

CITY OF VANCOUVER

REGULAR COUNCIL MEETING

A Regular Meeting of the Council of the City of Vancouver was held on Tuesday, May 4, 1976, in the Council Chamber, commencing at 2:00 p.m.

PRESENT: Mayor Phillips  
Aldermen Bird, Bowers, Boyce, Cowie,  
Harcourt, Kennedy, Rankin,  
Sweeney and Volrich.

ABSENT: Alderman Marzari.

PRAYER

The proceedings in the Council Chamber were opened with prayer.

'IN CAMERA' MEETING

The Council was advised there were no matters to be considered 'In Camera' this day.

ADOPTION OF MINUTES

MOVED by Ald. Harcourt

SECONDED by Ald. Sweeney

THAT the minutes of the Regular Council Meeting of April 27, 1976, including the 'In Camera' portion, be adopted.

- CARRIED UNANIMOUSLY

MOVED by Ald. Rankin

SECONDED by Ald. Volrich

THAT the Regular Council recess to re-convene following the Special Council (Court of Revision).

- CARRIED UNANIMOUSLY

COMMITTEE OF THE WHOLE

MOVED by Ald. Bowers

SECONDED by Ald. Harcourt

That this Council resolve itself into Committee of the Whole, Mayor Phillips in the Chair.

- CARRIED UNANIMOUSLY

UNFINISHED BUSINESS

Industrial Sites in the  
Thunderbird Neighbourhood

Council, on April 27, 1976, at the request of Community Builders, deferred the matter of Industrial Sites in the Thunderbird Neighbourhood for a further week. Pursuant thereto, the Council was advised that the Company had this day requested that the matter be again deferred to the next meeting of Council on May 11, 1976, pending further discussion with civic officials.

Mr. R. Youngberg, Associate Director - Area Planning advised Council on the matter and suggested there be no deferment, and that the date of sale and terms be as advertised

UNFINISHED BUSINESS (Cont'd)

Industrial Sites in the Thunderbird Neighbourhood (Cont'd)

Council was advised that a further report on this subject is expected from the Director of Legal Services and the Mayor suggested that when this report is before Council, the Manager's report (Building and Planning Matters) dated April 9, 1976, and the deferred motions of April 27, 1976, be brought to Council's attention.

MOVED by Ald. Bowers

THAT the sale date not be extended to Community Builders with respect to industrial sites in the Thunderbird neighbourhood.

- CARRIED UNANIMOUSLY

Minimum Standards of Maintenance By-law.

Consideration of this item was deferred, pending the hearing of delegations this evening.

COMMUNICATIONS OR PETITIONS

Regulation of Self Serve Gasoline Retailing Facilities.

Gulf Oil Canada Limited, in a letter dated March 26, 1976, requested permission to appear before Council to support a request for renovation and re-development of four self-serve gasoline stations.

It was noted that later this day, the Council will be considering a policy report on self-serve gasoline station.

MOVED by Ald. Harcourt

THAT the delegation request from Gulf Oil Canada Limited be granted.

- CARRIED UNANIMOUSLY

International Red Cross Day - May 8, 1976.

Under date of April 30, 1976, the Canadian Red Cross Society submitted a letter requesting that the City arrange to have Red Cross Flags flown at City Hall and at the South end of Burrard Street Bridge on International Red Cross Day - May 8, 1976. It was noted that a cost of \$125. is involved by City work forces.

MOVED by Ald. Bird

THAT permission be granted, and the City Engineer arrange to have Red Cross Flags flown at City Hall and at the South end of Burrard Street Bridge.

- CARRIED UNANIMOUSLY

COMMUNICATIONS OR PETITIONS (Cont'd)

"SAVE THE FRASER" - Slide Presentation

Council noted a letter from S.P.E.C., dated April 28, 1976 requesting permission to present a fifteen minute slide show today on the effects of urban expansion in the Vancouver Lower Mainland on the Fraser ecosystem.

MOVED by Ald. Harcourt

THAT the request of S.P.E.C. be granted and arrangements made for the slide presentation later this day.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTS

A. MANAGER'S GENERAL REPORT  
APRIL 30, 1976

Works & Utility Matters  
(April 30, 1976)

The Council considered this report which contains two Clauses identified as follows:

- Cl. 1: Closure of portion of Oak Street, South of S.W. Marine Drive
- Cl. 2: City Engineer Department - 90th Anniversary

The Council took action as follows:

Clauses 1 and 2.

MOVED by Ald. Bowers

THAT the recommendation of the City Manager, as contained in Clause 1 be approved, and Clause 2 be received for information.

- CARRIED UNANIMOUSLY

Social Service and  
Health Matters  
(April 30, 1976)

Renewal of Lease -  
West Health Unit,  
West Boulevard.  
(Clause 1)

MOVED by Ald. Bird

THAT the recommendation of the City Manager, as contained in this Clause, be approved.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTS (Cont'd)

Building & Planning Matters  
(April 30, 1976)

The Council considered this report which contains two Clauses identified as follows:

- Cl. 1: Self-Serve Gasoline Retailing in the City of Vancouver
- Cl. 2: Construction of a Demonstration Woodframe House on Jericho - Habitat Forum

The Council took action as follows:

Self-Serve Gasoline Retailing  
in the City of Vancouver.  
(Clause 1)

In considering this clause, the Council noted proposals contained in the report which the Director of Planning had summarized. The Council dealt with each proposal separately as follows:

MOVED by Ald. Bowers

THAT City Council adopt a policy of allowing transfer of self serve gas station licenses from one location to another provided that the total number of self serve gas stations in the City remains the same, with the proviso that no pre-existing service bays be closed at the new location.

- LOST

(Ald. Bird, Harcourt, Kennedy, Rankin, Sweeney and Volrich opposed)

MOVED by Ald. Bowers

THAT the guideline for allowing addition of locations for self-serve gasoline retailing to Schedule B of Bylaw No.4450 be increased to 22 percent of any company's total gasoline retailing outlets as listed by the Director of Planning for April 1st, 1975.

- LOST

(Ald. Bird, Boyce, Cowie, Harcourt, Kennedy, Rankin, Sweeney, Volrich and the Mayor opposed)

MOVED by Ald. Bowers

THAT Applications for self-serve gasoline retailing licenses from companies which can demonstrate that they have five or less total gasoline retailing outlets, whether in the City of Vancouver or not, be individually considered by City Council and locations granted for addition to Schedule B of Bylaw 4450, if the evidence presented demonstrates to the satisfaction of City Council that competition in the vicinity of the proposed self serve location is such to prevent a small company from competing if not permitted to also be self serve.

- LOST

(Ald. Bird, Harcourt, Kennedy, Rankin, Sweeney and Volrich opposed)

No further action was taken with respect to this clause.

Clause 2.

MOVED by Ald. Kennedy

THAT the recommendation of the City Manager, as contained in this Clause, be approved.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTS (Cont'd)

Fire and Traffic Matters  
(April 30, 1976)

Granville Mall  
(Clause 1)

MOVED by Ald. Harcourt

THAT this report be received and no further action be taken.

- CARRIED UNANIMOUSLY

Finance Matters  
(April 30, 1976)

The Council considered this report which contains two Clauses identified as follows:

- Cl. 1: Funding request, City Planning Commission
- Cl. 2: Collection of Fines on By-law Infractions

The Council took action as follows:

Funding Request:  
City Planning Commission.  
(Clause 1)

MOVED by Ald. Volrich

THAT the 1976 direct cost of the City Planning Commission, in the amount of \$42,122 be approved, as detailed in this clause.

- CARRIED UNANIMOUSLY

Collection of Fines on  
By-law Infractions.  
(Clause 2)

MOVED by Ald. Bird

THAT the recommendation of the City Manager, as contained in this clause be approved after inserting an effective date of 'January 1, 1977' in paragraph (a).

- CARRIED UNANIMOUSLY

The Council discussed the matter of Pound Officers being authorized to issue tickets, and also discussed the issuance of tickets for parking meter offences.

MOVED by Ald. Harcourt

THAT the Mayor be requested to pursue both of these matters with the Police Commission immediately upon receiving the relative information from the civic officials.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTS (Cont'd)

Personnel Matters  
(April 30, 1976)

Business Orientation  
Programme.  
(Clause 1)

MOVED by Ald. Bowers

THAT the recommendation of the City Manager, as contained in this clause, be approved.

- CARRIED UNANIMOUSLY

Property Matters  
(April 30, 1976)

The Council considered this report which contains five Clauses identified as follows:

- Cl. 1: False Creek Ground Leases
- Cl. 2: Provincial Government - Extension Request  
N/S Keefer between Heatley and Hawks  
Avenues (Strathcona Area)
- Cl. 3: Vancouver Ticket Centre Ltd. Lease - The  
Queen Elizabeth Theatre Inside Box Office
- Cl. 4: Lease of Lot E, Block 122, D.L. 541, W/S  
Granville, South of Pacific
- Cl. 5: Mount Pleasant N.I.P. Site Office -  
670 East Broadway

The Council took action as follows:

Clauses 1 - 5 (inclusive)

MOVED by Ald. Bird

THAT the recommendations of the City Manager, as contained in Clauses, 1, 2, 3, 4 and 5 of this report, be approved.

- CARRIED UNANIMOUSLY

Funds re School Safety Patrols

Prior to considering the O.T.C. report, Alderman Bird requested that Council consider approving funds to the School Safety Patrols in the amount of \$3,200, for the purpose of pins, prizes, awards and payment re P.N.E. Playland. The Alderman explained that there was insufficient time for the O.T.C. to consider this matter prior to the School Patrol Banquet.

