

DECEMBER 14, 1959

An Adjourned Meeting of the Municipal Council was held in the Committee Room, Municipal Hall, 4545 East Grandview-Douglas Highway, on Monday, December 14, 1959 at 7:30 p.m.

PRESENT: Reeve Emmott in the Chair; Councillors Jamieson, McLean, Mather, Prittie and Seifner

Executive Secretary, Burnaby Board of Trade, wrote requesting an opportunity to appear before Council for the purpose of presenting a quantity of "coaster albums" and to thank Council publicly for its financial assistance in the industrial promotion programme conducted by the Board of Trade this year.

Moved by Councillor Jamieson, Seconded by Councillor Prittie: "That the delegation be heard."

CARRIED UNANIMOUSLY

Councillor Brown arrived.

Mr. V. Wiebe appeared on behalf of the Burnaby Board of Trade and thanked Council for its grant. He introduced Mr. Nichols who enlarged on the activities undertaken by the Board in promoting and publicizing Burnaby. Mr. Nichols then presented a coaster album to each of the members of Council.

Moved by Councillor Brown, Seconded by Councillor McLean: "That the delegation be thanked for its presentation."

CARRIED UNANIMOUSLY

The Reeve reported that a delegation was present and desired an audience with Council to advise of a flooding situation which occurred this day on McKay Avenue South from Rumble Street.

Moved by Councillor McLean, Seconded by Councillor Jamieson: "That the delegation be heard."

CARRIED UNANIMOUSLY

Mr. Edward Slater, 4235 Winifred Street, appeared and expressed dissatisfaction with the treatment accorded the residents of the affected area by the Engineering Department in responding to pleas from the residents for assistance in combating heavy runoff waters. Mr. Slater contended that it took a considerable time before Municipal work forces arrived at the scene to remedy the problem and that, as a consequence, the citizens were largely responsible for saving a considerable amount of personal property. He added that the residents felt the watermain which was undermined and eventually broken by the force of the runoff waters should have had its supply turned off before it broke and that culvert pipes should have been installed at every street and lane approach to McKay Avenue to take care of the runoff. Mr. Slater also mentioned that the resultant damage could have caused a serious health problem and that perhaps the Municipality might be held responsible for damages which did occur.

Moved by Councillor Mather, Seconded by Councillor McLean: "That the Municipal Manager be directed to have a study made of the storm drainage system in the area on McKay Avenue between Rumble Street and Carson Street to ascertain whether some improvement can be made to avoid a recurrence of the flooding conditions and that immediate attention be given this area in the event a further heavy runoff occurs."

CARRIED UNANIMOUSLY

Pacific Coast Packers Limited submitted a letter requesting that Council give consideration to the construction of a sidewalk on the East side of McPherson Avenue rather than the West side since it would be much safer for the school children if the sidewalk were built at the location suggested, especially as the Company will require four industrial crossings in the Northerly 300 feet of their property.

Moved by Councillor Mather, Seconded by Councillor Jamieson: "That the crossing question be referred to the Traffic Safety Committee for consideration."

CARRIED UNANIMOUSLY

Moved by Councillor Brown, Seconded by Councillor Jamieson: "That the letter from Pacific Coast Packers be received."

CARRIED UNANIMOUSLY

Moved by Councillor McLean, Seconded by Councillor Prittie: "That Council now resolve itself into Committee of the Whole to consider the following matters:

- (a) Report of Parks Board re operation of Burnaby Centennial Pavilion.
- (b) Report of Policy Committee
- (c) Report of Traffic Safety Committee
- (d) Report No. 51, 1959 of the Municipal Manager."

CARRIED UNANIMOUSLY

Item (a)

Parks and Recreation Commission submitted a report:

- (1) Listing the organizations and individuals which have been provided with catering services in the Pavilion from the commencement of operations in July of 1958 until the present date.
- (2) Summarizing the operation of the public dining service provided for the same period.
- (3) Summarizing the operation of the refreshment concession booth during the same period.

Moved by Councillor Seifner, Seconded by Councillor Brown: "That the report be received and its contents noted."

