

CITY OF VANCOUVERREGULAR COUNCIL MEETING

A regular Meeting of the Council of the City of Vancouver was held on Tuesday, June 26, 1979, in the Council Chamber commencing at 2.00 p.m.

PRESENT:

Mayor Volrich  
Aldermen Bellamy, Ford, Gerard,  
Harcourt, Kennedy, Little,  
Marzari, Puil and Rankin

ABSENT:

Alderman Boyce

CLERK TO THE COUNCIL:

Mrs. M. Kinsella

PRAYER

The proceedings in the Council Chamber were opened with prayer, offered by the Civic Chaplain, the Reverend A. Reynolds of Ryerson United Church, Vancouver.

ACKNOWLEDGEMENT

The Mayor acknowledged the presence in the Council Chamber of Grade 7 students from General Brock Elementary School, under the direction of their teacher, Mrs. Sather.

"IN CAMERA" MEETING

The Council was advised there were matters to be considered "In Camera" later this day.

ADOPTION OF MINUTES

MOVED by Ald. Kennedy,  
SECONDED by Ald. Puil,

THAT the Minutes of the following meetings be adopted:

Special Council (Court of Revision) - June 14, 1979  
Regular Council (except "In Camera") - June 19, 1979

- CARRIED UNANIMOUSLY

COMMITTEE OF THE WHOLE

MOVED by Ald. Bellamy,  
SECONDED by Ald. Little,

THAT this Council resolve itself into Committee of the Whole, Mayor Volrich in the Chair.

- CARRIED UNANIMOUSLY

COMMUNICATIONS OR PETITIONS

1. Locarno Beach Lots for  
Lease by Tender.

Council on June 12, 1979, agreed to a request from a resident in the area for postponement of a motion on Blocks 129 and 130 to September 1979 and also instructed City officials to take no further action on leasing of the properties in these blocks pending consideration of the motion by Council.

Council had for consideration this day a letter dated June 18, 1979 from Mr. J. A. Davies requesting Council to consider his offer to lease one of the City-owned lots in Block 129 and 130.

Also before Council was a report of the City Manager dated June 22, 1979 submitting for consideration whether or not Mr. Davies' offer on lot 17 of Block 130 should be exempted from the freeze on further leasing of lots in Blocks 129 and 130 until September.

MOVED by Ald. Little,

THAT the request of Mr. J. A. Davies that Council consider his offer to lease lot 17 of Block 130, D.L. 540 be received and no further action be taken until the motion relevant to the disposition of the lots in these blocks is considered by Council.

- CARRIED

(Aldermen Ford and Kennedy opposed.)

2. B.C. Hydro Transit Cutbacks.

In a letter dated June 19, 1979, Mr. J. Arnaud requested an opportunity to address Council on a motion by Alderman Rankin on proposed transit cutbacks. Council was advised that similar requests have been received from eleven other organizations in the City.

MOVED by Ald. Rankin,

THAT the delegation request be approved.

-CARRIED UNANIMOUSLY

3. P.N.E. Land Use Control.

Council noted a request from Mr. W. Dronsfield, President, Burrard-View Wall Street Area Residents' Association, to further defer consideration of P.N.E. Land Use Control to an evening meeting of Council in July as Mr. Dronsfield would be unable to attend the June 26 meeting as a delegation on this matter due to an unforeseen commitment.

MOVED by Ald. Kennedy,

THAT the request from Mr. Dronsfield, President of the Burrard-View Wall Street Area Residents' Association be approved and consideration of this matter be deferred to the evening meeting in July when Council is considering the matter of proposed transit cutbacks.

- CARRIED UNANIMOUSLY

MOVED by Ald. Gerard,

THAT representations on B.C. Hydro Transit Cutbacks and P.N.E. Land Use Control be heard at an evening meeting of Council in July.

- CARRIED

(Aldermen Kennedy and Little opposed.)

COMMUNICATIONS OR PETITIONS (Cont'd)

4. Recreation Facilities Assistance Program.

In a letter dated June 14, 1979, The Hon. Hugh A. Curtis, Provincial Secretary and Minister of Government Services, advised Council that the City's request for a grant of up to \$400,000.00 for construction of the Champlain Heights Community Centre has been approved from the Recreation Facilities Assistance Program.

MOVED by Ald. Harcourt,

THAT the advice of The Hon. Hugh A. Curtis on the grant for the construction of the Champlain Heights Community Centre be received and the Mayor forward an appropriate letter of thanks to the Minister.

- CARRIED UNANIMOUSLY

5. Appointment of Civic Chaplain.

Council noted a memorandum from the Mayor dated June 22, 1979 recommending that The Rev. Harry Robinson of St. John's (Shaughnessy) Anglican Church be appointed Civic Chaplain for July and August 1979.

MOVED by Ald. Harcourt,

THAT the recommendation of the Mayor be approved and The Rev. Harry Robinson of St. John's (Shaughnessy) Anglican Church be appointed Civic Chaplain for the months of July and August 1979.

- CARRIED UNANIMOUSLY

6. Closure of 23rd Avenue at Tupper School.

In a letter dated June 25, 1979, Mr. J. W. Killeen, Principal of Sir Charles Tupper Secondary School requested that in the event that Council agrees to hear representations on the report of the Standing Committee on Transportation dated June 21, 1979 on Impact of Temporary Closure of 23rd Avenue at Tupper School, representatives of the Vancouver School Board, Sir Charles Tupper Secondary School and David Livingstone Elementary School Parents' Committees, Representatives of both schools, and of the Riley Park Neighbourhood Improvement Program be also permitted to address Council.

Mr. Killeen also requested that Mr. L. Beasley, Local Area Planner for Riley Park be involved as a resource person.

Council noted that delegation requests had also been received from Mr. E. Patterson and Mrs. M. S. Callegari.

MOVED by Ald. Gerard,

THAT the delegation requests from all parties interested in the closure of 23rd Avenue at Tupper School be heard at a Council meeting in September.

FURTHER THAT officials be instructed to take no action with respect to altering the present status of 23rd Avenue at Tupper School pending the hearing of these delegations.

- CARRIED UNANIMOUSLY

Cont'd.

COMMUNICATIONS OR PETITIONS (Cont'd)7. Grant Request - SKAL Club  
of Vancouver.

Council, on May 15, 1979, referred to the Civic Theatres Board a request from the SKAL Club of Vancouver for a grant to cover a \$200.00 cancellation fee for a proposed booking at the Queen Elizabeth Theatre. In a letter dated June 25, 1979, the Secretary of the Vancouver Civic Theatres Board advised that the Board had considered this matter at its last meeting and recommended that Council not approve this grant request as the Board felt to accede to this request would create a precedent.

MOVED by Ald. Puil,

THAT the communication be received and no further action be taken.

- CARRIED UNANIMOUSLY

8. Balmoral Hotel.

In a letter dated June 22, 1979, Mr. S. Huberman, Solicitor for Mr. W. Anaka, the Receiver appointed by the Court for the Balmoral Hotel, requested an opportunity to address Council this day on behalf of the Receiver to request that Council restore the business license of the Balmoral Hotel to permit it to reopen its beer parlour.

MOVED by Ald. Kennedy,

THAT the request be approved and the delegation be heard later this day.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTSA. MANAGER'S GENERAL REPORTS  
JUNE 22, 1979Building and Planning Matters  
(June 22, 1979)

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

- Cl. 1: Mt. Pleasant N.I.P. Improvements  
to Charles Dickens School Playground
- Cl. 2: Riley Park N.I.P. - Wolfe School  
Funding Revision
- Cl. 3: Grandview-Woodland N.I.P. -  
Bus Shelters
- Cl. 4: Strata Title Conversion Application -  
838-848 West 7th Avenue
- Cl. 5: Downtown-Eastside N.I.P. Appropriation:  
Street Tree Planting

MOVED by Ald. Puil,

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

- CARRIED UNANIMOUSLY

Fire and Traffic Matters  
(June 22, 1979)Use of Sound Truck - Glad Tidings  
Temple Parade  
(Clause 1)

MOVED by Ald. Puil,

THAT Council approve the request of the Glad Tidings Temple, 3456 Fraser Street, to operate a sound truck during its annual parade on Saturday, August 4, 1979, in the area east and west of Fraser Street between 17th and 23rd Avenues.

- CARRIED UNANIMOUSLY

Finance Matters  
(June 22, 1979)Park Board Capital Accounts -  
Reallocations  
(Clause 1)

MOVED by Ald. Puil,

THAT this clause be received for information.

- CARRIED UNANIMOUSLY

Cont'd...

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

Finance Matters  
(June 22, 1979) (cont'd)

Vishva Hindu Parishad of B.C.  
Cultural Grant Request  
(Clause 2)

MOVED by Ald. Puil,  
THAT the recommendation of the City Manager, as contained  
in this clause, be approved.

- CARRIED UNANIMOUSLY  
AND BY THE  
REQUIRED MAJORITY

Property Matters  
(June 22, 1979)

The Council considered this report which contains three  
clauses identified as follows:

- Cl. 1: Establishing City-owned property  
for lane purposes
- Cl. 2: Rental Review - Portion of Glen  
Drive - South of Malkin Avenue
- Cl. 3: Demolitions

MOVED by Ald. Bellamy,  
THAT the recommendations of the City Manager, as contained  
in clauses 1 and 2 of this report, be approved and clause 3 be  
received for information.

- CARRIED UNANIMOUSLY

B. Manager's Report  
June 21, 1979

Marpole Policy Plan -  
Progress Report

MOVED by Ald. Harcourt,  
THAT the report of the City Manager dated June 21, 1979  
be received.

- CARRIED UNANIMOUSLY

STANDING COMMITTEE REPORTS

I. Report of Standing Committee  
on Planning and Development  
(June 14, 1979)

The Council considered this report which contains three  
clauses identified as follows:

- Cl. 1: Monthly Status Report on Rezoning Applications
- Cl. 2: Motorized Recreation - Trail Bike Sites
- Cl. 3: Park Site 19 (Block 45, bounded by Haro,  
Broughton, Barclay and Nicola Streets)

Cont'd...

Regular Council, June 26, 1979 . . . . . 7

STANDING COMMITTEE REPORTS (Cont'd)

Report of Standing Committee  
on Planning and Development  
(June 14, 1979) (cont'd)

Clauses 1 and 3

MOVED by Ald. Harcourt,

THAT the recommendations of the Committee, as contained in clauses 1 and 3 of this report, be approved.

- CARRIED UNANIMOUSLY

Motorized Recreation -  
Trail Bike Sites  
(Clause 2)

MOVED by Ald. Harcourt,

THAT the recommendations of the Committee, as contained in clause 2 of this report, be approved.

- CARRIED

(Aldermen Gerard, Puil and the Mayor opposed)

II. Report of Standing Committee  
on Transportation  
June 14, 1979

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

- Cl. 1: Request for Overpass:  
3300 Block McGill
- Cl. 2: Cassiar/Cambridge Loop
- Cl. 3: Nat Bailey Stadium - Evaluation  
of Parking & Traffic Impact
- Cl. 4: Transportation for the Handicapped
- Cl. 5: Relocation of Bus Stop:  
Westbound 49th Ave. at Berkley

Request for Overpass:  
3300 Block McGill  
(Clause 1)

MOVED by Ald. Kennedy,

THAT recommendations A and B of the Committee, as contained in this clause, be approved.

- CARRIED UNANIMOUSLY

Cassiar/Cambridge Loop  
(Clause 2)

MOVED by Ald. Kennedy,

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

- CARRIED UNANIMOUSLY

Cont'd...

STANDING COMMITTEE REPORTS (Cont'd)

Report of Standing Committee  
on Transportation  
(June 14, 1979) (cont'd)

Clauses 3-5 inclusive

MOVED by Ald. Kennedy,  
THAT the recommendations of the Committee, as contained in  
clauses 3, 4 and 5 of this report, be approved.

- CARRIED UNANIMOUSLY

III. Report of Standing Committee  
on Transportation  
(June 21, 1979)

Impact of Temporary Closure of  
23rd Avenue at Tupper School  
(Clause 1)

- Deferred

(For Council action see page 3)

IV. Report of Standing Committee on  
Finance and Administration  
(June 21, 1979)

Greater Vancouver Artists  
Gallery Society  
(Clause 1)

When considering this clause Council noted a request from  
the Greater Vancouver Artists Gallery and Central Visual Artists  
Association that consideration of this matter be deferred to the  
July 10, 1979 meeting to permit these groups an opportunity to  
address Council.

MOVED by Ald. Puil,  
THAT the delegation requests of the Vancouver Artists Gallery  
and Central Visual Artists Association be approved and considera-  
tion of this matter be deferred to July 10, 1979.

- CARRIED UNANIMOUSLY

G.V.R.D. Matters

There were no matters to be considered in preparation for  
the G.V.R.D. Meeting to be held on Wednesday, June 27, 1979.



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RISE FROM COMMITTEE OF THE WHOLE

MOVED by Ald. Bellamy,  
THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Bellamy,  
SECONDED by Ald. Rankin,  
THAT the report of the Committee of the Whole be adopted.

- CARRIED UNANIMOUSLY

BY-LAWS

1. A BY-LAW TO AMEND BY-LAW  
NO. 3519 BEING THE IMPOUNDING  
BY-LAW.  
(Schedule of Impounding Charges)

MOVED by Ald. Rankin,  
SECONDED by Ald. Bellamy,  
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 amendment.

There being no amendments, it was

MOVED by Ald. Rankin,  
SECONDED by Ald. Bellamy,  
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

2. A BY-LAW TO AMEND BY-LAW  
NO. 4450 BEING THE LICENSE  
BY-LAW.  
(P.N.E. Fair - License Fee)

MOVED by Ald. Harcourt,  
SECONDED by Ald. Marzari,  
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 amendment.

MOVED by Ald. Gerard,  
THAT second and third readings of this By-law be deferred for one month to provide the P.N.E. an opportunity of obtaining an opinion on this matter.

CARRIED

(Aldermen Harcourt, Marzari and Rankin opposed.)

Cont'd.

BY-LAWS (Cont'd)

3. A BY-LAW TO CONTRACT A DEBT  
BY THE ISSUE AND SALE OF  
DEBENTURES IN THE AGGREGATE PRINCIPAL  
AMOUNT OF \$80,712.83 IN LAWFUL MONEY  
OF CANADA FOR CERTAIN STREET LIGHTING  
PROJECTS CONSTRUCTED AS LOCAL IMPROVEMENTS  
AND FOR IMPOSING AN ANNUAL SPECIAL RATE ON  
REAL PROPERTY SPECIALLY BENEFITTED BY SUCH  
LOCAL IMPROVEMENTS.

MOVED by Ald. Puil,  
SECONDED by Ald. Little,  
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 amendment.

There being no amendments, it was

MOVED by Ald. Puil,  
SECONDED by Ald. Little,  
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

4. A BY-LAW TO CONTRACT A DEBT BY THE ISSUE  
AND SALE OF DEBENTURES IN THE AGGREGATE  
PRINCIPAL AMOUNT OF \$1,381,858.20 IN  
LAWFUL MONEY OF CANADA FOR CERTAIN PAVEMENT,  
CURB AND GUTTER, LANE PAVEMENT, SPEED  
DETERRENT BUMP AND SIDEWALK PROJECTS CONS-  
TRUCTED AS LOCAL IMPROVEMENTS AND FOR  
IMPOSING AN ANNUAL SPECIAL RATE ON REAL  
PROPERTY SPECIALLY BENEFITTED BY SUCH LOCAL  
IMPROVEMENTS.

MOVED by Ald. Puil,  
SECONDED by Ald. Little,  
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 amendment.

There being no amendments, it was

MOVED by Ald. Puil,  
SECONDED by Ald. Little,  
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

MOTIONS

- A. Establishment of lands for  
lane purposes.  
(Portion of Lane at Renfrew  
and Franklin)

MOVED by Ald. Little,  
SECONDED by Ald. Bellamy,

WHEREAS the City of Vancouver is the registered owner of Lots  
A and B of Lot 41, Town of Hastings Suburban Lands, Plan 1169;

AND WHEREAS it is deemed expedient and in the public interest  
to establish the above described lands as lane;

THEREFORE BE IT RESOLVED that Lots A and B of Lot 41, Town of  
Hastings Suburban Lands, Plan 1169 be and the same are, hereby  
established for lane purposes and declared to form and constitute  
portions of lane.