MOVED by Ald. Bird

THAT an amount of \$3,200 be approved in respect of the School Safety Patrols for the purpose detailed above.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTS (Cont'd)

I. Report of Official Traffic Commission, April 7, 1976

The Council considered this report which contains eight Clauses identified as follows:

- Cl. 1: Traffic Signal Controls - 1976 Program
- Cl. 2: Request for Pedestrian Activated Signal at 22nd Avenue and Victoria Drive
- Cl. 3: Traffic Signal Request - Marine Drive in the Vicinity of Blenheim Street
- Cl. 4: Request for Patrol Activated Signal at the Intersection of 12th Avenue and St. George Street
- Cl. 5: Bus Stop - 41st Avenue at Beatrice Street
- Cl. 6: Material for Bus Stop Signs
- Cl. 7: Traffic Safety Education
- Cl. 8: Senior Citizens Pedestrian Safety Lectures

The Council took action as follows:

Traffic Signal Controls -  
1976 Program.  
(Clause 1)

MOVED by Ald. Bird

THAT the recommendations of the Commission, as contained in this clause, be approved.

- (carried)

(Ald. Harcourt opposed)

MOVED by Ald. Volrich

THAT the paragraphs in the clause dealing with Pedestrian Signals and Vehicular Signals be deferred until later this day, pending the hearing of delegations.

- LOST

(Ald. Bird, Boyce, Cowie, Kennedy, Rankin, Sweeney and the Mayor opposed)

The motion to defer having lost, the motion by Alderman Bird was put and CARRIED

Clause 2, 3 and 4.

Consideration of the above Clauses 2, 3 and 4, was deferred, pending the hearing of delegations this evening.

Clauses 5 - 8(inclusive)

MOVED by Ald. Bird

THAT the recommendation of the Commission, as contained in Clause 5 be approved, and Clauses 6, 7 and 8 be received for information.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTS (Cont'd)

II. Report of Standing Committee  
on Community Services.  
(April 29, 1976)

Downtown Eastside Community  
Workers Association - Grant  
to Attend Conference. (Clause 1)

MOVED by Ald. Rankin  
THAT the recommendation of the Committee, as contained in this  
Clause be approved.

- CARRIED BY THE  
REQUIRED MAJORITY.

(Ald. Kennedy and Sweeney opposed)

III. Report of Standing Committee  
on Planning and Development  
(April 29, 1976)

Selection of Areas - Neighbourhood  
Improvement Programs - 1976

MOVED by Ald. Bowers  
THAT the recommendations of the Committee, as contained in  
this Clause, be approved.

- CARRIED UNANIMOUSLY

MOVED by Ald. Harcourt  
THAT the Director of Planning report back on the extra staff  
and funding needed to start a local area planning process this year  
in the Hastings-Sunrise area in preparation for a Neighbourhood  
Improvement Program in 1977.

- LOST

(Ald. Bird, Bowers, Boyce, Kennedy, Sweeney, Volrich  
and the Mayor opposed)

IV. Report of Special Committee  
re U.N. Conference.  
(May 3, 1976.)

Habitat: Additional Projects  
and Funds.  
(Clause 1)

MOVED by Ald. Kennedy  
THAT the recommendations of the Committee, as contained in  
this report, be approved.

- (carried unanimously)

MOVED by Ald. Bowers (in amendment)  
THAT the project "World of Stanley Park" book, in the amount  
of \$2,350, be deleted.

- LOST

(Ald. Bird, Boyce, Cowie, Kennedy, Rankin, Sweeney  
and Volrich opposed)



The Council considered related Habitat Matters as follows:

Alderman Harcourt - advised that Habitat Forum plans and program were proceeding as scheduled and within the budget, and requested that Council Members support a clean-up program scheduled for May 15 and 16, 1976.

Alderman Kennedy - referred to a letter received from Hometown Habitat Guide, in which it was proposed a street in the central core area be closed to vehiclular traffic for one day during Habitat, June 5, 1976, was proposed.

MOVED by Ald. Boyce

THAT the City Manager be requested to investigate and report, in consultation with the Robson Street Merchants, whether Robson Street could be closed to vehicular traffic on June 5, 1976.

- CARRIED

(Ald. Bowers, Kennedy and Sweeney opposed)

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Ald. Volrich

THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

ADOPT REPORT OF COMMITTEE OF THE WHOLE

MOVED by Ald. Volrich

SECONDED by Ald. Harcourt

THAT the report of Committee of the Whole be adopted.

- CARRIED UNANIMOUSLY

BY-LAWS

- 1. BY-LAW TO ASSESS CERTAIN REAL PROPERTY IN THE YEAR 1976 FOR THE PURPOSE OF DEFRAYING THE COSTS AND CHARGES WITH RESPECT TO CERTAIN COLLECTIVE PARKING PROJECTS

MOVED by Ald. Volrich,

SECONDED by Ald. Rankin,

THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Volrich,

SECONDED by Ald. Rankin

THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

BY-LAWS (Cont'd)

- 2. BY-LAW TO DIVERT A PORTION OF FUNDS BORROWED FOR THE GEORGIA VIADUCT UNDER THE AUTHORITY OF BY-LAWS 4661 AND 4687 SO THAT THEY MAY BE USED FOR THE CONSTRUCTION AND IMPROVEMENT OF STREETS

MOVED by Ald. Volrich,  
 SECONDED by Ald. Sweeney,  
 THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY AND  
 BY THE REQUIRED MAJORITY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Volrich,  
 SECONDED by Ald. Sweeney,  
 THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY AND  
 BY THE REQUIRED MAJORITY

MOTIONS

- 1. Allocation of Land for Lane Purposes (962 East 14th Avenue)

MOVED by Ald. Boyce,  
 SECONDED by Ald. Harcourt,  
 THAT WHEREAS the registered owner has conveyed to the City of Vancouver, for lane purposes, the following described lands:

South 2 feet of the West 12 feet of Lot 15 of Subdivision "C", Block 173, District Lot 264A, the same as shown on plan prepared by G, Girardin, B.C.L.S., dated February 20, 1976, and marginally numbered LF 7556.

(962 East 14th Avenue);

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

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

- CARRIED UNANIMOUSLY

MOTIONS (Cont'd)

2. Charter Amendment

MOVED by Ald. Boyce  
SECONDED by Ald. Rankin

THAT WHEREAS the present Charter provision in respect of prohibiting certain businesses from carrying on in the City requires a unanimous vote of the Members present under Section 203(d):

AND WHEREAS such a provision can be onerous on Councils in discharging their responsibilities to the citizens:

AND WHEREAS certain other important decisions of Council require only a two-thirds vote of the Members of Council:

THEREFORE BE IT RESOLVED THAT the Council instruct the Director of Legal Services to seek a Charter Amendment to Section 203(d) to provide for a two-thirds vote of Council Members rather than a unanimous vote in the matter of prohibiting the carrying on of business, trade, profession or other occupation in the City.

- CARRIED

(Ald. Bird, Bowers, Kennedy and Volrich opposed)

NOTICE OF MOTION

Alderman Rankin submitted the following Notice of Motion, which was seconded by Alderman Harcourt, and recognized by the Chair:

MOVED by Ald. Rankin  
SECONDED by Ald. Harcourt

THAT WHEREAS a reasonable formula of service and cost for the use of public transit has been adopted by British Columbia Hydro and Power Authority in the last few years such that patronage has increased significantly, especially during rush-hour periods;

AND WHEREAS increases in bus fares and cuts in service will decrease the patronage of public transit and result in the increase in the use of private automobiles during the congested rush-hour period;

AND WHEREAS an increase in private automobile use will congest Vancouver streets, resulting in arterial widening and up-grading of residential streets to provide new arterial traffic corridors - both of which will result in a subsidy of the private automobile use by the Vancouver tax-payers which they do not want nor can they afford;

THEREFORE BE IT RESOLVED THAT the Vancouver City Council request that British Columbia Hydro and Power Authority take no action to cut bus services or increase bus fares before meeting with the Vancouver Council and staff.

(Notice)

ENQUIRIES AND OTHER MATTERS

Unsightly Fence.

Ald. Volrich referred to the unsightly fence surrounding Blocks 61 and 71, the Provincial Government Complex, and requested the Mayor to take up with the Provincial Government some method of improving its appearance.

Paving Tenders - False Creek

Ald. Harcourt enquired when Council would be considering the matter of paving tenders in Area 6 - False Creek. The Mayor advised that it is anticipated this report will be before Council on May 11, 1976.

RECOGNITION

At this point in the proceedings the Council gave recognition to Mrs Theresa Galloway, whose name has been inscribed in the Civic Merit Book. The Mayor presented Mrs. Galloway with an extract from the Merit Book and a gold medallion. Mrs Galloway responded, expressing her appreciation to Council.

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A short recess was observed at this time.

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Slide Presentation re Fraser River Estuary, etc.: S.P.E.C.

Mr. Gary T. Gallon, Executive Director of the Canadian Scientific Pollution & Environmental Control Society, appeared and presented slides of the Fraser River estuary and related lands to express environmental concerns with creeping development in this area and effect on the natural habitat.

During discussion which followed considerable concern was expressed at the serious problem posed by the metal content in the river, and it was agreed that this problem was regional.

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The Council recessed at 4.25 p.m. to reconvene at 7.30 p.m.

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The Regular Council reconvened at approximately 9.30 p.m. following the Special Council (Public Hearing) with Deputy Mayor Alderman Boyce in the Chair, and the following Members present:

- PRESENT: Deputy Mayor Alderman Boyce  
Aldermen Bird, Bowers, Cowie, Kennedy,  
Harcourt, Rankin, Sweeney & Volrich.
- ABSENT: Mayor Phillips  
Alderman Marzari.

Report of Official Traffic Commission - April 7, 1976. (Cont'd)

Clauses 2, 3 & 4.

In considering the balance of the clauses in this report, the Council heard the following delegations and took action as noted.

Traffic Signal Request - Marine Drive - Vicinity Blenheim St. (Clause 3)

Mr. Williams, a representative of the Southlands Ratepayers' Association, submitted a document summarizing his submission in support of the traffic signal at the intersection of South-west Marine Drive and Blenheim Street, and referred to the concerns of the residents in the area, particularly in regard to the safety of school children crossing Marine Drive.

