

CITY OF VANCOUVERREGULAR COUNCIL MEETING

A Regular Meeting of the Council of the City of Vancouver was held on Tuesday, August 25, 1970, in the Council Chamber, at approximately 9:30 A.M.

PRESENT: His Worship the Mayor
Aldermen Adams, Bird, Broome, Calder,
Hardwick, Linnell, Phillips,
Rankin, Sweeney and Wilson
(Alderman Hardwick arrived at 9:55 a.m.)

CLERK TO THE COUNCIL: R. Thompson

PRAYER The proceedings in the Council Chamber were opened with prayer.

'IN CAMERA' MEETING

The Council agreed to an 'In Camera' meeting later this day.

ADOPTION OF MINUTES

MOVED by Ald. Broome,
SECONDED by Ald. Adams,
THAT the Minutes of the Regular Council meeting (including 'In Camera'), dated August 18, 1970, be adopted.

- CARRIED

COMMITTEE OF THE WHOLE

MOVED by Ald. Sweeney,
SECONDED by Ald. Adams,
THAT this Council resolve itself into Committee of the Whole, His Worship the Mayor in the Chair.

- CARRIED

REPORT REFERENCE

Director of Planning	Proposed Low Density Multiple Housing Southwest Marine Drive and the Fraser River (Horner Development)
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FOR COUNCIL ACTION SEE PAGE 3

COMMUNICATIONS OR PETITIONS

1. Alteration of Dates of September Council Meetings

The annual schedule of Council meetings calls for a skip on September 8th and a meeting on the 15th September and the U.B.C.M. will meet on the week of September 14th to 18th at which nearly all members of Council will be present, said the City Clerk.

MOVED by Ald. Adams,
THAT the Council hold a regular meeting on September 8th and the regular meeting originally scheduled for September 15th be cancelled.

- CARRIED

COMMUNICATIONS OR PETITIONS (cont'd)

2. Salvation Army Red Shield Building Fund: Delegation

MOVED by Ald. Broome,

THAT the communication from the Salvation Army be received and arrangements be made by the City Clerk to hear the delegation in connection with the Red Shield Building Fund on September 1, 1970.

- CARRIED

3. Canadian Federation of Mayors and Municipalities Transportation Meeting: Alderman Wilson

His Worship the Mayor submitted a letter from the Chairman of the Urban Transportation Committee, Canadian Federation of Mayors and Municipalities, being a notice calling a meeting of the Committee for August 31, 1970, at 10:00 a.m. in Ottawa. His Worship recommended that Alderman Wilson be authorized to attend the meeting.

MOVED by Ald. Adams,

THAT Alderman Wilson be authorized to attend the meeting of the CFMM Urban Transportation Committee to be held in Ottawa on August 31, 1970, at 10:00 a.m.

- CARRIED

BOARD OF ADMINISTRATION AND OTHER REPORTS

A. General Report, August 21, 1970

Works and Utility Matters

MOVED by Ald. Calder,

THAT the report of the Board of Administration (Works and Utility matters), dated August 21, 1970, be adopted.

- CARRIED

Social Service and Health Matters

U.B.C.M. Circular re Rubella

MOVED by Ald. Broome,

THAT the report of the Board of Administration (Social Service and Health matters), dated August 21, 1970, be adopted.

- CARRIED

Building and Planning Matters

Carport: 3382 East 23rd Avenue
Mr. Louis Naples (Clause 3)

MOVED by Ald. Sweeney,

THAT this clause be deferred pending the hearing of a delegation as requested.

- CARRIED

BOARD OF ADMINISTRATION AND OTHER REPORTS (cont'd)

Building and Planning Matters (cont'd)

Proposed Low Density Multiple Housing Development
between Southwest Marine Drive and the Fraser River at
the Foot of Angus Drive (Clause 5)

This clause sets out a recommendation of the Director of Planning in which he suggests the application for rezoning be subject to the conditions set out in Section E of the report of the Board of Administration. The Council felt that the application should not be 'subject to the conditions set out in Section E of the report' but rather 'along the lines of the conditions set out in Section E of the report' of the Technical Planning Board of July 17, 1970.

MOVED by Ald. Phillips,

THAT Horner Developments Ltd. be invited to apply for rezoning of the properties covered by the Stage I proposal shown on Appendix IV, along the lines of the conditions set out in Section E of the report, such application to be referred direct to a public hearing after report from the Technical Planning Board and the Town Planning Commission.

- CARRIED

Proposed Low Density Multiple Housing Development
between Southwest Marine Drive and the Fraser River at
the Foot of Angus Drive: Town Planning Commission
Report (Clause 6)

The Town Planning Commission, in a letter dated August 7, 1970, advised Council that it recommends that the Council give consideration to the provision of a park area along the Fraser River waterfront (e.g. similar to Sunset Beach below Beach Avenue).

MOVED by Ald. Hardwick,

THAT the information containing the Town Planning Commission's views respecting a park area along the Fraser River waterfront be received and the Commission be thanked for its interest.

- CARRIED

Balance of Building and Planning Matters

MOVED by Ald. Sweeney,

THAT, in respect of report of the Board of Administration (Building and Planning matters), dated August 21, 1970, Clauses 1, 2 and 4 be adopted and Clause 7 received for information.

- CARRIED

Licenses and Claims Matters

Peddlers

The Board of Administration submitted a report dated August 21, 1970, with regard to the question of the sale of flowers from flower carts on City streets, in which it is noted that Mrs. Kostyk has obtained ten licenses to operate flower carts and that merchants have been complaining about these carts. Mr. John Stanton, Barrister and Solicitor requested that he be allowed to speak to Council on behalf of Mrs. Kostyk.

MOVED by Ald. Rankin,

THAT Mr. John Stanton be heard in connection with the sale of flowers from flower carts on City streets and in the meantime the Board of Administration report to Council generally on the operating and licensing of flower carts, popcorn wagons and similar contrivances and advise on the feasibility of relating the license fee to the extent or size of the business in each case, along with any other recommendations the Board may desire to make.

- CARRIED

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BOARD OF ADMINISTRATION AND OTHER REPORTS (cont'd)

Fire and Traffic Matters

Fire Investigators Clothing Allowance

MOVED by Ald. Bird,
THAT the report of the Board of Administration (Fire and Traffic matters), dated August 21, 1970, be adopted. - CARRIED

Finance Matters

Grants in Lieu of Taxes (including Arrears) on Taxable Property: St. Vincent's Hospital and Mount Saint Joseph Hospital (Clause 2)

MOVED by Ald. Sweeney,
THAT this clause be deferred pending the hearing of delegations as requested. - CARRIED

Pacific National Exhibition Request for Approval of Proposed Capital Expenditure (Clause 5)

The Board of Administration brought forward a report of the Director of Finance to the effect that the P.N.E. has asked Council's approval of a capital expenditure of \$38,500 for the installation of 526 additional seats in the Pacific Coliseum. The P.N.E. state that the cost of the seats should be returned in the form of additional revenue over three or four years and that the funds will be provided from the Association's Reserve for Improvements.

MOVED by Ald. Adams,
THAT the request of the P.N.E. as set out in this clause be approved. - CARRIED

Balance of Finance Matters

MOVED by Ald. Sweeney,
THAT Clauses 1, 3 and 4 of the report of the Board of Administration (Finance matters), dated August 21, 1970, be adopted. - CARRIED

B. Personnel Matters, Regular August 14, 1970

Review of License Inspector Positions Department of Permits and Licenses

MOVED by Ald. Bird,
THAT the report of the Board of Administration (Personnel matters, Regular), dated August 14, 1970, be adopted. - CARRIED

C. Property Matters, August 21

MOVED by Ald. Sweeney,
THAT the report of the Board of Administration (Property matters), dated August 21, 1970, be adopted. - CARRIED

BOARD OF ADMINISTRATION AND OTHER REPORTS (cont'd)

D. Vancouver General Hospital Parking

The Board of Administration, under date of August 13, 1970 submitted the following information report of the City Engineer:

"On May 26th, 1970, Council adopted the recommendations of a report dated May 22nd, 1970, recommending the closure of 11th Avenue between Heather and Ash Streets and a portion of the Lane West of Ash Street north of 11th Avenue. At that time, Council further instructed that:

'The Board of Administration be requested to report on the parking situation generally with respect to the Vancouver General Hospital operation'.

Of particular interest was whether or not the removal of parking on the closed portion of 11th Avenue would affect the amount of parking as provided for in an earlier report to Council. The following is submitted in compliance with this request.

EXISTING PARKING SITUATION

At the present time the Vancouver General Hospital, together with the associated agencies, provide a total of 863 off-street parking spaces on seven lots, the largest being the 446 stall 12th Avenue parking lot opposite the Centennial Pavilion. Three of these lots are operated by the Hospital as supervised pay lots and accommodate a total of 661 vehicles. A further 255 stall supervised pay lot, located on the Vancouver City College grounds west of the Centennial Pavilion, is also available for use by parkers bound for the Hospital complex. The remaining four lots, provided by the Provincial Health Service, B.C. Cancer Institute and the Canadian Arthritic and Rheumatism Society, are free and accommodate 202 vehicles.

In general, these lots fill up on weekdays by 9:00 a.m. and remain full until about 4:00 p.m. During this period a spillover of over 400 vehicles park on the minor streets from Broadway to as far south as 16th Avenue. The heavy on-street parking occurring daily in the residential neighbourhood south of 12th Avenue restricts the available parking for the residents in this area.

BACKGROUND

A Parking Study was carried out for the Hospital by a Consultant at the time of the Hospital's application for rezoning in 1969 to determine the parking requirements for 1985 when Hospital expansion, rehabilitation, and consolidation will more than double the present size of the complex. This Study indicated that by 1985 this development would require an estimated 2750 spaces to accommodate the weekday peak hour parking demand, and proposed that sufficient off-street facilities be provided to satisfy 75% of this demand, or 2057 spaces. This situation was not acceptable to the City as it meant that an estimated 693 vehicles would not be accommodated and would be required to park on the street during the peak hour demand period. Accordingly, it was decided that all 2750 vehicles be accommodated off-street.

cont'd....

BOARD OF ADMINISTRATION AND OTHER REPORTS (cont'd)

Vancouver General Hospital Parking (cont'd)

On May 20th, 1969, Council approved the rezoning application, which included the recommendation that off-street parking facilities be constructed to a standard of not less than one space per 1084 sq. ft. of new floor area constructed so as to convert from the present one space per 2185 sq. ft. to an ultimate 1985 ratio of one space per 1627 sq. ft. and thereby provide the necessary 2750 off-street spaces required to serve the proposed 4,474,373 sq. ft. Hospital complex of 1985.

Following a Public Hearing on June 26, 1969, Council adopted a resolution 'that the Hospital Board undertake, in writing, to correct the existing deficiency with respect to parking within three years of this date to conform with the required By-law standards'.

CURRENT PROPOSAL (EXTENDED CARE UNIT)

The most immediate plans for development of this complex call for the establishment of a new Extended Care Unit in the block bounded by 11th Avenue, 12th Avenue, Heather Street and Ash Street.

It is expected that this Extended Care Unit will generate a demand for 57 parking spaces. Accordingly, a total of 60 off-street spaces are proposed, 36 additional spaces as an extension to the B.C. Cancer Institute parking lot and 24 spaces on a new parking lot opposite the main entrance to the Extended Care Unit. This provision will satisfy the parking requirements of one space per 1627 sq. ft. of floor area for the Extended Care Unit as required by the May 20th, 1969, recommendations approved by Council.

With respect to correcting the existing parking deficiency within three years, as adopted by Council on June 26th, 1969, the Extended Care Unit will provide a further 122 spaces on the grassed games area in the westerly portion of the existing King Edward College site. This will resolve the question of deficiency of off-street parking spaces and provide the required parking of one space per 1627 sq. ft. of floor area for the total Hospital Complex.

The development of the Extended Care Unit will require the closure of 11th Avenue between Heather and Ash Streets and will thereby eliminate 19 on-street parking spaces along the north curb of this block. (Parking has been prohibited along the south curb for several years).

However, in view of the foregoing, this loss of 19 on-street spaces is not considered to be significant."

MOVED by Ald. Hardwick,
THAT the foregoing information report by the City Engineer be received for information and a copy be forwarded to the Vancouver General Hospital.

- CARRIED

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BOARD OF ADMINISTRATION AND OTHER REPORTS (cont'd)

E. Control of Discharge of Oily Wastes
from Myer Franks Ltd., 1100 Grant Street .

The Board of Administration, under date of August 21, 1970, submitted a report for Council's consideration on the matter of the discharge of oily wastes from Myer Franks Ltd. Myer Franks Ltd. have asked that the matter be held over and the company be allowed to make representations to Council on September 1st.

MOVED by Ald. Broome,

THAT the report of the Board of Administration of August 21, 1970, dealing with this matter be deferred to the meeting of Council to be held on September 1st and a delegation from Myer Franks Ltd. be heard at that time.

- CARRIED

F. Report of Standing Committee on Planning
and Development, August 13, 1970

MOVED by Ald. Bird,

THAT the report of the Standing Committee on Planning and Development, dated August 13, 1970, be adopted.

