City lockup in St. John, New Brunswick.

Acting Mayor Brown advised that the Officer-In-Charge, Burnaby Detachment, R.C.M.P. 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 11.

- (h) Federation of Canadian Municipalities,
1984 May 17, Re: 47th Annual Meeting
Agenda and Bylaw Review.

The agenda for the Federation of Canadian Municipalities 47th Annual Meeting to be held in the Winnipeg Convention Centre at Winnipeg, Manitoba commencing 1984 June 04 was received.

Enclosed with the agenda was a memorandum dated 1984 May 17 advising of the results of a review that has been conducted with respect to the Federation of Canadian Municipalities' bylaws.

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

1984 May 28

- (a) The Municipal Manager presented Report No. 38, 1984 May 28 on the matters listed following as Items 01 to 12 either providing the information shown or recommending the courses of action indicated for the reasons given:

1. Rezoning Reference #22/84
Lot 11, Block 10, D.L. 76, Plan 1885
5887 Sprott Street

The Municipal Manager submitted a report from the Director Planning and Building Inspection advising that notwithstanding the negative recommendation of the Planning and Building Inspection Department as outlined in the rezoning report considered on 1984 May 22, Council determined to advance the subject application to a Public Hearing. Pursuant to the policy of Council regarding the processing of rezoning applications, it is necessary to establish the prerequisite conditions of rezoning associated with the subject application and instruct that a bylaw be prepared and advanced accordingly.

The Municipal Manager recommended:

- (1) THAT a rezoning bylaw to cover the above referenced rezoning application be prepared and advanced to first reading on 1984 June 11 and to a Public Hearing on 1984 June 19 at 19:30 h, and that the following be established as prerequisites to the completion of rezoning:
- a) The satisfaction of all necessary subdivision requirements.
 - b) The submission of a Neighbourhood Parkland Acquisition Charge of \$933.00 per unit.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN RANKIN:

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

CARRIED UNANIMOUSLY

2. Rezoning Reference #30/84
Lot 46, Blks. 1 & 2, D.L. 158, Pl. 17337
7610 Nelson Avenue

The Municipal Manager submitted a report from the Director Planning and Building Inspection advising that notwithstanding the negative recommendation of the Planning and Building Inspection Department as outlined in the rezoning report considered on 1984 May 22, Council determined to advance the subject application to a Public Hearing. Pursuant to the policy of Council regarding the processing of rezoning applications, it is necessary to establish the prerequisite conditions of rezoning associated with the subject application and instruct that a bylaw be prepared and advanced accordingly.

The Municipal Manager recommended:

- (1) THAT a rezoning bylaw to cover the above referenced rezoning application be prepared and advanced to first reading on 1984 June 11 and to a Public Hearing on 1984 June 19 at 19:30 h, and that the following be established as prerequisites to the completion of rezoning:
- a) The satisfaction of all necessary subdivision requirements.
 - b) The submission of a Neighbourhood Parkland Acquisition Charge of \$933.00 per unit.

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MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN RANKIN:

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

CARRIED UNANIMOUSLY

3. Rezoning Reference #31/84
Lot 1 E 1/2, Lot 2 E 1/2, Blk. 2 W Part,
D.L. 99, Plan 1579
4520 Imperial Street

The Municipal Manager submitted a report from the Director Planning and Building Inspection advising that notwithstanding the negative recommendation of the Planning and Building Inspection Department as outlined in the rezoning report considered on 1984 May 22, Council determined to advance the subject application to a Public Hearing. Pursuant to the policy of Council regarding the processing of rezoning applications, it is necessary to establish the prerequisite conditions of rezoning associated with the subject application and instruct that a bylaw be prepared and advanced accordingly.

The Municipal Manager recommended:

- (1) THAT a rezoning bylaw to cover the above referenced rezoning application be prepared and advanced to first reading on 1984 June 11 and to a Public Hearing on 1984 June 19 at 19:30 h, and that the following be established as prerequisites to the completion of rezoning:
- a) The satisfaction of all necessary subdivision requirements.
 - b) The submission of a Neighbourhood Parkland Acquisition Charge of \$933.00 per unit.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN RANKIN:

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

CARRIED UNANIMOUSLY

4. Rezoning Reference #32/84
Lot 3 N 1/2, Blks. 34 & 36, D.L. 35,
Plan 2603
3842 Fir Street

The Municipal Manager submitted a report from the Director Planning and Building Inspection advising that notwithstanding the negative recommendation of the Planning and Building Inspection Department as outlined in the rezoning report considered on 1984 May 22, Council determined to advance the subject application to a Public Hearing. Pursuant to the policy of Council regarding the processing of rezoning applications, it is necessary to establish the prerequisite conditions of rezoning associated with the subject application and instruct that a bylaw be prepared and advanced accordingly.