MOVED by Ald. Bird  
SECONDED by Ald. Bowers

THAT there be no change in the traffic controls at Marine Drive and Blenheim Street at this time.

- (deferred)

MOVED by Ald. Volrich  
SECONDED by Ald. Harcourt

THAT further consideration of the foregoing be deferred until Council has heard other delegations speaking in support of signals at other locations.

- CARRIED

(Ald. Kennedy opposed)

Request for Pedestrian Activated Signal at 22nd Avenue and Victoria Drive. (Clause 2)

Mr. Currie, Chairman of the Lord Selkirk School Consultative Committee, submitted a brief and addressed the Council in support of a pedestrian-activated signal at this location, advising that N.I.P. Funds are available.

Request for Patrol Activated Signal - 12th Ave. & St. George St. (Clause 4)

Mr. Geddes, Principal of Mount Pleasant School, spoke in support of the dangerous situation at 12th Avenue and St. George Street involving school patrol children, and the serious need for a signal light at this intersection.

CITY MANAGER'S AND OTHER REPORTS (Cont'd)

Report of Official Traffic  
Commission - April 7, 1976. (Cont'd)

In considering this topic the Council noted a report from the City Manager dated April 21, 1976, in which the City Engineer stated that no change is required in traffic control at Marine Drive and Blenheim Street. At 12th Avenue and St. George Street locations, the City Engineer recommended that five elm trees be removed and a utility pole be erected.

MOVED by Ald. Bird  
SECONDED by Ald. Bowers

THAT there be no change in traffic controls at Marine Drive and Blenheim Street at this time.

- LOST

(Ald. Cowie, Harcourt, Kennedy, Rankin, Sweeney, Volrich and Deputy Mayor Alderman Boyce opposed)

MOVED by Ald. Kennedy  
SECONDED by Ald. Rankin

THAT a traffic and pedestrian activated signal be installed at Marine Drive and Blenheim Street, and the City Engineer report on the source of funds required.

- CARRIED

(Ald. Bowers and Harcourt opposed)

MOVED by Ald. Volrich  
SECONDED by Ald. Harcourt

THAT a pedestrian activated signal at 22nd Avenue and Victoria Drive be installed, subject to N.I.P. funding as the source of funds.

- CARRIED UNANIMOUSLY

MOVED by Ald. Sweeney  
SECONDED by Ald. Harcourt

THAT a pedestrian activated signal at 12th Avenue and St. George Street be installed and the City Engineer report on the source of funds required.

- CARRIED

(Ald. Bowers opposed)

UNFINISHED BUSINESS (Cont'd)

Minimum Standards of Maintenance By-law.

Council received a delegation from Ms. Jean Swanson and Ms. Libby Davis, speaking on behalf of Renters United for Secure Housing, Grandview Tenants' Association, Downtown Eastside Residents' Association and Vancouver Tenants' Council, which had amalgamated to form the Vancouver Tenants' Federation.

The delegation submitted a brief in which the Council was requested to pass a resolution - that the Standards of Maintenance By-law be strictly enforced and that certain sections of the By-law be deleted and replaced with the organization's proposals. The delegation also submitted a letter from D.E.R.A. requesting that officials investigate premises at 630 Alexander Street and 1168 Hastings Street on possible violations of the By-law.

UNFINISHED BUSINESS (Cont'd)

Minimum Standards of Maintenance  
By-law (Cont'd)

MOVED by Ald. Harcourt  
SECONDED by Ald. Bowers

THAT the submissions be received and referred to the Housing and Environment Committee and, in the meantime, a report be submitted by the Director of Permits and Licenses and the Director of Legal Services with respect to the organization's brief.

- CARRIED

(Ald. Rankin opposed)

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The Council adjourned at 10.40 p.m.

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The foregoing are Minutes of the Regular Council Meeting of May 4, 1976, adopted on May 11, 1976.

*A. Phillips*  
MAYOR

*B. N. Little*  
CITY CLERK

WORKS & UTILITY MATTERS  
CITY ENGINEER'S REPORT

RECOMMENDATION:

1. Closure of Portion of Oak Street South of S.W. Marine Drive Adjacent to Subdivisions B and C of Lot 18 of Lots 18 to 30, Block C and Lots 24 to 33, Block D and of Blocks Y and Z, District Lots 319, 324 and Part of 323, Plan 3408

The City Engineer reports as follows:

"The west 7 feet of Subdivisions B and C of Lot 18 of Lots 18 to 30, Block C and Lots 24 to 33, Block D and Blocks Y and Z, District Lots 319, 324 and part of 323, Plan 3408 were established for road when the City had plans for widening this portion of Oak Street to an 80-foot wide street. It is now planned for this portion of the street to remain 66 feet in width. The owner of the above-mentioned Subdivisions B and C has applied to purchase these 7-foot strips abutting this land.

I RECOMMEND that the west 7 feet of Subdivisions B and C of Lot 18 of Lots 18 to 30, Block C and Lots 24 to 33, Block D and Blocks Y and Z, District Lots 319, 324 and part of 323, Plan 3408, which are established for road be closed, stopped up and conveyed to the abutting owner subject to the following conditions:

- (a) The closed road to be consolidated with the abutting lands.
- (b) The applicant to pay \$4,620 in accordance with the recommendation of the Supervisor of Property and Insurance."

The City Manager RECOMMENDS that the foregoing be approved.

INFORMATION:

2. City Engineering Department - Ninetieth Anniversary

The City Engineer reports as follows:

"The first City Engineer was appointed by the first meeting of Council, May 10, 1886, along with the first City Clerk, Assessment Commissioner and Police Magistrate. We thus share with the City Clerk's office the position of senior existing civic department.

When Council next meets, these two departments will have entered their tenth decade of service to the City of Vancouver."

The City Manager submits the report of the City Engineer to Council for INFORMATION.

FOR COUNCIL ACTION SEE PAGE(S) 5



A-2

SOCIAL SERVICE AND HEALTH MATTERS

RECOMMENDATION

- 1. Renewal of Lease of Additional Office and Clinical Space, West Health Unit - 5957 West Boulevard, Vancouver, B.C.

The Medical Health Officer reports as follows:

"City Council, at its meeting of February 2, 1971, authorized the entering of five (5) year lease for rental of premises at 5957 West Boulevard to be used by West Health Unit staff, at an annual rental of \$3,420.00 - the City to have the right of renewal for a further year or part thereof at a rental to be mutually agreed upon but containing no arbitration clause.

Accordingly the necessary agreement was executed between the City and the owners of the building on June 1, 1971, and the period of the lease was specified from June 1, 1971 to May 31, 1976.

In addition to regular holding of pre-natal classes and Child Health Centres, the building is also used for Nurses' meetings, staff meetings, Physicians meetings, Psychiatric meetings, U.B.C. student programs, V.V.I. student lectures, in-service education, etc.

The building is close to West Health Unit making it readily accessible for meetings. It has locked storage space for equipment and supplies, adequate washroom facilities and smaller rooms adjoining the main one for private counselling, developmental testing of children, etc.

The Supervisor, Property and Insurance Division, has informed me that the owners of the building are willing to renew the lease for another three years from June 1, 1976 at a yearly rental of \$5,400.00. The owners have agreed to repair the leak in the north wall of the building and to replace the stained ceiling tile inside the premises at no cost to the City.

The sum of \$3,420.00 (based on existing rental and pending the renewal of the lease) has already been provided in this year's budget of the Health Department for the rental of 5957 West Boulevard for the West Health Unit (account code 6801/62). An additional amount of \$1,155.00 will be required to pay the increased rental for the period June 1, 1976 to Dec. 31, 1976. Rental for the period January 1, 1977 to December 31, 1977, will be \$5,400.00

Your Medical Health Officer recommends:

- (a) the renewal of the lease with the owners of 5957 West Boulevard for a further period of three (3) years from June 1, 1976 to May 31, 1979, at a fixed rental of \$5,400.00 per annum - the City to have the right of renewal for a further two years or part thereof at a rental to be mutually agreed upon, but containing no arbitration clause.
- (b) an additional sum of \$1,155.00 be provided from Contingency Reserve to meet the increased rental from June 1, 1976 to December 31, 1976."

The City Manager RECOMMENDS that the foregoing report of the Medical Health Officer be approved.

BUILDING & PLANNING MATTERSCONSIDERATION1. Self Serve Gasoline Retailing in the City of Vancouver.

The Director of Planning reports as follows:

"By City Council resolution, April 8th, 1975, the Director of Planning was to reassess the gasoline retailing situation in the City of Vancouver after one year. On March 16th, 1976, City Council deferred a decision on two self serve station applications pending a report from the Director of Planning on the City's experience to date with self serve gas stations. This report is a reassessment of self serve gasoline retailing in Vancouver produced in response to these two resolutions, and updates the report 'Self Serve Gasoline Retailing in the City of Vancouver'. (City Planning Department, February, 1975.)

Last year, City Council, after considering a report from the Director of Planning which recommended no control of self serves at that time, decided that they wished to restrict the total number of self serve gas stations to 15 percent of the total (April 17th, 1975). Due to legal considerations, the limitation of self serve gas stations could only be achieved through a licencing bylaw which entailed a list of approved locations for self serves, called 'Schedule B', which could only be added to by resolution of City Council. This was agreed to on May 27th, 1975, and the Licencing Bylaw No. 4450 was enacted by City Council on June 17th, 1975.

At the time City Council originally considered the self serve gas station question (February, 1975), there were a total of 42 fully or partially self serve gas stations in the City, and this represented 13.5 percent of the City total gas stations of all types (318). However, in the period before June, 1975, when the legal power was provided to prevent self serve conversion through the licence bylaw, a number of gas stations were converted to self serve by one of the following methods:

- (i) A pump installation permit was obtained from the Fire Warden for installation of a self serve pump only. No other construction was required, so that no building permits were applied for or required.
- (ii) A building permit for canopy construction or alterations was obtained in conjunction with a pump installation permit. The building permit was not required to state that it was for self serve conversion and often did not.

