

JULY 9, 1962

An Adjourned meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4545 East Grandview-Douglas Highway, on Monday, July 9, 1962 at 7:30 p.m.

PRESENT: Reeve Emmott in the Chair;  
Councillors Blair, Clark,  
Edwards, Harper, Kalyk and  
MacSorley

ABSENT: Councillors Prittie and Hicks

The following were present to address Council with respect to the major street proposal for the Deer Lake - Sperling - Gilley Avenue area:

- (a) Mr. Arnold F. C. Hean
- (b) Mr. I. Parry

MOVED BY COUNCILLOR CLARK,  
SECONDED BY COUNCILLOR EDWARDS:

"That the above two persons be granted permission to speak."

CARRIED UNANIMOUSLY

(a) Mr. Hean first appeared and resubmitted the Brief which he had presented at the Public Meeting on July 5th regarding a proposal of the Municipality to develop a major street in the Deer Lake - Sperling - Gilley Avenue area.

Mr. Hean pointed out that he was merely speaking as the representative of those ratepayers who reside in close proximity to the eastern end of Deer Lake and not those who live on the Burris - Buckingham route, as indicated at the Public Meeting. He apologized for having misrepresented the area on whose behalf he was speaking, although he added that the group in that area concurs with his request for a three month deferment of the major road proposal.

In his written submission, Mr. Hean emphasized that the people whom he represents feel that they have developed possibly the most satisfying and overall pleasant residential area in Burnaby and one which is considered should not be "cut up" because it would thereby destroy the amenities of the area.

Mr. Hean further contended that the construction of the major road as planned may not provide all that which is desired, for, though it will provide a traffic artery and also a small addition to the park area, it is possible that the road, which will be adjacent a narrow strip of land, will destroy the value of that land; furthermore, it is likely difficulties (both physical and financial) will be encountered when arranging crossings of the road if the added park area is to be utilized. Mr. Hean questioned whether the enlarged park area would be sufficient for the ultimate requirements of the Municipality, stressing that if it is not, some future Council may find it necessary to purchase additional land north of the proposed road to provide adequate park facilities. This, he claimed, would entail the shifting of the road which is now proposed and with all of this, it may be

possible that property values would depreciate considerably - something that would not be in the public interest.

Mr. Hean continued by advising that his group has naturally not had the opportunity to undertake an intelligent study of the road proposal since it does not have certain information and that therefore the group could not acquiesce in the road proposal until it had had the opportunity to study the entire situation. In this regard, Mr. Hean advised that to assist his group in its study, full written answers to a number of questions would need to be provided. He pointed out that his group proposes to make a detailed study, through the use of skilled highway and traffic engineers, appraisers and others, to ascertain whether there are other alternatives which would prove to be less costly to the Municipality, which would prove to be more suitable to the area, and which may provide better overall ultimate services to the Corporation through better land use. Mr. Hean requested that his group be given a minimum of three months from the date of receipt of the answers to prepare its position, during which time they expect that the Corporation will take no action with respect to any north-south road in this area. He added that if this request is granted, the group would like to meet Council again to discuss and perhaps resolve the matter.

The questions mentioned by Mr. Hean are as follows:

- (1) Your letter indicates that you have studied at least one alternative to the Deer Lake Avenue proposal. May we ask what is that alternative and what other alternatives were studied?
- (2) We are sure that no route would be decided upon unless a detailed cost estimate had been worked out. May we be given the cost estimates for each one of the alternatives studied and the breakdown of such costs?
- (3) Has an east-west road, south of Gilpin, north of the Lake - to Royal Oak and beyond been studied or recommended to Council? If such is the case, is Council advocating the development of such a route, and what is the breakdown of the costs for such route?
- (4) What is the additional park area which would be made available through the construction of each one of the alternative routes?
- (5) Does the Municipality presently have funds sufficient to construct all or any part of the route finally decided upon?
- (6) If such funds are available, how were they obtained?
- (7) If such funds are not available - how would they be obtained?

(b) Mr. Ivor L. Parry then spoke and presented a Brief on behalf of those owners on the Buckingham - Burris - Sperling route, including the laterals thereto indicating that they are definitely and violently opposed to what has been termed the "Buckingham - Burris - Sperling alternate route".

Mr. Parry indicated in his submission that these owners would do everything within their power to prevent these streets from ever becoming an inter-connecting highway.