- CARRIED

G. Report of Standing Committee on General
Purposes, August 13, 1970

MOVED by Ald. Broome,

THAT the report of the Standing Committee on General Purposes dated August 13, 1970, be adopted.

- CARRIED

H. Report of Standing Committee on General
Purposes, August 18, 1970

In discussing this report of the General Purposes Committee it was noted that certain action of the Committee with regard to the rental regulation dealing with deposit had not been reported. The City Clerk concurred and advised that the section which should have been reported is as follows and should appear in the report immediately before the Committee's recommendation:

'The Chairman ruled that the motion referred by Council is a motion before the Committee and called for a vote. The motion was defeated; therefore the Committee did not take any action to recommend any revision or deletion of regulation #1 of the Vancouver Rental Accommodation Grievance Board By-law (By-law #4448).'

MOVED by Ald. Broome,

THAT the report of the Standing Committee on General Purposes dated August 18, 1970, as corrected, be adopted.

- CARRIED

I. Report of Official Traffic
Commission dated August 10, 1970

MOVED by Ald. Linnell,

THAT the report of the Official Traffic Commission dated August 10, 1970, be approved.

- CARRIED

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BOARD OF ADMINISTRATION AND OTHER REPORTS (cont'd)

J. Report of Special Committee
re Illegal Suites, August 21, 1970

The Special Committee re Illegal Suites - Hardship Cases submitted the following report under date of August 21, 1970:

"The Committee of Officials has considered the following requests under the policy established by Council concerning Illegal Suites - Hardship Cases, and reports as follows:

- (a) The following applications recommended for approval by the sub-committee, be approved:

Theresa Amantea (owner), 3220 East 14th Avenue
Mrs. Lise Andersen (tenant), 766 West 7th Avenue
Mrs. C. Canet (owner), 2916 Fraser Street
Florence Sharon Cavalluzzi (tenant), 2279 Nanaimo Street
Mrs. Josephine Fierro (owner), 2523 Adanac Street
Mrs. Patricia Furlong (tenant), 439 West 22nd Avenue
Mary Lou Gendron (tenant), 2465 Triumph Street
William Gordey (tenant), 2905 McGill Street
Mrs. Inez Hansen (tenant), 2575 East 5th Avenue
Lenard Hennenfent (tenant), 2649 Trinity Street
James Hong (tenant), 3196 East 8th Avenue
Raffaele and Maria Iachetta (owners), 2896 East Georgia
Mrs. Josephine R. Kerr (owner), 4561 Dumfries Street
Lena Laka (owner), 3043 Copley Street
Chik Yuen and Wai Ying Lam (tenants), 2448 Grant Street
Anna Orsolan (tenant), 3065 Charles Street
Mrs. Freda A. Ostertag (tenant), 2955 East 4th Avenue
Giuseppe Perrotta (owner), 2781 Cambridge Street
Antonios and Margarita Sacallis (owners), 5291 Chambers
Mrs. P. Upshall (tenant), 157 East 44th Avenue
Adolph and Lena Van Spengen (owners), 5743 St. Margaret
Mrs. Mary G. Van Wieringen (tenant), 2641 Eton Street
Malcolm Ainslie Foote and Mary Alice Waugh (owners),
3555 Cambridge Street

- (b) The following application be approved for six months from the date of this resolution:

Guy E. Shandley (tenant), 1005 East 54th Avenue

- (c) The following applications be not approved:

Jagtar Singh Chauhan (tenant), 985 East 64th Avenue
Denis and Julie Ledoux (tenants), 3234 Turner Street

- (d) In respect to the above mentioned, the City Building Inspector be instructed to carry out the policy as adopted by Council on December 17, 1964, and as amended by Council on November 10, 1964."

MOVED by Ald. Sweeney,

THAT the foregoing report of the Special Committee re Illegal Suites - Hardship Cases, containing recommendations lettered

(a) to (d), be approved.

- CARRIED

COMMITTEE OF THE WHOLE

MOVED by Ald. Broome,
THAT the Committee of the Whole rise and report. - CARRIED

MOVED by Ald. Adams,
SECONDED by Ald. Broome,
THAT the report of the Committee of the Whole be adopted. - CARRIED

The Council recessed at approximately 10:45 a.m. and reconvened 'In Camera' in the Mayor's Office, following which the Council recessed at 12:00 noon to reconvene in open session in the Council Chamber at 2:00 p.m.

The Council reconvened in open session in the Council Chamber at approximately 2:00 p.m., His Worship the Mayor in the Chair and the following members of the Council present:

PRESENT: His Worship the Mayor
Aldermen Adams, Bird, Broome, Calder,
Hardwick, Linnell, Phillips,
Rankin, Sweeney and Wilson

DELEGATIONS

The Council received delegations as follows:

- 1. Mr. H. Bowering Rezoning: W/S of Balsam Street
(brief submitted) between 41st & 43rd Avenues
(Cloverlawn Investments Ltd.)

FOR COUNCIL ACTION SEE BELOW AND PAGE 10

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- 2. Mr. W. Street, Barrister Surplus Lands: Haro-Smithe
Connector (United Equities)

FOR COUNCIL ACTION SEE PAGES 14 and 15

UNFINISHED BUSINESS

- 1. Rezoning: W/S of Balsam Street between
41st & 43rd Avenues (Cloverlawn Investments Ltd.)

This application is for the rezoning of one lot on the W/S of Balsam Street immediately south of the lane south of 41st Avenue for the purpose of constructing a commercial building. Recommendations against approval were received from the Technical Planning Board and Town Planning Commission.

MOVED by Ald. Adams,
SECONDED by Ald. Linnell,
THAT the application of Cloverlawn Investments Ltd. for rezoning of Lot 9 of 12, Block 16, D.L. 526 from RM-3 Multiple Dwelling to C-2 Commercial District be refused in accordance with the recommendations of the Technical Planning Board and the Town Planning Commission.

- LOST

cont'd.....

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UNFINISHED BUSINESS (cont'd)

Rezoning: W/S of Balsam Street between
41st & 43rd Avenues (Cloverlawn Investments Ltd.)
(cont'd.)

A recorded vote on the foregoing motion was called for and the voting was as follows:

FOR THE MOTION

AGAINST THE MOTION

Alderman Adams
Alderman Bird
Alderman Hardwick
Alderman Linnell
Alderman Rankin

His Worship the Mayor
Alderman Broome
Alderman Calder
Alderman Phillips
Alderman Sweeney
Alderman Wilson

Thereupon the following motion was offered.

MOVED by Ald. Wilson,
SECONDED by Ald. Broome,

THAT the application of Cloverlawn Investments Limited, as described in this Minute be referred to a Public Hearing.

- CARRIED

MOTIONS

- 1. Allocation of Land for Highway Purposes
(1366 East 49th Avenue and 7664 Knight Street)

MOVED by Ald. Sweeney,
SECONDED by Ald. Bird,

THAT WHEREAS the registered owners have conveyed to the City of Vancouver, for highway purposes, the following lands:

- 1. South 4 feet of Lot 3 except North 7 feet, now road, Block 2, District Lot 739, Group 1, New Westminster District, Plan 1645, as shown outlined red on plan prepared by A. Burhoe, B.C.L.S., dated August 4, 1970, and marginally numbered LF 5465
- 2. West Seven Feet (W7') of Lot Twenty (20), Block Two (2) of Block Five (5), District Lot Two Hundred (200), Group One (1), New Westminster District, Plan 3834

AND WHEREAS it is deemed expedient and in the public interest to accept and allocate the said lands for highway purposes;

BE IT THEREFORE RESOLVED that the above described lands so conveyed be, and the same are hereby accepted and allocated for highway purposes, and declared to form and constitute portions of highway.

- CARRIED

- 2. Closing and Stopping Up
(portion of lane, North of School Avenue,
East of Rupert Street)

MOVED by Ald. Sweeney,
SECONDED by Ald. Bird,

THAT WHEREAS the City of Vancouver is the owner of all the streets and lanes lying within the limits of the City of Vancouver;

AND WHEREAS a portion of the lane North of School Avenue, East of Rupert Street is surplus to the City of Vancouver highway requirements;

cont'd...

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MOTIONS (cont'd)

Closing and Stopping Up (portion of lane,
North of School Avenue, East of Rupert Street)
(cont'd.)

THEREFORE BE IT RESOLVED THAT all that portion of lane, dedicated by the deposit of Plan 12817, be closed, stopped up and conveyed to the owner of the abutting south 115 feet of Lot "C", except Parcel "X" (Reference Plan 416), Block 16, District Lot 37, Group 1, New Westminster District, Plan 1781; said portion of lane more particularly described as follows:

Commencing at the north westerly corner of said portion of the south 115 feet of Lot "C";

Thence N 29° 35' 40" E 34.84 feet, more or less, following in the production northerly of the westerly limit of said portion of the south 115 feet of Lot "C" to intersection with the production westerly of the northerly limit of Lot 3, said Block 16, Plan 12817;

Thence S 75° 46' 40" E 37.85 feet, more or less, following in the said production westerly of the northerly limit of said Lot 3 to the north westerly corner of said Lot 3;

Thence S 29° 29' 20" W 45.10 feet, more or less, following in the westerly limit of said Lot 3 to the north easterly corner of said portion of the south 115 feet of Lot "C";

Thence N 60° 03' 30" W 36.59 feet, more or less, following in the northerly limit of the said portion of the south 115 feet of Lot "C";

The same as shown outlined red on a plan prepared by Adam Burhoe, B.C.L.S., dated the 24th day of May, 1968, and marginally numbered LF 4078, a print of which is hereto attached.

AND BE IT FURTHER RESOLVED that the said closed lane be consolidated with the abutting land to form one parcel.

- CARRIED

3. Establishment of Lands for Highway Purposes
(South of 19th Avenue, West of Marshall Street)

MOVED by Ald. Sweeney,
SECONDED by Ald. Bird,

THAT WHEREAS the City of Vancouver is the registered owner of the hereinafter described lands;

AND WHEREAS it is deemed expedient and in the public interest to establish the hereinafter described lands for highway purposes;

BE IT RESOLVED that the following City-owned lands more particularly described as:

the lane between Lots 13 to 16, Block 17 and 18 district Lot 195, Group 1, N.W.D. Plan 2002

be, and the same are, hereby established for highway purposes and declared to form portions of highways.

- CARRIED

ENQUIRIES AND OTHER MATTERS

Alderman Linnell -
Organization: Pacific
 Coast Ports

distributed to members of Council a transcript of a statement by the Honourable Mr. Jamieson dealing with the proposed new organizational structure proposed by the Federal Government for the management of the Vancouver Harbour. She advised that the Port of Vancouver Development Committee has authorized the preparation of a brief commenting on the Federal Government's proposals.

Alderman Phillips -
Organization: Pacific
 Coast Ports

enquired whether the brief referred to by Alderman Linnell will deal with municipal taxation of piers and wharfs.

Alderman Calder -
West End Apartment
 Tenants Association:
 Advertisement

referred to an advertisement published in a local newspaper by the West End Apartment Tenants Assn. inviting people to express their views to Mayor Campbell about transients. He enquired what action Council would take concerning this type of advertising which he felt may be in contravention of Federal laws.

Alderman Phillips -
Police Foot Patrols
 Transients

spoke to the matter raised by Alderman Calder and referred to the possibility of reintroducing police constables on foot patrol in the West End area. He commented further on the matter of travelling youth in the country and suggested that steps be taken through inter-governmental cooperation to reduce the suspected abuse of welfare payments by a portion of the travelling youth in the City.

Alderman Wilson -
Regional District
 Transportation Report

advised that the report by the Regional District Transportation Committee on rapid transit and transportation generally will be ready very soon and he enquired whether the joint study being conducted by the City and B.C. Hydro will be ready at the same time.

Alderman Bird -
Tax Free American
 Municipal Bonds

referred to the fact that he has again learned that municipalities in the United States can borrow money at about 6% interest because municipal bonds are free from Federal taxation and he asked the Mayor to continue to take this matter up with the C.F.M.M.

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ENQUIRIES AND OTHER MATTERS (cont'd)

Alderman Adams -
Sundry Enquiries

made several enquiries:

- (a) What is the status of the Second Crossing?

This was answered by Commissioner Ryan who said a report is being submitted to the Federal Government at this time on alternative methods of crossing the Inlet.

- (b) What is happening about the Four Seasons Hotel development?

The Corporation Counsel replied the developers are expecting the approval of the National Harbours Board to the assignment of leases.

- (c) What is the situation with regard to innovative housing proposals for the South East Sector of the City.

Commissioner Sutton Brown replied to the effect that the time for receiving proposals was extended to September 28.

Alderman Sweeney -
Vandalism:
Prince of Wales School

spoke to a case of vandalism at Prince of Wales School immediately adjacent to his home. In this instance a number of provocative persons painted obscene remarks over the school premises using supplies of paint left unattended by painters who are working at the school.