A number of stations had issued building permits outstanding after the introduction of the licence bylaw controlling self serve conversions. Seven stations in this category were approved for addition to Schedule B of the Licence Bylaw No. 4450, on July 22nd, 1975.

After July, 1975, no self serve gas stations were allowed unless the number of self serves under a company name was less than 15 percent of each company total gas stations (as originally intended by City Council in April, 1975), unless deferred from earlier.

There are currently a total of 74 self serve gas stations in the City, which represents 23 percent of all gas stations open as of April, 1975. If the 15 percent guideline had been implemented across the board, the maximum number of self serve gas stations in Vancouver would be 48. The distribution by company is shown in Appendix A.

Current Trends

Consumer acceptance of self serve gas stations appears to be continuing, the cost saving possible has, if anything, accentuated in the past year, and in addition, several of the more recent conversions to self serve have retained the service bays so that there is no reduction in auto service to the public. It has been discovered that the Automotive Trades Association of Ontario does not oppose self serves provided they are leased to a lessee-operator.

Clause No. 1 Continued.

In a survey of oil company policies reported in the report 'Self Serve Gasoline Retailing in the City of Vancouver' referred to earlier, it was noted that most companies foresaw an eventual mix of about 20 to 25 percent of retail outlets being self serve. However, as can be seen from Appendix A, most companies now have well over this proportion as self serve.

A recent brief to Ontario's Royal Commission on petroleum products pricing by Imperial Oil Ltd. predicted that self serve gasoline stations will account for about 50 percent of urban market sales.

There is some pressure for the conversion of more stations to self serve in Vancouver, and a year of controls has revealed some apparent deficiencies in the fairness of the system. Given the legal problems involved, however, there are difficulties involved in any major reconception of control mechanisms.

- (1) The lack of a policy on transfer of self serve rights. To date, City Council has refused one transfer (reconverting an existing self serve back to conventional in order to convert to self serve elsewhere), approved one, and has one pending consideration. There is a need for a clear policy on this.
- (2) The fact that some oil companies were ahead of others in their conversion schedule, and the fact that some companies considered it ethical to convert to self serve (using one of the two methods already outlined) after City Council had resolved to limit self serves but before it had the legal power to prevent conversion, has led to the situation where a competitive advantage has been 'frozen'. Naturally enough, the companies with the smaller proportions of these outlets feel this is unjust, and consider that they should be permitted to convert to self serve up to the levels of other companies. However, some companies with larger proportions of self serves feel that they got a competitive advantage through foresight and see no reason why others should be allowed to convert while they cannot.
- (3) There is a problem with companies with a small number of outlets where these are small companies (as opposed to larger companies with a small portion of the Vancouver market). Inflationary costs are not able to be absorbed by these companies as well as by larger companies and the choice here in reality may turn out to be self serve station or no station. Lack of competition with the majors could only harm the public good. On the other hand, the 'independents' do have a disproportionately large proportion of the actual sales of gasoline and do not have the overheads of larger companies. So there is a need to be fair, but fair to both large and small companies, to permit fair competition by, but not give undue advantage to, the smaller companies.

Approaches to Solutions

These apparent inequities can be partially corrected within the bounds of the current control system utilizing the Licence Bylaw, provided City Council still wishes to control self serves:

- (1) It is believed that it is not appropriate for the City to 'freeze' the present locations of self serve gas stations, since where there is a limit to the number allowed, the market may be expected to distribute them such that the maximum utilization is possible; this, in turn, is likely to be where public acceptance of self serves is highest. Therefore, adoption of a policy of permitting transfer of self serves licences from one location to another should be considered. A proviso that no pre-existing service bays are closed at the new location may also be considered necessary.
- (2) Recognizing that most companies now have well over 15 percent of their gasoline outlets as self serves but that a few have less than 15 percent, Council may wish to increase the guideline for the proportion of retail outlets that are self serve to 22 percent. This would have the net effect of allowing 7 more self serve outlets in the City, but all would be permitted to companies with less than what might be reasonably considered a 'fair share' of the present market. On the other hand, this would still not permit these companies to attain the same proportions as their competitors who, for one reason or another, obtained more self serve outlets prior to controls. The overall self serve percentage in the City would rise from the current 23 percent to 25 percent.

Clause No. 1 Continued.

- (3) To ensure that the City does not legislate small companies out of business, it is considered that City Council should consider each application for self serve conversion from companies with five or less outlets in the City of Vancouver and who can demonstrate that their operations are confined to five or less stations (whether or not they are all in the City of Vancouver) on an individual basis and decide for each individual location whether the competition in the surrounding area from larger companies, particularly if self serve, is such to warrant the small company station to convert to self serve. Fragmentary as this process may be, it is considered justifiable in the interests of fairness, to guard against undue penalization of businesses unable to otherwise compete, and maintain for the long term competition which would be in the public good.

In summary, then, the Director of Planning suggests that if City Council wish to retain control of self serve gas station conversions, the following amendments to the present system be considered:

- (1) City Council adopt a policy of allowing transfer of self serve gas station licences from one location to another provided that the total number of self serve gas stations in the City remains the same.
- (2) The guideline for allowing addition of locations for self serve gasoline retailing to Schedule B of Bylaw No. 4450 be increased to 22 percent of any company's total gasoline retailing outlets as listed by the Director of Planning for April 1st, 1975.
- (3) Applications for self serve gasoline retailing licences from companies which can demonstrate that they have five or less total gasoline retailing outlets, whether in the City of Vancouver or not, be individually considered by City Council and locations granted for addition to Schedule B of Bylaw 4450 if the evidence presented demonstrates to the satisfaction of City Council that competition in the vicinity of the proposed self serve location is such to prevent a small company from competing if not permitted to also be self serve."

The City Manager submits the above report of the Director of Planning for the CONSIDERATION of City Council.

RECOMMENDATION

- 2. Construction of a Demonstration Woodframe House on Jericho - Habitat Forum.

The Director of Permits and Licenses reports as follows :

"Mr. R. J. Borrie, Executive Secretary of the British Columbia Council of Housing and Urban Development Association of Canada (H.U.D.A.C.) in a letter to the Mayor and City Council explained that their Association wished to construct a two-bedroom bungalow at Habitat Forum. The purpose is to show different construction methods which do not presently meet existing bylaws. City Council is being requested to waive the regulations and inspections for the ten-day construction period and during the time of Habitat Forum, where it will be on display. (See Appendix I)

The plans of the proposed building have been reviewed with Mr. Al Koehli and it is our opinion that the structure can be erected with a temporary building permit which is provided for in the Building Bylaw. Mr. Koehli is aware of the requirements. This will allow the building to be undertaken for the purpose intended at Habitat Forum, after which the building must be removed and if relocated in Vancouver must comply with all bylaw requirements."

The City Manager RECOMMENDS that the above report of the Director of Permits and Licenses be approved.

FOR COUNCIL ACTION SEE PAGE(S) 6

FIRE AND TRAFFIC MATTERS

INFORMATION AND CONSIDERATION

1. Granville Mall

The City Engineer reports as follows:

"The purpose of this report is to provide information on matters relating to Granville Mall; first, the provision of planters and benches recently initiated by Council under the Local Improvement Procedure, secondly, the proposal to remove buses from Granville Mall during Habitat.

Planters and Benches

The attempt to provide planters and benches through the petition process was unsuccessful and recently Council decided to initiate these improvements at the request of the Granville Mall Association. The Court of Revision, in this regard, will be on May 4th and if there is not a majority of property owners objecting, improvements can proceed on the Phase 2 portion. From a survey of property owners and merchants it is very likely that the project will proceed. In the meantime, certain planters are being constructed under Phase 1 funds which were approved in a previous Local Improvement Procedure. These are being constructed at this time and will start to appear on Granville Mall in the near future.

Another program approved by Council for Granville Mall is the provision of Christmas lights. This still requires processing through the Local Improvement Procedure and this is under way.

Some other improvements and corrections remaining from Phase 1 will be taking place during 1976. It is anticipated that approximately 30 benches can be installed prior to the Habitat Conference. We also expect associated planters containing shrubs and flowers to be in place for the Conference.

Removal of Transit from Granville Street

Removal of transit from the Mall for a trial period during Habitat has been discussed with both the Granville Mall Association and B. C. Hydro. Special meetings have been held with the merchants and they have been informed that the proposal is feasible. However, they report that the response to a questionnaire circulated by the Mall Association was largely negative with approximately two-thirds opposed. This result is similar to that determined by an informal telephone poll last summer.

B. C. Hydro has expressed strong opposition to the proposal to remove transit from the Mall. They contend that operational problems related to the proposal would seriously impair the level of service in the Downtown area and that long delays could be expected. They also report that transit drivers, through their Union, have expressed their concern for such a proposal.

The transit authority's concerns are that transit vehicles removed from Granville Mall would be diverted to Howe and Seymour Streets, more than doubling the present volume of buses on these streets. This would cause considerably increased congestion on these two major downtown streets and would be further compounded by the expected traffic generated by Habitat. Under these conditions, buses would sometimes be delayed 30 minutes or more and right turns for other forms of vehicular traffic from Seymour Street would be very difficult. Conflict with vehicles attempting to enter and exist from parking facilities would be another source of concern.

Clause No. 1 Continued

The transit authority also feels that temporary relocation of bus stops from the Mall to Howe and Seymour streets would have to be undertaken and would adversely affect bus patronage. It would also necessitate the re-education of transit operators, passengers, and motorists alike and would involve a considerable expense for publicity in addition to an expenditure of approximately \$7000, for signing of the reorganized routes.

B. C. Hydro has been meeting with representatives of the Habitat Conference to discuss the transfer of delegates from various other activity centres such as Jericho to the Downtown area. In these discussions, routing of any of these added services south on Howe Street has purposely been avoided in order to alleviate the anticipated congestion in the vicinity of the Court House. Transfer to Howe Street of all services presently scheduled southbound on Granville in addition to the special transportation services being provided for Habitat delegates would cause a conflict between pedestrians and transit, particularly in the vicinity of Georgia Street, which could not be accommodated.