- CARRIED UNANIMOUSLY

- B. Allocation of Lands for  
lane purposes.  
(N.10ft. of East  $\frac{1}{2}$  Lot 11,  
Block 39, D.L. 540, Plan 229)

MOVED by Ald. Little,  
SECONDED by Ald. Bellamy,

THAT WHEREAS the registered owner has conveyed to the City of  
Vancouver for lane purposes land in the City of Vancouver, Province  
of British Columbia, more particularly known and described as  
follows:

the North 10 feet of the East  $\frac{1}{2}$  Lot 11,  
Block 39, District Lot 540, Plan 229, the  
same as shown outlined red on plan prepared  
by G. Girardin, B.C.L.S., dated May 28, 1979,  
and marginally numbered LF 9144, a print of  
which is hereunto annexed.

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

BE IT THEREFORE 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 to constitute portion of a lane.

- CARRIED UNANIMOUSLY



MOTIONS (Cont'd)1. B.C. Hydro Transit Cutbacks

MOVED by Ald. Rankin,  
 SECONDED by Ald. Marzari,

THAT WHEREAS B.C. Hydro is planning more bus cutbacks for the City of Vancouver to be effective July 20;

AND WHEREAS the cutbacks will result in the elimination of 42 bus trips per day;

AND WHEREAS the cutbacks proposed for July 20 are part of a whole series of cuts which have caused service within the city to deteriorate steadily for the last three years;

THEREFORE BE IT RESOLVED THAT:

1. Vancouver City Council strongly protest the proposed cutbacks to the Provincial Government, and
2. Vancouver City Council immediately ask for a meeting with the Provincial Government to discuss the problem of deteriorating public transit within the city and the need for an adequate subsidy to improve public transit.

Changes to the Number of Rush Hour Trips for July 20th, 1979:

<u>Route</u>	<u>AM (inbound)</u>	<u>PM (outbound)</u>
Main	-5	+1
Robson	-5	0
Fourth	0	+1
Oak	0	+1
Fraser	0	0
Cambie	0	0
Davie	-1	0
Kingsway	-1	0
Stanley Park	0	-3
Powell	-1	-2
Nanaimo	0	-1
Granville	-4	0
Victoria	-4	+1
Park-n-Ride	-4	-2
Beach	-2	0
Knight	-1	-2
MacDonald	-3	-1
Mac-16	-2	-2

The total of these lost trips are the major cause for the loss of six indexes and 13 Depot trippers. (an index is one day's work)

- (deferred)

See Page 2

NOTICE OF MOTION

The following Notice of Motion was submitted by  
Alderman Kennedy and recognized by the Chair.

1. Englesea Lodge.

MOVED by Ald. Kennedy,

THAT WHEREAS action has not yet been taken to evict tenants  
from Englesea Lodge,

AND WHEREAS no tally has been taken of the number of tenants  
affected,

AND WHEREAS Council has not seen plans for the redevelopment  
of the site, such as would justify a demolition (in accordance with  
the requirements of the Zoning and Development By-law),

AND WHEREAS many citizens have expressed affection for this  
old building,

THEREFORE BE IT RESOLVED THAT until justification for the  
proposed demolition is submitted to Council, the Parks Board should  
be asked to withhold eviction notices and plans for demolition be  
halted.

- (Notice)

ENQUIRIES AND OTHER MATTERS

Alderman Rankin -

Cancellation of Licenses  
because of employees having  
police records.

referred to an incident where a  
teen disco operator was advised  
that his City license would be  
cancelled unless a member of the  
staff with police record was dismissed.  
Ald. Rankin asked for a report from  
the City Manager on this matter to  
include consideration of a policy  
to remedy this situation e.g. a  
department head should first report  
to Council any action he is contem-  
plating related to premises employ-  
ing staff with police records.

The Mayor so directed.

Alderman Rankin -

Premises at 1698 East 15th  
Avenue.

referred to the proposal to use the  
premises at 1698 East 15th Avenue  
as a short term centre for treatment  
of adolescents. These premises were  
previously used as a foster home for  
young people. The Alderman also made  
reference to debris littering the  
outside of these premises and asked  
that the City Manager report to  
Council on these matters.

The Mayor so directed.

Cont'd.

ENQUIRIES AND OTHER MATTERS (Cont'd)

Alderman Harcourt -

Homeowner Grants for Co-ops.

referred to a recent reply from the Provincial Government indicating that it was not intended that the Legislature consider homeowner grants to Co-ops until 1980. He queried what procedure staff has adopted to assist co-ops in this matter. The City Manager advised that Co-op owners are being advised that if they do not wish to pay the difference between their gross taxes and net taxes after deduction of the Homeowner grant the City will not impose penalty until at least some time in September when it is anticipated this matter will be resolved.

The Mayor requested the City Manager to continue to follow up this matter.

The Council recessed at 2.45 p.m. and following an "In Camera" meeting in the Mayor's Office, reconvened in the Council Chamber at 3.30 p.m.

PRESENTATION - MR. GEORGE GLISZCZYNSKI

Council recognized Mr. George Gliszczynski, who had received a photographic award from Vancouver's sister-city Odessa. The Mayor presented him with a medallion and an inscribed award from Odessa and congratulated him on his achievement.

DELEGATIONS

Balmoral Hotel.

Council, on June 12, 1979, following a show-cause hearing on the matter of the Balmoral Hotel resolved that the Director of Permits and Licenses be instructed to suspend, for one month, the City business license for the Balmoral Hotel, 159 East Hastings Street.

Earlier this day, Council agreed to hear representation from Mr. Huberman, Solicitor for the Receiver appointed to the Balmoral Hotel. He advised that the Receiver for the Balmoral has appointed a qualified hotel manager and requested that Council restore the business license for the beer parlour at the Balmoral Hotel to permit business to carry on at this location.

MOVED by Ald. Kennedy,

THAT the Director of Permits & Licenses be authorized to restore the business license to the Balmoral Hotel subject to his being satisfied with the present management of the hotel.

- LOST

(Aldermen Bellamy, Gerard, Harcourt, Little, Marzari, Puil, Rankin and the Mayor opposed.)

DELEGATIONS (Cont'd) -

Balmoral Hotel (Cont'd)

MOVED by Ald. Little,

THAT the representation of Mr. Huberman on behalf of the Receiver for the Balmoral Hotel be received and no further action be taken.

- CARRIED UNANIMOUSLY

CITY MANAGER'S REPORT

June 22, 1979

Tenders Nos. 795 and 796 -  
Contracts for Street and Lane Paving

Council had earlier considered this report 'In Camera' and approved the recommendations of the City Manager contained therein.

At this time the Mayor referred to a request from S.L. Paving Ltd., to address Council on this matter.

MOVED by Ald. Gerard

THAT the request from S.L.Paving Ltd., to address Council be approved and the representation be heard at this time.

- CARRIED

(Ald. Bellamy and Harcourt opposed)

Mr. Johnson, S.L.Paving Ltd., addressed Council and requested a deferment of this matter to permit him an opportunity to prepare his submission.

MOVED by Ald. Harcourt

THAT the delegation from S.L. Paving Ltd., on Contracts for Street and Lane Paving, be referred to the Finance and Administration Committee meeting on Thursday, June 28, 1979:

FURTHER THAT any other representations on this matter be heard at that time.

- CARRIED UNANIMOUSLY

Trade and Convention Centre

At an 'In Camera' meeting earlier this day Council had agreed to consider the matter of the Trade and Convention Centre in open Council.

Before Council was a memorandum from the Mayor dated June 19, 1979, reading as follows:

" On March 6, 1979, Council approved a Manager's Report on "Management Procedure and Organization Structure" for the Pier B-C Development, and also (in camera) the selection of firms invited to tender for the function of Project Director.

Many proposals were received, but none are recommended for acceptance.

Cont'd.....

Trade and Convention Centre (Cont'd)

Numerous meetings have been held in my office with our partners in the enterprise: the Province, the NHB, and the Federal Government (Department of Industry, Trade and Commerce). The organizational structure proposed by the City was not acceptable to our partners, nor was the idea of a consulting firm providing the project management.

A further meeting was held on June 15, 1979 including Mrs. McCarthy and Dr. Shrum for the Province, and Bob Dawson for the Federal Department of Industry, Trade and Commerce.

It was agreed between the parties that:

- 1) the project should be headed by a legally autonomous "Pier B-C Development Board" consisting of the following (or their representatives): Grace McCarthy Mayor Volrich, Fred Spoke, Bob Dawson, with power to add."
- 2) this Board shall
  - receive contributions from the various parties;
  - employ a Project Chairman, a Project Director and other staff, as appropriate;
  - retain independent lawyers, who shall also draw up articles of incorporation for the Board;
  - let contracts for the construction of the project and for auxiliary studies and engineering.
- 3) Dr. Gordon Shrum be appointed Project Chairman, and be asked to recommend to the Board a Project Manager. Their respective responsibilities are as shown in the attached chart.
- 4) certain work be undertaken immediately, even before the Board is incorporated and before the negotiations between CPR and NHB for terminating the lease are concluded:-
  - Foundation study, if required;
  - Leasing office space;
  - Appointing a consultant for the Functional Program of the Trade-Convention Centre;
  - Seeking a developer for the Trade Tower;
  - Seeking an Operations Manager for the Centre.
- 5) consent of the A.I.B.C. be sought for a public ideas competition for the design of the centre. Successful ideas will be recommended to the architects and construction firms in a design-and-build competition.

This structure and procedure is very different from that recommended by our staff to Council and accepted by Council on March 6, 1979. Our officials do not support the proposed changes. However, I am convinced that the City should agree to them in order to get the project moving without further delay and consequent expense.

Hence, I recommend:

- A) That Council agree to the management procedure and the organizational structure set out above, in lieu of that adopted on March 6, 1979.
- B) That Council agree to pay to the Pier B-C Development Board contributions totalling \$5 million, as the City's share of the costs of the Convention Centre, on condition that the other parties contribute their respective shares, and subject to an agreement satisfactory to the Director of Finance and Director of Legal Services.
- C) That until the Pier B-C Development Board is incorporated and operational, Council agree to fund certain preliminary work recommended by both Dr. Shrum and the City Manager, up to a maximum of \$100,000 -- any such expenditures to be subtracted from the first contribution of the City to the Board. (The Province has agreed to contribute \$200,000 towards the preliminary work.)"

Cont'd.



Trade and Convention Centre (Cont'd)

Also before Council was a subsequent memo from the Mayor on the Trade and Convention Centre, dated June 26, 1979, suggesting the following procedures and understandings in addition to the recommendations set out in his memorandum dated June 19, 1979, which would adequately meet the concerns of Council over the control of the project:

- 1) Unanimity would be required with reference to all major decisions of the Development Board;
- 2) The Mayor and the City Manager will take part in all meetings of the Board;
- 3) Any matters that may affect the City's financial commitment would be brought before the Council for consideration along with any other matters that, in the judgement of the City Manager, should be brought before Council;
- 4) The City Manager and Director of Finance would control the disbursement of City funds from time to time as necessary, and in the event of any doubt or question on their part, they will report the matter to Council.
- 5) Dr. Shrum will be expected at all times to liaise closely with the Mayor and City Manager, including the matters of selection of a Project Manager and method of architectural selection, etc.

MOVED by Ald. Puil

THAT Council agree to the management procedure and organizational structure set out in the Mayor's memorandum of June 19, 1979, with the exception that an Alderman also be included on the Board, in lieu of that adopted by Council on March 6, 1979, subject to the following procedures and understandings:

- 1) Unanimity would be required with reference to all major decisions of the Development Board;
- 2) The Mayor and the City Manager will take part in all of the meetings of the Board;
- 3) Any matters that may affect the City's financial commitment would be brought before the Council for consideration along with any other matters that, in the judgement of the City Manager, should be brought before Council;
- 4) The City Manager and Director of Finance would control the disbursement of City funds from time to time as necessary, and in the event of any doubt or question on their part, they will report the matter to Council;
- 5) Dr. Shrum will be expected at all times to liaise closely with the Mayor and City Manager, including the matters of selection of a Project Manager and method of architectural selection, etc.

CARRIED

(Ald. Ford, Harcourt, Marzari and Rankin opposed)

Cont'd....

Trade and Convention Centre (Cont'd)

MOVED by Ald. Puil  
THAT Council agree to pay to the Pier B-C Development Board contributions totalling \$5 million, as the City's share of the costs of the Convention Centre, on condition that the other parties contribute their respective shares, and subject to an agreement satisfactory to the Director of Finance and Director of Legal Services.

- CARRIED

(Ald. Ford, Marzari and Rankin opposed)

MOVED by Ald. Puil  
THAT, until the Pier B-C Development Board is incorporated and operational, Council agree to fund certain preliminary work recommended by both Dr. Shrum and the City Manager, up to a maximum of \$100,000, any such expenditures to be subtracted from the first contribution of the City to the Board.

- CARRIED

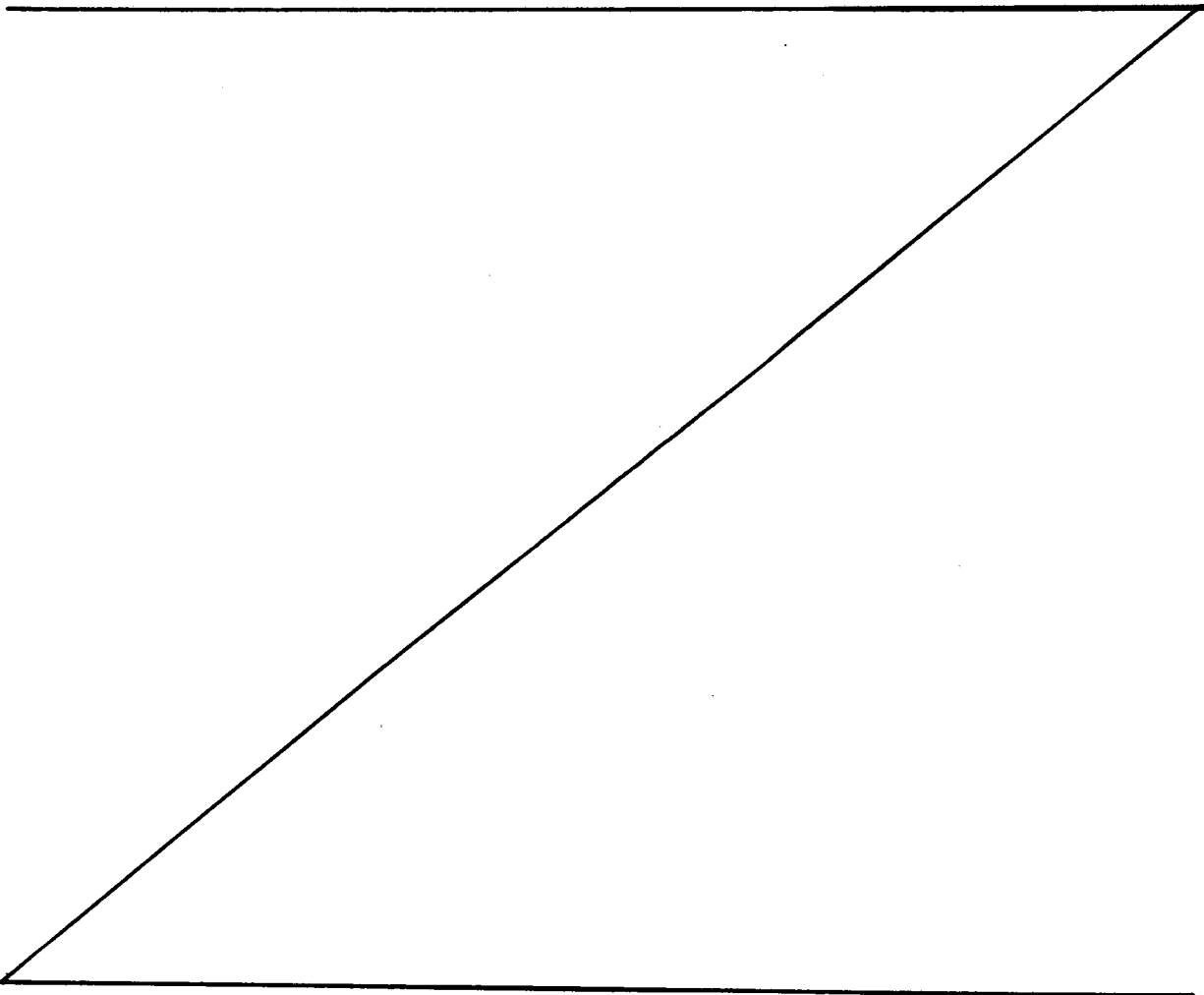
(Ald. Harcourt, Marzari and Rankin opposed)

During consideration of this matter it was agreed that the National Harbours Board would not be a Member of the Pier B-C Development Board at the present time.

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The Council recessed at 5:40 p.m. to reconvene in the Council Chamber at 7:30 p.m.