Mr. Parry made reference to a remark expressed by Mr. Hean that the major road proposal came as a complete surprise to everyone concerned. Mr. Parry stated that it was no surprise to him because when he acquired his property some five years ago, he checked at the Municipal Hall and was given detailed information on the proposed route and assured that Buckingham - Burris - Sperling would never become a main artery.

With respect to a comment made by Reeve Emmott at the Public Meeting that Buckingham - Burris - Sperling is already a "route", Mr. Parry advised that these are only urban streets and, until the inter-connecting highway becomes a reality, they are being used temporarily as a route.

Mr. Parry made the following points in his Brief:

- (a) The group whom he represents is not opposed to the Deer Lake route, as recommended by the Planning Department.
- (b) The Planning Department has pointed out to Council the physical and financial problems of converting Buckingham - Burris - Sperling into an inter-connecting highway between Marine Drive, Kingsway, Grandview-Douglas Highway, the Freeway, Lougheed Highway, and Barnet Highway.
- (c) The reason for the existence of an inter-connecting highway is to funnel traffic for inter-Municipal use in a given direction and for the dispersal of freight. This flow of traffic will increase tremendously in volume as the development of Burnaby and the metropolitan area grows.
- (d) Funneling such a volume of traffic through such urban streets as Buckingham - Burris - Sperling would be very bad planning and would lead to an utterly chaotic condition for years to come. The resultant depreciation of property values in this area with its attendant drop in tax revenue is indisputable.
- (e) Equally indisputable is the financial cost of preparing Buckingham - Burris - Sperling for such traffic and, in this connection, consideration must be given to the fact that two schools are now in the process of being built in this area which means children will be compelled to traverse this heavily travelled artery.

Mr. Parry concluded by requesting that Council go on record that if it ever seriously was to consider Buckingham - Burris - Sperling as the inter-connecting highway, a Public Meeting will be called with adequate notice to which will be invited all the people concerned.

Mr. Parry added that his group is now in the process of circulating a petition in its area for later presentation to Council.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR KALYK:

"That Council accede to the request of Mr. Hean to defer action on the subject major road proposal for a period of three months following receipt by the group represented by Mr. Hean of answers to those questions which he has submitted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR CLARK:

"That all of the below listed correspondence be received."

CARRIED UNANIMOUSLY

Chairman, Burnaby Day Parade Committee, Kinsmen Club of North Burnaby, wrote seeking permission to hold a Parade on September 15, 1962 commencing at 1:00 p.m. on Hastings Street from Ingleton Avenue to Willingdon Avenue and thence south on Willingdon Avenue to the Brentwood Shopping Centre.

MOVED BY COUNCILLOR CLARK,  
SECONDED BY COUNCILLOR HARPER:

"That permission be granted to the Burnaby Day Parade Committee to conduct this Parade at the time mentioned and along the route described."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CLARK,  
SECONDED BY COUNCILLOR EDWARDS:

"That the Council now resolve itself into Committee of the Whole."

CARRIED UNANIMOUSLY

Councillor Edwards, as Chairman of the Publicity Committee, stated that the Committee had met in recent weeks to consider a brochure developed by the Burnaby Junior Chamber of Commerce. He advised that his Committee felt this brochure should reflect all the interests of the Municipality and that the production of a brochure could be undertaken on a joint basis with the Chamber of Commerce.

Councillor Edwards stated that a Mr. H. Lawrie of the Chamber of Commerce was present to elaborate on the brochure.

MOVED BY COUNCILLOR MacSORLEY,  
SECONDED BY COUNCILLOR HARPER:

"That Mr. Lawrie be heard."

CARRIED UNANIMOUSLY

Mr. Lawrie appeared and displayed the brochure which it is proposed could be used by both this Corporation and the Burnaby Chamber of Commerce to publicize the attributes of this Municipality. He explained the objects which, it is hoped, will be achieved by producing and distributing this brochure.

Mr. Lawrie also pointed out that the brochure is presently in the formative stage and that therefore changes in it could still be made.

Councillor Edwards recommended that Council approve in principle a contribution of fifty percent of the costs of

producing the brochure in question, provided:

- (a) That such costs to the Corporation do not exceed \$2,000.00.
- (b) That the Chamber of Commerce distributes 4,000 copies of the brochure within eighteen months of its receipt of the aforementioned grant from this Municipality.
- (c) That all pamphlets or advertising data supplied to the Chamber for use in the brochure be representative of Commercial or Industrial areas in the Municipality and not merely a Single Commercial or Industrial establishment.
- (d) That the format be enlarged to show a representative selection of the amenities of this Municipality.