CARRIED UNANIMOUSLY

Item (b) -- REPORT OF POLICY COMMITTEE

Your Committee met on Wednesday, December 9th, 1959 and would recommend:-

- (1) That, for purposes of assessing the taxable foot frontage for properties fronting on the circumference of a cul-de-sac turning head, the following formula be employed - "X" equals  $\frac{2}{3}$  (F plus R); "X" being the taxable foot frontage, "F" being the actual frontage, and "R" being the rearage.

Moved by Councillor Jamieson, Seconded by Councillor Brown: "That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

- (2) That the matter of assessing taxable foot frontages on irregularly-shaped lots be referred back to the Court of Revision to be dealt with as seen fit.

Moved by Councillor McLean, Seconded by Councillor Jamieson: "That this item be deleted."

CARRIED UNANIMOUSLY

- (3) That the "66-foot maximum" policy governing Local Improvement works apply to all properties used for either Residential Single Family or Residential Two-Family purposes, but that in cases of vacant properties, the zoning factor be applicable.

Moved by Councillor McLean, Seconded by Councillor Mather: "That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

Item (c) -- REPORT OF TRAFFIC SAFETY COMMITTEE

- (1) Burke - Barker Intersection.

The Committee reported that early this year it had recommended the removal of some shrubs from the North-East corner of the above intersection because it was felt the vision obstruction caused by the shrubs was a contributing factor to the accidents

REPORT OF TRAFFIC SAFETY COMMITTEE (CONTINUED)

which were occurring as a result of conflict between South and Eastbound vehicles. The Committee advised that the accident situation since then has not materially improved and that they have continued to receive requests for the installation of stop signs. The Committee pointed out that in the control of traffic at intersections where accidents have occurred due to a view obstruction across one of the corners, it is considered desirable, if possible, to remove or reduce the view obstruction to the point where the critical or safe approach speeds approximate the speed limit for the area and that when this is not possible, it becomes necessary to restrict the speed on the minor street to a speed not greater than the critical speed. In this connection, they advised that if the critical speed is 8 miles per hour or less, then a stop sign should be installed and, if greater, a stated speed sign or a yield sign should be installed. The Committee submitted in support of this latter type of signing that:

- (1) It is better, where practicable, to correct a hazardous condition to meet traffic requirements than to restrict speed to conform with such conditions.
- (2) The good driver is aware of the danger of obstructed vision and drives accordingly and he therefore should not be required to stop.
- (3) If stop signs are installed at all intersections where view obstructions contribute to accidents, there will shortly be so many stop signs their very multiplicity will defeat their purpose and people will tend to ignore them.
- (4) Often the use of stop signs to reduce accidents leads to more accidents, for several consecutive intersections so controlled lead people to believe they are on a through street.

The Committee advised that it felt the answer to the permanent view obstruction where the critical approach speed is greater than 8 miles per hour seems to be adequate warning to the unwary that some unusual condition exists and that, to this end, the yield sign is particularly applicable because, while it does not make a full stop mandatory, it does insist that the driver be prepared to yield should other vehicles be approaching. The Committee recommended that a yield sign be installed for southbound traffic on Barker Crescent approaching Burke Street.

(2) Street System in Central Park Garden Village Area.

The Committee reported that during its deliberations on the previous matter, the question of designating through streets in the above area was broached. The Committee felt that to properly and intelligently assess signing needs in and around this area, it should have an indication of the future character of the various streets. They recommended that the Municipal Manager be requested to give consideration to the matter of through street and minor street designations in the Central Park Garden Village area.

Moved by Councillor McLean, Seconded by Councillor Prittie: "That the recommendations of the Committee under Items (1) and (2) above be adopted."

CARRIED UNANIMOUSLY

(3) Bus Stop at Ellesmere Avenue and Hastings Street.

The Committee reported it had received a request that the above stop be designated as a bus zone in order to prevent the parking of vehicles in it. They advised that they have had this matter under consideration for some time and that it was now their opinion the request should be favourably entertained. The Committee recommended that the bus stop in question be designated as a bus zone and signed accordingly.

Moved by Councillor Prittie, Seconded by Councillor Seifner: "That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(4) Centennial Way.

The Committee reported that the Parks Commission had drawn to its attention the fact that under conditions of heavy fog, motorists travelling from the Centennial Pavilion have experienced a problem in discerning the outer edge of the upper curve of Centennial Way. The Committee advised it felt the installation of a few reflector posts on the outside of this upper curve would serve to delineate it more plainly, especially when visibility was poor, and so recommended.