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Regular Council, June 26, 1979 . . . . . 19

\* \* \*

The Council reconvened in the Council Chamber at 7:30 p.m. with Alderman Gerard, Deputy Mayor, in the Chair and the same Members present.

\* \* \*

#### COMMITTEE OF THE WHOLE

MOVED by Ald. Rankin,  
SECONDED by Ald. Bellamy,

THAT this Council resolve itself into Committee of the Whole, Ald. Gerard, Deputy Mayor, in the Chair.

- CARRIED UNANIMOUSLY

#### DELEGATIONS

1. Report of Standing Committee  
on Planning and Development -  
May 17th/June 21st, 1979

#### South East Marine Drive Industrial Lands - Land Use Proposals

Council had before it a report of the Standing Committees of Council on Planning and Development and Transportation dated May 17, 1979 and a report of the Standing Committee of Council on Planning and Development dated June 21, 1979 on South East Marine Drive Industrial Lands - Land Use Proposals. This report concluded with the following recommendations:

- A. THAT the land use option for the area bounded by Argyle, South East Marine Drive, a point 570 feet east of Elliott Street and Kent Avenue North (west precinct) be:  
  
Phase out all existing housing and develop industry below South East Marine Drive.
- B. THAT the following right-of-way option for North/South Kent Avenue be adopted:  
  
Develop North/South Kent Avenue as a continuous roadway.
- C. THAT the City Engineer be instructed to report back on design matters affected by the option chosen including the investigation of diverting North/South Kent north of the railroad right-of-way between Gladstone and Elliott Streets to preserve the Gladstone Riverfront Park.
- D. THAT Council approve in principle industrial land use in the east precinct as outlined in this report.
- E. THAT Council release the 12 acre reserve for cemetery purposes S.E. of Duff and Marine Drive.
- F. THAT the Director of Planning be instructed to prepare a comprehensive Zoning and Development plan for the S.E. Marine lands in consultation with the City Engineer and Director of Finance.
- G. THAT the City Engineer and Director of Finance report back on capital funds for servicing program in the Study Area.
- H. THAT the Director of Finance be instructed to report back on a policy for lease or sale of subject lands.
- I. THAT the Economic Development Manager be instructed to report back on a marketing strategy and program for disposition of City lands according to the approved concept plan.

Cont'd...

DELEGATIONS (Cont'd)

South East Marine Drive Industrial  
Lands - Land Use Proposals (cont'd)

The following officials addressed Council on this matter and reviewed the reasons behind their specific recommendations:

Mr. R.R. Youngberg - Associate Director, Planning Dept.  
Mr. W.H. Curtis - City Engineer  
Mr. D. Rudberg - Assistant City Engineer  
Mr. P.D. Leckie - Director of Finance

Council then heard representations from the following:

Mr. R. Hunt, B.C. Motor Transport, addressed Council and filed a brief in support of the recommendation of the City Engineer and the Director of Finance and of the Standing Committee that Council phase out all existing housing in the S.E. Marine Drive industrial land and develop industry and in addition that North/South Kent Avenue be developed as a continuous roadway.

Mr. C. Wilson, Marine Workers & Boilermakers Union, submitted a brief supporting the Committee's recommendation on future use of these lands and the development of North/South Kent Avenue as a continuous roadway.

The following then addressed Council and spoke in support of the Director of Planning's position, which is, that Council retain existing housing in this area and develop vacant land for additional residential dwellings:

- Mr. J. Pincott, Champlain Heights Planning Advisory Committee (brief submitted)
- Mr. S. Jackson, Killarney-Champlain Citizens for Action (brief submitted)
- Mr. A. Kore, Resident
- Mr. A. Stradiotti "
- Mr. I. Sanderson "
- Mr. J. Rolleston "
- Mr. R. Chiang "

MOVED by Ald. Puil,

THAT the land use option for the area bounded by Argyle, South East Marine Drive, a point 570 feet east of Elliott Street and Kent Avenue North (west precinct) be:

All existing housing be permitted to remain, however, no additional housing be built in this area;

FURTHER THAT industry be phased in in this area; the existing park be retained and the City proceed with the development of the North/South Kent Avenue as a continuous roadway only as Marine Drive traffic increases in intensity.

- LOST

(Aldermen Bellamy, Ford, Harcourt, Marzari and Rankin opposed)

MOVED by Ald. Harcourt,

THAT the land use option for the area bounded by Argyle, South East Marine Drive, a point 570 feet east of Elliott Street and Kent Avenue North (west precinct) be: retain existing housing and develop vacant land for additional residential dwellings.

- CARRIED

(Aldermen Gerard, Kennedy, Little and Puil opposed)

Cont'd...

DELEGATIONS (Cont'd)

South East Marine Drive Industrial  
Lands - Land Use Proposals (cont'd)

MOVED by Ald. Harcourt,  
THAT the City not develop North/South Kent Avenue as a  
continuous roadway.

- CARRIED

(Aldermen Gerard, Kennedy, Little and Puil opposed)

MOVED by Ald. Harcourt,  
THAT the City Engineer be instructed to report back on  
design matters affected by the option chosen including the  
investigation of diverting North/South Kent north of the railroad  
right-of-way between Gladstone and Elliott Streets to preserve  
the Gladstone Riverfront Park.

- CARRIED UNANIMOUSLY

MOVED by Ald. Harcourt,  
THAT Council approve in principle industrial land use in  
the east precinct as outlined in this report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Harcourt,  
THAT Council release the 12 acre reserve for cemetery  
purposes S.E. of Duff and Marine Drive.

- LOST

(Aldermen Bellamy, Ford, Harcourt, Marzari and Rankin opposed)

MOVED by Ald. Harcourt,  
THAT Council not release the 12 acre reserve for cemetery  
purposes S.E. of Duff and Marine Drive.

- CARRIED

(Aldermen Gerard, Kennedy, Little and Puil opposed)

MOVED by Ald. Harcourt,  
THAT the Director of Planning be instructed to prepare a  
comprehensive Zoning and Development plan for the S.E. Marine  
lands in consultation with the City Engineer and Director of  
Finance.

THAT the City Engineer and Director of Finance report back  
on capital funds for servicing program in the Study Area.

THAT the Director of Finance be instructed to report back  
on a policy for lease or sale of subject lands.

THAT the Economic Development Manager be instructed to  
report back on a marketing strategy and program for disposition  
of City lands according to the approved concept plan.

- CARRIED UNANIMOUSLY

Regular Council, June 26, 1979 . . . . . 22

DELEGATIONS (Cont'd)

2. Report of Standing Committee on  
Planning and Development -  
June 14th/June 21st, 1979

Rezoning Application - South West  
Corner of 75th Avenue and  
Angus Drive (cont'd)

Council had before it a report of the Standing Committee of Council on Planning and Development dated June 14 and June 21, 1979 on rezoning application by Mr. B. Rice of C.F. Roberts & Partners on behalf of Horner Developments Ltd., to rezone the South West Corner of 75th Avenue and Angus Drive from M-1 Industrial District to CD-1 Comprehensive Development District to develop a 104-unit townhouse and apartment complex.

Mr. R. Scobie, Zoning Division, Planning Department, reviewed the application for Council's information.

The following then addressed Council on this matter:

Mr. E. Ruddell, representing Marpole-Oakridge Area Council, submitted to Council a proposed concept for development of the Horner and City-owned lands in this area.

Dr. I. Taylor, representing the Marpole Citizens' Planning Committee, submitted a brief urging that the City-owned lands at the bottom of Angus Drive and the lands owned by Mr. Horner be developed for park use for the Citizens of Marpole.

Mr. B. Rice, Architect for the applicant, submitted a brief urging Council to refer the rezoning application to a Public Hearing.

Mr. G. Horner, applicant, answered questions from Council and also requested that Council submit his application to a Public Hearing.

MOVED by Ald. Harcourt,

THAT the recommendations A and B of the Committee, as contained in this report, be approved.

- CARRIED

(Aldermen Puil and Rankin opposed).

DELEGATIONS4. Cultural Grant - Appeals.

Council, on March 6, 1979 approved a grant to the Vancouver Bach Choir of \$4000.00 towards rental of the Orpheum Theatre for three performances plus additional uses for rehearsals and a recording session. In accordance with normal procedures, representatives of the Bach Choir appeared before Council this evening to request Council's consideration of an additional grant to the Choir of \$3000.00.

Ms. L. Suderman addressed Council and stated one of the reasons the Choir was appealing for an additional grant from Council was that for the first time in many years it had a large deficit. The deficit was attributed to the lengthy newspaper strike in Vancouver and a subsequent loss of audience. This request was to cover additional expenses related to rental of the Orpheum Theatre.

MOVED by Ald. Rankin,

THAT Council approve an additional grant of \$3000.00 to the Vancouver Bach Choir with the source of funds being the Cultural Grant Budget.

- CARRIED BY THE  
REQUIRED MAJORITY

(Alderman Puil opposed.)

5. Community Services Grant Appeals.

In accordance with regular practice the following addressed Council to appeal Council's decision not to approve grants to them for 1979:

Mrs. B. Wilson, Hastings Sunrise Seniors Drop-In Centre, appealed to Council to approve a grant of \$4930.00 to the Centre. The Centre is run by Senior Citizen Volunteers and is open six days a week from 11.00 a.m. to 4.00 p.m.

In addition to organized activities, the Centre provides counselling.

MOVED by Ald. Bellamy,

THAT Council approve a grant to the Hastings Sunrise Seniors Drop-In Centre of \$4930.00 with the source of funds being Contingency Reserve.

- CARRIED UNANIMOUSLY  
AND BY THE  
REQUIRED MAJORITY

During consideration of the above matter, Alderman Kennedy left the meeting.

Mr. H. Jerome of Sport B.C. Summer Sports Program addressed Council and appealed that Council reconsider its decision to not approve a grant of \$7500.00 towards the Sport B.C. Summer Sports Program. Mr. Jerome reviewed the program and stated that his organization had appealed to both the Federal and Provincial Governments for grants but none was received.

MOVED by Ald. Rankin,

THAT Council approve a grant of \$7500.00 to Sport B.C. Summer Sports Program with the source of funds being Contingency Reserve.

- LOST  
NOT HAVING RECEIVED  
THE REQUIRED MAJORITY

(Alderman Puil opposed.)

Cont'd.

DELEGATIONS (Cont'd)

6. Relaxation of Rear Yard Requirements  
by Board of Variance: 554 E. 15th Avenue.

Council, on May 29, 1979, approved a request by Mr. P. M. Partridge, 555 East 16th Avenue to address it on a decision of the Board of Variance to relax rear yard requirements for an adjacent building.

Council had, for information, a City Manager's report dated June 15, 1979 in which the Director of Planning gave the history of this matter. It was noted that on January 13, 1976, Council resolved that the lane behind Mr. Partridge's property be closed, stopped up and conveyed to him at a price of \$5,000.00. This resulted in Mr. Partridge's property abutting the rear yard of an office building on the lot at 554 East 15th Avenue. This office building has been developed right up to the rear property line and thus up to Mr. Partridge's property line.

The Board of Variance, on June 30, 1976 relaxed the 10 feet rear yard requirement on 554 East 15th Avenue to nil. The Board of Variance, when considering this matter, had not notified Mr. Partridge or any other adjacent property owners. Mr. Partridge addressed Council and read from a brief (circulated) in which he protested the action of the Board of Variance in approving the rear yard relaxation on 554 East 15th Avenue and also in not notifying him of its intent to consider this matter.

He suggested that Council consider paying him damages as a result of the action of the Board of Variance. Mr. Partridge also stated that the office building on the lot behind him has six windows fronting on to his property which is an infringement of his privacy.

Mr. Partridge contends that these windows are non-conforming under Vancouver Building By-laws.

MOVED by Ald. Harcourt,

THAT the representation of Mr. Partridge be received and the City Manager discuss with Mr. Partridge the legality or otherwise of the six windows located in the office building abutting the rear of Mr. Partridge's property.

- CARRIED UNANIMOUSLY

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Ald. Harcourt,

THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Harcourt,

SECONDED by Ald. Rankin,

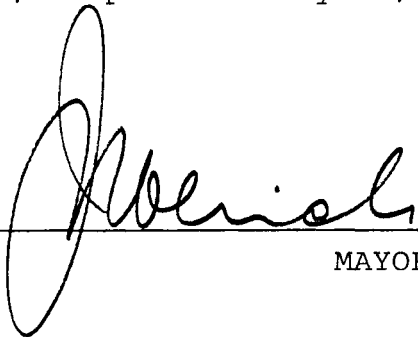
THAT the report of the Committee of the Whole be adopted.

- CARRIED UNANIMOUSLY

The Council adjourned at approximately 11.25 p.m.

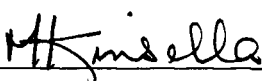


The foregoing are Minutes of the Regular Council  
Meeting of June 26, 1979, adopted on July 10, 1979.



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MAYOR



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DEPUTY CITY CLERK

# DISTRIBUTED MONDAY

Del. 1

## REPORT TO COUNCIL

### STANDING COMMITTEES OF COUNCIL ON PLANNING AND DEVELOPMENT AND TRANSPORTATION

MAY 17, 1979

### STANDING COMMITTEE OF COUNCIL ON PLANNING AND DEVELOPMENT

JUNE 21, 1979

A special meeting of the Standing Committees of Council on Planning and Development and Transportation was held at Oppenheimer Elementary School, 2421 Scarboro St., Vancouver, B.C., on Thursday, May 17, 1979 at approximately 7:30 p.m. The discussion continued at the Standing Committee on Planning and Development meeting on June 21, 1979, in the No. 1 Committee Room, City Hall.

#### May 17th

PRESENT : Alderman Harcourt, Chairman  
Alderman Boyce  
Alderman Ford  
Alderman Rankin

ABSENT : Alderman Bellamy  
Alderman Kennedy  
Alderman Puil

CLERK TO THE  
COMMITTEE : M. L. Cross

#### June 21st

Alderman Harcourt, Chairman  
Alderman Kennedy  
Alderman Puil

Alderman Boyce  
Alderman Ford

### RECOMMENDATION

#### 1. South East Marine Drive Industrial Lands - Land Use Proposals

The Committee considered a report of the City Manager dated April 6, 1979 (copy circulated) forwarding a report of the Director of Planning, City Engineer and Director of Finance dated April 5, 1979 (on file in the City Clerk's Office).

The officials' report proposes alternatives for a land use concept plan for the study area and focuses on the following issues:

- whether to retain residential use in the area
- whether to establish N/S Kent as a continuous roadway through the area
- whether to retain a 12 acre cemetery designation in the area

Mr. R. Youngberg, Associate Director, Area Planning, outlined the history of the study area bounded by S.E. Marine Dr., Boundary Rd., the Fraser River and Crompton St. It is largely industrially-zoned, containing two pockets of residentially-zoned land. The Gladstone Riverfront Park was completed in 1977 as an interim use on a narrow strip of City land along the Fraser River between the Gladstone and Elliott street ends. In March, 1972, Council approved tentative reservation of 12 acres of City lands southeast of Marine Drive and Duff Street for a future cemetery.

Mr. Youngberg noted that three land use options for the area bounded by Argyle, S.E. Marine Dr., a point 570 feet east of Elliott St. and Kent Ave. North (West precinct) were submitted:

cont'd....

Report to Council  
 Standing Committees of Council  
 on Planning and Development  
 and Transportation  
 May 17, 1979

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Clause No. 1 cont'd:

- (1) Retain existing housing and develop vacant land for additional residential dwellings;  
 (Recommended by the Director of Planning; this option requires a subsequent decision on whether N/S Kent should be continuous.)
- (2) Retain housing in the westerly RS-1 zoned housing pocket (Argyle to Duff Streets) and develop industry on lands to the east; or  
 (This option requires a subsequent decision on whether N/S Kent should be continuous.)
- (3) Phase out all existing housing and develop industry below S.E. Marine Dr.  
 (This option would include a continuous N/S Kent, and phasing out the westerly housing - 72 dwellings - over a considerable period of time; recommended by the Director of Finance and City Engineer.)

The City Manager believes that (2) should not be considered.

Two basic concept plans are proposed:

The Residential Option (A-1)

proposes retaining existing housing with the possibility of additional low density housing between the existing RS-1 zoned pockets located between Argyle and a point east of Elliott. Lands to the east and west would be developed as an industrial estate consistent with the Industrial Option.

The Industrial Option (A-3)

proposes establishing a comprehensive industrial estate below S.E. Marine extending from Crompton to Boundary Rd.

Civic staff have differing points of view concerning what is the most appropriate concept plan. As a generalization, the Director of Planning supports the Residential Option; the Director of Finance and City Engineer support the Industrial Option.