NOTICE OF MOTION

The following Notices of Motion were submitted and recognized by the Chair:

1. City Services Outside of
Regular Business Hours

MOVED by Ald. Hardwick,

THAT WHEREAS some City services must be maintained outside of regular business hours, such as health and pollution inspections, medical services, etc.;

BE IT RESOLVED that the Board of Administration report on the possibility of negotiating with the Unions to permit necessary services to be available outside of regular hours.

(notice)

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NOTICE OF MOTION (cont'd)

2. Organization:
Pacific Coast Ports

MOVED by Ald. Linnell,
THAT WHEREAS the Minister of Transport has presented a concept for port organization in Canada;

AND WHEREAS said re-organization appears to provide less autonomy and more centralized control from Ottawa of major commercial ports of the country;

AND WHEREAS there are several port jurisdictions in the Greater Vancouver area and there is no machinery proposed for coordination of port development for these and other Pacific Coast commercial harbours;

BE IT RESOLVED THAT the City Council endorse the efforts of the Port of Vancouver Development Committee to obtain from the Minister of Transport a more appropriate form of organization for the Pacific Coast ports than has hitherto been presented.

(notice)

3. Advertising on Vehicles

MOVED by Ald. Broome,
THAT WHEREAS Section 85 of the Street and Traffic By-law states that no person shall place or cause to be placed any handbill, dodger, circular, card or other advertising matter upon or in any vehicle upon a street without permission of the owner or person in charge of such a vehicle;

AND WHEREAS this section has been totally ineffective in curbing this form of litter and street pollution because a person must be caught in the act of placing such handbills, etc.;

THEREFORE BE IT RESOLVED THAT the Corporation Counsel be instructed to bring forward for the consideration of Council an amendment to the Street and Traffic By-law which will place the responsibility for such litter on the company, person or organization on whose behalf the advertisement is made and against whom penalties can be levied.

(notice)

NEW BUSINESS

1. Extension of Lease: Hertz Rent-A-Car
Surplus Lands: Haro-Smithe Connector

Mr. W. Street appeared as a delegation requesting that Council reconsider its decision of May 26th not to extend beyond July 31, 1971, the lease of the N $\frac{1}{2}$ of Lots 1 and 2, Block 6, D.L.185, known as 875 Burrard Street, to Hertz Rent-A-Car.

Mr. Street, in his presentation, requested an extension of this lease to November 1, 1972. He said he was willing to agree to the extension being subject to Council receiving satisfactory assurance that financing has been committed for the project.

cont'd....

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NEW BUSINESS (cont'd)

Extension of Lease: Hertz Rent-A-Car
Surplus Lands: Haro-Smithe Connector (cont'd)

In order that Council may be advised about the relevant past history of this matter and about the implications of the request and about its effect on the interests of the B.C. Automobile Association in this location, it was,

MOVED by Ald. Adams,
SECONDED by Ald. Wilson,


THAT the request of United Equities, through Mr. Street, for an extension of lease to Hertz Rent-A-Car of property at the Haro-Smithe Connector, be referred to the Board of Administration for report to Council.

- CARRIED

The Council recessed at approximately 3:45 p.m. to reconvene 'In Camera' in the Mayor's Office, following which the Council adjourned at approximately 4:30 p.m.

The foregoing are the Minutes of the Regular Council meeting dated August 25, 1970, and the reports referred to are those on Page(s)


MAYOR


CITY CLERK

AUGUST 21ST, 1970.

The following is a report of the Board of Administration:

WORKS & UTILITY MATTERS

CITY ENGINEER'S REPORT

RECOMMENDATIONS

- 1. Sewer in L/W Fraser Street, between 19th & 21st Avenues and on 20th Avenue, Carolina to L/W Fraser Street and on L/S 20th Avenue, Carolina to L/W Fraser Street

"T.V. inspection showed these old sewers to be in poor condition and several blockages have occurred due to failure of the pipe. The pipes are also inadequate in size.

The estimated cost of replacing these sewers is \$40,000.

I RECOMMEND that \$40,000 be appropriated from Account Code 0116/7904, 'Reconstruction and Relief - Unallocated' in the 1970 Sewers Capital Budget."

Your Board RECOMMENDS that the foregoing be approved.

- 2. Review of Policy re the Sale of Streets and Lanes for Inclusion in Commercial, Industrial, Multiple Dwelling and CDI Development

The City's present established method of closing streets and lanes, and conditions of sale to adjoining owners, has produced considerable criticism and complaint from proposed developers. As a result, the Board of Administration instructed the Director of Finance, with other appropriate officials, to review the current policy, for subsequent report to City Council.

The following joint report from the Director of Finance, Director of Planning, City Engineer and Supervisor of Property and Insurance, has now been received:

"Streets and Lanes are vested in the City and are under the jurisdiction of the City Engineer. As the need arises, funds are expended for the installation of various City services and private utilities on, over or under the highway. These facilities form part of a service net-work - not merely a facility for the exclusive use of the abutting lots. When an owner of adjoining lands makes application to the City Engineer for the closing and purchase of a street or lane, the City Engineer reviews his highway requirements. If he is prepared to recommend closure, the following conditions apply:

- (a) the developer paying the cost of removal and where necessary, the relocation and replacement of existing services and utilities. This cost will vary considerably.

.... Cont'd.

Item No. 2 (Cont'd.)

- (b) the developer paying the market price of the land which the Supervisor of Property and Insurance will estimate on the basis of the intended future use of the consolidated site.

Some developers have indicated that in their view the City is being unduly harsh and that procedures should be modified for the following reasons:

- (a) The consolidation of closed streets and lanes with adjoining lands creates larger sites upon which development can proceed in accordance with good planning concepts.
- (b) The City is relieved of the responsibility for continued maintenance of the closed street or lane.
- (c) The closed portion of street or lane becomes taxable.
- (d) The cost to the developer of paying for the removal or relocation of services and utilities, plus the full market value for the closed highway based upon the intended use, can well make this the most expensive realty in the total site, and in certain instances be so high as to frustrate the development.

Your officials have carefully considered this matter and have reviewed the basis of present policy. Streets and lanes are vested in the City for the benefit of the general public. A particular portion of highway does not exist solely for the access and benefit of a particular site. It is part of a system on which the general public can travel, or it forms part of a service or utility grid. Many streets and lanes fill such an important roll that the City Engineer will not recommend closure. Where it is recommended, it is obvious that adjacent streets or lanes must accommodate an increased traffic or service load.

Developers, by the process of consolidation, are often able to increase the effective area of a site fronting a major street - they may be able to take advantage of increased floor space ratios due to site size and shape. They also have greater flexibility in the design of structures, since they are not restricted to the depth of site from street to lane (normally about 120').

A developer is often desirous of acquiring a lane allowance between commercially and residentially zoned property, in order that he may subsequently make application for rezoning the consolidated site to the higher use. As a condition to rezoning the City may require setbacks from the residential streets, landscaping, placing of utilities underground, etc. This, however, is a mandatory requirement for rezoning - not of the street or lane closure.

A developer wishing to assemble a site for his purpose, will search for a location where the existing building improvements are such that the acquisition of the individual properties and demolition costs of the structures will be compatible with the value of the consolidated site for his purpose. Likewise, a developer may obtain information as to the existing utilities in an intervening street or lane, the estimated cost of their removal or relocation, and the estimated market value of the closed highway. The potential developer can thus determine in advance the probable cost of the assembled site and whether it is economic for his purpose. If he proceeds, then it can be assumed that market values have been established by a willing buyer."

.... Cont'd.

Board of Administration, August 21, 1970 (WORKS - 3)

Item No. 2 (Cont'd.)

Your officials recommend that the existing policy of charging the developer the cost of removal and relocation and replacement of services be continued and that the land be sold at a market value based on the zoning necessary for the use intended for the consolidated site.

Your Board

RECOMMENDS that the recommendation of the above officials be adopted.

3. Parade in Downtown Area

Your Board submits the following report of the City Engineer.

"The Army, Navy and Air Force Veterans of Canada, are requesting permission to hold a parade in the Downtown area on Tuesday, September 1st, 1970.

The proposal is as follows:

- Participants - approximately 500 persons
- Assembly - 6:30 p.m. South side 700 Block West Hastings Street
- Route - East along Hastings Street (keeping as close to the right hand side of the road as possible) to the Cenotaph.
- Dispersal - By bus from the Cenotaph.

The Police Department and Transit Authority do not anticipate any undue congestion or disruption to services to arise from the holding of the parade, which is scheduled to take place after rush hour traffic volumes have subsided.

Signing and barricading will not be required and supervision of the parade will be provided by the Police Department as required.

It is accordingly recommended that the B.C. Command of the Army, Navy and Air Force Veterans of Canada be permitted to hold a parade in the Central Business District of Vancouver at 6:30 p.m. on Tuesday, September 1st, 1970."

Your Board

RECOMMENDS the foregoing report of the City Engineer be adopted.

* * * * *

FOR ADOPTION SEE PAGE(S) 458

SOCIAL SERVICE & HEALTH MATTERS

RECOMMENDATION

- 1. Union of British Columbia Municipalities
Circular re Rubella

The City Clerk has received the attached circular from the U.B.C.M. The Medical Health Officer was requested to comment on two aspects of the material in the circular. 1) The Provincial Government's programme referred to in paragraph three. 2) The relationship of Council's action to date and its compatability with the Provincial Government's programme. The Medical Health Officer's report is as follows:

"To date the Provincial Health Branch has only undertaken to administer rubella vaccine purchased with \$88,000. This amount of money will purchase less than 80,000 doses of rubella vaccine. The Provincial Government's programme is to immunize female children in grade 6, and then to administer the balance of the vaccine to boys and girls starting with grade 1. This programme of immunization will not adequately immunize the key susceptible population between ages 1 - 12.

The Government has agreed to distribute to all Health Departments in the Province, vaccine purchased with the fund set up by the Kinsmen Rehabilitation Foundation. It is not known yet how much vaccine this will purchase.

The decision of the Vancouver City Council and other Municipal Councils in British Columbia is to supplement the Provincial Government's programme in order to complete the full immunization of all children between ages 1 - 12.

It is evident, therefore, that all Municipalities choosing to opt for a complete programme will be adding greatly to the community's protection against rubella."

Your Board

RECOMMENDS that the report of the Medical Health Officer be received and a copy sent to the President of the U.B.C.M.

* * * * *

FOR ADOPTION SEE PAGE(S) 458

Board of Administration, August 21, 1970 (BUILDING - 1)

BUILDING AND PLANNING MATTERS

RECOMMENDATIONS

1. Fountain Sculpture Gift -
German-Canadian Centennial Committee

The Director of Planning reports as follows:

"In 1967, the German-Canadian Centennial Committee offered the City of Vancouver a sculpture as part of the centennial program and on January 24, 1967, Council adopted the following recommendations:

- (a) That the existing pool on the Queen Elizabeth Theatre plaza be chosen as the site for the United German-Canadian gift sculpture.
- (b) That the City Building Inspector be requested to investigate the matter of cost involved as a result of this decision and report back to Council.

The sculpture was to be donated, with the City paying the cost of installation. Since that time, the matter has remained dormant. Difficulties in collecting the needed funds made it impossible for the German-Canadian Centennial Committee to proceed.

Financial difficulties have now been overcome and the German-Canadian Centennial Committee wishes to proceed with a different sculpture in the previously-designated location on the Queen Elizabeth plaza. The original work was in granite and the present work is in stainless steel and bronze.

The Director of Planning chaired a meeting on June 26, 1970, with members of the Community Arts Council and the German-Canadian Centennial Committee in attendance.

This Committee considered the suitability of the proposed sculpture for location in the pool of the Queen Elizabeth Theatre plaza.

It was agreed that the following recommendations should be forwarded to City Council:

'That the German-Canadian Centennial gift sculpture be placed in the existing pool on the Queen Elizabeth Theatre plaza and that necessary modifications be effected to:

- (a) the supporting sub-structure
- (b) the pumping system
- (c) the lighting

and that all costs for such modifications be borne by the German-Canadian Centennial Committee. Modifications to the pumping system and the lighting would be under the control of a professional engineer working with the sculptor.

It is further recommended that the complete installation be to the satisfaction of the City Building Inspector.'

The Vancouver Civic Design Panel has also been consulted and does not object to the proposal.

The Civic Auditorium Board endorsed the sculpture and the terms of installation at their meeting on August 7, 1970, as follows:

cont'd . . .

Board of Administration, August 21, 1970 (BUILDING - 2)

Clause 1 continued

'RESOLVED that approval of the Auditorium Board be given to this proposed sculpture in the Queen Elizabeth Plaza pool area, provided the executed sculpture is erected to the satisfaction of City officials, and is not materially different from the model presented to the Board.'

Accordingly, it is Recommended that:

- (a) The existing pool on the Queen Elizabeth plaza be designated as the site for the new German-Canadian Centennial gift sculpture, provided that the sculpture not be materially different from the model submitted by the donor.
- (b) The complete installation be at no cost to the City.
- (c) Installation be according to the terms of this report and to the satisfaction of the City Building Inspector."