Moved by Councillor McLean, Seconded by Councillor Brown: "That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

REPORT OF TRAFFIC SAFETY COMMITTEE (CONTINUED)(5) View Obstruction at Boundary Road and Schou Street.

The Committee reported that an inspection of this location revealed vehicles parked in both the corner clearance areas at the South-east corner of the above intersection badly obstructed the vision of both pedestrians and motorists. The Committee advised it felt there was a strong demand for parking space in this vicinity and that therefore violations could be expected to continue. The Committee reported that it was of the opinion periodic enforcement alone would not be sufficient to overcome the problem of illegal parking at this location. They recommended that signs "No Stopping to Corner" (with appropriate arrow) be installed:

- (a) On the east side of Boundary Road 20 feet south of the south street line of Schou Street.
- (b) On the south side of Schou Street 20 feet east of the east street line of Boundary Road.

Moved by Councillor Jamieson, Seconded by Councillor Prittie: "That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(6) Gilmore Avenue and Grandview-Douglas Highway.

The Committee reported it had investigated a request for the provision of advance warning of a T-intersection at the above location and that inspection had revealed a hazard exists. The Committee advised it felt there was a need to adequately warn the motorist of this condition and recommended that an advance warning, black and yellow diamond "T" intersection sign be installed on the west side of Gilmore Avenue 150 feet in advance of Grandview-Douglas Highway.

Moved by Councillor McLean, Seconded by Councillor Mather: "That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(7) Smith Avenue and Brandon Street.

The Committee reported it had received a request for the installation of a School Crosswalk at the above intersection and that a count of children crossing disclosed that 29 pupils crossed Smith Avenue at Brandon Street and also, that no conflict between the pedestrian and vehicular movements existed. They advised that they did observe some vehicles travelling at rates of speed which seemed in excess of 30 miles per hour. The Committee recommended:

- (a) That the request for a School Crossing at Smith Avenue and Brandon Street be not entertained.
- (b) That the R.C.M.P. be requested to patrol this area to check vehicle speeds on Smith Avenue in the vicinity of the school.

Moved by Councillor Prittie, Seconded by Councillor McLean: "That the recommendation of the Committee be adopted."

CARRIED  
COUNCILLOR JAMIESON AGAINST(8) Armstrong Avenue and Langley Street.

The Committee reported that a request for a School Crossing at the above location was received and a count conducted which disclosed that a considerable number of school children cross Armstrong Avenue at Langley Street. They advised that although no particular conflict between the student and vehicular movements was observed, they felt the installation of a Crosswalk would eliminate a long 15 mile per hour zone on Armstrong Avenue. The Committee recommended:

- (a) That a "Stop When Occupied" School Crossing be established on Armstrong Avenue at the West street line of Langley Street.
- (b) That the existing 15 mile per hour zone on Armstrong Avenue adjacent Armstrong Avenue School be removed after the "Stop When Occupied" zone has been established.

Moved by Councillor Prittie, Seconded by Councillor Jamieson: "That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

REPORT OF TRAFFIC SAFETY COMMITTEE (CONTINUED)

(9) Imperial - Jubilee Intersection.

The Committee reported that it had examined the submission by Mr. A. E. Cobleigh regarding the need for a four-way stop at the above intersection. They advised that this investigation revealed that in each of the years 1957, 1958, and 1959, one reportable accident was recorded and that a re-assessment of traffic conditions at the subject intersection reaffirmed the findings of the study made in January and February of this year. The Committee reported that despite this situation, it realized improvements could always be made at any intersection and, in this regard, they might advocate the eventual redesign of the intersection in question to:

- (a) Eliminate the job in Jubilee Avenue.
- (b) Widen Imperial Street to increase its capacity.
- (c) Arrange for the installation of an automatic signal at the railroad.

but that they felt such improvements (with the possible exception of the automatic signal) would be economically impracticable at this time. The Committee advised that improvements of a practical and more immediate nature could include:

- (1) Better street lighting at the East side of the intersection.
- (2) More prominent mounting of the railroad advance warning signs.
- (3) The painting on the roadway of advance warning of the railroad.
- (4) The installation of signs advising pedestrians to cross only at crosswalks.
- (5) The painting of (broken) guide lines across the intersection to assist motorists in foggy weather.