It should be noted that civic staff generally agree that the East Precinct (east of Kerr St.) should be developed as an industrial estate, and that the 12 acre cemetery reserve should be released.

Subject to a decision on the land use option, two right-of-way options for North/South Kent Avenue are put forward for Committee decision:

1. Develop North/South Kent Avenue as a continuous roadway, OR
2. Develop North/South Kent Avenue as a non-continuous roadway between Argyle and a point east of Elliott Street.

The Director of Planning does not support a continuous North/South Kent and as an alternative proposes that North/South Kent should remain a non-continuous roadway and designed to divert all non-local traffic around the housing precinct onto S.E. Marine. This option would accommodate the local servicing requirements of industry while all through traffic would remain on the existing arterial route - S.E. Marine. In summary, it is considered that a non-continuous Kent along the lines discussed above would improve residential livability, satisfy the servicing requirement of local industry, and protect the natural amenities of Gladstone Riverfront Park.

cont'd....

Report to Council  
 Standing Committees of Council  
 on Planning and Development  
 and Transportation  
May 17, 1979

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Clause No. 1 cont'd:

Mr. D. Rudberg, Assistant City Engineer, Traffic, advised that from the point of view of the City Engineer, there are two important decisions which Council should consider. The first is to confirm previous decisions to complete property acquisition for Kent Avenue and proceed with development of the continuous roadway in conjunction with adjacent industrial development. The matter of adequate, continuous access to serve the industrial area east of Knight Street should be given careful consideration since the viability of the total area for industrial development is highly dependent upon this factor. The second important decision is that of land use and involves a choice between an expanded residential community, a mixed residential and industrial alternative, and a comprehensive industrial development. It is the opinion of the City Engineer that expansion or retention of residential development in the area will inevitably lead to conflicts due to traffic, parking, noise and other environmental factors and that proposals for industrial development in the area will be seriously compromised.

Mr. Rudberg noted that two important criteria for industry are strategic location and good access. The area is suited for flow of goods and services between Vancouver and Burnaby with good rail and river access and an arterial road which is a truck route.

Mr. Rudberg noted Kent Ave. should be continuous to service industry. If it is not continuous, access and servicing movements would be located onto Marine Dr. The continuous road could be designed so it would not go through Gladstone Park.

Mr. P. D. Leckie, Director of Finance, noted that jobs are just as important as housing. The City has been losing industrial jobs. Creating an industrial area is an opportunity to do something in the long-term best interests of the whole City. He and City Engineer are of the same opinion - residential cannot co-exist with industrial. If the residential option is chosen it would be damaging to the residential amenity and damaging to industry. If the industrial land use decision is chosen, staff will have to come back with a method of implementation.

Mr. Leckie advised that industry would not locate in the area quickly. Because of the financial commitment that would be required for the City to implement the transition of all the residential uses to industrial uses over a short period of time the Director of Finance recommends that the City leave the westerly residential pocket as residential in the short and possibly medium term and allow the transition of this pocket to occur over a longer term.

The following appeared as delegations:

Mrs. R. McRae - representing about 92% of the residential homeowners in the area between Argyle St. and a point 570 feet east of Elliott St. who support the alternative recommended by the Director of Planning, to retain existing housing and develop vacant land for additional residential dwellings (A-1).

The brief presented by Mrs. McRae outlines reasons for the adoption of this option: the area is already stable, occupied by long term residents who have stayed in the area by choice; there is a healthy, desirable ethnic mix and a cross section of occupations. In spite of the need to consider the overall view for the City, the residents feel there is insufficient justification in option A-3 to uproot persons occupying one hundred homes in one section of the City. The residents do not believe that Kent would remain just a service road for long. It would become a bypass for commuter traffic. A non-continuous road would preserve the Gladstone Riverfront Park. The residents support the Director of Planning's view that North/South Kent Ave. should be developed as a non-continuous roadway.

cont'd....

Report to Council  
 Standing Committees of Council  
 on Planning and Development  
 and Transportation  
 May 17, 1979

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Clause No. 1 cont'd:

Mr. K. Breslauer - resident of Beatrice St. for 19 years, supported the residential option (A-1) and the non-continuous Kent Ave. (B-2).

Mrs. Noreen Angus - submitted a brief indicating that the entire study area must be totally converted to an industrial area or totally converted to residential uses. Plans to continue mixing industrial and residential uses or to make North/South Kent a continuous roadway are totally unacceptable. Whether the industrial or residential option is chosen, Mrs. Angus urged the Committees to make a decisive move in either direction and not continue making unrealistic compromises.

Mr. Cecil Cosulich, President of RivTow Straits - submitted a brief outlining their position - option A-1 would have the effect of putting residents within range of the noise of the shipyard. The remaining land should be reserved for light industry which the City so badly needs. There is room for suitable buffer zoned on City-owned land. He supported a modified option A-2 recommending that the City freeze further building in the residential portion. He advised that he had attended a meeting held by representatives of industry, who would speak on their own behalf, and reported their main interest was not only to preserve Kent as a service road but also to have an additional main route through the area to join to Marine Way.

Mr. Aldo Stradiotti - resident since 1930 as well as an industrial owner, advised that industry and residential can co-exist and in fact they do co-exist in the southeast sector of Vancouver. He urged the Committee to adopt option A-1 and the non-continuous road.

Mr. F. Friedel, B.C. Hydro Railway - as operators of the rail line adjacent to the S.E. Marine Dr. industrial lands, B.C. Hydro Railway is concerned with the recommendation to retain existing housing. Residential areas adjacent to railways produce conflicts, and for this reason the industrial option is supported.

Mr. Ian Sanderson - resident of Champlain Heights, an area that will be affected by development below S.E. Marine Dr., urged the Committee to support residential development along the non-continuous North/South Kent Avenue.

Mr. Sol Jackson, Secretary of the Killarney-Champlain Citizens for Action Association - advised that he had been approached by residents in the subject area to study the issues with them. The residents of the community feel their residential area is unique and every effort should be made to ensure its continuation and strengthening. More important to the costs of possible relocating of the residents if the industrial option is chosen, are the impacts of moving, the loss of social amenities, their feeling of belonging to a community, their south slope view and their river oriented life, which they have chosen. If a new crossing of the Fraser River is constructed at Annacis Island, it would increase pressure for a continuous North/South Kent Ave. as a transportation corridor. This is strenuously opposed as it would have an adverse effect on the whole southeast area of Vancouver and on the existing housing, it would cut off Gladstone Park from the rest of the City and threaten its existence, and would increase pressure on Boundary Rd. as a truck route. He urged the Committee to adopt the residential option (A-1) and a non-continuous North/South Kent Avenue, as well as urging Committee to adopt a policy of leasing land rather than selling (Recommendation H).

cont'd....

Report to Council  
 Standing Committees of Council  
 on Planning and Development  
 and Transportation  
 May 17, 1979

Page 5

Clause No. 1 cont'd:

Mr. Eric Paget - resident north of Marine Dr., sympathized with those residents who wish to preserve their residential neighbourhood. He suggested a further alternative: the City should dedicate its vacant land as greenbelt and leave the land in its natural wooded state.

Mr. F. J. Whitcroft, West Coast Salvage - advised that the operation has just located to southeast Vancouver from False Creek. Shipbuilding is a noisy operation and there is no place for housing in the immediate vicinity. He supported the industrial option (A-3).

Mr. Nathan Davidowicz - supported the residential option (A-1) but indicated that options for North/South Kent Ave. should be left open at this time. It may be needed for local residents, but not truck traffic.

Mr. J. B. Thomas, Northern Building Supplies - advised that he favoured option A-1 with industrial left as it is. North/South Kent Ave. should not go through.

Two residents of Marine Drive felt that there should not be an industrial area across the street from a residential area. They also noted that Marine Dr. is a busy arterial and any development would bring more traffic to the area.

Mr. G. Simpson, resident - urged Committee that regardless of which option they choose, they instruct staff to act quickly on that decision.

(All briefs are on file in the City Clerk's Office.)

The Chairman advised that a letter had been submitted by Mr. M. C. Greenwell (on file in the City Clerk's Office) indicating that there is no warehouse located in the CD-1 zone between Duff and Elliott as mentioned in the report. The letter states "instead of a \$4.3 million return on land development, the actual return should be higher since no warehouse has to be acquired by the City".

The Chairman advised that this matter would now go to Council for decision. The Committee members present generally agreed

- (a) to retain the existing housing
- (b) to develop North/South Kent Ave. as a non-continuous roadway
- (c) to support the other recommendations in the report.

A member of the Committee noted that there were only four members of Council present and that the decision would be made at Council. He invited interested parties to attend the Council meeting and submit their briefs.

\* \* \* \*

The meeting adjourned at approximately 10 p.m.

\* \* \* \*

cont'd....

After the public joint meeting of the Standing Committees on Planning and Development and Transportation, there was a suggestion that an additional meeting of the Standing Committee on Planning and Development be held to expand on the discussion of residential options A-1 which was favoured by the community and A-2, which one Alderman indicated might be modified to suit both the residents and the industrialists. The meeting was set for May 24th but as letters were received May 23rd and May 24th from industrialists and unions requesting deferment, the City Manager's Office agreed to defer this item. The Chairman of the Committee had also received a request from a Committee member that the item be deferred until he was able to attend the meeting.

\* \* \* \*

The meeting of the Standing Committee of Council on Planning and Development reconvened in the No. 1 Committee Room, Third Floor, City Hall, on Thursday, June 21, 1979 at approximately 1:30 p.m.

\* \* \* \*

Mr. R. Youngberg, Associate Director, Area Planning, Mr. Rudberg, Assistant City Engineer, Traffic, and Mr. S. Fancy, Economic Development Officer, briefly outlined the positions of their respective Departments which had been presented at the May 17th meeting of the joint Committees.

The Chairman noted that there were a number of persons in the audience wishing to speak. He requested the various groups to limit their speakers i.e., three for the residents, three for the industrialists, two for the Unions, etc.

Mr. John Rolleston, resident - advised that he was speaking on behalf of a committee selected from a cross section of over 90% of the residents living in the area now under consideration. Their main concern is the preservation of their homes. Some of the residents have been there for quite a number of years and some are more recent home builders who have chosen the area as their home. They have lived with industry next door and the relationship is quite compatible. They strongly urge that option A-1 be chosen and they oppose any further development of North or South Kent Ave.

Mr. Ian Sanderson - resident of Beatrice St. for 11 years, supported residential option A-1. He noted that the City Engineer stated in the report that North and South Kent must be continuous for effective service to industry but he had contacted representatives of MacMillan Bloedel, RivTow, Northern Building Supplies and North Arm Towing. They, as well as residents of the area, do not want a continuous North and South Kent. The residents have taken a nonantagonistic, low-key role and took the initiative in contacting industry to discuss the problem. There is a workable solution to any problem and the residents are not asking for the removal of existing industry. They urge adoption of residential option A-1 and non-continuous North and South Kent Avenue.

Mr. Aldo Stradiotti - resident and business operator in the area in question indicated that housing and industry are compatible; the two should, can and do co-exist. Option A-1 should be implemented with the modification of placing a buffer zone north of West Coast Salvage (Duff to Gladstone) to be used for parking and to be landscaped to give an attractive appearance. Continuous Kent Ave. is both undesirable and unnecessary. Kent Ave. should serve local industry and homes. Other solutions must be found for the Marine Drive problem.

cont'd....

Clause No. 1 cont'd:

Mr. F. J. Whitcroft, West Cost Salvage and Contracting - advised that in his opinion there should be no housing anywhere near the 2100 Block Kent Ave. where the shipbuilding and marine repairs operation is carried on. Other industries are reasonably compatible if they are of low-key and relatively quiet nature. He urged Committee to keep this an industrial area, an area which provides large workforces with attending large payrolls and contributing taxes.

Mr. Charles Wilson, representing the Marine Workers' and Boilermakers' Industrial Union Local No. 1 - submitted a brief indicating that the Union would prefer to have the whole area used exclusively for industrial development but recommend that existing housing units be allowed to remain and no further residential construction be permitted. They support the proposal that the 12 acre cemetery reserve be released and that Gladstone Park remain as a public amenity and access to the waterfront. They suggest that North/South Kent Ave. be extended and developed as required by industry.

Mr. Wilson - submitted a petition from over 200 workers from West Coast Salvage, John Manly, Steelweld, RivTow, etc., requesting Committee to give priority to the maintenance of shipbuilding, repair and fabrication industries with the provision for essential expansion where necessary.

Mr. D. G. Evans, Financial Secretary, Local 1-217, International Woodworkers of America - submitted a brief to Committee. Although the Local Union has only one small operation in the immediate area they are concerned that it is being considered for residential. The Union suggested that the area under discussion be zoned exclusively for industrial development, that the existing housing units be allowed to remain and the City purchase these properties as and when they become available. They suggested that North Kent Ave. should be developed as a continuous roadway.

Mr. Ray Hunt - submitted a brief on behalf of the British Columbia Motor Transport Association, (formerly the Automotive Transport Association of B.C.) indicating that they agree with a statement that residential pockets are anomalies in an industrial area that will be a continual source of conflict as long as they exist. They believe the residential dwellings should be eliminated. The Association supports the City Engineer and suggests that development of North and South Kent Ave. is essential to relieve the added burden which would be placed upon S.E. Marine Dr. by the establishment of an industrial complex to the south of it. The Association believes the collector route should travel the entire length below S.E. Marine Dr. including both the East and West precincts without interruption at any point.

The Chairman noted that other briefs and letters had been received as follows:

Brief and petition signed by 95% of the affected homeowners, indicating that they live in a community already established, prepared to co-exist with industry, some of whom have already indicated willingness to accept the residents as part of the community. The two factors have co-existed for a number of years. The residents' brief outlined the support of the residential option A-1 and the development of Kent Ave. as a non-continuous roadway.

Letter from Mr. Eric Paget proposing that the City of Vancouver consider dedication of the present greenbelt along the south side of Marine Dr. as park land. He supports the residents of the area who wish to continue living there and believes industrial and residential areas can co-exist harmoniously.

cont'd....



Clause No. 1 cont'd:

Letter from Northern Building Supply Ltd., supported by 16 other companies, indicating that Kent Ave. should be retained as a non-continuous thoroughfare but it should be widened on both sides to relieve the present traffic congestion. They also believe that the existing residential and industrial interests would be served by allowing the present residential areas to remain.

A detailed brief from the Urban Development Institute, Pacific Region, noting that they had been requested to review the proposed land use changes in the S.E. Marine Dr. area from the point of the development industry. Their analysis would show that industrial may be the most feasible land use in the study area. Industrial development along S.E. Marine Dr. has used up virtually all available properties with only small infill properties remaining. The pockets of residential land are poorly located from normal residential amenities and facilities. The S.E. Marine Dr. area is well located for industry. The lack of available serviced industrial land has prevented the further expansion of industrial development.

Submission from B.C. Hydro Railway reiterating their support for the industrial development option.

Letter from Coast Ferries Limited registering concern for the future of North and South Kent Ave. North Kent provides reasonable access, however, if parking were eliminated and restricted to on site, the east/west traffic flow would improve. They are not affected by the land use formula although any change that would raise the tax base of their site would be opposed. They request Committee to consider all the facts before displacing industry for parks.

(Briefs, petitions and letters are on file in the City Clerk's Office.)

Members of the Committee discussed the report of the City Manager dated April 6, 1979, and

RECOMMENDED

- A. THAT the land use option for the area bounded by Argyle, South East Marine Drive, a point 570 feet east of Elliott Street and Kent Avenue North (west precinct) be:  
  
Phase out all existing housing and develop industry below South East Marine Drive.
- B. THAT the following right-of-way option for North/South Kent Avenue be adopted:  
  
Develop North/South Kent Avenue as a continuous roadway.
- C. THAT the City Engineer be instructed to report back on design matters affected by the option chosen including the investigation of diverting North/South Kent north of the railroad right-of-way between Gladstone and Elliott Streets to preserve the Gladstone Riverfront Park.
- D. THAT Council approve in principle industrial land use in the east precinct as outlined in this report.

cont'd....

Report to Council  
Standing Committee of Council  
on Planning and Development  
June 21, 1979

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Clause No. 1 cont'd:

- E. THAT Council release the 12 acre reserve for cemetery purposes S.E. of Duff and Marine Drive.
- F. THAT the Director of Planning be instructed to prepare a comprehensive Zoning and Development plan for the S.E. Marine lands in consultation with the City Engineer and Director of Finance.
- G. THAT the City Engineer and Director of Finance report back on capital funds for servicing program in the Study Area.
- H. THAT the Director of Finance be instructed to report back on a policy for lease or sale of subject lands.
- I. THAT the Economic Development Manager be instructed to report back on a marketing strategy and program for disposition of City lands according to the approved concept plan.