Letters to the Engineering Department from the Granville Mall Association and from B. C. Hydro - Transit Authority are attached to this report.

The Director of Social Planning does not recommend the implementation of the proposal to remove transit from Granville Mall for trial period during the Habitat Conference since there is considerable opposition to the proposal.

The City Engineer has evaluated the concerns of the various parties contacted and agrees that most of these are legitimate. Transit was removed from the Mall during the construction of the Mall and this can be carried out again - particularly for a short period. The situation would be somewhat worse than during the Mall construction because the Provincial Complex is under construction and would add to the difficulties on Howe Street. As was the case in the previous bus removal, delays could be expected to bus patrons.

The City Engineer submits the matter of removal of buses from Granville Mall during Habitat to Council for CONSIDERATION."

The City Manager submits the matter to Council for INFORMATION AND CONSIDERATION.

FOR COUNCIL ACTION SEE PAGE(S) 7

Manager's Report, April 30, 1976 . . . . . (FINANCE - 1)

FINANCE MATTERS

CONSIDERATION

1. Funding Request, City Planning Commission

The Director of Finance reports as follows:

"The City Planning Commission has, by their letter dated April 3, 1976, to the Standing Committee on Finance and Administration, submitted its 1976 proposed operating budget, and has requested funding by the City in the amount of \$19,247. The following is the detail, by category, of the proposed expenditures, together with the 1975 appropriations and actual expenditures.

Category of Expenditure	1975		1976 Request	Amount by which 1976 Request Exceeds 1975 Actual Expenditure
	Appropriation	Actual Expenditure		
	\$	\$	\$	\$
Office Supplies & Services	2,825	1,615	2,000	385
Workshops, Seminars, & Conference Expenses	2,500	920	2,500	1,580 *
Public Meetings & Information Process	1,000	-0-	1,000	1,000 *
Refreshments for regular & special meetings	1,600	1,662	1,750	88
Grant to Composite Committee	2,500	2,500	2,500	-
Honorarium to Executive Co-ordinator	12,360	12,360	13,224	864 7%
<b>Total</b>	<b>\$22,785</b>	<b>\$19,057</b>	<b>\$22,974</b>	<b>\$3,728 reduction</b>
Less uncommitted and unexpended balance at end of 1975 fiscal year			<u>3,727</u>	
<b>Total Funds Requested of City in 1976</b>			<u><b>\$19,247</b></u>	

\* The underexpenditure in 1975 is explained in the City Planning Commission letter and budget detail dated April 3, 1976, enclosed with this report as Appendix "A".

The foregoing does not include the cost of secretarial staff. This staff, although devoted entirely to the City Planning Commission, is funded in the budget of the City Planning Department as follows:

	1975 Appropriation	1976 Request	1976 Requested Increase over 1975 Appropriation
	\$	\$	\$
Clerk-Steno III (established by resolution of Council Aug. 10, 1972)	19,371	20,424	1,053
Clerk-Steno II (established by resolution of Council March 13, 1973)			
Overtime	587	-0-	(587) Decr.
Temporary Help	730	-0-	(730) Decr.
Fringe Benefits	1,913	2,451	538
<b>Total Clerical Support Staff</b>	<u><b>\$22,601</b></u>	<u><b>\$22,875</b></u>	<u><b>\$ 274</b></u>

Clause #1 continued:

Total 1976 Direct City Cost of City Planning Commission as detailed herein:

City Planning Commission Request	\$19,247
Support Staff funded in City Planning Department	<u>22,875</u>
 Total City Cost	 <u>\$42,122</u>

The City Planning Commission request for funding in the amount of \$19,247, exclusive of support staff which is funded in the City Planning Department, is submitted for consideration."

The City Manager submits the foregoing report of the Director of Finance for Council CONSIDERATION.

RECOMMENDATION

2. Collection of Fines on By-law Infractions

The Director of Legal Services and the Director of Finance report as follows.

"A letter has been received from Mr. David H. Vickers, Deputy Attorney-General, under date of April 1, 1976, advising that effective July 1, 1976, the Provincial Government will no longer collect fines for by-law infractions arising out of the issuance of tickets. They will continue to collect the fines following by-law proceedings instigated by an information and summons.

Arising out of this, there are several legal, financial and administrative problems.

'Tickets' can only be used under our Street and Traffic By-law and for parking meter offences. They may also be used for Motor Vehicle Act offences. There is also authority for their use in Pound By-law cases; however the statute is deficient in that our Pound Officers are not authorized under the statute to issue 'tickets.' These, therefore, must continue to be handled by information and summons. All other by-law infractions (e.g., zoning, building, health, etc.) must be handled by information and summons.

We believe that this mixture of processing fine collections will cause administrative problems as well as some measure of confusion for the public. The situation can best be illustrated by examples:

- A. If you receive a ticket for an offence under the Motor Vehicle Act for which a fine is payable, you will pay it to the Provincial Government.
- B. If you receive a ticket for a parking offence under our by-law, you will pay it to the City. If, however, you fail to pay it and a summons is issued, you will pay the fine to the Provincial Government.
- C. If your dog is caught running at large, you would receive a ticket if the present legislation were amended to authorize Pound Officers to issue tickets, and you would pay the City. However, since only summonses can be used, you will pay your fine to the Provincial Government.

Some of the administrative problems as seen by the Director of Finance are:

(1) Suitable Location for Staffing

It will be virtually impossible within the time constraints to provide suitable facilities for the collection of City by-law fines, in proximity to the Provincial Collection location. This will be necessary to avoid the confusion to the public, as previously stated by the Director of Legal Services.



Clause #2 continued:

(2) Staffing

The present indication for staffing requirements is five to ten persons, depending on

- (a) the commencement of the increased enforcement of parking meters.
- (b) the amount of supervision required and the department to be responsible, including training of staff.
- (c) the process that will be required to follow up unpaid fines
  - (i) submission of "2d Notices"
  - (ii) search of Provincial Motor Vehicle records for vehicle ownership, etc.

(3) Equipments and Forms

There will be a requirement to provide furniture and equipment and, specifically, cash registers. The purchase of the latter item will depend upon the type of tickets or notices to be issued, which has not been determined as this will depend in part upon the resolving of some of the concerns as described by the Director of Legal Services.

In summary, the Director of Finance is of the opinion that, given the limited time provided by the Provincial Government to provide the necessary staffing, space, and procedures including the training of staff to handle the volume incurred by the City of Vancouver, our takeover of fine collections is virtually impossible and that any interim provisions that could be instituted by the City would result in confusion and inconvenience to the public.

If the City is required to pay for the collection of these costs as of July 1, 1976, then the only practical solution at this time is to negotiate with the Province for continued provision of this service.

In conclusion, we would recommend that -

- (a) The Attorney-General should be approached to advance the effective date, as it seems that the City could not have an effective collection system in operation by that time or, at least, negotiate some basis on which the action could be deferred.
- (b) The Attorney-General should also be approached to give the matter some in-depth study to ensure that the City has the necessary legislative authority to implement the program; also to study needed legislative changes so that if the City is to be responsible for collections, it also has adequate enforcement powers."

The City Manager RECOMMENDS that the report of the Director of Legal Services and the Director of Finance be approved.

FOR COUNCIL ACTION SEE PAGE(S) 7

PERSONNEL MATTERS

RECOMMENDATION

1. Business Orientation Programme

The Director of Personnel Services reports as follows:

"The Vancouver Chapter of the Administrative Management Society is again sponsoring a one-week on-the-job training programme for selected students from the Commercial Departments of Vancouver Secondary Schools, May 17, 1976 through May 21, 1976. This is the same programme which has been approved by Council in past years.

The students will work as trainees with no salaries, fees or other considerations to be offered or paid. The parents of the students sign a release which absolves, the employer from any responsibility for accidents. In many cases, the parents provide their own insurance coverage for the student. The plan is of great value in providing the students with practical experience and also acquaints us with potential candidates for beginning clerical jobs at graduation time.

Several City Departments and the Vancouver Municipal and Regional Employees' Union indicate their willingness to co-operate with the Administrative Management Society in their Business Orientation Programme for students.

I therefore RECOMMEND that the City co-operate with the Vancouver Chapter of the A.M.S. by utilizing students as outlined above."

The City Manager RECOMMENDS that the above recommendation of the Director of Personnel Services be approved.

FOR COUNCIL ACTION SEE PAGE(S) 2

PROPERTY MATTERS

RECOMMENDATION

1. False Creek Ground Leases

The Director of Finance and Director of Legal Services report as follows:

"In the various ground leases which are being negotiated with the developers in the False Creek development, provision is made for the lessees to pay property taxes if the property is taxable, or to pay an amount in lieu of taxes if the property is exempt. At present, the properties are exempt from taxation because they are owned by the City.

Under the provisions of Section 216 of the Municipalities Enabling and Validating Act (Amendment), the Minister of Municipal Affairs may declare that any specified real property in the City that is vested in the City but occupied by others to be liable to taxation. The purpose of this report is to seek the Minister's declaration that the residential properties in Area 6 - Phase I of False Creek be subject to taxation.

There are two distinct advantages to having the property taxable. First, an administrative problem would otherwise arise because assessment and taxation notices would be routed through City departments before being delivered to the lessees, whereas under the proposal, they would be delivered direct to the lessee. The second point is that only if the properties are taxable would the owners (both cooperative and condominium) be eligible for Homeowner Grants.

In the future, there will be a number of other City-owned properties which will be developed for housing projects under long-term leases from the City. Such properties could include the three sites being leased to the GVRD, Champlain Heights - Areas E and F, and other properties in False Creek. If Council approved, staff could be directed to make similar application to make the properties taxable.