Your Board RECOMMENDS that the foregoing recommendations of the Director of Planning be adopted.

2. Review of RM-4 Multiple Dwelling District Regulations of the Zoning and Development By-law

The Director of Planning reports as follows:

"City Council on May 2, 1967, following a Public Hearing, approved a new RM-4 Multiple Dwelling District Schedule of the Zoning and Development By-law.

City Council resolved that the effective date of the By-law was to be September 1, 1967, and further that;

'The new regulations be reviewed after a one year trial period (in the same way as was done for the (RM-3) regulations of 1961).'

From the time the new RM-4 District Schedule has been in effect - September 1, 1967, to July 31, 1970, a total of 39 Development Permits have been issued and a total of 26 Building Permits subsequently issued.

The plans of development as approved under the new regulations show an improved form of development which was anticipated because of the adoption of the amendment.

No serious criticisms have been made to the Planning Department regarding buildings designed in accordance with the new RM-4 regulations or the details of the regulations.

Parking standards were increased by approximately 20% and the amount of parking provided is apparently meeting the demand and more parking is underground because of the action of the bonus system.

Because of the absence of general complaints regarding the new regulations, it is RECOMMENDED that there be no detailed review of the regulations at this time."

Your Board RECOMMENDS that the recommendations of the Director of Planning be endorsed.

Board of Administration, August 21, 1970 (BUILDING - 3)

3. Mr. Louis Naples - Carport
3382 East 23rd Avenue

On February 9, 1970, City Council received a communication from Mr. Louis Naples of 3382 East 23rd Avenue respecting his having been ordered to remove an over-sized carport from the rear yard of the above property.

The Director of Planning and the Director of Permits & Licenses report as follows:

"In November 1965, Development Permit Application #36724 was filed with the Technical Planning Board by McLarnon Construction Limited to construct a 25' x 25' carport in the rear yard, the gross floor area of the carport and the existing garage and roofed-in patio being 1,159 sq. ft. in lieu of the 400 sq. ft. permitted under the Zoning and Development By-law. In addition, the height of the carport was 12', permitted height being 10' and the combined width of the carport and existing garage was 39' in lieu of the permitted width of 33'.

This application was refused by the Technical Planning Board, having particular regard to the combined gross floor area of the proposed carport, existing garage and roofed-in patio. The applicant was advised by the Technical Planning Board that if a new application was submitted indicating accessory buildings having a combined gross floor area not exceeding 500 sq.ft., it would be given favourable consideration.

In June 1966, the property owner was reminded by letter of the provisions of the Zoning and Development By-law respecting the permitted size of accessory buildings, and also of the restrictions on the storage of large vehicles on a one family dwelling site. He was at that time ordered to remove the partially built over-sized accessory building. Prosecution action followed and after a number of adjournments, mostly at the request of the defence attorney, the charge was dismissed in late 1968 on a legal technicality that the City failed to word the charge properly.

Following the above court action and since only a legal technicality was responsible for the charge dismissal, the Building Division again commenced prosecution action in September 1968. The owner's lawyer then filed Appeal #17175 to the Board of Variance for permission to retain the over-sized carport. The Board of Variance refused this appeal.

At this point, the applicant's lawyer requested more time to enable his client to apply directly to City Council in this matter. This request was granted but no action was taken by Mr. Naples or his lawyer until July 1969 when another notice to remove the offending building had been delivered.

A petition signed by adjacent property owners who do not object to the carport was subsequently submitted to the Board of Variance by Mr. Naples' solicitor. The Board of Variance considered the petition at its meeting on December 18, 1969 and resolved that no further consideration could be given to Appeal #17175 and the Board's decision must stand.

In January, 1970, a notice to remove the over-sized accessory building or face prosecution action was again delivered to Mr. Naples. It is, as a result of the notice, that Council is now in receipt of Mr. Naples' communication.

cont'd . .

Board of Administration, August 21, 1970 (BUILDING - 4)

Clause 3 continued

The site is located in an RS-1 One Family Dwelling District. The Zoning and Development By-law would permit an accessory building(s) not exceeding a gross floor area of 460 sq.ft. provided in part, that the building(s) did not exceed 2/3 the width of the site nor a height of 10 ft.

It has been the policy of the Technical Planning Board to permit new carport/garages provided the gross floor area of any existing and proposed buildings did not exceed approximately 500 sq.ft. and the total widths of the developments did not exceed 2/3 the width of the site. It is considered that a gross floor area of approximately 500 sq.ft. is sufficient to allow covered off-street parking facilities for up to three cars.

The floor area of the existing accessory buildings on this site-- not including the subject 25' x 25' carport-- is already 534 sq.ft. The subject carport building being 25' x 25' has a gross floor area of 625 sq.ft., thus the total area of accessory buildings on this site is 1,159 sq.ft. The combined widths of the accessory buildings are 39' rather than the permitted 33'. In addition, the subject carport is 12' high.

The size of Mr. Naples lot (49.5' x 120') is not different from a large number of other lots in the City. For Mr. Naples to comply with the suggestion of the Technical Planning Board it would be necessary for the existing accessory building to be first removed and the subject carport reduced both in height and size.

However, it is noted that Mr. Naples is the owner of a vacant lot immediately to the east of the subject site. If the two lots were consolidated into one parcel and so registered at the Land Registry Office, the Zoning and Development By-law would permit, as an 'outright use,' accessory buildings not greater than 10' in height and not wider than 63' and having a gross floor area of 824 sq.ft. or such greater area as may be approved upon application to and by the Technical Planning Board.

RECOMMENDATION:

That Mr. Naples' letter be received; that he be provided with a copy of this report and that the Director of Permits and Licenses continue to implement enforcement procedures."

Your Board RECOMMENDS that the recommendations of the Director of Planning and the Director of Permits and Licenses be endorsed.

(Copies of Mr. Naples letter dated February 9, 1970 are circulated for the information of Council.)

4. Erection of a New Gasoline Service Station
at 2473 Kingsway

The Director of Planning reports as follows:

"Shell Canada Ltd. has filed a Development Permit Application #52761 to erect a new gasoline service station (self-serve) on this site.

The site is located in a C-2 Commercial District and the gasoline service station policy as adopted by City Council on October 1, 1968, permits the erection of a new gasoline service station at this location.

cont'd . . .

Board of Administration, August 21, 1970 (BUILDING - 5)

Clause 4 continued

It is proposed to erect a small office with a canopy and 3 pump islands. The submitted drawings clearly indicate that the principal use of this site will be gasoline sales. No lubrication bays or repair facilities will be provided.

The Technical Planning Board and the Town Planning Commission recommend that Development Permit Application #52761 be approved in accordance with the submitted application, such plans and information forming part thereof, thereby permitting the erection of a new gasoline service station (self-serve) on this site, subject to the following conditions:

- A. Prior to the issuance of the development permit, revised drawings are to be first submitted to the satisfaction of the Director of Planning clearly indicating:
- (1) an acceptable design to the north elevation of the building;
 - (2) the 4' wall along the north property line will be decorative masonry;
 - (3) the amount and type of landscaping and the heights of all the plants when planted in the landscaped areas;
 - (4) the proposed free-standing sign shall not exceed a maximum 25' and all other signs are to be in accordance with the requirements of the Zoning and Development By-law (note - current amendment would not allow the proposed roof sign);
 - (5) that the parking area will have a 6" curb maintaining a 2' setback from the west property line.
- B. The development is to be carried out and maintained in accordance with the approved drawings and Section 11(10) of the Zoning and Development By-law.
- C. All screening, surfacing and curbing as indicated on the approved drawings is to be provided within 60 days from the date of completion of the proposed development and thereafter maintained in good condition at all times.
- D. All landscaping and treatment of the open portions of the site is to be provided within 6 months from the date of any use or occupancy of the proposed development and thereafter permanently maintained."

Your Board RECOMMENDS that Development Permit Application #52761 be approved in accordance with the recommendations of the Technical Planning Board and the Town Planning Commission.

NOTE: Representatives of Shell Canada Ltd. would like the opportunity of appearing as a delegation, if the Council is considering not approving this Board report.

5. Proposed Low Density Multiple Housing Development between Southwest Marine Drive and the Fraser River at the Foot of Angus Drive

The Director of Planning reports as follows:

"BACKGROUND INFORMATION

A representative of Horner Developments Ltd. appeared before City Council on February 17th, 1970 requesting authority to negotiate directly with the City for the purchase of approximately 12.5 acres of City land legally described as Parcel A, D.L. 317, Parcel B, D.L. 307 and Lot 5966, in order to consolidate these properties with certain street rights-of-way and about 23 acres of private lands to the west of Angus Drive for comprehensive residential development.

The City lands were approved on October 1st, 1968 for heavy industrial use (M-2 zoning) adjacent to the Fraser River, light industrial use (M-1 zoning) north of 75th Avenue, and single-family residential use adjacent to Southwest Marine Drive.

City Council resolved:

'THAT the Director of Planning be instructed to consider low-density multiple zoning for the City land and report back; it being understood that the Director of Planning's report will take into account his study of the Marpole Centre and concern for amenities and waterfront alignment.'

REPORT SUMMARY AND RECOMMENDATION

The report of the Technical Planning Board dated July 17th, 1970, outlines the proposal and analyses the various policy issues and local planning implications. The report concludes that Council should approve the proposal in principle subject to various conditions (set out on Page 10 of the attached report).

The following reasons are advanced for approving the proposal in principle involving the use of City lands for residential rather than industrial purposes:

- (a) the proposal will establish a viable western boundary for the industrial zoning along the North Arm of the Fraser River
- (b) the opportunity is present to redevelop the derelict operation of Pitkethly Bros. and rehabilitate the river bank
- (c) low density multiple housing, not including high rise apartments, would be an efficient and attractive use of this land, provided that adequate park, landscaped setback and waterfront walkway areas were included
- (d) there is no overriding case for alternative land uses, for example, industrial or recreation purposes
- (e) there are no particular physical or environmental problems raised by the proposal.

The Technical Planning Board, on July 17th, 1970 RECOMMENDED that Horner Developments Ltd. be invited to apply for rezoning of the properties covered by the Stage I proposal shown on Appendix IV, subject to the conditions set out in Section E of the report, such application to be referred direct to a public hearing after report from the Technical Planning Board and the Town Planning Commission."

The Town Planning Commission at its meetings of July 22nd and August 7th, 1970 considered the report of the Technical Planning Board dated July 17th, 1970 and is reporting separately. (See Clause 6).

Your Board RECOMMENDS that the recommendation of the Director of Planning (in his capacity as Chairman of the Technical Planning Board) be approved.

(Copies of the report of the Chairman of the Technical Planning Board dated July 17th, 1970 are attached for circulation to Council)

Board of Administration, August 21, 1970 (BUILDING - 7)

CONSIDERATION

6. Proposed Low Density Multiple Housing Development between Southwest Marine Drive and the Fraser River at the Foot of Angus Drive - Town Planning Commission Report

The Chairman of the Town Planning Commission, in a communication, dated August 7, 1970, advised as follows:

"The Town Planning Commission, having before it the report of the Technical Planning Board dated July 17th, 1970, on the above matter, adopted the following report and requested that it be submitted to Council for consideration:

'The Town Planning Commission, while favouring residential development for this area (generally in accordance with Appendix III of the Technical Planning Board report dated July 17, 1970) as opposed to industrial development, nevertheless consider that the matter of first importance is the future use of Vancouver's waterfrontage.

Vancouver is richly endowed with waterfrontage, but unfortunately public access to it is becoming less and less possible as development increases.

No public access is available to the Fraser River. The area under question is of historical importance to Vancouver, having been a gathering place for the surrounding inhabitants for a period of several thousand years and it seems appropriate that it should continue in public use.

The property is owned by the City, and it might be economically advisable to avoid future purchases for water access at high cost -- as is being done today on Point Grey Road -- by retaining such property now.

For these reasons the Commission recommends that Council be respectfully requested to give consideration to the provision of a park area along the Fraser River waterfront (e.g. similar to Sunset Beach below Beach Avenue).'"

Your Board submits the foregoing report of the Town Planning Commission to Council for CONSIDERATION.

INFORMATION

7. Commercial Zoning Study

An extract from the Minutes of the meeting of Vancouver City Council held on July 28, 1970 reads as follows:

"Alderman Hardwick requested the Director of Planning be asked to submit a progress report in the matter of study of commercial zoning areas in the City.

His Worship so directed."

The Director of Planning reports as follows:

"A study of suburban commercial zoning has been under way for some time and it is, in effect, one chapter of the overall City Plan. The report will examine the existing situation in the suburban commercial areas and will outline a suburban commercial zoning and development policy for consideration by City Council. (Downtown commercial zoning is being dealt with as part of the Downtown Plan).

cont'd . . .

Board of Administration, August 21, 1970 (BUILDING - 8)

Clause 7 continued

This study will be completed in approximately three months' time but it is anticipated that Council may wish to lay the report on the table in order to obtain the views of others before any consequential zoning changes are submitted to a Public Hearing."

Your Board submits the matter to Council for INFORMATION.