(Alderman Harcourt wished to be recorded as opposed to Recommendations A, B and E.)

\* \* \* \*

The meeting adjourned at approximately 3:10 p.m.

\* \* \* \*

458-460  
460/461  
FOR COUNCIL ACTION SEE PAGE(S).....

# DISTRIBUTED MONDAY

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Del. 2

## REPORT TO COUNCIL

### STANDING COMMITTEE OF COUNCIL ON PLANNING AND DEVELOPMENT

JUNE 14/JUNE 21, 1979

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, June 14, 1979 at approximately 1:30 p.m. The discussion continued at the Committee meeting in the No. 1 Committee Room, on Thursday, June 21, 1979 at approximately 1:30 p.m.

PRESENT : Alderman Harcourt, Chairman  
Alderman Puil  
Alderman Kennedy

ABSENT : Alderman Boyce  
Alderman Ford

CLERK TO THE  
COMMITTEE : M. L. Cross

#### RECOMMENDATION

1. Rezoning Application - South West Corner of  
75th Avenue and Angus Drive

The Committee considered a report of the City Manager dated June 12, 1979 (copy circulated) forwarding a report of the Director of Planning and Director of Finance dated June 12, 1979 (on file in the City Clerk's Office).

The officials' report notes:

"On February 20, 1979 Council considered the City Manager's report to Council of February 14, 1979 in respect of an application by Mr. Brian Rice of C.F. Roberts and Partners, on behalf of Horner Developments Ltd., to rezone Lot 3, Block 16, Subdivision of D.L.'s 308, 5214 and Part of 317, Plan 5726 (8699 Angus Drive) from M-1 Industrial District to CD-1 Comprehensive Development District for the purpose of constructing a 104-unit townhouse and apartment development.

The City Manager's report to Council of February 14, 1979 describes the site, some general background, and the specifics of the proposed development, as well as agency and citizen responses to the rezoning application. The City Manager's summary report of February 15, 1979 further recommends that the rezoning application be refused.

Following representations from Horner Developments Ltd. and spokesman for the Marpole Citizens' Planning Committee, as well as some debate on the lengthy history of the site, the specifics of the present application, and the recommendations put forward, Council resolved:

'THAT the Director of Planning, in consultation with the Economic Development Officer, the City Engineer and the Marpole Citizens' Planning Committee and property owners, report back within three (3) months on appropriate uses for the site, adjacent City-owned lands and other privately-owned lands in the vicinity, such possible uses to include high-quality industrial development, office, public park, waterfront walkway and other uses.

FURTHER, THAT at that time Council set a date for a Public Hearing on this matter.'

cont'd....

Clause No. 1 cont'd:

Although Council has taken no action to date respecting this part of the recommendation, it did, in fact, appear that Council's resolution of February 20, 1979 to set a date for a Public Hearing on the submission and consideration of this report could relate to the application then before it or to any alternative proposals contained in the current Manager's report or to others."

The report states:

" A Public Information Meeting, preceded by widespread notification, was held in Marpole on May 9, 1979 and attended by approximately 120 interested residents expressing a broad range of preferences for the Angus lands. Alderman Puil and Little also attended.

Briefly, the situation may now be stated as follows:

- (1) Horner Developments Ltd. wishes to develop its Lot 3 for a comprehensive, low-medium density housing development under a rezoning of the site to CD-1;
- (2) The Marpole Citizens' Planning Committee and its Angus Land Sub-Committee wish to see the City commit all of the City-owned lands in the area to public park and recreation use, together with the securing of a public waterfront walkway along the river frontage of Lot 3, with the possible acquisition of part or all of Lot 3 for a public park and recreation use; and
- (3) City staff are split in their opinions with the Director of Finance and the Economic Development Officer preferring industrial development and the provision of a 1.5 hectare (4 acre) upland park, and the Director of Planning preferring a combination of industrial, residential and park uses on the City-owned land with a 3.25 hectare (8 acre) waterfront park on Lot 3 (Steel Bros. site). "

The report reviews the present City and regional zoning, ownerships, and development in the area, and comments on land values. A total of nine separate schemes are considered in the report, ranging from twenty acres of park (excluding any other use) to four acres of park with sixteen acres of industrial development.

One of the alternatives considered incorporates the residential use requested in the rezoning application; your officials suggest that this application be refused.

In the City Manager's view, and following staff and public recommendations, three alternatives should be examined seriously, as tabulated below:

SCHEME	NUMBER	COST	COMMENT
all park/park-residential	1 / 1A	approx. \$6,000,000	recommended by citizens and preferred by Director of Planning
mixed: 10 acre park 8 acre industry 2 acre housing	4A	approx. \$3,100,000	recommended by Director of Planning
mixed - industrial emphasis 4 acre park 16 acre industrial	3	approx. \$1,000,000	recommended by Director of Finance

cont'd....

Report to Council  
 Standing Committee of Council  
 on Planning and Development  
June 14/June 21, 1979

Page 3

Clause No. 1 cont'd:

The City Manager RECOMMENDS approval of the following recommendations of the Director of Planning:

- A) That the rezoning application by Horner Developments Ltd. considered by Council on February 20th, 1979 be refused;
- B) That no date be set for a public hearing on the Angus lands at this time;

and submits the choice of a development scheme for CONSIDERATION as follows:

- C) That Council instruct the Director of Planning to coordinate discussions and negotiations to define the overall principle of achieving Alternative No. 4A and report back on specific details; property negotiations to be carried out by the Supervisor of Properties.

OR

- 1) Adopt Alternative 3 (Director of Finance position);
- 2) Refer the question of park for the area to the Parks Board for consideration and possible inclusion in its park development program;
- 3) Instruct the Director of Planning to prepare an appropriate zoning by-law to achieve a high quality industrial park on the bottom lands;
- 4) Instruct the Director of Finance and the Manager of Economic Development to report back on approaches to achieve joint development of the City owned property and the Horner site.

Dr. I. Taylor, Chairman, Marpole Citizens Planning Committee, submitted a brief, indicating that the disposition of the lands at the Foot of Angus Drive has been and will continue to be one of the Committee's highest priority items. The Committee has recognized an urgent, major need in the community and in the City as a whole. The major need is for an easily accessible, major waterfront park at the foot of Angus Drive. The benefits to the citizens of Marpole, Vancouver and the Lower Mainland far outweigh the dollar costs. The brief notes that Marpole is a heavily industrialized area and the Committee supports the presence of a strong industrial community in Marpole but it is important that the last piece of Marpole's vacant waterfront remain as park to provide not only access to the river but the essential barrier between heavy industry and the beautiful housing nearby. They therefore support Alternative 1/1A.

Mr. Elgin Ruddell, President of the Marpole-Oakridge Area Council, submitted a brief indicating agreement with the Economic Development Officer that a strong industrial base should be maintained. However, the Area Council does not agree that the entire Fraser River should be expected to absorb a disproportionate share. The river should be reserved for water-related activities. Alternative 1 is the preference of the Citizens Planning Committee and corresponds to the recommendations of the Fraser River Recreation Study. The Marpole Oakridge Area Council recommends that the City dedicate the City-owned land for a major riverfront park.

Ms. Kay Earle, member of the Marpole Citizens Planning Committee, submitted a brief indicating she would prefer housing on Lot 3 as it would be a dangerous location for a park. The housing would provide a safety factor for the waterfront walk.

(Copies of briefs on file in the City Clerk's Office.)

cont'd....

Report to Council  
 Standing Committee on Council  
 on Planning and Development  
 June 14/June 21, 1979

Page 4

Clause No. 1 cont'd:

Mr. George Horner stated that he has been involved with attempting to develop this land since 1969. He outlined the series of events regarding rezoning applications for the site. He noted that the architects have applied for a rezoning application which has taken some months to process. He requests that the application be referred to Public Hearing, in order that Council as a whole can receive the presentation of the officials, the adjacent residents and his firm. Of the alternatives presented in the officials' report, Mr. Horner's preference is for Alternative 5, Residential/Industry and Park areas, with the exception of park land on the RA zoned lands to the west.

The Deputy City Manager advised that the most logical route would be to consider the recommendations of the Director of Planning with respect to the rezoning application and defer consideration of the remaining items until the next meeting of the Committee when Park Board input would be available.

The Committee,

RECOMMENDED

- A. THAT the rezoning application by Horner Developments to rezone land at the southwest corner of 75th Avenue and Angus Drive (Lot 3) be forwarded to Public Hearing.
- B. THAT further discussion be deferred to the next meeting of the Standing Committee on Planning and Development at which time Park Board input will have been obtained.

\* \* \* \*

Continuation of the discussion with respect to the lands at the Foot of Angus Drive continued at the meeting of the Standing Committee on Planning and Development on June 21, 1979. At that time the Committee considered an additional report of the City Manager dated June 19, 1979 (copy circulated).

The report notes that on June 18, 1979 the Park Board considered a staff report which noted that the Angus lands provided an important opportunity to develop a major waterfront park and the Park Board resolved:

- 'That the Park Board request City Council to consider a modified Scheme 3A, as a proposed park land configuration for properties at the foot of Angus Drive, and further,
- That a modified Scheme 4A, be considered as an appropriate alternative in the event that the land assembly for the modified Scheme 3A is not feasible to implement.'

Drawings of their proposals are attached as Appendix I to the Manager's report.

Based upon input from the Park Board and subsequent staff discussions, consensus has been reached on a revised concept which proposes industrial development on the City-owned bottom lands and the Horner property, park uses on the City-owned lands adjacent to Marine Drive, a waterfront walkway, and in addition, the acquisition of the RA-1 lands to the west and north for park purposes at an estimated cost of \$1.1 million. The plan proposes the closure of 75th Avenue west of Angus to vehicular access but the ramifications of this closure would have to be further considered by City officials. The option would appear to attain the majority of civic objectives.

cont'd....

Clause No. 1 cont'd:

The option would appear to attain the majority of civic objectives by providing the opportunity to acquire a substantial riverfront park area on lands that could be acquired at a reasonable cost and also providing a significant area for industrial development. If Council approves the concept, it should be developed in detail for a subsequent rezoning and development.

Mr. K. Dobell, Deputy City Manager, suggested that Committee accept the proposal which has staff consensus and not go to Public Hearing with the application of Mr. Horner. Mr. R. Scobie, Zoning Division, advised that the concept would be further refined and could be presented to Public Hearing in September.

The City Manager recommended:

- A. That Council endorse the concept plan described above, and instruct the City Manager to co-ordinate an inter-departmental work group to develop a more detailed concept.
- B. That staff be instructed to commence negotiations towards acquisition in accordance with the concept plan. Funds to be provided from future Supplementary Capital Budgets but with funds for initial purchases to be provided from the Land Purchase Fund for Future Civic Purposes, if necessary, and with Council recommending to the 1980 Council that these funds be repaid from 1980 Supplementary Capital Budget.
- C. That Council instruct the Director of Planning to prepare an appropriate CD-1 Comprehensive Development District and development plans to achieve high-quality industrial and park development on the lands so designated on the concept plan.
- D. That Council instruct the Director of Finance and Manager of Economic Development to report back on approaches to achieve joint development of the City owned property and the Horner site.
- E. Should the above recommendations be approved, that Committee reconsider its recommendation regarding referral of the Horner rezoning application to the Public Hearing and refuse the application.
- F. In the event that the Committee does not approve A-E and wishes to proceed with the Public Hearing on the Horner rezoning application, that the concept plan included in this report also be available for public information at that hearing.

The Chairman noted a number of persons in the audience that were present for the consideration of this item. He advised that the matter would be going to the evening Council meeting on June 26, 1979 and if any of them wished, they could attend this meeting and provide their comments.

The Committee discussed the concept proposed by the staff with input from the Park Board staff. Members of the Committee reiterated their motion of June 14, 1979 that the rezoning application of Horner Developments Limited be referred to Public Hearing. The Committee also felt that the new concept should be presented to the public at the same time as the Horner Developments Ltd. application.

Report to Council  
Standing Committee of Council  
on Planning and Development  
June 14/June 21, 1979

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Clause No. 1 cont'd:

After discussion, the Committee

RECOMMENDED

- A. THAT the rezoning application by Horner Developments to rezone land at the southwest corner of 75th Avenue and Angus Drive (Lot 3) be forwarded to Public Hearing.
- B. THAT the concept plan described in the report of the City Manager dated June 19, 1979, be submitted for information at the Public Hearing arranged to deal with the rezoning application submitted by Horner Developments Ltd.

\* \* \* \*

FOR COUNCIL ACTION SEE PAGE(S) 461



MANAGER'S REPORTDATE June 15, 1979

TO: Vancouver City Council

SUBJECT: Relaxation of Rear Yard Requirements by  
Board of Variance: 554 East 15th Avenue

CLASSIFICATION: INFORMATION

The Director of Planning reports as follows:

"This report refers to the attached correspondence (Appendix A) from Mr. P.M. Partridge regarding the relaxation allowed by the Board of Variance of the rear yard requirements for the office building on the lot at 554 East 15th Avenue.

Appendix B shows the block containing Mr. Partridge's property "P", which is zoned RT-2, and Mr. Nelsen's property, "N", which is zoned C-2.

Prior to 1976, there was a 20 ft. lane allowance between properties P and N. The 20 ft. allowance had originally been dedicated for lane purposes but never developed as such because it was land-locked within the block.

The City Engineer subsequently indicated that the City did not wish to put a lane through the block as the western portion had previously been closed for resubdivision of the west half of the block and concluded that the lane allowance abutting the lots owned by Messrs. Partridge and Nelsen was surplus and could be sold.

Application was made by both parties to purchase this 20 ft. lane allowance. After hearing delegations from each property owner, City Council on January 13, 1976 adopted the following resolution:

'THAT the portion of the lane outlined on Plan No. LF7494 be closed, stopped up and conveyed to Mr. P. M. Partridge, the owner of the abutting Lot 7, at a price of \$5,000.00.'

Subsequently, Mr. Nelsen applied for a development permit to construct a 2-storey office building on Lot N, extending right up to the rear property line, and thus up to Mr. Partridge's new property line. Normally, such a development in a commercial zone has to have a 10 ft. set-back from the rear property line to allow for a possible future lane.

The Zoning and Development By-law, however, provides that the required 10 ft. rear yard shall be decreased by the lane width between the rear property line of the lot and the ultimate centre line of the lane. In this case, there is no need for any rear set-back, since the City Engineer has determined that no lane is to be provided in this block.

The matter was taken to the Board of Variance, and on June 30, 1976, the Board of Variance relaxed the 10 ft. rear yard requirement of the Zoning and Development By-law to NIL. When hearing the appeal, the Board was aware that Mr. Partridge had obtained title to the 20 ft. lane allowance which had previously separated the two lots. The Board of Variance in considering the appeal did not notify Mr. Partridge or any other adjacent property owners."

The City Manager notes that

- The Board of Variance decides which property owners should be notified of any hearings. In June 1976, they did not feel it necessary to so notify Mr. Partridge. While that decision may have been unwise, there is nothing Council can do about it now, three years later, when the development permits have been issued and construction is under way.
- Even if Mr. Partridge had been present, it is not likely that the Board of Variance would have reached a different conclusion. Developments in a C-2 zone are not required to have side-yard or rear-yard set-backs as buffer to adjacent properties. The only set-backs required are those for possible future lane purposes (or sometimes for street widening purposes), and in this case, the Board of Variance acted on the information that no such requirements exist for this property.

The City Manager submits the foregoing report for the INFORMATION of Council.

FOR COUNCIL ACTION SEE PAGE(S) 463

Communication #1 (i)

## Manager's Report

DATE: June 22, 1979

TO: Vancouver City Council

SUBJECT: City-owned lots in Blocks 129 and 130,  
D.L. 540 - South Side of Hadden Avenue,  
West of Trimble Street and North Side of  
Belmont

CLASSIFICATION: CONSIDERATION

The City Manager comments as follows:

Communication No. 1 refers to lot 17 of Block 130. As the attached map shows, this is one of four vacant lots of block 130 which had been advertised for lease. (Also available for lease, but not yet advertised, are 4 vacant lots on block 129 and three lots with older residences on block 130, for a total of 11 lots.)

On June 12, 1979, Council resolved to put a freeze on the leasing of any of these eleven lots until Council reconsiders its policies in September.

Mr. Davies in his letter is requesting that Council exempt from that freeze his negotiations for lot 17. His argument is that he has undertaken considerable work in response to the City's offer, and that he can not wait until September for a decision.

If Council were to grant that exemption, this would not direct the Supervisor of Properties to accept Mr. Davies' offer. It would merely allow the Supervisor of Properties to open the tender, consider the offer, and to conduct further negotiations with Mr. Davies. If these result in an offer acceptable to the Supervisor of Properties, he would recommend it to Council.