The Committee pointed out that the above five suggestions were submitted as possible means by which the intersection of Jubilee Avenue and Imperial Street could be improved and are not intended as recommendations. They added that apart from these, they were not prepared at this time to entertain any further proposals for additional traffic control devices at the intersection in question -- especially not four-way stop treatment.

Moved by Councillor Prittie, Seconded by Councillor Seifner: "That the report be received."

CARRIED UNANIMOUSLY

Moved by Councillor Mather, Seconded by Councillor Seifner: "That a four-way stop be installed at the intersection of Jubilee Avenue and Imperial Street."

IN FAVOUR - COUNCILLORS  
BROWN, SEIFNER, MATHER  
& McLEAN  
AGAINST - REEVE EMMOTT,  
COUNCILLORS PRITTIE &  
JAMIESON

MOTION CARRIED

The Reeve declared a recess at 9:05 p.m.

The Council reconvened at 9:15 p.m.

Item (d) - MUNICIPAL MANAGER -- REPORT NO. 51, 1959.

(1) The Manager submitted the Municipal Engineer's estimates of work covering special works in connection with the Hastings Street widening and the construction of a six inch watermain on Carson Street in the total amount of \$7,500.00 recommending that they be approved.

Moved by Councillor Mather, Seconded by Councillor Seifner: "That the recommendation of the Municipal Manager be adopted."

CARRIED UNANIMOUSLY

(2) Central Valley Land Study.

The Manager reported that Council had recently approved the commissioning of Foundation Engineering Corporation Limited to undertake the above study and that the matter of terms of reference for FENCO was referred to the Technical Planning Board for preparation. In this connection, the Manager submitted the following terms of reference which had been approved by that Board:

" Peat Land Study

The purpose of the study is to assess the suitability of the peat areas in the Central Valley for urban use insofar as soil conditions are a factor; and to further the previous investigations of the Fraser-Delta area in Burnaby to a parallel stage. More specifically, the objectives of the study would be four-fold:

- (1) To serve development interests as a source of factual information and considered judgment on the physical and economic practicality of development under a variety of peat conditions.
- (2) To serve the Corporation in formulating techniques and in assessing technical problems arising from ground conditions insofar as they affect land use and public facilities planning, and the provision of road, rail and ground services.
- (3) To aid the Metropolitan Industrial Survey in the assessment of peat lands in the Central Valley and the Fraser-Delta area relative to competitive industrial areas in the Metropolitan Area.
- (4) To assess the feasibility, insofar as soil conditions govern, of development proposals in the Central Valley, including the present industrial zoning pattern, the Burnaby Lake Metropolitan Park proposal, the two Golf Course site proposals, and the municipal business centre possibility at the west end of Burnaby Lake.

Results of the study should be at least in part, suitable for reproduction and distribution to the public.

The funds available for the study amount to \$7,500.00.  
The study is to be concluded by June 1, 1960."

Moved by Councillor McLean, Seconded by Councillor Prittie: "That the report be received."

CARRIED UNANIMOUSLY

(3) North Burnaby Watermain.

The Manager reported that prolonged negotiations and discussions have been conducted between the Corporation and the Greater Vancouver Water District with regard to terms for an agreement which would need to be entered into to provide for the construction of the above main on a joint use basis. The Manager advised that this agreement will provide that the Water District will construct the main with the Municipality bearing 38% of the cost and the District 52% and that construction would be in two phases, namely:

- (1) From the intersection of Pandora Street and Kensington Avenue to the proposed Burnaby Mountain Reservoir Site
- (2) From the intersection of Edinburgh Street and Ingleton Avenue to the intersection of Pandora Street and Delta Avenue.

He added that the diameter of the first section would be approximately 42 inches and the second section approximately 48 inches and that the first section is the one of immediate concern to Burnaby for the improvement of the water supply in the area through which it will pass. He advised that Burnaby's share of the carrying charges on this portion would become applicable when they arise but that the District has agreed that the carrying charges on the second phase would not become applicable to Burnaby until the construction is completed or 1965 - whichever is the later. The Manager added that the agreement makes further provision for the Municipality to take unlimited water by connections at five selected locations with the proviso that at some time in the future, the District may set a limit of 11.3 million gallons per day. The Manager pointed out that the Municipality is responsible for procuring the right-of-way for the enlarged main and the route could be changed by mutual agreement and that financially, the result of the agreement to construct joint mains would result in an estimated saving of \$463,616.00, of which \$268,830.00 would be Burnaby's share. The Manager recommended that Council approve in principle the agreement between the Corporation and the Greater Vancouver Water District as submitted.