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FOR ADOPTION SEE PAGE(S) 458

Board of Administration, August 21, 1970(LICENSES - 1)

LICENSES AND CLAIMS MATTERS

CONSIDERATION:

1. PEDDLERS

The Director of Permits and Licenses reports that:-

"Mr. John Stanton wrote on behalf of Mrs. Barbara Kostyk requesting that the License Bylaw be amended to allow peddlers to remain in the block for longer than ten minutes, and further that Council instruct the License Inspector to cease and desist from harassing her in the future.

The Chief License Inspector advises that in April 1970 he and Mrs. Kostyk discussed the placing of flower carts in the City and he stated that a license would be issued provided traffic regulations were observed. The period of time for staying in one place was emphasized and Section 18(3) of the License Bylaw was referred to which reads in part:-

'nor shall any peddler stop his vehicle for a longer time than five minutes at any one place on any street or lane in the City nor shall such vehicle be allowed to stand or remain on any street or lane within the block bounded by intersecting streets for a longer period than ten minutes during any period of two hours while engaged in the carrying on of his business.'

Mrs. Kostyk has subsequently obtained ten licenses to operate flower carts.

Merchants in the areas where the flower carts have been located have complained about their presence. Normal investigation of the complaints took place which resulted in the carts being moved."

Your Board submits the matter to Council for consideration.

(A copy of Mr. Stanton's letter is circulated for Council's information.)

DELEGATION REQUEST.

* * * * *

FOR ADOPTION SEE PAGE(S) 459

Board of Administration, August 21, 1970

(FIRE - 1)

FIRE AND TRAFFIC MATTERS

RECOMMENDATION

1. Fire Investigators Clothing Allowance

The Fire Chief reports as follows:

"For several years Fire Investigators have been working in the regulation Fire Department uniform. There have been numerous occasions when the nature of their investigation has required them to wear civilian clothes. These men have done so voluntarily in the past and have never received any remuneration for wear and tear on their clothes. There is increasing evidence to suggest it is desirable to have these men wear civilian clothes regularly in place of the Fire Department uniform, with an appropriate clothing for the following reasons:

1. A good number of the investigations involve criminal elements and discreet enquiries.
2. The uniform causes embarrassment to witnesses and suspects during interviews, particularly school children and informants.
3. Unmarked cars are used for investigation and the advantage to be gained is lost in some cases which develop before the investigator has an opportunity to change to civilian clothes.
4. Associated investigators wear civilian clothes and a more flexible and compatible working team evolves when both investigators are in civilian clothes.
5. There is a building public resentment to uniformed authority.

The Fire Chief requests that Lieutenants Jackson and Davis (Fire Investigators) be taken out of uniform and placed on a clothing allowance on the basis of \$20.00 per month and a cash allowance per year equal to two pair of fire boots together with repairs to clothing when damage occurs in the course of duty upon recommendation by the Fire Chief, effective January 1, 1970 (no uniform was issued during 1970 to these men who have been working in civilian clothes all year). The cost of the clothing allowance would be partially offset by the reduction of uniform and boot purchases and no additional funds would be required this year.

Recommended that the Fire Chief's report be approved and Lieutenants Jackson and Davis be paid a clothing allowance."

Your Board

RECOMMENDS the foregoing recommendation of the Fire Chief be approved.

* * * * *

FOR ADOPTION SEE PAGE(S) 460

FINANCE MATTERS

RECOMMENDATIONS

1. Sinking Fund and Investment Matters, July, 1970.

The Board considered the following report of the Director of Finance respecting

- (a) Security transactions during the month of July, 1970
- (b) Summary of Securities held by the General and Capital Accounts as at July 31, 1971.

(a) GENERAL AND CAPITAL ACCOUNT TRANSACTIONS

<u>Date</u>	<u>Type of Security</u> <u>Bank Deposit Receipts Purchased</u> <u>and Redeemed in July</u>	<u>Maturity</u> <u>Date</u>	<u>Maturity</u> <u>Value</u>	<u>Cost</u>	<u>Term</u> <u>Days</u>	<u>Yield</u> <u>%</u>
July 2	Mercantile Bank of Canada	July 31/70	\$3,017,578.77	\$3,000,000	29	7.37
3	Royal Bank of Canada	July 31/70	1,005,408.22	1,000,000	28	7.05
10	Bank of British Columbia	July 15/70	1,000,941.78	1,000,000	5	6.87
21	Bank of Montreal	July 27/70	<u>1,201,331.51</u>	<u>1,200,000</u>	6	6.75
			<u>\$6,225,260.28</u>	<u>\$6,200,000</u>		

Bank Deposit Receipts Purchased for Redemption after July 31, 1970

July 2	Mercantile Bank of Canada	Aug. 31/70	\$2,024,246.58	\$2,000,000	60	7.375
3	Imperial Commerce Bank	Sept. 30/70	4,072,175.34	4,000,000	89	7.40
3	Banque Canadienne Nationale	Aug. 14/70	3,025,372.60	3,000,000	42	7.35
3	" " "	Aug. 26/70	1,010,873.97	1,000,000	54	7.35
6	Bank of Montreal	Aug. 24/70	707,085.53	700,000	49	7.54
6	" " "	Sept. 3/70	1,012,187.95	1,000,000	59	7.54
6	" " "	Sept. 15/70	710,321.26	700,000	71	7.58
6	" " "	Sept. 16/70	507,495.89	500,000	72	7.60
6	" " "	Sept. 21/70	812,826.30	800,000	77	7.60
6	" " "	Sept. 25/70	711,899.23	700,000	81	7.66
6	" " "	Sept. 28/70	1,322,917.04	1,300,000	84	7.66
6	" " "	Oct. 1/70	1,018,281.92	1,000,000	87	7.67
6	" " "	Oct. 5/70	509,636.03	500,000	91	7.73
7	Imperial Commerce Bank	Oct. 15/70	766,109.59	750,000	100	7.84
7	" " "	Oct. 16/70	510,819.45	500,000	101	7.82
7	Toronto Dominion Bank	Oct 26/70	819,268.38	800,000	111	7.92
7	" " "	Oct. 27/70	1,024,425.21	1,000,000	112	7.96
7	" " "	Oct. 30/70	4,716,235.07	4,600,000	115	8.02
7	" " "	Nov. 2/70	256,465.75	250,000	118	8.00
7	" " "	Nov. 16/70	617,575.89	600,000	132	8.10
8	Imperial Commerce Bank	Nov. 13/70	719,638.36	700,000	128	8.00
8	" " "	Nov. 16/70	823,056.00	800,000	131	8.03
8	" " "	Nov. 23/70	309,278.14	300,000	138	8.18
8	" " "	Nov. 26/70	722,173.70	700,000	141	8.20
8	" " "	Nov. 27/70	825,521.10	800,000	142	8.20
8	" " "	Nov. 30/70	<u>3,097,726.03</u>	<u>3,000,000</u>	145	8.20
			<u>\$32,653,612.31</u>	<u>\$32,000,000</u>		

SINKING FUND TRANSACTIONS

<u>Date</u>	<u>Type of Security</u> <u>Bank Deposit Receipts</u>	<u>Maturity</u> <u>Date</u>	<u>Maturity</u> <u>Value</u>	<u>Cost</u>	<u>Term</u> <u>Days</u>	<u>Yield</u> <u>%</u>
July 2	Mercantile Bank of Canada	Sept. 1/70	\$2,024,650.68	\$2,000,000	61	7.375
9	Bank of Montreal	Mar. 15/71	<u>1,587,286.44</u>	<u>1,500,000</u>	249	8.53
			<u>\$3,611,937.12</u>	<u>\$3,500,000</u>		

. . . Cont'd.

Clause No. 1 (Cont'd.)

CEMETERY PERPETUAL MAINTENANCE FUNDS TRANSACTIONS

<u>Date</u>	<u>Type of Security</u> <u>Debenture Purchased</u>	<u>Maturity Date</u>	<u>Maturity Value</u>	<u>Price</u>	<u>Cost</u>	<u>Term Yrs/Mos</u>	<u>Yield %</u>
July 9	City of Vancouver (Gov't Guaranteed) 5 3/4%	Mar. 15/75	<u>\$1,000.00</u>	<u>\$85.25</u>	\$852.50	4/8	9.75

(b)

GENERAL AND CAPITAL

SUMMARY OF SECURITIES HELD AS AT JUNE 30, 1970

<u>Type of Security</u>	<u>Par or Maturity Value</u>	<u>Cost or Book Value</u>
<u>Short Term</u>		
Bank Deposit Receipt - Purchased July, 1970	\$32,653,612.31	\$32,000,000.00
Bank Deposit Receipt - Purchased April and June, 1970	<u>5,615,335.07</u>	<u>5,300,000.00</u>
	<u>\$38,268,947.38</u>	<u>\$37,300,000.00</u>

Recommended by your Board that the report of the Director of Finance on Sinking Fund and Investment Matters for July, 1970 be confirmed.

- Grants in Lieu of Taxes (Including Arrears) on Taxable Property - St. Vincent's Hospital and Mount Saint Joseph Hospital

The Director of Finance reports as follows:

"The City Charter provides only for exemption of property wholly in use for charitable purposes, school purposes, hospital purposes and religious purposes.

Dealing with hospitals, there are several pieces of property on which taxes have actually been paid by six institutions and the two institutions above-mentioned have allowed their taxes to fall into arrears. These are properties which are not in use for hospital purposes, and are therefore taxable even though held by hospitals. Presumably, hospitals do have sources of funds, donated or otherwise, from which the six who have paid their taxes are able to meet the payment. It is noted from the letter that Mount St. Joseph does have 'meager capital monies'. Possibly no restrictions apply to those funds and capital financing is available through the normal Regional Hospital District channels for other capital needs.

. . . Cont'd.

Clause No. 2 (Cont'd.)

The City is requested from time to time by various institutions to forego payment of taxes and other levies made in accordance with the City Charter and By-laws and in order to regularize the situation, Council set a policy that requests for financial aid should not be based on the City foregoing lawful City levies, but should take the form of a request for a grant, based on the organization's total financial position and under the City's normal grant procedure. There is only one exception to this and that is where new construction for a charitable purpose is done under conditions whereby the property will be exempt on the next or a following Assessment Roll a grant in lieu of taxes is given to cover taxes for the period from the date of the first building inspection until the year when the property is exempt from taxes on the Assessment Roll.

The two requests dealt with in this report are for taxes lawfully levied by the City and under Council policy would be dealt with as a request for a grant for overall financial assistance. As B.C.H.I.S. and the Regional Hospital District carry responsibility for hospitalization, the City would not likely expect to give grants for hospital purposes, and would expect hospitals to pay all legally imposed City levies.

It is pointed out that grants in lieu of taxes include school taxes, hospital taxes and the small Municipal Finance Authority levy, in addition to the general levy, yet the grant all comes from the general levy.

The situation of taxes on property held for Hospital expansion purposes has been recognized by a 1970 amendment to the Regional Hospital District Act. Under this amendment, land held by a Hospital District, (providing the District declares that the land will be used for a hospital project at some future time) is not subject to real property taxation.

As Hospital expansion now comes under the Regional Hospital Districts, it appears that the amendment gives an orderly procedure for recognizing future land needs for this purpose and provides for the matter of tax relief of land recognized by the District as suitable and needed for a hospital expansion program.

Council is advised that the funds provided in the 1970 budget for grants in lieu of taxes are already fully committed and the requests herein could not be met without provision of funds from Contingency Reserve, if any. The two requests total to \$24,992.02 plus interest on arrears from January 1, 1970.

Recommended that St. Vincent's and Mount St. Joseph Hospitals be advised that they have a remedy under Section 20A of the Regional Hospital District Act to avoid taxation on land held for expansion. This would be done in co-operation with the Regional Hospital District whereby the land would be held by the District and be declared by the District as intended to be used for hospital purposes at a future time."

Your Board concurs in the recommendation of the Director of Finance.

(Copies of the letters from the two hospitals are circulated for Council information.)

DELEGATION REQUESTS - ST. VINCENT'S HOSPITAL
MOUNT ST. JOSEPH HOSPITAL

3. Replacement of Boiler Tubes - No. 2 Boiler
The Queen Elizabeth Theatre

Two tubes in the No. 2 Boiler at The Queen Elizabeth Theatre are leaking. The Boiler is shut down pending emergency replacement.

In a letter to the Manager of The Queen Elizabeth Theatre dated August 14, 1970, the City Building Inspector wrote:

"No. 2 Boiler is the main heating boiler for the Theatre, and is divided into two sections, the upper and the lower. The lower section comprises 46 horizontal tubes all of which are subject to the same intensity of heat, corrosion, and general wear and tear. The fact that two tubes are now leaking indicates that all tubes will have to be replaced in the near future.

It is possible to replace only the two tubes at this time, however the most likely consequence will be further breakdown in the tubes during the forthcoming heating season with a compounding of maintenance, repair, inspection and heating problems.

In summation, the two tubes can be replaced for a cost of \$123.00, but from the consideration of the ultimate cost and future operational problems it is the recommendation of this Department that all 46 tubes in the lower section of No. 2 Boiler be replaced as soon as possible."