The City Manager submits for Council's CONSIDERATION whether or not Mr. Davies' offer on lot 17 should be exempted from the freeze on further leasing of lots on blocks 129 and 130.

FOR COUNCIL ACTION SEE PAGE(S) 441

BUILDING AND PLANNING MATTERS

RECOMMENDATION

1. Mt. Pleasant N.I.P. Improvements to Charles Dickens School Playground

The Director of Planning reports as follows:

" On September 28, 1976, City Council approved the Mt. Pleasant Concept Plan, which proposed improvements to school grounds in the Mt. Pleasant N.I.P. Area. The Concept Plan suggested that improvements to the two existing school grounds rated a high priority in the various Mt. Pleasant surveys and a lump sum of \$50,000.00 was allocated toward these goals.

Charles Dickens School is the second of the two school projects in the Mt. Pleasant Area to have reached the funding stage. The design and cost estimates for it have been prepared by the School Board. The project includes raising the height of backstops and fence at the N.E. and S.W. corners of the playing fields, development of an outdoor classroom area, two fixed basket ball standards, and resurfacing and relining a multi-purpose play area. The teachers at Charles Dickens School, the Parents Consultative Committee, the N.I.P. Committee and the Planning staff have all been involved in designing this project.

The estimate prepared by the Vancouver School Board totals \$29,110.00, of which the School Board would pay \$5,910.00 for overheads. This would leave a cost to N.I.P. of \$23,200.00. (see Appendix A) The Mt. Pleasant N.I.P. Planning Committee supports this proposed N.I.P. expenditure.

The Director of Planning recommends that City Council approve the appropriation of up to \$23,200.00 from the Mt. Pleasant N.I.P. Social and Recreational account 896/9215 (\$19,040); the Reserve Future Proposals Account 896/9219 (\$3,184); and surplus from the Robson Park Project Account 853/4902 (\$976), for construction of improvements to Charles Dickens School grounds. Costs are to be shared as follows:

Federal	(50%)	\$11,600	
Province	(25%)	5,800	
City of Vancouver	(25%)	5,800	
	TOTAL	\$23,200	"

The City Manager RECOMMENDS that the recommendation of the Director of Planning be approved.

2. Riley Park N.I.P. - Wolfe School Funding Revision

The Director of Planning reports as follows:

"On May 19, 1978, City Council approved the expenditure of up to \$29,854.00 from the Riley Park N.I.P. budget to be used to construct a Multi-Purpose Hard Surface Play Facility at Wolfe School.

Construction has not been undertaken to date because it was found that the cost of the project has been underestimated. To complete the project, an additional N.I.P. appropriation of \$14,364.00 (including a 10% contingency) is required for a total project cost of \$44,218.00.

This is the first and only such facility in the City and construction needs were not totally predictable at the outset. The extra cost comes about largely because of the unforeseen work needed to achieve the very smooth hard contoured concrete surface so that the facility will properly accommodate cosom hockey as well as tennis and basketball. After the funding problem was identified, the Planning Department investigated with the Vancouver School Board and the City's Civic Building Department as to alternative ways of implementing the project within the original budget. This has proved unsuccessful, so that the additional appropriation is necessary if the project is to proceed.

Clause 2 continued

On June 12, 1978, the Riley Park Citizens' Neighbourhood Improvement Program Planning Committee discussed the project in detail based upon the need for additional funds. They advise that the project remains a high neighbourhood priority because of the recreation outlet the Multi-Purpose Hard Surface Play Facility will provide for local children. They therefore support the additional N.I.P. expenditure for the project.

The Director of Planning recommends that City Council approve the appropriation of up to \$14,364.00 from the Riley Park N.I.P. Contingency Budget Account #898/9416 to be used to augment the budget for construction of a Multi-Purpose Hard Surface Play Facility at Wolfe School. Costs to be shared as follows:

C.M.H.C.	(50% of Total)	\$7,182.00
Province of B.C.	(25% of Total)	\$3,591.00
City of Vancouver	(25% of Total)	\$3,591.00"

The City Manager RECOMMENDS that the recommendation of the Director of Planning be approved.

3. Grandview-Woodland N.I.P. - Bus Shelters

The Director of Planning and City Engineer report as follows:

"On July 12, 1977 City Council approved the Grandview-Woodland N.I.P. Concept Plan which included an allocation of \$35,000 for the installation of bus shelters in locations where, under the system of normal City priorities, they would not be provided.

The purpose of this report is to recommend the appropriation of a portion of these funds to finance the reconditioning and relocation of two City bus shelters to sites in this N.I.P. area from sites receiving commercial bus shelters.

Based upon the Concept Plan allocation, a group of sites given a high priority by the community was designated for the installation of either commercial bus shelters or relocated City bus shelters. Most of these locations have now received commercial bus shelters through negotiations between the Engineering Department and the Seaboard Advertising Co. It is the recommendation of the N.I.P. Committee that those priority sites remaining which require weather protection receive relocated City bus shelters in order to complete the program outlined in the Concept Plan.

It is proposed that two City bus shelters to be moved from locations receiving commercial bus shelters, be rehabilitated and relocated in the existing bus stop locations at Nanaimo and Georgia (north bound) and Nanaimo and Turner (south bound).

The maximum cost of this proposed relocation project is estimated to total \$2,200 including refurbishing. This project requires the alternative N.I.P. cost sharing formula for utilities whereby the City's share is 62.5%.

The Director of Planning and the City Engineer therefore recommend:

THAT City Council approve an expenditure not to exceed \$2,200 to be appropriated from the Grandview-Woodland N.I.P. Services/Utilities Budget Account #898/9407 for the rehabilitation and relocation of two City bus shelters to sites in the Grandview-Woodland N.I.P. area with costs to be shared as follows:

CMHC	-	\$ 550.00
Province of B. C.	-	\$ 275.00
City of Vancouver	-	\$1,375.00."

The City Manager RECOMMENDS that the above recommendation of the Director of Planning and City Engineer be approved.

Manager's Report, June 22, 1979 . . . . . (BUILDING: A-4 - 3)

4. Strata Title Conversion Application -  
838 to 848 West 7th Avenue

The Director of Planning reports as follows:

"An application has been received from Mr. K.H. Priebe, representing the owner of 838 to 848 West 7th Avenue (Lot C, Block 317, D.L.526, Plan 17357), to convert the existing six unit townhouse development to strata title ownership.

Site Description

The site is presently zoned FM-1 - Fairview Slopes. The construction of a townhouse development containing six dwelling units was approved under Development Permit No. 76066, which was issued on June 6, 1977. The zoning at the time of the issuance of this permit was CRM-3 Commercial/Multiple Dwelling District Schedule (Medium Density). A townhouse development was an outright use under that zoning. Townhouses are a conditional approval use under the present FM-1 Zoning.

The site has a frontage along West 7th Avenue of 15.237 m (49.99 ft.) and a depth of 33.558 m (110.10 ft.) for a total site area of 511.323 m<sup>2</sup> (5,504 sq.ft.) See Appendix A for the site plan.

Applicant's Submission

The applicant has submitted the following information:

1. Letter of application;
2. Strata Plans;
3. Written statements from each tenant supporting the proposed conversion; and
4. Building inspection report from Roger Hughes, Architect (see Appendix B).

Director of Social Planning

With regard to the occupancy of the building, the Director of Social Planning reports as follows:

"The Social Planning Department has no objections to the Strata Title Conversion application for 838 to 848 West 7th Avenue."

All of the tenants indicated support for the proposed conversion.

Director of Permits and Licenses

With regard to the condition of the Building, the Director of Permits and Licenses reports as follows:

"This building was inspected on Wednesday June 13, 1979 by the Building, Plumbing and Electrical Inspectors and the Fire Warden. All Inspectors report that the building substantially complies with all relevant City of Vancouver By-laws. Occupancy Permit No.1138 has now been issued."

RECOMMENDATION: The Director of Planning, with the concurrence of the Director of Permits and Licenses and the Director of Social Planning, recommends that:

This application be approved, thereby permitting the conversion of the development at 838 to 848 West 7th Avenue (Lot C, Block 317, D.L. 526, Plan 17357) to Strata Title Ownership, consisting of six (6) Strata lots.

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

Manager's Report, June 22, 1979 . . . . . (BUILDING: A-4 - 4)

5. Downtown-Eastside N.I.P. Appropriation:  
Street Tree Planting

The Director of Planning and City Engineer report as follows:

"PURPOSE

The purpose of this report is to recommend the appropriation of N.I.P. funds to a maximum of \$15,000, to plant curbside street trees on priority streets in the Downtown-Eastside.

BACKGROUND

On March 16, 1976, Council approved the appropriation of \$20,000 N.I.P. funds for the purpose of planting street trees on the 300, 400 and 500 blocks of Powell and Cordova Streets. This appropriation was made in advance of the adoption of a Concept Plan in the belief that street tree planting would provide an immediate and visible improvement to the whole area, and would demonstrate the potential of the Neighbourhood Improvement Program to the neighbourhood.

The Oppenheimer Area Planning Committee have recognized the positive effect of these existing curbside trees on street amenity in the neighbourhood and have identified priority streets for additional street tree planting.

DESCRIPTION OF PROJECT

The priority streets for curbside tree planting include the 600 block of Cordova Street, unique in the neighbourhood for its small scale residential character, the 100, 200 and 300 blocks of Main Street which form a gateway into the Downtown-Eastside and Gastown areas, and the north side of the 200 block Powell Street, an extension of the Powell Street retail core. (See map attached as Appendix I.) The trees planted in these blocks should be the same type as in the preceding block along the street, to provide visual continuity. For example, on Powell Street, the existing trees are Limes and on Main Street south of Hastings, the trees are Red Oak. The total cost of street tree planting including maintenance for one year and necessary sidewalk cuts, is \$14,800. Cost breakdown by street is shown in Appendix II, attached.

The Parks Board estimates that the ongoing annual maintenance cost of the 46 street trees will be \$1,000.00, an amount to be included in the 1980 Parks Board budget request.

The Oppenheimer Area Planning Committee has recommended that N.I.P. funds be appropriated for street tree planting.

RECOMMENDATION

The Director of Planning and City Engineer recommend:

THAT City Council approve the appropriation of up to \$15,000 from the Downtown-Eastside N.I.P. Budget Account 896/9204 (Public Open Space Category) for the planting of curbside street trees, in the 600 block Cordova Street, the 100, 200 and 300 blocks Main Street and the north side of the 200 block Powell Street, costs to be shared as follows:

Federal (50%)	\$7,500.00
Provincial (25%)	\$3,750.00
City (25%)	\$3,750.00."

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning and City Engineer be approved.

FOR COUNCIL ACTION SEE PAGE(S) 444

FIRE AND TRAFFIC MATTERSCONSIDERATION1. Use of Sound Truck - Glad Tidings Temple Parade

The City Engineer reports as follows:

"The Glad Tidings Temple of 3456 Fraser Street has permission from the Chief Constable to hold its annual parade on Saturday, August 4, 1979 in the area east and west of Fraser Street between 17th and 23rd Avenues.

The Temple is also asking Council for permission to use a sound truck in this small annual local area parade. Council has approved use of a sound truck in previous years and no complaints have been received concerning such use. There is no objection from an Engineering or Police standpoint for the use of a sound truck as requested.

Approval of sound truck use is a matter of Council policy under Section 81(4) of the Street and Traffic By-law, and accordingly, this request is referred to Council for CONSIDERATION."

The City Manager submits the above report of the City Engineer for Council's CONSIDERATION.

FOR COUNCIL ACTION SEE PAGE(S) 444

MANAGER'S REPORT, JUNE 22, 1979 . . . . . (FINANCE: A7-1)

FINANCE MATTERS

INFORMATION

1. Park Board Capital Accounts - Reallocations

The Superintendent of Parks and Recreation reports as follows:

"The subject of this report is to inform Council of the Capital transfer of funds approved by the Park Board on May 7, 1979. Under the authority granted by Council, Park Board may reallocate up to \$5,000.00 per program in the Operating Budget and up to \$25,000.00 per project in the Capital Budget. The attached Capital reallocations are all within the \$25,000.00 limit as approved by Council and is forwarded to Council for information.

Appendices A and B represent Park Development and Facility Development funds reallocated to:

- (1) close accounts of projects now completed.
- (2) fund other incompleted projects at the revised estimated levels of expenditure. "

The City Manager submits the above report for Council's  
INFORMATION.

RECOMMENDATION

2. Vishva Hindu Parishad of B.C.  
Cultural Grant Request

The Director of Social Planning reports:

"Background

On October 6, 1979, the Vishva Hindu Parishad of B.C. propose to hold their "Diwalidi" festival of lights at the Queen Elizabeth Theatre. This will include the performance of a variety of cultural programs composed of classical and folk dances, songs and entertainment from the various states of the origins of the East Indians of Vancouver. As this is one of their efforts in raising money to support the V.H.P. Cultural, Religious and Educational facilities, the entire proceeds will go towards maintaining these programs. All the artists groups contribute their talent without any fee or charge. The Vishva Hindu Parishad of B.C. therefore request a grant from Council equal to rental of the Queen Elizabeth Theatre for their cultural show, proposed to be staged on Saturday, October 6, 1979.



MANAGER'S REPORT, JUNE 22, 1979 . . . . . (FINANCE: A7-2)

Clause No. 2 cont'd:

The Director of Social Planning advises:

On April 24, 1979 Council approved new civic theatre rate schedules - \$2,100 Class I, \$1,400 Class II for evening, Sunday and Holiday rentals of the Queen Elizabeth Theatre. Further, clause 12 of the approved schedule reads in part as follows:

"12. Class II rates are reserved for Non-Profit Societies registered in British Columbia and based in the Greater Vancouver area whose sole function is the presentation of the Performing Arts on a continuing basis."

As the Vishva Hindu Parishad Society's sole function is not the presentation of Performing Arts, their rental rate falls into Class I or a \$2,100 rental fee.

According to our records there was no grant provided for this organization in 1978. I am informed by the Assistant Comptroller, Budgets, that the ceiling of \$102,500 approved by Council for grant equal to rent has already been exceeded. Further, the City's cultural grant criteria preclude consideration of grants for Religious, Sports, Education or Social Service purposes. This organization's request is to raise funds for Cultural, Religious and Educational facilities.

RECOMMENDATION

The Director of Social Planning recommends that this grant request not be approved."

The City Manager RECOMMENDS that the recommendation of the Director of Social Planning be approved.

FOR COUNCIL ACTION SEE PAGE(S) 445

MANAGER'S REPORT, JUNE 22, 1979 . . . . . (PROPERTIES: A9 - 1)

PROPERTY MATTERS

RECOMMENDATION

1. Establishing City-owned property for  
lane purposes

The Supervisor of Properties reports as follows:

"In 1978 a search of Land Registry Office records revealed that the City did not have title to two parcels of land described as Lots A & B of Lot 41, T.H.S.L. situated West of Renfrew Street between Franklin and Pandora Streets, which are in use for lane purposes.

On May 30, 1978, Council authorized the Director of Legal Services to obtain Titles in the name of the City and an application was made to the Court for a Vesting Order. Title is now in the name of the City and the City Engineer has requested that the lots be formally established for lane purposes.

It is therefore recommended that Lots A & B of Lot 41, T.H.S.L., Plan 1169 be established for lane purposes and that the Formal Resolution establishing the same and submitted concurrently with this report be passed by Council."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

2. Rental Review - Portion of Glen Drive  
South of Malkin Avenue, D/L 182

The Supervisor of Properties reports as follows:

"On October 22, 1974, Council approved the lease of "that portion of Glen Drive South of Malkin Avenue, District Lot 182", to Bowell McLean Motor Co. Ltd. effective from July 1, 1974 to June 30, 1984. Contained in the lease agreement is a yearly rental review clause effective on the 1st day of July in each of the years 1979 to 1983 inclusive.

Following negotiations, Bowell McLean Motor Co. Ltd. have agreed to an increase in annual rental from \$3,915.00 plus an amount in lieu of taxes, to \$6,361.55 per year plus an amount in lieu of taxes.

The Supervisor of Properties recommends the acceptance of the new rental of \$6,361.55 plus an amount in lieu of taxes for the period July 1, 1979 to June 30, 1980."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties, be approved.