Moved by Councillor Prittie, Seconded by Councillor Jamieson: "That the recommendation of the Municipal Manager be adopted."

CARRIED UNANIMOUSLY

(4) Right-of-Way for North Burnaby Watermain.

The Manager reported that Council, at its meeting on September 21, approved in principle a proposed route for the above main through portions of D.L.'s 207 and 135 at an estimated acquisition cost of \$223,587.00. The Manager advised that it has now been decided the same purpose, that is, the creation of a major road allowance on which the main could be constructed, can be provided with a modification of the original route and a substantial saving in acquisition costs. The Manager added that

these costs for the modified route amount to \$158,250.00 and the resultant saving is therefore \$75,337.00. The Manager recommended that Council approve the route for this major road as shown on Planning Department drawing No. C-1048 dated November 13, 1959. The Manager also recommended that the necessary Expropriation By-law for the required right-of-way be prepared and that the acquisition be temporarily financed from the Land Acquisition Account pending determination of the final means of finance and further, that purchase negotiations commence as soon as Council has approved the route.

Moved by Councillor Prittie, Seconded by Councillor Mather: "That the recommendations of the Municipal Manager be adopted."

CARRIED UNANIMOUSLY

(5) Progress Report of Planning Department.

The Manager submitted a progress report of the Planning Department for the period between January, 1958 and October, 1959.

Moved by Councillor Jamieson, Seconded by Councillor McLean: "That the report be received and the Director of Planning commended for the excellent manner in which the report was prepared and presented."

CARRIED UNANIMOUSLY

(6) Miscellaneous Rezoning Applications.

The Manager submitted a report of the Planning Director covering those applications for rezoning in the Kingsway - Central Park Line area which had been received during the past two years and rejected partly due to the inadequacy of sewer service. The Planning Director reported that the following two applications fitted the category described in the Manager's Report:

- (a) Lot 2, Subdivision "B", Block 34, D.L.'s 151/3 (East side of Patterson Avenue, 92 feet South of Wilson Avenue)
- (b) Lot "A", Block 35, D.L.'s 151/3 (North-East corner of Maywood Street and Kathleen Avenue)

The Director of Planning submitted copies of the original reports made by his Department on each of the two applications pointing out that in both cases, the opinion of the Engineering Department with respect to the adequacy of the sewer system was noted although in neither case was this considered to be a prime factor in not recommending the applications for approval.

Moved by Councillor Seifner, Seconded by Councillor Prittie: "That the application referred to under item (a) above be tabled for an indefinite period of time."

CARRIED  
COUNCILLORS JAMIESON,  
MCLEAN & MATHER AGAINST

Moved by Councillor Brown, Seconded partly by Councillor Seifner: "That the application listed under item (b) above be tabled for an indefinite period of time."

CARRIED UNANIMOUSLY

Moved by Councillor McLean, Seconded by Councillor Prittie: "That the previous motion dealing with the installation of a four-way stop at the intersection of Jubilee Avenue and Imperial Street be rescinded."

CARRIED UNANIMOUSLY

Moved by Councillor McLean, Seconded by Councillor Mather: "That the question of signing improvements at the intersection of Jubilee Avenue and Imperial Street be referred back to the Committee for particular attention to the pedestrian crossing problem at this location."

CARRIED UNANIMOUSLY

Moved by Councillor Brown, Seconded by Councillor Seifner: "That the Committee now rise and report."

CARRIED UNANIMOUSLY

Moved by Councillor Mather, Seconded by Councillor Seifner: "That the report of the Committee be now adopted."

CARRIED UNANIMOUSLY

Moved by Councillor Mather, Seconded by Councillor McLean: "That  
"BURNABY LAND ACQUISITION BY-LAW NO. 7, 1959"  
"BURNABY TAX SALE MONEYS EXPENDITURE BY-LAW NO. 3, 1959"  
be now reconsidered."