The Theatre Manager therefore recommends immediate replacement of all 46 tubes at a cost not to exceed \$1,500.00.

The Comptroller of Accounts reports:

"Funds are not available within the Departmental Budget. Since the Building Inspector reports that the repairs should be carried out, the Comptroller of Accounts recommends that the funds for the emergency repairs be provided from Contingency Reserve."

Your Board RECOMMENDS that the recommendations of the Theatre Manager and the Comptroller of Accounts be adopted.

4. Schedule of Rental Rates
The Queen Elizabeth Theatre and Playhouse
September 1, 1970 to August 31, 1971

The Manager of The Queen Elizabeth Theatre reports as follows:

"Each year the Manager of The Queen Elizabeth Theatre submits for Council approval the Schedule of Rental Rates of The Queen Elizabeth Theatre and Playhouse for the ensuing twelve months with recommended changes.

This year the situation differs in that an additional clause was drafted for insertion in the 1970/71 schedule and approved by the Vancouver Civic Auditorium Board at its meeting on April 3, 1970. This action was taken at the suggestion of the Budget Committee who were reviewing an estimate of \$11,500.00 for the purchase of a new 16 mm movie projector and screen for The Queen Elizabeth Theatre. The purpose of the new clause is to provide money to defray the cost of the new projector and screen.

. . . Cont'd.

Clause No. 4 (Cont'd.)

With the exception of the change of effective dates of the Schedule of Rental Rates and the insertion of the following new clause already approved by the Vancouver Civic Auditorium Board, no other changes are recommended:

'CLASS III - FILMS AND CLOSED-CIRCUIT TELEVISION

	<u>EVENING</u>	<u>AFTERNOON</u>	<u>MORNING</u>	<u>ALL DAY</u>
EVENTS COMMERCIALY SPONSORED, DIRECTLY OR INDIRECTLY				
The Queen <u>Elizabeth Theatre</u>				
(1 performance)	1,000	550	450	1,550
(2 performances - same evening or afternoon)	1,500	825		
<u>NOT COMMERCIALY SPONSORED</u>				
(1 performance)	600	330	210	930
(2 performances - same evening or afternoon)	900	500		

The Theatre Manager recommends ratification of the Schedule of Rental Rates as set out in his memorandum to the Board of Administration and circulated to Members of Council to be effective September 1, 1970 to August 31, 1971."

Your Board RECOMMENDS adoption of the Theatre Manager's report.

CONSIDERATION

5. Pacific National Exhibition Request for Approval of Proposed Capital Expenditure

The Director of Finance reports as follows:-

"As required by their agreement with the City, the Pacific National Exhibition has by letter of August 5th, requested City Council's approval of the expenditure of \$38,500 for the installation of 526 additional seats in the Pacific Coliseum. The letter explains that the seats are to be installed at the request of the Vancouver Hockey Club, under an agreement with the P.N.E., that the latter would install the extra seats when Hockey Club seat sales approached 10,000. The P.N.E. letter states that the cost of the seats should be returned to the P.N.E. as additional revenue over three or four years.

The P.N.E. will pay for the seats from their Reserve for Improvements."

The Board of Administration forwards the request of the P.N.E. for Council consideration.

(Copies of the letter from the P.N.E. dated August 5, 1970, are circulated for the information of Council.)

BOARD OF ADMINISTRATIONPERSONNEL MATTERSREGULAR REPORTAUGUST 14, 1970RECOMMENDATION1. Review of License Inspector Positions -
Department of Permits & Licenses

The Director of Permits & Licenses reports that studies have been made on the duties of four License Inspector positions in the License Division of the Department of Permits & Licenses. They are:-

Taxi Meter Inspector
Contractor Inspector
Weights & Measures Inspector
Vehicle for Hire Inspector

The Taxi Meter Inspector position became vacant in June 1969 and has been filled on a temporary basis pending completion of the study. It is now apparent that a redistribution of duties of the four inspectors can be made to reduce the number of inspectors from four to three. This can be accomplished by consolidating the clerical duties presently carried out by the four inspectors and assigning the duties to a clerical position to be established by reclassifying the present vacant position.

The inspectional duties of the vacant position can be distributed among the remaining three inspectors.

The foregoing will permit a higher level of efficiency in the clerical and inspectional areas, particularly in the Contractor Inspector's work area. This function produces revenue from fees charged for contractors' and sub-contractors' licenses which can be potentially increased.

The Director of Personnel Services reports as follows:-

"The subject position will be mainly clerical in nature and will involve a considerable variety of office duties associated with ensuring that Contractors and Vehicles for Hire are properly licensed, the issuing of these licenses and maintaining appropriate records. The incumbent will be required to have a good working knowledge of the related bylaw requirements and will function with a fair degree of independence.

These duties are at the Clerk III level of complexity and I recommend that the position be so reclassified effective when adopted. The estimated recurring annual saving of this proposal determined by the decrease in the final step in the pay range and including fringe benefits at 10% is \$1,228."

. . . Cont'd.

Board of Administration, August 14, 1970 (REGULAR PERSONNEL - 2)

Clause No. 1 (Cont'd.)

SUMMARY

<u>Incumbent</u>	<u>Present Classification</u>	<u>Proposed Classification</u>	<u>Effective Date</u>
Vacant	License Inspector Pay Grade 20 (\$602 - 722)	Clerk III Pay Grade 17 (\$526 - 629)	When adopted

The proposed reclassification has been discussed with the Business Manager for the Vancouver City Hall Employees' Association and he concurs with the recommendation, subject to the matter being reviewed within six months.

RECOMMENDED that the vacant License Inspector I position be reclassified to a Clerk III position in accordance with the recommendation of the Director of Personnel Services, subject to review six months after the position is filled.

* * * * *

FOR ADDITION SEE PAGE(S) 460

BOARD OF ADMINISTRATION

PROPERTY MATTERS

AUGUST 21, 1970

The Board considered matters pertaining to Properties and submits the following report.

PART I

S U N D R I E S

RECOMMENDATIONS

- 1. Establishment of City-Owned Property For Highway Purposes

The Supervisor of Property and Insurance reports as follows:

"The lane between Lots 13 to 16, Blocks 17 & 18, D.L. 195, which is located South of 19th Avenue, West of Marshall Street, was acquired by the City by tax sale in 1945, at a cost of \$22.27. The Land Registry Office records describe this property as 'the lane between Lots 13 to 16' and it would appear that it was originally intended for lane purposes, but was never formally established as highway. The property is partially developed as a lane to provide access to Lot 15.

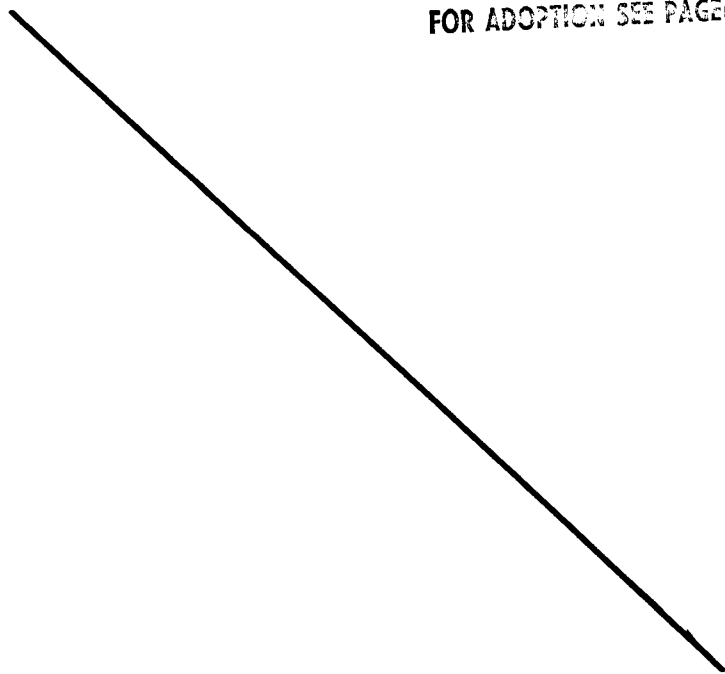
The City Engineer is agreeable to the establishment of this property for highway purposes and a charge against his Department of \$22.27. A formal resolution covering this establishment will be forwarded to Council.

RECOMMENDED that the lane between Lots 13 to 16, Blocks 17 & 18, District Lot 195, Group 1, N.W.D. Plan 2002, be established for highway purposes at a cost of \$22.27 to the City Engineer."

Your Board

RECOMMENDS the foregoing recommendation of the Supervisor of Property and Insurance be approved.

FOR ADOPTION SEE PAGE(S) 460



Board of Administration, August 21, 1970 . . . (PROPERTIES) 2

PART II

S A L E S

2. Sale - Redevelopment Project 2
- Area A-5

The Supervisor of Property and Insurance reports as follows:

"The City of Vancouver, in partnership with the Government of Canada (Central Mortgage & Housing Corporation) and the Province of British Columbia, has, under Redevelopment Project 2, acquired and cleared certain lands which were advertised for sale through this Office on behalf of the Partnership. This tender was opened at a public meeting of the Board of Administration on July 27, 1970, and the price offered has been endorsed by the Partnership. The sale is subject to the following conditions imposed by the Partnership:-

- a) Purchasers must submit with their offers for the land, information on the use and approximate size and type of building or buildings proposed.
- b) Purchasers will be required to enter into an agreement with the City of Vancouver to start development within eighteen months and to complete development within thirty-six months from the date of the purchase.
- c) The date of sale will be the date that the offer to purchase is approved by City Council and Central Mortgage & Housing Corporation.
- d) No purchasers shall, except with prior written consent of the City, resell, lease, or otherwise dispose of the land in the project area before development is completed.
- e) The purchaser shall grant the City, on behalf of the Partnership, an option to repurchase the land at the net sale price, which option will be exercised if development is not started within eighteen months or is not completed within thirty-six months from the date of purchase.
- f) The purchaser agrees that if his bid is accepted to support any local improvements which have been initiated by the City and to pay the levies imposed against the land under the Local Improvement By-law with respect thereto.

In accordance with Redevelopment Project 2, an extensive programme of municipal servicing is being undertaken in Area A-5, including paving of the streets and lanes, street lighting and the installation of new sidewalks, curbs and gutters. Purchasers of properties in this area are advised that, as a result of the Urban Renewal Project, they will receive 50% relief from their portion of annual local improvement taxes.

- g) Lands to be consolidated into sites of not less than 50' in frontage, wherever feasible.
- h) Purchasers to enter into any necessary agreements with the City in regard to easements or bulkheads as applicable to various sites.

continued . . . 3

Board of Administration, August 21, 1970 (PROPERTIES) . . . 3

Item No. 2 cont'd

RECOMMENDED that the following sale by tender be approved under the terms and conditions set down by City Council being in each case the highest offer.

Re: Sale - Redevelopment Project 2 - Area A-5
Lot 10, Block 'L', D.L. 182, Plan 13634
Sit: W/S of Vernon Dr. between Glen Drive
and Vernon Drive

<u>NAME</u>	<u>LOT</u>	<u>APPROX.SIZE</u>	<u>SALE PRICE</u>	<u>TERMS</u>	<u>CONDITIONS</u>
Olnor Invest- ments Ltd.	10	435' x 100' 375' 150' (57,000 sq.ft.)	\$144,500.00	City Terms @ 9-3/4%	1.Approval of the scheme of develop- ment by the Techn- ical Planning Bd. and/or Central Mortgage & Housing Corp. 2.Subject to the purchaser being permitted to sub- divide the property into two parcels with the privilege to pay off in full at any time either parcel. "

The purchaser is required to obtain approval of his proposal within 90 days of Council's approval of sale. The proposal consists of 20,000 sq. ft. of warehouse and office space.

Your Board

RECOMMENDS the foregoing recommendation of the Supervisor of Property and Insurance be adopted.

3. RECOMMENDED that the following application to purchase received by the Supervisor of Property and Insurance be approved under the terms and conditions set down by City Council.

Re: Lot 31, Block 65, D.L. 541
Sit: W/S of Homer Street
between Robson & Smythe Sts.

<u>NAME</u>	<u>LOT</u>	<u>APPROX.SIZE</u>	<u>SALE PRICE</u>	<u>TERMS</u>	<u>CONDITIONS</u>
D.W. Louie & Associates for Omega General Construction Ltd.	31	25' x 120'	\$20,105.00	City Terms @ 9-3/4%	Subject to existing sign rental agreement.

FOR ADOPTION SEE PAGE(S) 460.....

* * * * *

STANDING COMMITTEE OF COUNCIL

ON PLANNING AND DEVELOPMENT

AUGUST 13, 1970

A meeting of the Standing Committee of Council on Planning and Development was held in the No. 1 Committee Room on Thursday, August 13, 1970, at approximately 9:30 a.m. The following members were present:

- PRESENT: Alderman Bird, Chairman
Aldermen Adams, Broome, Calder, Hardwick,
Linnell, Phillips, Rankin,
Sweeney and Wilson
- ABSENT: His Worship the Mayor (On Civic Business)
- CLERK: D. Scott

Adoption of Minutes

The minutes of the meeting held June 25, 1970, were adopted.