The Municipal Manager recommended:

- (1) THAT a rezoning bylaw to cover the above referenced rezoning application be prepared and advanced to first reading on 1984 June 11 and to a Public Hearing on 1984 June 19 at 19:30 h, and that the following be established as prerequisites to the completion of rezoning:

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- a) The satisfaction of all necessary subdivision requirements.
- b) The submission of a Neighbourhood Parkland Acquisition Charge of \$933.00 per unit.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN RANKIN:

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

CARRIED UNANIMOUSLY

5. Rezoning Reference #34/84
Lot 7, Blk. 27, D.L. 34, Plan 1355
4084 Brandon Street

The Municipal Manager submitted a report from the Director Planning and Building Inspection advising that notwithstanding the negative recommendation of the Planning and Building Inspection Department as outlined in the rezoning report considered on 1984 May 22, Council determined to advance the subject application to a Public Hearing. Pursuant to the policy of Council regarding the processing of rezoning applications, it is necessary to establish the prerequisite conditions of rezoning associated with the subject application and instruct that a bylaw be prepared and advanced accordingly.

The Municipal Manager recommended:

- (1) THAT a rezoning bylaw to cover the above referenced rezoning application be prepared and advanced to first reading on 1984 June 11 and to a Public Hearing on 1984 June 19 at 19:30 h, and that the following be established as prerequisites to the completion of rezoning:
 - a) The satisfaction of all necessary subdivision requirements.
 - b) The submission of a Neighbourhood Parkland Acquisition Charge of \$933.00 per unit.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN RANKIN:

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

CARRIED UNANIMOUSLY

6. Upgraded Standard For North Beresford Street
Related Property at 6595 Bonsor Avenue
Rezoning Reference #24/74 and
Subdivision Reference #40/75

The Municipal Manager submitted a report from the Director Planning and Building Inspection advising that Rezoning Reference #24/74 and Subdivision Reference #40/75 for a highrise apartment with ancillary commercial podium development was granted final adoption of the rezoning bylaw on 1975 April 14. After many years of being held in abeyance, the construction of this development is now underway and substantially complete. One of the original requirements for this development was the upgrading of North Beresford Street along this site frontage to a 11 m (36 ft.) wide pavement standard for a length of approximately 230 feet.

As a result of an ongoing analysis of Metrotown Core related roadworks, the minor widening of North Beresford Street to a 14 m (46 ft.) wide pavement standard is now necessary. The Planning and Building Inspection Department has been able to contact the developer's contractor in time and are able to report that if the municipality can move quickly to obtain the necessary approvals and commitment of funds, this needed widening can be achieved at a modest additional cost.

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The Municipal Manager recommended:

- (1) THAT the Director Engineering be authorized to pursue the construction with the developer's contractor of a 14 metre wide pavement instead of the 11 metre wide pavement originally determined for the North Beresford Street frontage abutting the development site at 6595 Bonsor Avenue (RZ #24/74) with the additional costs of widening to be obtained from Capital Contingency as noted in the report.
- (2) THAT Council approve Work Order #60-09048 with an estimate of \$15,000.00 to be charged to Special Roads budget Item 60-09, with funds to be provided from Capital Contingency.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

7. Subdivision Servicing Agreement
Subdivision Reference #100/81
South Side Kingsway Between Patterson and
Barker Avenues

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 Reference #100/81.

The Municipal Manager recommended:

- (1) THAT Council authorize the preparation and execution of the servicing agreement for Subdivision Reference #100/81.

MOVED BY ALDERMAN NIKOLAI:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

8. Sale of Municipal Property
Lots 299, 300, 301, 302, 303, 304,
305, 306, 307, 308, 309, 310,
All of D.L. 33, Group 1, Plan 64787, N.W.D.
Harken Drive

The Municipal Manager submitted a report from the Municipal Solicitor advising that a municipal subdivision respecting properties on Harken Drive has been registered and servicing completed to the point where the lots can be advertised for sale by public tender. It is the opinion of the Municipal Solicitor that these lots be advertised with a minimum bid of \$79,000.00 per lot.

The Municipal Manager recommended:

- (1) THAT the subject municipally owned lots be offered for sale as outlined in the report.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

9. Hastings Street - Boundary to Delta Parking

The Municipal Manager submitted a report from the Director Engineering advising that the recently instituted left turn channelization and parking restrictions along Hastings Street have been supplemented by additional time limit parking on adjacent streets. In all zones but #6 the municipality has increased parking over and above that which existed prior to the decision to place volume capacity controls along Hastings Street. While it may be argued that some of this additional parking is some distance from the stores, the Director Engineering would point out that the greatest distance to the centre of a zone is under 200 metres (600 feet).