MANAGER'S REPORT, JUNE 22, 1979 . . . . . (PROPERTIES: A9 - 2)

INFORMATION

3. Demolitions

The Director of Civic Buildings reports as follows:

"I have received and opened quotations from various contractors for the demolitions of the structures listed below and have awarded the contract to the low bidder as noted:-

<u>1. PROPERTY</u>	<u>PROJECT</u>	<u>SUCCESSFUL BIDDER</u>
425 West 10th Avenue Lot 11, Block 360A, D.L. 526.	Civic Purpose.	Litchfield Bulldozing and Demolition Limited.
<u>CITY TO PAY</u>	<u>CODE NUMBER</u>	
\$1,874.00	561/4009	
<u>2. PROPERTY</u>	<u>PROJECT</u>	<u>SUCCESSFUL BIDDER</u>
4641 Nanaimo Street Lot 15, Block N, D.L. 393.	Nanaimo Street Widening.	Simon's Excavating Limited.
<u>CITY TO PAY</u>	<u>CODE NUMBER</u>	
\$959.00	146/4008	
<u>3. PROPERTY</u>	<u>PROJECT</u>	<u>SUCCESSFUL BIDDER</u>
4653 Nanaimo Street Lot 16, Block N, D.L. 393, Plan 12381.	Nanaimo Street Widening.	Brentwood Enterprises Limited.
<u>CITY TO PAY</u>	<u>CODE NUMBER</u>	
\$1,250.00	146/4008	
<u>4. PROPERTY</u>	<u>PROJECT</u>	<u>SUCCESSFUL BIDDER</u>
2590 Cambie Street Lot 16, Block 360"A", D.L. 526.	Civic Land Assembly.	P. & B. Demolition Limited.
<u>CITY TO PAY</u>	<u>CODE NUMBER</u>	
\$1,810.00	561/4009	

The City Manager has confirmed the above contracts and submits the foregoing report of the Director of Civic Buildings to Council for INFORMATION.

FOR COUNCIL ACTION SEE PAGE(S) 445

DATE June 21, 1979

TO: Vancouver City Council

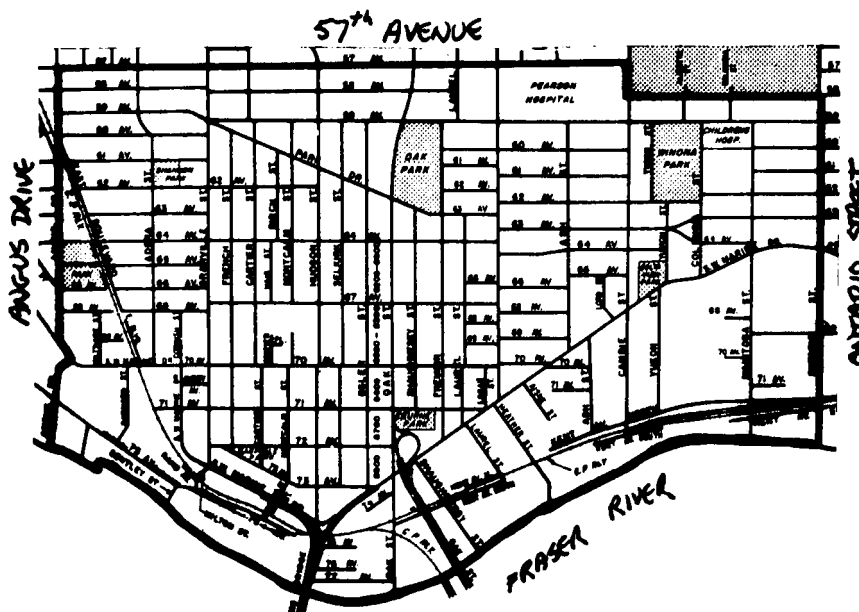
SUBJECT: Marpole Policy Plan - Progress Report

CLASSIFICATION: INFORMATION

The Director of Planning reports as follows:

### " BACKGROUND

On November 1, 1977 City Council approved a Local Area Planning Program be established in Marpole and that a target date for completion of a plan be set at 1½ years from January 1, 1978. The area boundaries were established as 57th Avenue to the Fraser River, Angus Drive to Ontario Street.



### PROGRESS TO DATE

After the establishment of a store front office at 8025 Granville Street, a Public Information Meeting was called to advise people in Marpole of the planning program and to invite them to form an advisory planning committee. Of the 350 people who came, 63 joined the Marpole Citizens Planning Committee which has met 46 times to assist Planning Department staff in the preparation of policies for Marpole and to advise on various issues as they arise, major development permits and rezoning applications. On the policy work, special study sub-committees met with staff to explore topics in depth before reporting back to the Planning Committee as a whole.

In the last year six public information meetings were held to advise and hear from members of the general public on the following topics:

- Relocation of Firehall No.22
- Use of the David Lloyd George School Annex
- Future of the area south of Marine, west of Cambie
- Preliminary policies for Marpole
- Future of the "Triangle" area south of 70th west of Granville
- Future of the lands at the foot of Angus Drive.

A seventh public meeting will be held June 28th to review the draft policies for Marpole before submission to Council. To further ensure good publicity of the program in Marpole two newsletters were produced, one at Christmas 1978, including a questionnaire, and one this spring which gave a profile of all social, recreational, educational and religious services in Marpole as well as an update of the study of the planning issues in Marpole, and their analysis by the Committee and civic staff.

TARGET DATE - JUNE 30, 1979

While the Marpole Policy Plan is not yet finalized, the work to date of civic staff and the Marpole Citizens Planning Committee has led to the completion of a draft set of policies covering the following subjects:

Traffic/Transportation

Housing

Parks/Recreation

Commercial Areas

Industrial Areas

The Area South of Marine, West of Cambie

The "Triangle" South of 70th, West of Granville.

These policies will be further refined after presentation to the Public Information Meeting June 28th. On June 29th the Marpole Planning Office will close on schedule, the Area Planner will return to City Hall and the two temporary positions will terminate. Further revisions, the inter-departmental concurrence process, graphics work etc. will be done at City Hall with the help of regular support staff. The Citizens Planning Committee will continue to meet during the summer to review and comment on the final documentation required for the recommendations in the report to Council on the Marpole Policy Plan.

The Marpole Policy Plan will be presented to City Council in September. This report will include the identification of projects requiring capital improvement funds. This will be timely in the light of the October deadline for submissions for funds under the Community Services Contribution Program and for possible funding in the 1979-1980 Supplementary Capital Budget.

In summary, the process is taking a little longer than first programmed partly because of tremendous involvement on the part of many members of the Planning Committee and because of several time consuming issues which arose during the planning period. However, the further documentation and refinement of the policies can be accomplished over the balance of this summer, with the report on the Marpole Policy Plan being presented to Council in September."

The City Manager submits the foregoing for the INFORMATION of City Council.

FOR COUNCIL ACTION SEE PAGE(S) 445.

PART REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL  
ON PLANNING AND DEVELOPMENT

JUNE 14, 1979

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, June 14, 1979 at approximately 1:30 p.m.

PRESENT : Alderman Harcourt, Chairman  
Alderman Kennedy  
Alderman Puil

ABSENT : Alderman Boyce  
Alderman Ford

CLERK TO THE  
COMMITTEE : M. L. Cross

RECOMMENDATIONS

1. Monthly Status Report on Rezoning Applications

The Committee considered a memorandum dated May 24, 1979, from the Zoning Planner, forwarding the monthly status report on rezoning applications for the month of April, 1979 (on file in the City Clerk's Office).

Mr. Scobie, Zoning Division, noted that due to the length of the previous meeting the Status Report had not been considered. It is circulated at this time for the Committee's information. The Status Report for the month of May will be considered at the meeting of June 21, 1979.

RECOMMENDED

THAT the monthly status report of rezoning applications for the month of April, 1979 be received.

2. Motorized Recreation - Trail Bike Sites

The Committee considered a report of the City Manager dated June 7, 1979 (copy circulated) in which the Director of Planning and City Engineer review the Motorized Recreation Task Force Study of the Greater Vancouver Regional District and comment on:

- (a) Designation of several trail bike sites in Richmond which may have implications for the City of Vancouver; and
- (b) Whether the G.V.R.D. Task Force should proceed with detailed study of the Vancouver Landfill site in Delta (B. C. Hydro Right-of-Way).

The G.V.R.D. report entitled, "Motorized Recreation Task Force - Assessment of Potential Trail Bike Sites" (on file in the City Clerk's Office) was distributed to Committee members.

The report states:

cont'd....

Part Report to Council  
 Standing Committee of Council  
 on Planning and Development  
 June 14, 1979

(I-2)

Clause No. 2 cont'd:

"Motorized Recreation Task Force Report is a first round assessment of potential sites for recreational vehicles of the G.V.R.D. and presents a short list of the most appropriate sites based on preliminary criteria. These studies are the first stage of the site analysis and will require further study with detailed discussions with municipal staff and the general public.

Three of the sites identified on the short list are of specific interest to the City of Vancouver:

- (a) North Mitchell Island east of the Knight Street Bridge in Richmond (designated for a "quarter midget" race track);
- (b) Northwest portion of Sea Island in Richmond; and
- (c) Vancouver Landfill site in Delta (B.C. Hydro Right-of-Way area)."

Mr. W. Dickinson, Area Planning, noted that the first two sites have a possible impact on the residents of the south slopes of Vancouver due to noise impact.

Mr. R. C. Boyes, Deputy City Engineer, advised that the landfill portion of the site is not suitable for trail bikes, however, another portion of the City-owned lands in Delta which is occupied by a B.C. Hydro Right-of-Way, was examined by the G.V.R.D. and considered promising and worthy of further detailed study.

The Right-of-Way location is remote from the present fill operation and is not physically connected, however, it does have good public access via a frontage road.

The Delta Fire Chief has expressed concern about the possibility of a fire being started by trail bikes. This also is a concern of the City Engineering Department since no municipal water supply is available in the area for fire fighting. If the site is developed for trail bike usage, it will be necessary to provide fire guards to prevent a fire from spreading into the wooded area. It may also be possible to develop a surface water pond to provide a source of water for fire fighting.

Mr. Boyes advised that the G.V.R.D. should be requested to check with the Municipality of Delta and its Fire Chief prior to proceeding further.

If the site is determined suitable any approval should be subject to:

1. Provision of adequate fire protection.
2. No access to other portions of the landfill and on site supervision.
3. Provision of a lease or other agreement outlining the terms and conditions of use, which clearly excludes the City from any liability.
4. Consideration being given to some adjustment in Municipal taxes currently being paid to Delta.
5. Approval from B.C. Hydro for use of the Right-of-Way for trail bike usage.

cont'd....

Part Report to Council  
 Standing Committee of Council  
 on Planning and Development  
 June 14, 1979

(I-3)

Clause No. 2 cont'd:

RECOMMENDED

- A. THAT further detailed study of the Sea Island and Knight Street Bridge sites proceed provided that an assessment of noise impacts on Vancouver residents is conducted with the results forwarded to Vancouver City Council for further consideration.
  - B. THAT the B.C. Hydro Right-of-Way area on Vancouver's Landfill Site be among those locations examined in detail for trail bike usage, subject to the conditions outlined.
3. Park Site 19 (Block 45, bounded by Haro, Broughton, Barclay and Nicola Streets)

The Committee considered a report dated June 7, 1979 (on file in the City Clerk's Office), which the City Manager submitted for Information.

In the report the Director of Planning quotes the following resolution of Council dated April 20, 1979:

"THAT the Park Board, in consultation with the Director of Planning, be requested to prepare a development program for Nelson Park (Blocks 22 and 23), and Park Site 19 (Block 45 at Nicola and Barclay) outlining phasing, funding and design concepts in consultation with appropriate civic departments and resident groups.

FURTHER THAT the question of future use and costs of upgrading the Roedde House be included in discussions re development program for Park Site 19, and the Heritage Advisory Committee be consulted."

The primary purpose of the report was to inform the Committee of current proposals by the Community Arts Council for Park Site 19.

The report notes that in April, 1978, City Council was informed that the Heritage Committee of the Community Arts Council had committed a \$500 grant for a restoration architect to study the cost of restoring the exterior and renovating the interior of the Roedde House. The Supervisor of Properties provided preliminary estimates of the costs of upgrading and operating the Roedde House in view of its heritage designation.

In June 1978, the Community Arts Council received the report of the restoration architect containing recommendations regarding the Roedde House and suggestions regarding other buildings on Park Site 19. The report proposed retention of three additional buildings on Park Site 19 in addition to the Roedde House, as examples of four decades in the West End's history.

It is understood that the Community Arts Council has recently requested that Heritage Canada undertake a feasibility study of the retention of a number of buildings on Park Site 19, including an architectural and structural assessment of the buildings. Heritage Canada very recently approved the feasibility study in the amount of \$25,000.

cont'd....



Part Report to Council  
 Standing Committee of Council  
 on Planning and DEvelopment  
 June 14, 1979

(I-4)

Clause No. 3 cont'd:

On March 19, 1978 the Parks Board resolved:

"That the Board supports Heritage Canada in conducting a feasibility study of Park Site 19 in the West End at no cost to the Board, and staff to assist where possible."

Ms. S. Bryson, Central Area Planning, indicated on a model of Park Site 19 the buildings suggested for retention.

Ms. B. Howard, Central Area Planning, introduced Mrs. Bingham and Mrs. MacDonald from the Community Arts Council.

Ms. Howard advised that all properties in Blocks 45 bounded by Haro, Broughton, Barclay and Nicola Streets, with the exception of one privately owned property have been purchased for park purposes. The buildings are being utilized for residential purposes, under the management of the Director of Civic Buildings.

A report entitled, 'Park Site 19: An Assessment' dated February 1979 (on file in the Planning Department) prepared by K. Kelly for the Community Arts Council, suggests variations in the number of buildings proposed for retention, and indicates that retention of seven buildings on this site could be viewed as the "most likely option" proposed.

Mr. D. M. Hickley, Associate Director, Central Area Planning, advised that copies of the Terms of Reference for the study (on file in the City Clerk's Office) had just been received and there were some concerns regarding the amount of Planning Staff involvement.

Mr. V. Kondrosky, Superintendent of Parks, advised that of paramount importance is opening the block for green space. The Board is cognizant of heritage concerns and will look at the feasibility study and proposed use of buildings, who will maintain and operate the buildings.

RECOMMENDED

THAT the report of the City Manager dated June 7, 1979 be received for information.

\* \* \* \*

The meeting adjourned at approximately 3:10 p.m.

\* \* \* \*

FOR COUNCIL ACTION SEE PAGE(S) 445/6

REPORT TO COUNCIL  
STANDING COMMITTEE OF COUNCIL  
ON  
TRANSPORTATION



June 14, 1979

A meeting of the Standing Committee of Council on Transportation was held on Thursday, June 14, 1979, in the No. 1 Committee Room, third floor, City Hall, at approximately 3:30 p.m.

PRESENT:	Alderman W. Kennedy, Chairman Alderman D. Bellamy Alderman M. Harcourt
ABSENT:	Alderman H. Boyce Alderman H. Rankin
COMMITTEE CLERK:	J. Thomas

The minutes of the meeting of May 31, 1979, were adopted.

RECOMMENDATION

1. Request for Overpass: 3300 Block McGill

The Committee received a presentation from Mrs. F. Crossman, a resident of Hastings East, who submitted a petition containing 451 signatures expressing concern about traffic conditions on McGill in the vicinity of New Brighton Park and Pool. Mrs. Crossman advised the Committee the request for an overpass was supported by parent-teacher groups of Templeton, Begbie, Hastings, Franklin and A.R. Lord Schools, and there were five additional petitions in circulation which had not been returned in time for presentation to the Committee.

Mrs. Crossman stated McGill carried very heavy traffic volumes to and from the Second Narrows Bridge. New Brighton Park and Pool was the area's major recreation facility attracting thousands of visitors, particularly during the summer months. The constant stream of traffic on McGill posed a hazardous situation for the pedestrian attempting to cross from the mainly residential area on the south side - sometimes necessitating a wait of 15 to 20 minutes before adequate gaps in the traffic stream occurred. There was an underpass in the Pool area but parents would not permit their children to use it because of the movement of heavy trucks to and from the Alberta Wheat Pool. It was felt an overpass should be constructed over McGill to connect with the south east Park entrance. Letters of support (on file) were submitted from Franklin School Parents' Consultative Committee and Franklin Community School Association Advisory Council. The Hastings Community Association in a communication dated June 13, 1979, stated it was impossible for children and adults to cross McGill to the Park, even with a marked pedestrian crosswalk. The Association urged immediate action on construction of the overpass and installation of a 20 km/h speed zone on McGill through the Park area.

Clause 1 continued

Alderman Bellamy advised he knew the area and agreed a serious problem existed. Over the years, New Brighton Park had been expanded and now served as a multi-use park with year-round activities.