Recommendation

It is recommended:

- A) that application be made to the Minister of Municipal Affairs to declare Lots 1, 3-5, 7-10, 24-27 and 29 of False Creek Plan 16003, to be liable to taxation under Section 216 of the Municipalities Enabling and Validating Act, and
- B) that the Director of Finance and Director of Legal Services be empowered to make similar application to the Minister of Municipal Affairs for housing projects on City-owned land which may be developed in the future."

The City Manager RECOMMENDS the foregoing recommendations of the Director of Finance and Director of Legal Services be approved.

2. PROVINCIAL GOVERNMENT - EXTENSION REQUEST  
Option to Repurchase Agreement. Property  
Situating: N/S Keefer Street between Heatley  
& Hawks Avenues (Strathcona Area)

The Supervisor of Property and Insurance reports as follows:

"On July 9th, 1974 City Council approved the sale of Lots 25-29, Block 76, D.L. 181, Plan 196, to the Provincial Government. In April, 1975 title was transferred to the Government and the City retained an option agreement to repurchase the lands at the net sales prices if construction (pouring of concrete foundation) did not take place by April 30th, 1976. The City has three months from that date in which to exercise its option.

By letter dated April 9th, 1976 the Provincial Department of Housing have indicated that due to changing financial policies regarding these particular lots, which are part of the Strathcona Infill Housing Program, it is very unlikely that construction will take place within the deadline as required by the option.

Clause #2 (Cont'd)

Due to the foregoing circumstances the Department of Housing has requested an extension to the option agreement from April 30th, 1976 to December 31st, 1976. It is therefore:

RECOMMENDED that the Provincial Government be granted an extension to the option held by the City from April 30th, 1976 to December 31st, 1976, subject to any documentation deemed necessary by the Director of Legal Services; the City to have three months from that date in which to exercise its option.

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Property & Insurance be approved.

3. Vancouver Ticket Centre Ltd. Lease  
The Queen Elizabeth Theatre Inside  
Box Office

The Supervisor of Property & Insurance reports as follows:-

"The inside box office at the Queen Elizabeth Theatre was leased to the Vancouver Ticket Centre for 5 years terminating on August 15th, 1977 at a monthly rental of \$207.00.

In September of 1975 renovation work amounting to \$21,000.00 was completed and rental space was increased to 735 sq. ft. from 495 sq. ft.

In view of the renovating work and increased rental space the Theatre Manager, with the Vancouver Civic Auditorium Board concurring, has recommended that a new lease be prepared retroactive from October 1, 1975 for a period of 5 years with an option to renew for a further period of 5 years.

Following negotiations, the Lessees have agreed to the following:

- Leased Area - 735 sq.ft. on the main floor
- Use - Ticket Office
- Term - October 1, 1975 to October 1, 1980 with an option to renew for a further period of 5 years.
- Rent - \$550.00 per month for the first 2½ years.
- Rental Review - Every 2½ years and to be the estimated market rental value.
- Agreement - Satisfactory to the Director of Legal Services and to include the other terms of the present lease as applicable so as to protect the City's interest herein.

It is noted that the above rent is realistic and represents current market rent of comparable space.

RECOMMENDED that the Supervisor of Property & Insurance be authorized to lease the above space to the Vancouver Ticket Centre Ltd. subject to the foregoing terms and conditions.

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Property & Insurance be approved.

4. Lease of LOT E, Block 122, D.L. 541, West Side of Granville Street, South of Pacific Street

The Supervisor of Property & Insurance reports as follows:-

"Lot E, Block 122, D.L. 541, West side of Granville Street, South of Pacific Street was acquired for Granville Bridge and is situated under the bridge.

It is zoned CM-1, comprises approximately 7,248 square feet and has been leased to M & M Enterprises Ltd. as a storage yard since January 1st, 1971, at a rent of \$16.50 per month plus taxes as if levied.

The lease expired on December 31st, 1975, and the Director of Planning has approved an extension.

After negotiation, the Lessee has agreed to the following proposal:

USE - Open storage of automobiles awaiting body work

TERM - 5 years from January 1st, 1976

CANCELLATION - City to have right to cancel on 6 months' notice

RENT - \$27.00 per month plus taxes as if levied for the first 2½ years (total \$162.00/mo. based on 1975 taxes)

RENTAL REVIEW - In 2½ years and to be market rental value. Rental to be billed on basis of a flat rate plus taxes as if levied.

FENCE - Lessee to keep property properly fenced.

LIABILITY - Lessee to hold City harmless from any claims resulting from objects or dust falling from Granville Bridge or ramps.

OUTGOINGS - Lessee to pay all outgoings.

CONDITION - Lessee to leave property in a clean and tidy condition

AGREEMENT - Satisfactory to Director of Legal Services.

The Supervisor of Property and Insurance is of the opinion that the suggested rental is realistic.

RECOMMENDED That Lot E, Block 122, D.L. 541, be leased on the foregoing basis."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Property & Insurance be approved.

5. Mount Pleasant Neighbourhood Improvement Program Site Office - 670 East Broadway

The Supervisor of Property & Insurance reports as follows:-

"City Council on April 6th, 1976, in considering a recommendation of the Standing Committee of Council on Planning & Development, approved the following resolution:-

"That Council authorize the establishment of a site office to serve the Mount Pleasant Neighbourhood Improvement Program and instruct the Supervisor of Property & Insurance to locate appropriate office space."

Manager's Report, April 30, 1976.....(PROPERTIES - 4)

Clause #5 (Cont'd)

Arrangements have been made to lease 670 East Broadway for \$200 per month as of May 10th, 1976, until December 31st, 1976, including heat and hot water. City to pay for Janitor, light, phone and minor interior repairs. It is intended to incorporate provision for a renewal of the lease and the right to sub-let.

The premises comprise approximately 800 sq. ft. and the rent of \$2,400.00 per annum is considered realistic.

The lease is subject to certain renovations and repairs being made by the lessor prior to occupancy and the lease agreement is to be satisfactory to the Director of Legal Services.

RECOMMENDED That the City lease 670 East Broadway on the foregoing basis."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Property & Insurance be approved.

FOR COUNCIL ACTION SEE PAGE(S) 8



REPORT TO COUNCIL

OFFICIAL TRAFFIC COMMISSION

April 7, 1976

A meeting of the Official Traffic Commission was held in the Council Chamber, third floor, City Hall on Wednesday, April 7, 1976 at approximately 7:30 p.m.

PRESENT: Alderman Bird, Chairman  
Alderman Marzari  
School Trustee Divinsky  
Mr. L. E. Ryan, City Manager  
Inspector S. Robertson, Vancouver Police Dept.  
Mr. R. Jackson, Law Department  
Mr. S. Simpson, Vancouver Safety Council  
Mr. B. Gascoyne, Asst. City Engineer, Traffic

ALSO PRESENT: Mr. J. McLewin, Engineering Department  
Mrs. E. Robinson, Vancouver Parent-Teacher Council

SECRETARY: G. Barden

RECOMMENDATION

1. Traffic Signal Controls - 1976 Program

The Commission considered a report dated March 23, 1976 from the City Engineer outlining proposed new locations and modifications for the traffic signal control program to be implemented in 1976, and method of funding, as follows:

" PROPOSED TRAFFIC SIGNALS

1. Pedestrian Signals

Many pedestrian crossing locations have been examined over the past year for the suitability of a pedestrian signal. Information has been gathered at each of these locations to determine if the pedestrian signal was required. The requirement for a signal was based upon the guidelines for a pedestrian signal warrant as approved by the Official Traffic Commission and City Council in 1974.

This pedestrian signal warrant measures many factors directly including pedestrian volumes, vehicle volumes and crossing opportunities (gaps) in the vehicle flow during the peak periods of travel. Other factors considered are the physical condition of pedestrians using the crossing, sight distances, street widths and grades. In the application of this warrant, data on pedestrian crossing volumes are combined with measurements of the crossing opportunities to produce a single "number index" for pedestrian delay. As a guideline, at crossing locations where the index exceeds 100, a pedestrian signal would be warranted although this is not applied rigidly. Special circumstances such as the age of the crossing pedestrians or the physical layout of the intersection could justify a signal even though the index is less than 100.

On the basis of these studies, seven (7) locations now warrant pedestrian signals. These locations are as follows:

- (i) Arbutus St. and Nanton St. \$ 7,500
- (ii) Commercial Drive and Napier St. \$ 6,800
- (iii) Killarney St. and 49th Ave. \$12,500

Clause #1 continued:

(iv) Lakewood St. and Broadway	\$ 4,800
(v) Marine Drive and Victoria Drive	\$11,600
(vi) Granville St. and 14th Ave.	\$ 6,800
(vii) Granville St. and 64th Ave.	\$ 6,800

In addition, funds for internally illuminated crosswalks at the following locations have been previously approved with funding advanced from the Traffic Control Reserve Fund:

(i) Granville Street near 72nd Ave.	\$ 6,000
(ii) Cordova Street at Jackson Street	<u>\$ 4,500</u>
Cost Sub-total (Section 1)	\$67,300

2. Vehicular Signals

In our on-going vehicle signal program, approximately 75 potential signal locations were analyzed. This annual program takes into account recent vehicle and pedestrian volumes and accidents at the intersections under study. Vehicular traffic is considered in terms of the through, left-turn and right-turn traffic for the purposes of this analysis. Delays to vehicles and pedestrians are measured using these data, as well as the hazardous aspect based upon the accident records.

As a result of these detailed studies, it is now necessary to control the following intersections by traffic signals in order to minimize delays and to reduce accidents for pedestrians and vehicles:

(a) Downtown	
(i) Cordova St. and Gore St.	\$ 17,000
(ii) Powell St. and Columbia St.	\$ 14,500
(iii) Hornby St. and Drake St.	\$ 17,700
(b) Suburbs	
(i) Arbutus St. and 4th Ave.	\$ 8,900
(ii) Granville St. and 57th Ave.	\$ 17,200
(iii) Renfrew St. and 22nd Ave.	\$ 16,900
(iv) Main St. and 57th Ave.	\$ 17,000
(v) Cambie St. and 29th Ave.	<u>\$ 18,000</u>
Cost sub-total (section 2)	\$127,200

3. Railway Crossing Signals

Signals providing vehicular warning at two railway crossings are proposed to offer a good level of protection to the motoring public and to minimize vehicular delays.