During discussion on the foregoing recommendation, it was suggested that the brochure could contain a picture of the Municipal Hall and details of the Government of the Corporation, including its administration.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR CLARK:

"That the recommendation of the Publicity Committee, as set out above, be adopted."

CARRIED UNANIMOUSLY

MUNICIPAL MANAGER -- REPORT NO. 38, 1962.

- (1) Easement - Portion of Lot "G", Block 2, D. L. 175, Plan 21491 (Woodside).

The Manager recommended that Council authorize the acquisition of the above described easement, which is required in connection with Phase 3 of the South Slope sewer project, for a consideration of \$1.00 plus restoration of the easement area and a sewer connection.

He also recommended that Council authorize the execution of the necessary documents.

MOVED BY COUNCILLOR KALYK,  
SECONDED BY COUNCILLOR BLAIR:

"That the recommendations of the Manager be adopted."

CARRIED UNANIMOUSLY

- (2) Railway Right-of-Way - Central Park.

The Manager submitted a letter from the Central Park Committee addressed to the B. C. Hydro and Power Authority in which a request was contained that the Authority give serious consideration to the elimination of the unsightly condition of the right-of-way through Central Park and using this right-of-way for future parking.

The Manager advised that the Parks and Recreation Commission has asked that Council support the stand of the Central Park Committee on this matter.

In its letter, the Central Park Committee emphasized the attributes of Central Park and indicated that the subject right-of-way, which bisects the Park, is not compatible with the aesthetics of the Park. The Committee suggested that this right-of-way should be integrated with the future facilities of the Park by landscaping it properly and developing it as an integral part of the whole Park scheme. The Committee added that at the present time the "spur" line only serves a very limited industrial area in East Vancouver and opinionated that it is possible it will be some time before an industrial expansion will take place in this area.

The Committee further advised that it felt this area could be better used by creating a large parking area to supplement the need for spectator parking for the different types of recreational activities planned for the Park.

The Committee concluded by requesting that the B. C. Hydro and Power Authority give serious consideration to possibly eliminating the unsightliness of the right-of-way and using it for future parking.

MOVED BY COUNCILLOR BLAIR,  
SECONDED BY COUNCILLOR EDWARDS:

"That Council support the position of the Central Park Committee that the subject right-of-way should be used more for public purposes if this use is compatible with the continued utilization of the right-of-way for rail transport."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MacSORLEY:

"That the proposal of the Committee to completely eliminate the subject right-of-way be referred to the Policy Committee for further consideration."

CARRIED UNANIMOUSLY

(3) Street Light.

The Manager submitted a report of the Municipal Engineer covering the installation of a street light at the north-east corner of Keith Street and McGregor Avenue recommending that this installation be approved.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(4) Financing of Capital Works Programmes.

The Manager submitted a report outlining the current financial situation in respect of the proposed marketing by this Corporation of a debenture issue to finance capital works.

In this connection, he pointed out that the Municipality would have by now sold a debenture issue in the amount of \$985,000.00 to cover:

(a) 1961 Local Improvements -	\$700,000.00
(b) The first instalment on the Parks Capital Works By-Law -	<u>\$285,000.00</u>
Total -	<u>\$985,000.00</u>

with the proceeds of this sale being applied:

(1) To repay the Local Improvement Revolving Fund -	\$536,000.00
(2) To repay current account advances -	164,000.00
(3) To provide funds for the projected outdoor swimming pools and other minor parks capital expenditures -	<u>285,000.00</u>
Total -	<u>\$985,000.00</u>

The Manager reported that market conditions have developed owing to the confused Canadian financial picture which have prevented Burnaby from proceeding with its proposed sale and, as a result, it is necessary that a complete review be made of our position with respect to capital works completed, capital works in progress, and capital works planned. He advised that the financing arrangements with the Greater Vancouver Sewerage and Drainage District for lateral sewers requires that the Municipality do the temporary financing against the eventual sale of debentures by the District. He pointed out that the present situation is that we have temporarily financed through the sale of promissory notes due July 18, 1962 and through our current account the total sum of \$953,000.00 as of June 1962.