CARRIED UNANIMOUSLY

Moved by Councillor Mather, Seconded by Councillor McLean: "That  
"BURNABY LAND ACQUISITION BY-LAW NO. 7, 1959"  
"BURNABY TAX SALE MONEYS EXPENDITURE BY-LAW NO. 3, 1959"  
be now finally adopted and signed by the Reeve and Clerk and that the Corporate Seal be affixed thereto."

CARRIED UNANIMOUSLY

Moved by Councillor Prittie, Seconded by Councillor McLean: "That the Council go into Committee of the Whole with the Reeve in the Chair to consider "BURNABY TOWN PLANNING BY-LAW 1948, AMENDMENT BY-LAW NO. 11, 1959".

CARRIED UNANIMOUSLY

Moved by Councillor Jamieson, Seconded by Councillor McLean: "That clause ten (10) of the By-law be deleted."

CARRIED  
COUNCILLOR SEIFNER AGAINST

Moved by Councillor McLean, Seconded by Councillor Prittie: "That the Committee rise and report the By-Law complete, as amended."

CARRIED  
COUNCILLORS SEIFNER AND  
BROWN AGAINST

The Council reconvened.

Moved by Councillor Prittie, Seconded by Councillor Jamieson: "That the report of the Committee be adopted."

CARRIED  
COUNCILLORS BROWN AND  
SEIFNER AGAINST

Moved by Councillor Prittie, Seconded by Councillor Jamieson: "That "BURNABY TOWN PLANNING BY-LAW 1948, AMENDMENT BY-LAW NO. 11, 1959" be now read a Third Time."

CARRIED  
COUNCILLORS BROWN AND  
SEIFNER AGAINST

The Reeve advised Council that the Member of Parliament for Burnaby-Richmond, Mr. John Drysdale, was present and was desirous of addressing Council on a certain matter.

Moved by Councillor Prittie, Seconded by Councillor Brown: "That Mr. Drysdale be heard."

CARRIED UNANIMOUSLY

Mr. Drysdale spoke on the subject of establishing an armory in this Municipality advising that the City of Vancouver is at the present time considering an application to locate an armory in its municipal jurisdiction and that this application is being opposed by residents of the area in which the armory is proposed to be established.



Mr. Drysdale pointed out that if this application could be defeated, there was a possibility the Federal Government might favourably consider the establishment of an armory in Burnaby. He stated that the building which would be erected could be utilized for many purposes in addition to its principle use. He mentioned that possibly the Civil Defence Organization and community groups could use the buildings to good advantage. Mr. Drysdale requested that Council lend its support in principle to the establishment of an armory in Burnaby adding that if this was done, he intended to oppose the application referred to above being heard in the City of Vancouver.

Moved by Councillor Jamieson, Seconded by Councillor McLean: "That Council endorse the proposal, as described by Mr. Drysdale."

CARRIED  
COUNCILLORS PRITTIE &  
MATHER AGAINST

Moved by Councillor Prittie, Seconded by Councillor Seifner: "That a Public Hearing be held on December 28, 1959 at 7:00 p.m. to consider the following applications for rezoning:

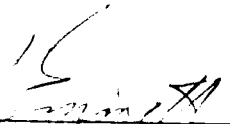
FROM RESIDENTIAL TWO FAMILY TO RESIDENTIAL MULTIPLE FAMILY TYPE 1.


- (a) Lot "H", Block 12, D.L.s 151/3, Plan 10218  
(Located on the West side of Willingdon Avenue immediately North of the B. C. Electric Company right-of-way).
- (b) Lots 1 and 2, Block 39, D.L.s 151/3, Plan 2884.  
(Located at the North-east corner of Maywood Street and McKay Avenue).
- (c) Lots 6 to 12 Inclusive, Block 8, D.L.s 151/3, Plan 2155.  
(Located on the East side of Olive Avenue, commencing approximately 170 feet South of Kingsway and extending Southerly approximately 417 feet).
- (d) Lots 2 to 9 inclusive, Block 9, D.L.s 151/3, Plan 2702.  
(Located on the West side of Wilson Avenue, commencing approximately 290 feet South of Kingsway and extending Southerly approximately 528 feet)."

CARRIED UNANIMOUSLY

The meeting then adjourned.

Confirmed:

  
REEVE

  
CLERK