(i) Joyce Street and Vanness Ave.	\$ 10,000
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Numerous requests have been received to improve this situation. Presently, about 16,000 vehicles daily cross these railway tracks and they are all required to stop through the use of stop sign control. The train movements have greatly diminished in recent years to the point where only a few trains use this track each day and this usage is generally confined to periods between 10 p.m. and 6 a.m. It is proposed to remove the stop signs and control vehicular traffic by the standard railway signal lights mounted on the signal column.



Clause #1 continued:

(ii) Rupert St. north of Grandview \$ 60,500

Railway crossing protection signals have been in use at this location. These signals were approved previously by City Council and the Railway Transport Committee (Federal Government). Rupert Street recently has been re-constructed and widened. For proper railway protection coverage of this wider roadway, it is necessary to provide major alterations to the railway crossing equipment including the addition of equipment in the median at the centre of Rupert Street.

Cost sub-total (section 3) \$ 70,500

4. Minor Signal Modifications and Control Provisions

Each year, funds are allocated from the Traffic Control Reserve Fund for minor modifications to traffic signal equipment. Minor modifications include cam and pin adjustments, signal head relocations and dial changes. Such modifications improve operational components of the traffic signal which ensure that a proper amount and frequency of green time is available in the signal cycle. It is convenient that these small items are lumped into a single account. The normal annual expenditure for minor modifications is approximately \$15,000. It is desirable that the sum of \$15,000 be allocated for this year's minor modifications.

Cost sub-total (section 4) \$ 15,000

5. Overages

Because of a combination of higher signal costs and lower parking meter revenue, there is a current deficit of about \$70,000 in the Traffic Control Reserve Fund to complete prior signal programs. More specifically, there has been a substantial increase in signal equipment and installation costs over the past few years. It was difficult to anticipate some of these rapidly growing costs. In 1975, 30 signal projects were completed with an overexpenditure of \$12,000. The overages for signal projects not yet completed are estimated to be as follows:

- 1. Boundary and Grandview \$10,000
- 2. Hastings and Cassiar \$15,000
- 3. Burrard and Helmcken \$ 2,100

Items 1 and 2 above involved a much more complex signal system arrangement not previously used in Vancouver. This was the primary reason why these cost estimates were low.

In addition, parking meter revenue in 1975 was less than expected because the new rates approved by Council in the first half of 1975 were not implemented until late last year due to a shortage of meter parts furnished by the meter supplier. The removal of some parking meters to facilitate off-street construction and a minimum level of enforcement also contributed to these low parking meter revenues.

Cost sub-total (Section 5) \$ 70,000

COST TOTAL (all sections) \$350,000

Official Traffic Commission . . . . . 4  
April 7, 1976

Clause #1 continued:

FUNDING

The total cost of the proposed 1976 signal program is \$350,000. Traditionally, funds from the net parking meter revenue have been transferred into the Traffic Control Reserve Fund for purposes of financing the annual traffic signal program. In the past few years, 100% of the net parking meter revenue was required to provide sufficient funds for this traffic signal work.

Presently, parking meters provide a net revenue of about \$21,000 per month or \$252,000 prorated on an annual basis. Currently, there are about 500 parking meters which have been removed from the streets due to the various changes over the past few years in on-street traffic regulations downtown. In a few months time, the Engineering Department will be reporting to City Council on suggested areas where these 500 parking meters may be re-installed as an extension of the existing parking meter area downtown. Use of these parking meters should provide an increase in revenue of about 24% or \$5000 per month. For several months of operation in 1976, this would amount to about an additional \$28,000 in parking meter revenue.

In addition to the foregoing parking meter revenue in 1976, additional revenue will be generated by parking meters with the introduction of By-law Enforcement Officers. However, not all of the revenue from this source is applicable to this account. Therefore, these additional revenues have been considered unavailable for funding the aforementioned 1976 traffic signal program.

Because the Traffic Control Reserve Fund is essentially exhausted, sufficient monies must be transferred into this account to fund the proposed 1976 traffic signal program as outlined earlier in this report. If the proposed extension of the downtown parking meter area is approved by Council later this year, the present inoperative parking meters would be reinstalled. The net revenue generated by parking meters at present, along with the additional revenue available from re-installing these idle parking meters, should amount to about \$280,000 in 1976. This revenue would cover most of the proposed signal program. If the parking meter area is not extended, then, based on present trends, only about \$252,000 would be available from net parking meter revenue. In both cases, it is proposed that the remaining funding required be obtained by transferring monies from the Parking Sites Reserve Fund. In this way, the total estimated costs (350,000) of the 1976 signal program would be covered and extra revenue generated by the By-law Enforcement Officers would be available to fund this new enforcement program as previously planned. The Director of Finance has reviewed the funding aspect of this report and he concurs with it.

A petition of 821 names was delivered to the meeting in support of installation of a traffic signal at 22nd Avenue and Renfrew Street.

Following discussion it was

RECOMMENDED

- (a) THAT traffic signals and devices work indicated in Sections 1, 2, 3, 4 and 5 of the City Engineer's report dated March 23, 1976 be approved.

Clause #1 continued:

(b) THAT funding of the 1976 Traffic Signal Program be established as follows: if the parking meter area is extended in 1976, then \$280,000 be allocated from the net parking meter revenue to the Traffic Control Reserve Fund and \$70,000 be allocated from the Parking Sites Reserve Fund; if the parking meter area is not extended in 1976, then \$252,000 be allocated from the net parking meter revenue to the Traffic Control Reserve Fund and \$98,000 be allocated from the Parking Sites Reserve Fund to the Traffic Control Reserve Fund.

2. Request for Pedestrian Activated Signal at 22nd Avenue and Victoria Drive

The Commission considered a report dated March 24, 1976 (copy circulated) from the City Engineer in response to a requested pedestrian activated signal at 22nd Avenue and Victoria Drive. The Engineer reported that a signal is not warranted at this intersection based on traffic information and analysis, using the warrant system. Delegations, reports and letters (copies of written reports on file in the City Clerk's Office) supported the request as follows:

- Mr. A. R. Currie, Chairman, Lord Selkirk School Consultative Committee
- Mr. C. E. Siddall, Principal, Lord Selkirk School
- Mr. K. M. MacPherson, Principal, Gladstone Secondary School
- Neighbourhood Services Association
- Grandview Community Centre
- Cedar Cottage Neighbourhood Improvement Program Committee
- Alderman Harry Rankin
- Vancouver P.T.A.
- Arthur Lee, M.P., Vancouver East
- Simma Holt, M.P.
- Dave Barrett, Bob Williams, M.L.A., Alex MacDonald, M.L.A.

The Chairman of the Cedar Cottage N.I.P. funds advised they would provide the funds necessary to install a pedestrian operated signal but a motion asking the Planner to meet with the representatives to study ways of cost sharing was defeated by the Commission.

Following discussion it was agreed that the Police should be requested to patrol this area more closely and the matter be reviewed again in 1977.

3. Traffic Signal Request - Marine Drive in the Vicinity of Blenheim Street

The Commission considered a report dated March 23, 1976 (copy circulated) from the City Engineer in response to a request for a traffic signal in the vicinity of Blenheim Street on Marine Drive. The Engineer reported that a traffic signal at this intersection, based on the warrant system, is not required at this time.

Delegations and reports (copies of written reports on file in the City Clerk's Office) supported the requested signal as follows:

- Mr. T. M. Williams, Southlands Ratepayers Association
- Mr. I. W. Workman
- Mrs. Pat Hepburn
- Principal, Kerrisdale Annex School

Clause #3 continued:

- Mrs. Newson
- Mr. J. A. Kenmuir
- Mr. H. Punt.

Following discussion it was

RECOMMENDED

THAT the City Engineer investigate and report to Council on the feasibility of a flashing red/amber light and a school patrol at the intersection of Blenheim Street and Marine Drive.

4. Request for Patrol Activated Signal at the Intersection of 12th Avenue and St. George Street

The Commission considered a report dated March 22, 1976 (copy circulated) from the City Engineer in response to a request for a patrol activated signal at 12th Avenue and St. George Street. The City Engineer reports that, based on signal warrants, a patrol operated traffic signal is not required at this time. The City Engineer recommends that the current school children patrol be retained and the Park Board be requested to remove one tree on 12th Avenue to improve visibility.

Constable Ells reported that the School Patrol Officers of the Vancouver Police Department support the requested patrol activated signal. However, it was agreed the problem of storage space and visibility for school children gathering at the intersection could be improved if the trees in question were removed and the service pole set back. Under these conditions the Police would be agreeable to the improved intersection conditions, however, they requested that a re-assessment be conducted of this improved situation in about six month's time.

Following further discussion it was

RECOMMENDED

THAT the City Engineer report to Council on costs of removing the trees and replacing the pole at 12th Avenue and St. George Street, including the time factor involved.

5. Bus Stop - 41st Avenue at Beatrice Street

The Commission had for consideration a report from the City Engineer dated March 30, 1976, as follows:

" Eastbound 41st Avenue, bus stops are authorized at Beatrice Street and at Victoria Drive. They are established east of each street.

The stop east of Victoria Drive is the normal transfer stop for patrons wishing to continue north or south on Victoria Drive. The bus stop east of Beatrice Street is actually only one hundred and forty feet west of Victoria Drive and there is a heavy transfer of bus patrons from eastbound to southbound so that transferees find it more convenient to get off at the Beatrice stop and walk around the corner than to continue across Victoria Drive in the bus and walk back.

Clause #5 continued:

The relatively light bus usage from residents of this block of Beatrice Street is well served by both 41st Avenue and Victoria Drive bus services. To facilitate the transfer movement by relocating the bus stop would not, therefore, be unduly detrimental to bus patrons on Beatrice Street, who would have to walk an extra ninety feet to the 41st Avenue bus (eastbound).