The Committee was advised an overpass similar to that constructed on Cassiar Street near the 401 Freeway would probably cost \$200,000 and would require capital budget approval of Council. A pedestrian actuated signal could not be supported in view of the traffic flow to and from the Second Narrows Bridge; however, it was suggested supplementary signs could be installed, warning motorists of the marked pedestrian crosswalk in the 3300 Block McGill.

The Assistant City Engineer, Traffic Division, reported crossing studies would be carried out in July, to determine usage.

RECOMMENDED

- A. THAT the City Engineer be instructed to report back on costs of constructing an overpass on McGill Street connecting with the south east entrance of New Brighton Park, or other measures which may be necessary; such report to be submitted to permit inclusion of the project in the Supplementary Capital Budget and completion of the overpass before the summer of 1980.
- B. THAT supplementary warning signs be installed on the approaches of the existing pedestrian crosswalk in the 3300 Block McGill.

2. Cassiar/Cambridge Loop

The Committee had for consideration a Manager's Report dated June 7, 1979 (on file), in which the City Engineer reported on the status of the Cassiar/Cambridge Loop.

The report examined the role of the Loop and presented background information on the traffic problem that had arisen with the advent of the Second Narrows Bridge opening in 1960. It was pointed out the City was faced with three major problems:

- excessive traffic volume, primarily through traffic, facing congestion and delays;
- year-to-year increase in traffic, in spite of numerous new transit services;
- large volumes of traffic short-cutting on local streets causing accidents and intrusion into residential neighbourhoods.

A number of studies had been carried out by various groups and long term and short term solutions had been identified as follows:

Long Term

- a) a new depressed roadway to the west of Cassiar, using land from the Exhibition Grounds and requiring demolition of some homes. Estimated cost \$20 million.

Clause 2 continued

- b) a cut-and-cover tunnel under Cassiar Street requiring very little property acquisition. Estimated cost over \$20 million.
- c) a tunnel under Boundary Road to south of Hastings Street with elevated connection to the Burnaby freeway. Estimated cost \$60 million.

Short Term

- a) left-turn signals at Cassiar and Hastings Streets - already implemented;
- b) pedestrian overpass at William Street - already implemented;
- c) Cassiar/Cambridge Loop - can be implemented shortly;
- d) grade separation at Cassiar and Hastings Streets - this has previously been studied and was proposed as part of the access plan for Multiplex. It would reduce congestion, accidents, and short-cutting, at an estimated cost of \$3-5 million.

In his summary, the City Engineer advised:

"The Cassiar corridor is the most heavily travelled in the City, and increasing year by year in spite of new transit services. Problems of accidents, delays, and short-cutting on local streets are mounting.

The City has asked the Province to construct a new connection to replace the 'missing link' in the Trans-Canada Highway. Several options are possible, at estimated costs of \$20-60 million.

These long term solutions will take some years to achieve. In the meantime, remedial measures can be implemented to improve traffic conditions and reduce neighbourhood impact.

One such measure is the Cassiar/Cambridge Loop. The Province has agreed to construct this facility, which would reduce accidents and delays on Cassiar Street, and remove traffic and safety hazards from neighbourhood streets."

The Committee was advised concerned residents of the area around the Cassiar/Cambridge Loop had approached Burnaby Municipal Council and expressed their opposition to the project, fearing a vast increase in the traffic traversing their residential streets. Subsequently, Burnaby Council resolved:

"That the City of Vancouver be requested to delay any implementation of the proposed Cassiar/Cambridge Loop until the Council of the Corporation of the District of Burnaby has reviewed its overall transportation plan."

Clause 2 continued

Vancouver has taken no action on this request pending a meeting between the Vancouver and Burnaby Transportation Committees on June 21st.

The meeting was addressed by Mr. Richard B. Pedersen, appearing on behalf of the Vancouver Heights Citizens Committee. Mr. Pedersen reviewed a brief (on file) which sought by way of 21 points, to establish that the decision to proceed with the construction of the Loop had been based on erroneous information and without neighbourhood input.

Mr. Pedersen urged Council's decision to proceed with the Loop be rescinded for the following reasons:

- 1) the engineering reports upon which the decision was based contain numerous mistakes, inconsistencies and illogical assumptions, and were not objective in terms of the overall approach taken;
- 2) the Engineering Dept. did not use a quantitative approach in dealing with various important aspects of the problem; that is, matters that should have been dealt with in a quantitative manner were often discussed in a vague, indefinite way;
- 3) while considerable attention was given to the impact the proposed project would have on the PNE, there was virtually no consideration given to the impact of this project on the Vancouver Heights/Burnaby Heights neighbourhood, a neighbourhood containing over a \$100 million in residential real estate;
- 4) the City of Vancouver states that Cassiar St. "is the responsibility of the Provincial Government." This being the case, the City should not be spending over a \$½ million of Vancouver taxpayers' money for a "short term remedial measure." Similarly, the City of Vancouver should not be undertaking extensive studies, telling the Provincial Government how to solve their problems. Instead, the City of Vancouver should be resolving its own problems, one of which is to take immediate action to prohibit commuter traffic in the Vancouver Heights area. Building a freeway off-ramp into the middle of our neighbourhood is not an acceptable solution;
- 5) the City of Vancouver, and other affected municipalities, should meet immediately with the Provincial Minister of Highways, insisting that the highest priority be given to a proper solution to the existing problem (i.e., a by-pass link should be constructed, directly connecting the Second Narrows Bridge to the freeway). The City of Vancouver should advise the Minister of Highways, and the general public, that the \$50,000,000 capital cost of the project would only amount to about 8½¢ per vehicle movement.

The City Engineer responded to several points raised in the brief and pointed out the City agreed a "cut and cover" link would be a vastly superior solution. Mr. Curtis reiterated it was his Department's policy to keep traffic out of residential areas and it was felt the Loop would achieve this objective.

Clause 2 continued

Following discussion it was

RECOMMENDED

THAT the Vancouver Heights Citizens Committee presentation and brief be received for information and the matter be further discussed at the Joint Meeting with the Burnaby Transportation Committee.

3. Nat Bailey Stadium - Evaluation of Parking and Traffic Impact

The Committee had for consideration a Manager's Report dated May 24, 1979 (circulated), in which the City Engineer presented an evaluation of parking and traffic generated by professional baseball games at the Nat Bailey Stadium.

The report included an analysis of crowd size, parking and access routes and concluded that traffic control measures are adequate and no major changes are recommended. In evaluating parking, it was felt there was no problem based on present crowds and therefore there was no need to adjust the parking lot operation, although the matter would be kept under review. With regard to 'no parking' regulations, it was felt modified regulations indicated in the report would be in order.

RECOMMENDED

- A. THAT the temporary closure of Melrose during baseball games be discontinued.
- B. THAT no additional off-street space be developed in the Stadium lot at this time.

4. Transportation for the Handicapped

In a Manager's Report dated June 4, 1979 (circulated), before the Committee for consideration, the City Engineer reviewed Council actions over the past three months, relating to provision of a transportation service for handicapped adults. The report also examined the position of the UTA in this matter, and pointed out the UTA has transmitted proposed policy positions on handicapped transit for Provincial Government review and approval.

It was noted the UTA was prepared to use Vancouver's suggested 800 hours of service per week as a goal for a three-year program or sooner, subject to available funds. However, the UTA could not participate in handicapped transit until after the Province had designated handicapped transit as a custom transit service, confirmed the proposed cost-sharing formula, and approved an expenditure of funds.

Alderman Harcourt, one of Vancouver's two representatives on the UTA, suggested the members of the Transportation Committee seek a meeting with the Minister or the Transportation Committee of the Cabinet as quickly as possible to let them know the unanimous feelings of Vancouver and the UTA, on the subject of handicapped transit and seek a funding commitment this year so the service could get underway immediately.

Clause 4 continued

RECOMMENDED

THAT the Transportation Committee arrange a meeting with the relevant Ministers of the Provincial Government as quickly as possible, to present the City's position on a handicapped transit service and urge an immediate financial commitment on the part of the Government.

5. Relocation of Bus Stop: Westbound 49th Avenue  
at Berkley Street

The Committee considered a Manager's Report dated June 5, 1979 (circulated), in which the City Engineer suggested modifications to the bus stops in the vicinity of 49th Avenue and Berkley Street.

RECOMMENDED

THAT the bus stop on the north side of 49th Avenue at Berkley Street be cancelled and a bus stop be established on the north side of 49th Avenue on the farside of Nanaimo Street.

\* \* \* \* \*

The meeting adjourned at approximately 5:10 p.m.

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PART REPORT TO COUNCIL  
STANDING COMMITTEE OF COUNCIL  
ON  
TRANSPORTATION

III

June 21, 1979

A meeting of the Standing Committee of Council on Transportation was held on Thursday, June 21, 1979, in the No. 1 Committee Room, third floor, City Hall, at approximately 3:30 p.m.

PRESENT: Alderman W. Kennedy, Chairman  
Alderman D. Bellamy  
Alderman M. Harcourt  
Alderman H. Rankin

ABSENT: Alderman H. Boyce

COMMITTEE CLERK: G. R. Cinnamon

RECOMMENDATION

1. Impact of Temporary Closure of 23rd Avenue  
at Tupper School

The Committee had before it for consideration, a Manager's Report dated June 18, 1979 (circulated), referring to the "Impact of Temporary Closure of 23rd Avenue at Tupper School". The report addresses four areas of concern, namely:

- 1) Safety
- 2) Traffic impact
- 3) Utility access
- 4) Residents' opinion.

The City Engineer's findings in summary, recommend reopening of 23rd Avenue for lack of evidence to support the closure arguments. The Director of Planning finds in opposition that the closure appears to have satisfied the concerns expressed regarding safety and that neither traffic impacts nor utility access are significantly different, further that resident opinion is generally mixed and therefore indeterminate. The Vancouver School Board supports the Director of Planning and urges the permanent closure be proceeded with.

The Chairman requested that those wishing to make representations approach the table. A summary of the Manager's Report was presented by Mr. D. Rudberg, of the City Engineer's Department, with the objections of that Department, to the closure.

Mr. J. Killeen, Principal of Sir Charles Tupper School, addressed the Committee in favour of the closure. His arguments revolved around the separation of the school from its recreation-playground area by a roadway. Mr. Killeen suggested that the survey results were inconclusive and that several noticeable changes in the area had occurred. He pointed to reductions in noise levels and in speeding, and the absence of any accidents involving students.



Clause 1 continued

In his concluding remarks, he indicated that the proposed closure had the support of the School staff, the Student body, and the Riley Park N.I.P. group.

Mr. J. Baker of the Vancouver School Board remarked on the obvious hazardousness of the playground-roadway interface and opined that the closure would greatly reduce the danger to students commuting between school and playing field.

Mrs. L. Little, a neighbourhood resident, addressed the Committee in favour of the proposed closure. Mrs. Little indicated by letter (previously circulated) that the survey may have been flawed but that public opinion was generally split evenly between the two alternatives. As the weight of evidence, ~~albeit small~~, indicated a general benefit to the students, she urged, on behalf of the Sir Charles Tupper School Consultative Committee, permanent closure.

On behalf of the Planning Department, Mr. L. Beasley, opined favour for permanent closure. He explained that such conditions as gave rise to the separation of playground and school were inappropriate land use and that the situation could not presently be repeated. He supported the contention that the survey results were inconclusive and in accordance with the Director of Planning's remark in the City Manager's Report, urged permanent closure.

Mrs. Callegari, an area resident, pointed out the inconvenience to local area residents of an additional street closure; the increased speeds in a neighbourhood lane and the marginal improvement in accident occurrence. She recommended an immediate reopening of the street.

A Committee member addressed his remarks to the unique situation existing at the Sir Charles Tupper facility vis a vis the separation of classroom and playground facility and opined that speed bumps might be the solution to lane speeding problems.

The Chairman pointed to the absence of critical remarks from either Police or Fire Departments as noted in the Manager's Report. He posed the question of internal policing of traffic control by the school if the street were reopened. Mr. Baker and Mr. Killeen both indicated that such policing activity of the area by the school was neither feasible nor possible, given that a large portion of the traffic was neither school or local resident generated.

There being no further discussion, it was

RECOMMENDED

- A. THAT 23rd Avenue adjacent to Tupper School (between Carolina Street and a point approximately 561 feet west) be permanently closed and turned over to the care of the Vancouver School Board to connect buildings and playspace and to develop new recreational facilities.
- B. THAT fire access and utility requirements through the redevelopment of the permanent closure be worked out to the satisfaction of the City Engineer and Fire Chief.

Part Report to Council  
Standing Committee on Transportation  
June 21, 1979

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Clause 1 continued

- C. THAT the Vancouver School Board install speed bumps in the private lane east of Prince Edward Street between 22nd and 23rd Avenues as soon as possible.
- D. THAT the temporary configuration for fire access be revised to deny penetration by motorcycles onto the closed portion of the street as soon as possible.
- E. THAT the 22nd Avenue entrance to the school parking lot at 22nd Avenue and Carolina Street be closed with all access to be from 23rd Avenue.
- F. THAT all costs of the permanent closure including utility relocations and previously mentioned improvements to lane, temporary closure and parking lot are to be covered by the Vancouver School Board and the Vancouver School Board is to be reimbursed for the physical costs of the temporary closure in the amount of \$2,176.08 to be derived from the City's Contingency Reserve.

\* \* \* \* \*

The meeting adjourned at approximately 4:05 p.m.

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PART REPORT TO COUNCIL  
STANDING COMMITTEE OF COUNCIL  
ON FINANCE AND ADMINISTRATION

**IV**

JUNE 21, 1979

A meeting of the Standing Committee of Council on Finance and Administration was held on Thursday, June 21, 1979, in Committee Room No. 3, Third Floor, City Hall, at approximately 3:30 P.M.

PRESENT: Alderman Puil, Chairman  
 Alderman Gerard  
 Alderman Little  
 Alderman Marzari

ABSENT: Alderman Ford

CLERK: G. Barden

CONSIDERATION

1. Greater Vancouver Artists Gallery Society

On March 6th, 1979, City Council approved the recommendations of the Standing Committee on Finance and Administration as follows:

"THAT a grant of \$10,000 be approved as the Civic share of the Artists Gallery's \$39,000 operating budget for 1979.

THAT the Director of Social Planning report to the Council Committee on the Arts and the Finance Committee within 60 days with regard to the fund raising efforts of the Artists Gallery Board of Directors and with regard to questions concerning the sale of some of the city collection and the use of the revenue thereof."

The Committee considered the attached report from the Council Committee on the Arts dated June 8, 1979 and the attached Manager's report dated May 30, 1979, wherein the Director of Social Planning reported on the history of the Artists Gallery which, owing to the withdrawal of Federal funds in 1979, has been forced to curtail its budget and has temporarily ceased the purchase of new art.

Representatives of the Artists Gallery reported on the operation and financial status of the society and showed slides of various offices and buildings where their works of art are exhibited.

Representatives of the Visual Arts Association also appeared before the Committee and read letters and a 500-name petition urging the gallery be continued. They advised there is a small buying public in this City and the purchase program must be reactivated to support new artists in the City.

It was reported that the minimum operating budget for this year is \$40,000.00, half of which was requested from the City. The City approved \$10,000 and the Provincial Government has approved \$8,000, leaving a balance required of \$22,000. The society proposes to raise \$12,000 and requested that the City provide the other \$10,000 to allow it to continue its operation in 1979.

Continued . . . .

Part Report to Council  
Standing Committee of Council  
on Finance and Administration  
June 21, 1979

(IV-2)

Clause No. 1 Continued

During discussion the Committee was divided in its opinion on the continuation of the gallery. Concern was expressed about the continuation of a program that was initiated by an L.I.P. grant. Other City departments are being requested to cut back and this represents an expansion in service. It was pointed out that the reason the gallery became a society was to become financially independent, and it was questioned if the society would be coming back for further funding if it was unable to raise the \$12,000 proposed.

Following further discussion, the following motions were put and resulted in a TIE VOTE and are therefore submitted to Council for CONSIDERATION:

- A. THAT City Council approve a further grant of \$10,000 as the balance of the City share of the 1979 operating budget, to be provided on a matching basis with funds raised by the Society, up to a maximum of \$10,000.
- B. THAT the fund raising programs listed in the Manager's report and outlined in the Society's brief (attached) dated May 10, 1979, be approved and that the revenue from the sale of art be deposited with the City and credited to the Society as part of its fund raising effort.
- C. THAT the Artists Gallery use its best efforts to secure a Federal works grant, the purpose of which is to reinstate the art purchasing program in 1980 and further that City Council approve and support this effort.

(Aldermen Little and Puil opposed)

The Comptroller of Budgets advises that if the foregoing recommendations are approved, the source of funding will be from the unallocated balance of the 1979 cultural grants, in which there is a balance of \$20,204.00.

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