The Municipal Manager recommended:

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

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

Alderman Nikolai then referred to a sketch he had provided to Council prior to tonight's Council Meeting illustrating the measurements of the existing lanes on Hastings Street and a proposal to alter those measurements and by doing so provide an additional parking lane on the south side of Hastings Street.

The Director Engineering advised Alderman Nikolai that his proposal will be considered by the Engineering Department in conjunction with the Provincial Ministry of Transportation & Highways.

10. Anti-Train Whistle Bylaw
BNR Central Valley and Lake City Spurs

The Municipal Manager submitted a report from the Director Engineering advising that the Engineering Department has been informed that Burnaby's Anti Whistle Bylaw has been approved by the Canadian Transport Commission effective 1984 April 27. This is the culmination of a longstanding effort to resolve a noise problem that has affected some residents who reside in the vicinity of the rail lines in question, and who have, from time to time, expressed their concerns about the problem to Council and staff.

The Municipal Manager recommended:

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

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

11. Expansion of Bell Park

The Municipal Manager submitted a report from the Director Recreation and Cultural Services advising that the Parks and Recreation Commission, at its meeting of 1984 May 16, considered all possible aspects regarding the retention of the expansion of Bell Park in the Acquisition Program. The Commission finds it necessary to expand Bell Park for the reasons of; (a) population projections in both number and types, (b) relationship to surrounding recreation spaces and facilities and, (c) the integral part of the system that is being created over many years in all neighbourhoods of Burnaby.

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The Municipal Manager recommended:

- (1) THAT Council concur in the Commission's decision to retain the expansion of Bell Park in the Park Acquisition Program.
- (2) THAT Council concur with the Commission's approach to informing adjacent residents and owners.
- (3) THAT a copy of this report be sent to Mrs. C.M. Glosli.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN RANKIN:

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

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN NIKOLAI:

"THAT Item 11, Municipal Manager's Report No. 38, 1984 May 28 be **REFERRED** to the Parks and Recreation Commission for review in conjunction with the following:

- (a) The relationship of Stoney Creek Park to the proposed expansion of Bell Park;
- (b) The effect which the completion of Cameron Park will have on the need to expand Bell Park;
- (c) The types of infill housing proposed for the remaining vacant land in the area and;
- (d) That the Parks and Recreation Commission host a Public Information Meeting in the area to allow for citizen input."

CARRIED
OPPOSED: ALDERMAN RANKIN

12. Planning Challenge For 1985
Operating Budget

The Municipal Manager submitted the Manager's Challenge Statement for use in the 1984/85 Performance Planning and Measurement process.

The Municipal Manager recommended:

- (1) THAT the Manager's Challenge Statement attached to the report be approved by the Municipal Council for use in the 1984/85 Performance Planning and Measurement Process.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN McLEAN:

"THAT the Committee now rise and report."

CARRIED UNANIMOUSLY

The Council reconvened.

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MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

ENQUIRIES

Alderman Stusiak:

Alderman Stusiak enquired as to whether Council had any comments to make regarding the pamphlet that is being circulated throughout the municipality advising of the Public Meetings to be held during the month of June sponsored by the Housing Committee regarding the Residential Neighbourhood Environment Study. Alderman Stusiak invited members of Council who are not on the Housing Committee but may wish to attend the meetings to join the Housing Committee members on stage at the tables that will be set up to accommodate the Housing Committee members and staff members involved in the presentation.

Alderman Lawson:

Alderman Lawson advised that Alderman Emmott had contacted her by telephone and advised that he would be unable to attend this evening's Council Meeting due to a severe attack of the flu.

Alderman McLean:

Alderman McLean enquired as to whether any action had been taken with respect to information he had submitted to the Director Planning and Building Inspection the previous week.

In response to Alderman McLean's enquiry, the Director Planning and Building Inspection, Mr. A.L. Parr advised that he had a memorandum regarding this matter for Alderman McLean and would provide it to Alderman McLean following the conclusion of this evening's Council Meeting.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN NIKOLAI:

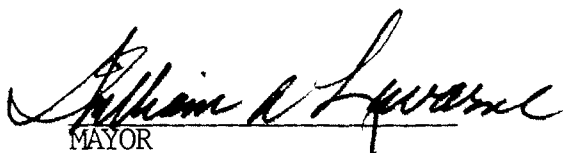
"THAT this regular Council Meeting do now adjourn."

CARRIED UNANIMOUSLY

The regular Council Meeting adjourned at 20:38 h.

Confirmed:

Certified Correct:


MAYOR


DEPUTY MUNICIPAL CLERK