PART I

The following recommendations of the Committee are submitted to Council for consideration:

RECOMMENDATIONS

1. United Co-operative Housing Society
Co-op Housing Project - S.E. Sector

Rev. James Erb appeared on behalf of the United Co-operative Housing Society and presented a proposal for a Co-op Housing Project on a 6.6 acre parcel of land in the South East Sector. Rev. Erb filed a brief dated July 22, 1970, wherein the Society requested consideration of the following:

- (a) A 60 year lease agreement at 6% per annum, based on a fair market value for the land, and
- (b) an early assurance that the land in question will be made available to the Society for this development.

The general proposals for the development are as follows:

- "1. Construct between 90 and 100 two, three and four-bedroom townhouse units together with such amenities as tot lot, wading pool and central meeting hall on the 6.6 acres of land set aside by Council for a co-operative housing development.
- 2. To limit applications for such housing to families with a maximum income of \$9,000/annum and to attempt to accommodate those with a minimum annual income of \$5,000 - \$6,000/annum.
- 3. To organize this housing project as a Continuing Co-operative.
- 4. To manage this development on behalf of the owner-occupants until the project is completed, homes are fully occupied and residents have undergone the educational process prerequisite to incorporation as a 'resident-member housing co-operative' and to then transfer full ownership of this development to this new co-operative."

. . . Cont'd.

Clause 1 Continued

Rev. Erb then discussed the proposed project under the following headings:

- (a) Projected Operating Costs
- (b) Effect of Land Costs
- (c) Financing
- (d) Screening of applicants
- (e) Management
- (f) Controls on Speculative Selling

He advised that the co-operative development will pay full property taxes.

After considerable discussion and questioning, it was

RECOMMENDED that the other Co-operative Societies be advised that a 6.6 acre section in the South East Sector has been set aside for a co-operative housing development and that they be invited to submit proposals; such proposals to be reviewed by the Committee in one months time;

FURTHER RECOMMENDED that the proposal submitted by the United Co-operative Housing Society be received and in the meantime the Board of Administration consider the ground rules that might apply for this form of development.

2. Parking Problems: West End

The Committee on February 5, 1970, passed the following resolution:

"RESOLVED that the Board of Administration be requested to submit a report on

- (a) the possibility of immediate enforcement of overnight parking bans,
- (b) the reduction of on-street parking,
- (c) the reversal of the City's policy on street widening in the West End,

such report to include consideration of related matters submitted in previous reports.

FURTHER RESOLVED that the City Engineer give a report reference on the subject matter when the Board submits the aforementioned report to the Committee."

The Board of Administration submitted a report of the City Engineer dated July 27, 1970, which dealt with the items contained in the resolution. The report concluded with the following recommendations 1 and 2, and submitted items (a), (b) and (c) for consideration:

"Accordingly, it is RECOMMENDED:

- 1. That a 32-foot pavement width be adopted as the standard for the local streets in all residential districts in the City which are zoned higher than one and two family dwelling areas.
- 2. That a programme of improving the local streets in the West End to the 32-foot width be initiated by the City under the Local Improvement procedure, commencing in 1971, with funds provided within the current Five Year Program.

. . . Cont'd.

Clause 2 Continued

The following items are set out for Council CONSIDERATION:

- (a) The principle of charging a fee for overnight on-street parking in the West End.
- (b) An increase in Police manpower to provide enforcement of the existing two hour parking time limit in the West End.
- (c) A review of the Zoning and Building By-law requirements for off-street parking in high density residential zones."

Mr. R. Ross, Traffic Operations Engineer, reviewed the information contained in the report with respect to the immediate enforcement of overnight parking bans in the West End and the reduction of on-street parking, and Mr. S. Townsend, Assistant City Engineer, discussed and reviewed the City policy on street widening in the West End.

The Committee discussed the report in detail and heard representations from Mr. Evan Wolfe, M.L.A., Mr. Robert Gibson, representing the Sub-Committee, and Mr. Joseph A. Witten.

Considerable discussion ensued and it was

RECOMMENDED

- (a) that the report of the Board of Administration containing a report of the City Engineer on Parking Problems in the West End, dated July 27, 1970, be made available to all interested parties and that they be permitted to appear as delegations at a subsequent meeting of this Committee;
- (b) that the City Engineer be requested to report on the implementation of recommendations 1 and 2, quoted below, particularly with respect to the blocks coloured brown, blue and green and marked on the City Engineer's map of the West End (numbered Z-5) which was displayed at this meeting:
 - "1. That a 32-foot pavement width be adopted as the standard for the local streets in all residential districts in the City which are zoned higher than one and two family dwelling areas.
 - 2. That a programme of improving the local streets in the West End to the 32-foot width be initiated by the City under the Local Improvement procedure, commencing in 1971, with funds provided within the current Five Year Program."

(Note: The brown, blue and green areas are the blocks referred to in Groups (i), (ii) and (iii) respectively on Page 5 of the Board report.)

PART II

The following action of the Committee is submitted to Council for information.

INFORMATION

3. Pioneer Place

When considering a report of the Board of Administration (Harbours and Parks matters), dated August 7, 1970, dealing with a complaint and petition received from the Gospel Mission re the condition of Pioneer Place, the Council referred this matter to the Standing Committee and the Police Department was requested to report on a petition and complaint forwarded to that department from I.D.E.A.S. on the same subject.

. . . Cont'd.

Clause 3 Continued

The Committee had before it a communication from R.B. Cray, Acting Deputy Chief Constable, wherein he advised of the following action which has been taken by the Police Department since the petition and complaint was received from I.D.E.A.S. on July 17th.

- "(1) Patrol cars in the area make regular visits to Pioneer Square when not on call.
- (2) Beat policemen patrol the area when man power is available.
- (3) When man power is available, plainclothesmen patrol the area and make arrests for Vag 'B' (Begging), and secure evidence for 'consuming liquor in a public place' summonses.
- (4) Arrangements have been made with the City Engineering Department to hood two meters on the west side of the 300 block Carrall Street adjacent to the Park. This enables our Patrol Wagon to park at Pioneer Square and give direct attention to this problem, when not on call.
- (5) Chief Constable Fisk has written direct to the Traffic Engineering Department requesting a permanent police parking zone be established in the 300 block Carrall Street, to enable a Police Wagon to be frequently present there."

The Acting Deputy further advised that Pioneer Square is receiving continuing attention from members of the Patrol Division. The following statistics were presented to the meeting:

"From July 17th to August 11th, 59 arrests have been made for the State of Intoxication in a Public Place, 13 arrests for Begging and 14 Summonses have been given out for consuming liquor."

Staff Inspector Mead met with the Committee and discussed the problem that exists and advised of the steps that are being taken to alleviate this problem.

It was

RESOLVED that the report of the Acting Deputy Chief Constable dated August 11, 1970, be received for consideration at another meeting.

4. Balance of Agenda

It was

RESOLVED that the balance of the agenda, being Items 4, 5, 6, 7 and 8 as listed below, be tabled for a full meeting of this Standing Committee, at which time the Committee will deal with these subjects only:

- 4. Neighbourhood Community Planning
- 5. Planning Department Reports to Council: Major Issues
- 6. Major Rezoning Applications and Sociological Implications
- 7. Strathcona Area Rehabilitation Project
- 8. Gastown, Chinatown: Social Survey and Evaluation

The meeting adjourned at approximately 12:10 p.m.

* * * * *

REPORT TO COUNCILSTANDING COMMITTEE ON GENERAL PURPOSESAUGUST 13, 1970

A meeting of the Standing Committee of Council on General Purposes was held on Thursday, August 13, 1970, in the No. 1 Committee Room, third floor, City Hall at approximately 2:00 p.m.

PRESENT: Alderman Broome (Chairman)
Aldermen Adams, Bird, Calder,
Hardwick, Linnell, Phillips,
Rankin, Sweeney and Wilson.

ABSENT: His Worship the Mayor (Civic Business)

CLERK: M. James

1. The Minutes of the meeting of July 9, 1970 were adopted as circulated.

PART I

The following recommendation of the Committee is submitted to Council for consideration:

2. Callister Park

Council on May 26, 1970, tabled the report of your General Purposes Committee dated May 7, 1970, pending the hearing of delegations on the matter. Subsequently, Council authorized the Standing Committee to hear the delegations.

Your Committee heard the following who were represented by the persons noted:

- (a) Pacific Coast Soccer League
 - Mr. L.W. Burkinshaw, Chairman
- (b) Satellites Motorsport Club
 - Mr. D. Harder, Business Manager
- (c) Pacific National Exhibition
 - Mr. M. Caravetta
- (d) Board of Parks and Public Recreation
 - Mr. A.J. Livingstone, Chairman
 - Mrs. H. Boyce
- (e) Cassiar Ratepayers' Association
 - Mr. J.T. Cork, President
 - Mr. Karl Zuker, Secretary
- (f) Hastings P. T. A.
 - Mrs. A. Richards
 - Mrs. Shannon

cont'd . . .

Standing Committee on General Purposes
August 13, 1970 2

During the course of the presentations of the delegations, the members of the Committee requested further information from the representatives and at the end of the hearing of the delegations, your Committee considered, at some length, the matter of the future uses of Callister Park. After general discussion your Committee

RECOMMENDS that Callister Park be turned over to the care, custody, and management of the Board of Parks and Public Recreation subject to:

- (a) the terms of the deed of Ada May Stevenson to the City of Vancouver dated the 20th day of March, 1942; and
- (b) the existing improvements being demolished by 1972 and the park completed by 1973, and the Park Board's estimated costs of development of \$120,000 (10% more or less) being financed from the 1971-1975 Capital Program Park Development Funds.

(It is recorded that Alderman Wilson voted in the negative).

AND FURTHER RECOMMENDS that the Pacific National Exhibition be asked to consult with Satellites Motorsport Club on the possibility of the conversion of the forestry area in the P.N.E. into a site suitable for the demolition derbies sponsored by this Club.

The meeting then adjourned.

* * * * *

FOR ADOPTION SEE PAGE(S) 463

REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL ON GENERAL PURPOSES

August 18, 1970

A meeting of the Standing Committee of Council on General Purposes was held on Tuesday, August 18, 1970, at 12:30 p.m., in #1 Committee Room, City Hall.

PRESENT: Alderman Broome (Chairman)
His Worship the Mayor, Aldermen Adams, Bird, Calder, Hardwick, Linnell, Phillips, Rankin, Sweeney, Wilson

CLERK: M. James

PART I

The following recommendation of the Committee is submitted to Council for consideration.

1. Vancouver Rental Accommodation Grievance Board

On August 4, 1970, Council considered a proposed resolution, which if passed, would repeal Regulation #1 of the Vancouver Rental Accommodation Grievance Board By-law (By-law #4448).

Council, at that meeting, directed that the resolution be referred to your Standing Committee on General Purposes for discussion with the Vancouver Rental Accommodation Grievance Board.

Your Committee met with the Chairman and one member of the Grievance Board and had submitted to it a statement signed by all members of the Board dated August 11, 1970, dealing with the matter at hand.

The members of your Committee discussed at length the various situations connected with the matter of security deposits and after full discussion

RECOMMENDS that the Vancouver Rental Accommodation Grievance Board be requested to draw up a rental contract form acceptable to both the Landlord and Tenant Act of the Province of British Columbia, and the By-law under which that Board is constituted, and submit the contract form for consideration to the Vancouver City Council.

The meeting then adjourned.

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FOR ADOPTION SEE PAGE(S) 463

MINUTESAUGUST 10, 1970OFFICIAL TRAFFIC COMMISSION

A meeting of the Official Traffic Commission was held in the No. 1 Committee Room, Third Floor, City Hall, on Monday, August 10, 1970, at approximately 3:30 p.m.

PRESENT: Alderman Linnell, Chairman
Alderman Rankin
Mr. R. Ross, Traffic Operations Engineer
Superintendent A.E. Oliver, City Police
Department
Dr. Ian B. Kelsey, Vancouver School Board

ALSO
PRESENT: Mr. E.L. Wiseman) Vancouver Traffic and
Mr. J. Plaskett) Safety Council

CLERK: D. Scott

Adoption of Minutes

The minutes of the meeting held June 22, 1970, were adopted.

1. Clark Drive and Kingsway:
Signal Modification

In a report dated July 28, 1970, the City Engineer advised that a traffic signal was installed at Clark Drive and Kingsway in 1955 in order to provide better opportunities for pedestrians to cross Kingsway in this commercial area. As a result of a recent petition for a local improvement on Clark Drive from Kingsway north to 14th Avenue, the function of this signal has been reviewed and, in order to discourage through traffic from using Clark Drive, a local residential street, it is proposed to modify the signal at Kingsway from a standard "fixed time" vehicle arrangement to a pedestrian actuated signal. The estimated cost of this modification is \$1,000.