It is proposed to extend the authorized bus stop at Victoria Drive to both sides of the intersection (east and west) and cancel the stop at Beatrice Street. "

Following discussion it was

RECOMMENDED

THAT the bus stop on the south side of 41st Avenue at Beatrice Street be cancelled.

INFORMATION

6. Material for Bus Stop Signs

Mr. B. Gascoyne, City Traffic Engineer, reported that the B.C. Transit Authority has the following program in effect for Bus Stop Sign Material:

"All transfer points have metal identification (I.D.) posts and signs. They are presently installing 138 such I.D. signs in the City.

Similarly, on some corridors, where two or more services are in operation, I.D. posts are installed.

The manufacture installation costs for the above signs are approximately \$50 to \$75. Where the corridor serves one service, wooden posts are used at a cost of approximately \$25."

7. Traffic Safety Education

Mr. R. Andrews from the Motor Vehicle Branch reported to the Commission on the Point System and how it functions.

The Commission thanked Mr. Andrews for his informative report.

8. Senior Citizens Pedestrian Safety Lectures

Due to time restrictions this matter was deferred to the next meeting of the Commission.

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

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# II

PART REPORT TO COUNCIL  
STANDING COMMITTEE OF COUNCIL  
ON COMMUNITY SERVICES

APRIL 29, 1976

A meeting of the Standing Committee of Council on Community Services was held on Thursday, April 29, 1976 in the No. 1 Committee Room, Third Floor, City Hall, at approximately 3:30 P.M.

PRESENT: Alderman Rankin, Chairman  
Alderman Marzari  
Alderman Sweeney

ABSENT: Alderman Boyce  
Alderman Volrich

COMMITTEE CLERK: H. Dickson

The Minutes of the Community Services Committee meetings of April 8 and 15, 1976 were adopted.

RECOMMENDATION

1. Downtown Eastside Community Workers Association - Grant to Attend Conference

Representatives of the Downtown Eastside Community Workers Association were granted permission by the Chairman to appear before the Committee in support of their request for a grant of \$1,278.00 to send three representatives to the national conference of the Urban Core Support Network in Montreal on May 4, 5 and 6 of this year. The attached letter, dated April 29, 1976, was distributed at the meeting.

Time had not permitted an evaluation report on this matter to be prepared by the Social Planning Department but a representative of that department did appear at the request of the Chairman and stated Social Planning was not prepared to make a recommendation on the application.

During discussion, it was reported the Metropolitan Council of Churches had very recently agreed to pay the cost of sending one of the delegates; thus reducing the amount required for the other two representatives' attendance to \$852.00.

The applicants stated social service type problems and approaches to solving them differ from city to city across Canada and the conference provides a useful exchange of information on institutions and agencies operating in inner city areas and the various strategies employed.

The Committee suggested that at least one of the delegates from Vancouver should be a recipient of services rather than all three delegates being persons who are involved in the dispensation of services.

In response, it was noted that at last year's conference held in Vancouver, those attending were split about 50-50 between workers and recipients of services.

Part Report to Council  
Standing Committee on Community Services  
April 29, 1976

Page 2

Clause No. 1 Continued

A note of caution was expressed by a member of the Committee that providing funds for non-staff members to attend conferences could set a precedent.

However, following discussion, it was

RECOMMENDED

THAT Council grant a sum of \$426.00 to the Downtown Eastside Community Workers Association to send one representative to the 1976 National Conference of the Urban Core Support Network in Montreal to be held on May 4, 5 and 6.

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FOR COUNCIL ACTION SEE PAGE(S).....10

III 42

PART REPORT TO COUNCIL  
STANDING COMMITTEE OF COUNCIL  
ON PLANNING AND DEVELOPMENT

April 29, 1976

A meeting of the Standing Committee of Council on Planning and Development was held in the No. 2 Committee Room, Third Floor, City Hall, on Thursday, April 29, 1976, at approximately 3.30 p.m.

PRESENT: Ald. Bowers, Chairman  
Ald. Bird  
Ald. Cowie  
Ald. Harcourt  
Ald. Kennedy

CLERK TO THE COMMITTEE: M. L. Cross

RECOMMENDATION

1. Selection of Areas - Neighbourhood Improvement Programs - 1976.

The Committee considered a report of the City Manager dated April 20, 1976 (copy circulated) wherein the Director of Planning provides information on the Neighbourhood Improvement Programs to date i.e. priority areas approved by Council, areas designated for N.I.P. since the program began in 1973, levels of funding and staffing and the planning process undertaken in the designated areas. He recommends areas to be selected for 1976 N.I.P. and an appropriate N.I.P. funding request to the senior levels of government.

Mr. R. Youngberg, Associate Director, Area Planning, distributed a chart showing possible re-allocation of staff to undertake future Neighbourhood Improvement Programs (copy circulated).

With respect to the eligible communities, the report states:

"B. Eligible Communities

Of the priority communities listed in the 1974 N.I.P. report, Fairview, Grandview-Woodland, Riley Park, Hastings-Sunrise, and the Kensington area remain as areas needing assistance. Fairview does not meet the N.I.P. standard for neighbourhood stability in terms of future residential land uses and densities. The other remaining areas are eligible. Based on need according to N.I.P. criteria and on the planning carried out by these communities to optimize the N.I.P. in their area, a priority ranking of these communities would be as follows: (1) Grandview-Woodland, (2) Riley Park, (3) Hastings-Sunrise, and (4) the Kensington area. "

The report also noted that the Mount Pleasant area north of Broadway does not meet the criteria for selection.

The City Manager noted that the Director of Planning was requesting temporary N.I.P. staff positions for the Grandview-Woodland and Riley Park Programs. He advised that the Engineering Department does not have the staff to allocate one Engineer co-ordinator for N.I.P. If additional staff is to be approved, some



Clause No. 1 Continued.

funding should be made available for overtime if necessary for an Engineer co-ordinator. Mr. Youngberg advised that all staff costs from any department are cost-shareable to N.I.P.

A Committee member indicated that some sort of local area planning assistance for four to six months should be given to Hastings-Sunrise this year to prepare the area for a Neighbourhood Improvement Program in 1977 and, if necessary, Council should provide the extra funds to do so. Mr. Youngberg stated that it would be desirable to have planners assigned to a number of communities to respond to some of the major problems but they could not do this with existing staff.

Alderman Harcourt put forward the following motion: "That the Director of Planning report back on the extra staff and funding needed to start a local area planning process this year in the Hastings-Sunrise area in preparation for a Neighbourhood Improvement Program in 1977." The motion was defeated with Aldermen Bird, Bowers and Kennedy opposed.

The Committee RECOMMENDED:

- A. THAT Council approve in principle the selection of
  - (i) a portion of Grandview-Woodland for a Neighbourhood Improvement Program in 1976 and (ii) if adequate funds are made available by the senior levels of government, Council approve in principle the selection of both Grandview-Woodland and Riley Park.
- B. THAT Council approve in principle:
  - (1) the authority to establish temporary Planning Assistant III and Clerk-Typist positions for Grandview-Woodland;
  - (2) temporary Planner II, Planning Assistant III and Clerk-Typist positions and a Site Office for Riley Park; and
  - (3) the provision of necessary engineering services as required cost shareable to the Neighbourhood Improvement Programs.
- C. THAT the Federal and Provincial Governments be requested to contribute \$4.2 million (Federal \$2.8 million and Provincial \$1.4 million) for Neighbourhood Improvement Programs for 1976.
- D. THAT Council authorize up to \$1.4 million as the City's share of the 1976 Neighbourhood Improvement Program(s) from 1966-70 Urban Renewal funds to be varied to the Neighbourhood Improvement Program.
- E. THAT the Director of Planning be instructed to report back after the announcement of the level of senior government funding for 1976 N.I.P. with recommendations on the feasibility of undertaking the Riley Park area in addition to Grandview-Woodland and the appropriate boundaries for the areas.

# DISTRIBUTED TUESDAY

REPORT TO COUNCIL

IV

44<sup>04</sup>

SPECIAL COMMITTEE RE  
U.N. CONFERENCE

May 3, 1976

TO: Vancouver City Council

SUBJECT: Habitat - Additional Projects & Funds

CLASSIFICATION: Recommendation

The Committee had for consideration the following outstanding budget items:

(1) Cost of City License for Craft Fair to be staged at C.P.R. Station	\$ 600.00
(2) Additional costs for transportation to be provided by the City Engineering Department	2,000.00
(3) "World of Stanley Park" book to be distributed free of charge to 1500 members of the World Press & U.N. Visitors to Stanley Park	2,350.00
(4) Additional copies of the City Planning Department Central Area brochure for distribution to Habitat delegates and visitors.	1,200.00

U.N. Activities Co-ordinator for the City, Mr. E. Fladell, advised the Committee had an uncommitted fund balance of \$5,000 after meeting a budget of approximately \$431,700.00. The items for which approval was now being sought were above and beyond the original commitment. He stressed that some funds should remain in the uncommitted account to meet unexpected emergency situations.

Following discussion, it was

## RECOMMENDED

- A. THAT an appropriation in the amount of \$600.00 in lieu of of City license fees be approved for Festival Habitat for the Craft Fair;
- B. THAT approval be given to the following additional projects in connection with the City-sponsored U.N. Habitat activities:

(1) Transportation costs - rental of City trucks and equipment	\$2,000.00
(2) "World of Stanley Park" book - purchase of 2,000 copies at \$1.10 per copy plus 7% tax	2,350.00
(3) City Planning Department Central Area brochure	1,200.00
	<hr/>
	\$5,550.00

FURTHER THAT funds for the abovementioned be provided as follows:

- \$3,000 from the Committee's uncommitted funds
- \$2,550 overrun from the City Contingency Reserve.

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FOR COUNCIL ACTION SEE PAGE(S) 10 & 11