The City Engineer recommended that the traffic signal at Clark Drive and Kingsway be modified to a pedestrian actuated signal and that the sum of \$1,000 be allocated from the Traffic Control Reserve Fund for this work.

On questioning, Mr. Ross advised that he was of the opinion that the merchants on Kingsway would not object to this change.

RECOMMENDED that the report of the City Engineer, dated July 28, 1970, re the signal modification at Clark Drive and Kingsway, be adopted.

2. Parking Exemption Decals

In a report dated July 29, 1970, the City Engineer advised that the Special Committee re Parking Exemption Decals recommends that the following applications for handicapped persons for parking exemption permits be approved:

T.H. Flinn, #1103 - 935 Marine Drive, West Vancouver, B.C.
A. Faulkner, 3362 East 6th Avenue, Vancouver, B.C.
E. Lacasse, #101 - 1215 Beach Avenue, Vancouver, B.C.

RECOMMENDED that the foregoing recommendation of the Special Committee re Parking Exemption Decals be adopted.

3. Traco Services - Request for Permission to Escort Funerals

Superintendent Oliver, in a report dated July 30, 1970, advised that Traco Services (1968) Ltd. has requested permission to escort funerals through the City. The purpose of the escort is to permit the cortège to move smoothly and unbroken through City traffic. In order to accomplish this, it is necessary to provide adequate traffic control at all major intersections. In speaking to the report, Superintendent Oliver advised that there appears to be a demand for this type of service and that the Police Department has adopted the policy that it will supply an escort when there are forty or more vehicles in the cortège or when congestion may occur in the downtown area, providing manpower and motorcycles are available. He stated that in recent months, due to the shortage of manpower and machines, no service has been given with the exception of very large funeral processions in the downtown area. He pointed out that a funeral procession does not have any special privileges which would allow the vehicles to disobey traffic regulations. However, it has been the accepted practice to allow a funeral procession, the lead vehicle having entered the intersection on a green light, to continue through the intersection even though the light changes to red.

Superintendent Oliver advised that, should the principle of an escort service be approved, the following aspects must be considered:

- (a) Members working an escort:
 - (i) must have legal authority to control traffic, and
 - (ii) should have an acceptable type of uniform, clearly distinct from that of the Police Department.

Mr. M. Ellis, Manager of Traco Services, who was present at the meeting, was wearing the uniform of that Company.

In discussing the matter the Commission did not feel that this escort service should be limited to forty or more vehicles in the cortège, but felt that this could be a general service.

After further discussion, it was

RECOMMENDED that a funeral escort service, satisfactory to the Chief Constable, be permitted to escort funerals throughout the City, with the personnel in an acceptable type of uniform clearly distinct from that of the Police Department and that the Corporation Counsel be requested to review the By-law to see if an amendment is necessary to give this type of service the legal authority required to control traffic when necessary at the intersections.

4. Boundary Road and 45th Avenue: Central Park Swimming Pool

In a communication dated September 10, 1969, Mr. W. Muche advised of the traffic problem which exists at Boundary Road, 45th and 46th Avenues. He stated that a danger exists to children crossing in the crosswalk located on Boundary Road just south of 45th Avenue, as cars proceed on the gravelled shoulder in order to pass automobiles making left hand turns at 45th Avenue.

When considering this communication and a report of the City Engineer, dated April 8, 1970, on April 20, 1970, the Commission recommended that the City Engineer review this intersection again when the swimming pool is opened and report back to the Commission.

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Clause 4 Continued

In a report dated July 29, 1970, the City Engineer advised that an analysis of the annual attendances at the swimming pool indicates peak generation takes place during the month of July. The pool activities vary according to the summer schedule but basically operate during weekdays 10:00 a.m. to 12:30 p.m. and 1:00 p.m. to 4:45 p.m. There is some private swimming usage by clubs but these activities are mostly evening classes attended by older children and adults. The operating times indicate that the morning activities would not conflict with the a.m. rush hour traffic and, therefore, detailed observations were carried out for the evening rush hour only. The pedestrian movements from the pool were as follows:

	<u>PEDESTRIANS</u>	<u>%</u>
(A) Eastbound to Burnaby	20	15
(B) Northbound to Kingsway	37	27
(C) Westbound crossing at 46th Ave.	10	7
(D) Westbound crossing at 45th Ave.	52	38
(E) Westbound crossing midblock 45th/46th Avenues	17	13
TOTAL	136	100%

These pedestrians were recorded during the fifteen minute period after the pool closed. Of these five basic movements, three involved crossing traffic on Boundary Road.

(C) WESTBOUND AT 46TH AVENUE

This location has a marked crosswalk and attracted ten pedestrians which are subjected to a single lane of traffic in each direction. No conflict or hazardous situations were observed.

(D) WESTBOUND AT 45TH AVENUE

At this marked crosswalk the highest percentage of pedestrian activity was noted and throughout the observation period the motorists' behaviour toward the pedestrians was good and created an orderly pattern of pedestrian activity.

(E) MID-BLOCK BETWEEN 45TH AND 46TH AVENUES

There is some thirteen percent of the total pedestrians crossing at this location which, although not illegal, does produce the situation that would most likely result in an accident occurring. In order to deter this movement, a fence would seem to be needed but it is doubtful that this manoeuvre could be entirely prevented.

In conclusion, the City Engineer advised that the overall conditions at this location do not indicate any unique situation that merits further traffic control. However, it is proposed that this location be kept under review to assess the need for further control in the event of a change in traffic conditions.

The Engineer noted that his Department is currently assessing a suggestion from the Municipality of Burnaby for a traffic control signal at 49th Avenue and Boundary Road. A signal installation at this intersection would effect greater crossing gaps in the northbound traffic flow at 45th Avenue and other locations on Boundary Road and may also bring about a change in travel patterns, causing a reduction in the use of 45th Avenue. If such a signal is to be recommended, it will be reported to the next meeting of the Official Traffic Commission.

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Clause 4 Continued

The City Engineer recommends no further action with respect to pedestrian crossings at Boundary Road and 45th Avenue.

It was

RECOMMENDED that the report of the City Engineer dated July 29, 1970, be adopted and that Mr. Muche be sent a copy of this report.

5. Pedestrian and Bus Route Streets

Alderman Linnell advised she had written to Bremen as she understood that in that City certain streets were set aside for pedestrian movement only and others for the movement of traffic and in particular, certain tram and bus route streets.

In a reply to this enquiry, dated April 9, 1970, Dr. Brenning of the Traffic Association of Bremen, enclosed a map of the centre of the town indicating which streets are at the disposal of the pedestrian. However, the trams and some of the buses are still operating on the pedestrian streets.

In speaking to this matter, Mr. Ross advised that the geographical layout and street arrangement of Bremen was different to that of the City of Vancouver and would lend itself more easily to such an arrangement. He stated further that in the Transit Operation Study, along with other matters, exclusive transit streets are under consideration.

It was

RECOMMENDED that the letter from Dr. Brenning dated April 9, 1970, be received and be referred to the City Engineer and B.C. Hydro for inclusion in the joint Transit Operation Study.

6. Noise Control

At the last meeting, the Commission again considered Mr. R.C. Thomson's request for a regulation on trucking and noise on City streets during the late evening and early morning hours. The Commission also considered a report of the City Engineer dated June 3rd wherein it was recommended Mr. Thomson be notified that control of excess noise in the evenings by the prohibition of truck traffic is not considered practical and that enforcement of the existing noise abatement by-law is an effective way of achieving this end. This recommendation was adopted and a copy of the City Engineer's report was forwarded to Mr. Thomson.

At that meeting, on the suggestion of Commissioner Ryan, the Commission agreed to write to Toronto with respect to their use of a noise "measurement device".

Under date of July 20, 1970, the Metropolitan Toronto Clerk forwarded a copy of the Metropolitan Corporation's Anti-Noise By-law No. 835, together with a copy of By-law No. 1790 amending same. He also enclosed a copy of a report of the Commissioner of Traffic to the Metropolitan Transportation Committee dated June 7th, and the report of Mr. A.P.G. Joy, Metropolitan Solicitor, to the Legislation and Planning Committee dated March 17, 1969, in which certain problems of enforcement of the By-law are dealt with.

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Clause 6 Continued

The Chairman pointed out that the Vancouver City Council on July 28, 1970, adopted a motion submitted by Alderman Bird which provided for the appointment of a Sub-Committee to study the various measures adopted in other jurisdictions to control noise and to recommend to the General Purposes Committee any necessary amendments to By-law No. 2513, being "a By-law for the Abatement and Control of Noise in the City of Vancouver" and By-law No. 4338, being "a By-law for the Abatement and Control of Objectionable Noises Emanating from Motor Vehicles in the City of Vancouver". This motion instructed the City Engineer to prepare relative technical material for the consideration of the Sub-Committee.

The Commission was informed that Mr. John Mulberry of the Law Department, and the City Engineer's Department, had files containing relevant information on noise control.

It was

RECOMMENDED that the information received from Toronto under date of July 20, 1970, and the information on hand with the Law Department and the City Engineer's Department, be forwarded to the Sub-Committee of the Standing Committee on General Purposes to facilitate its study.

7. Parking Prohibitions: Kitsilano Area

Mr. Ross advised that under the City Engineer's authority, it is proposed to place parking prohibitions on all curbed streets that are 27' wide between Burrard and Trafalgar from Cornwall to 4th Avenue. He pointed out that it is becoming more difficult, due to the density of traffic and the narrow width of the streets, for the Fire Department to manoeuvre on these streets.

It was

RECOMMENDED the oral report submitted by Mr. Ross of the Engineering Department be approved.

8. Vancouver Traffic and Safety Council Sign:
North End of Burrard Bridge

Mr. Plaskett advised that in 1948 the Official Traffic Commission and City Council approved the installation of a neon sign at the north end of Burrard Bridge, which was used to display traffic safety hints. He further advised that it is becoming increasingly difficult to obtain suitable displays and the cost of maintenance is becoming prohibitive. He suggested that the Commission consider recommending to Council the removal of this sign.

RECOMMENDED that the Vancouver Traffic and Safety Council sign at the north end of Burrard Bridge be removed.

9. Accident Report: Vancouver
City Police Department

Alderman Linnell brought to the attention of the Commission the monthly accident report which is supplied by the Vancouver Police Department. Superintendent Oliver reported that the death figure is one higher than at this time last year and he discussed the matters of failing to give the right-of-way, following too closely and excessive speed. He advised of the methods by which the Traffic Branch is handling these problems.

It was

RECOMMENDED that the oral report submitted by Superintendent Oliver with respect to traffic problems and the accident picture be received.

10. Shrubbery Encroachment: West Side
Macdonald Street, Lane South of
3rd Avenue

At the last meeting of the Official Traffic Commission, Alderman Linnell advised of a communication from Mrs. V. Smith, dated June 16th wherein she complained about the height of the hedge which protruded into the City street allowance and, in her opinion, was a vision restriction to a driver's egress from the lane behind 2804 West 3rd Avenue. This communication was referred to the City Engineer for report to this meeting of the Commission.

In a report dated July 30, 1970, the City Engineer advised that the subject matter falls into two separate aspects which are:

- (a) The growth on private property
- (b) The growth on the City boulevard

In the first aspect, there is no regulation controlling growth of shrubs or hedges on private property since the controlling section of the Zoning and Development By-law was repealed on November 12, 1958. The reasons for the removal of the control was inequitable application, no demonstrated benefits to safety, and experience showing that drivers tended to be less cautious at "open" intersections.

In the second aspect, removal of encroaching boulevard growths can be carried out either by the abutting property owner or City forces. However, under Council policy of July 7, 1960, this is only done when "their removal is necessary in the interests of public safety".

The investigation of the complaint by the Traffic Division, therefore, was conducted under the application of the second aspect, since the shrubbery does encroach onto the west boulevard of Macdonald Street and the Lane South of 3rd Avenue. In both cases the encroachment is approximately two feet, with the shrubbery being about seven feet high in the lane and four feet high on the boulevard. In the lane the encroachment comes close to the travelled portion and, since it has grown somewhat since our review of November last year, would be subject to the attention of the City's district foreman.

A vehicle exiting from the lane is required (by law) to stop before entering the street. In this case, a vehicle having stopped, and then proceeding, has a clear view to the north along Macdonald Street before the front of the car arrives at the curb alignment. As the hedge does not encroach upon the sidewalk there is no obstruction to pedestrian traffic. In view of this and the fact that there is no known history of any problems other than the points made by Mrs. Smith, no action can be taken "in the interest of public safety".

The City Engineer recommended that Mrs. Smith receive a copy of this report, together with a copy of the 1958 report.

Discussion followed on Alderman Linnell's suggestion of considering an amendment to the Zoning and Development By-law to include restrictions on the heights of hedges on lanes at corner properties. However, Mr. Ross pointed out that the matter of the height of hedges was included in the Zoning By-law at one time but was deleted about 1963 because of the difficulty in enforcing the height restriction.

After considerable discussion, it was

RECOMMENDED that the City Engineer be requested to seek the cooperation of the owner to have the hedge, which is on this private property, clipped.

The meeting adjourned at approximately 4:30 p.m.

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