The Manager provided the following information as to the extent of temporary financing which has been done by the Municipality:

(a) <u>Capital Works for which permanent financing has not yet been arranged.</u>		
Sewerage and Drainage -	\$ 953,000.00	
Local Improvements -	814,000.00	
Parks -	<u>24,000.00</u>	
Total		\$ 1,791,000.00
(b) <u>Works in Progress.</u>		
Sewerage and Drainage -	\$ 446,000.00	
Balance of South Slope Sewer Project (Phase 2) Contract -	43,000.00	
Local Improvements -	<u>173,000.00</u>	
Total		<u>662,000.00</u>
		\$ 2,453,000.00
LESS that portion of the programme financed by Winter Works		<u>453,000.00</u>
Net Total		\$ 2,000,000.00

With this programme being temporarily financed by:

Local Improvement Revolving Fund -	\$ 536,000.00
Current account -	<u>1,464,000.00</u>
Total -	<u>\$ 2,000,000.00</u>

The Manager added that there are also the following proposed capital works which have not been taken into account in the above figures; they being

Paving -	\$ 1,163,000.00
Drainage -	300,000.00
Phase 3 of the South Slope Sewer Project -	750,000.00
Parks -	450,000.00
Sidewalks (2nd half year)-	<u>270,000.00</u>
Total -	<u>\$ 2,933,000.00</u>

The Manager stressed that the cash position of the Corporation must be examined in the light of the possible indefinite postponement of permanent financing and this examination must extend to future works as well as those completed and in progress.

He reported that the present situation as regards current account advances to the capital account in the amount of \$1,464,000.00 can be protected without undue difficulty or hardship by the temporary use of the surplus account and certain non-statutory reserves; for example:

Surplus Account -	\$ 800,000.00
Equipment Replacement -	400,000.00
Reserve for Debt Retirement -	160,000.00
1962 Budget Reserve for Capital Expenditures -	200,000.00
1962 Budget Reserve for Storm Sewers -	<u>204,000.00</u>
	<u>\$ 1,764,000.00</u>

The Manager also advised that should it not be practicable for either the Corporation or the Greater Vancouver Sewerage and Drainage District to market debentures before the year end, our cash position can be adequately handled provided the above accounts are protected and there is no further commitment for temporary capital financing. He added that this would entail the cancellation of all the works programme totalling \$2,933,000.00 until such time as the market for Municipal debentures improves to the extent where we could sell our debenture issue.

The Manager reported that it is realized this would be a most drastic step to take and, as a means of avoiding it, the financial problem was discussed with officials of the Royal Bank of Canada to determine whether they would be prepared to arrange a capital loan for the Municipality, a loan which would not affect the normal Hypothecation Loans in 1963. On this matter, the Manager advised that it appears possible the Royal Bank will set up such a capital loan in the amount of \$1,500,000.00 which, if obtained, would make it possible to examine the proposed capital works programme to ascertain



which works should continue (including the scale of such works) and those works that must be postponed for the time being.

He added that such examination should preferably take into account such factors as the Municipal work force, and the existence of a gravel contract, a paving contract, and a trucking contract.

The Manager further reported that it is considered that, should the capital loan of \$1,500,000.00 be made available, it should then be possible to plan capital works in the amount of \$800,000.00. He pointed out that the imminence of Phase 3 of the South Slope Sewer project and the Parks project do not improve any of the factors mentioned above and it is felt the South Slope project should be postponed for the present. He added that the Parks project is in the formative stage at this time and it is felt this could continue to the stage of being ready for tender call, at which time the situation can be re-assessed and the project delayed or proceeded with as conditions warrant.

Of the balance of the programme, the Manager advised that it is considered the impending sidewalk programme should be prepared but any decision on it withheld under present conditions and no portion of the \$300,000.00 should be allocated for this purpose.

The Manager recommended that the subject \$800,000.00 be apportioned, as follows:

Local Improvement Paving Programme -	\$500,000.00
Drainage -	300,000.00

He pointed out that this would provide no funds for Waterworks and that therefore circumstances may require some future re-allocation if a definite need arises for such works.

The Manager concluded by advising that it is deemed prudent for Council to adopt this "wait and see" attitude at this time.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR CLARK:

"That the report of the Municipal  
Manager be adopted."

CARRIED UNANIMOUSLY

(5) Combined Dance Studio and Supper Club - 4461, 63, 65, 67  
Lougheed Highway.

The Manager reported that an application has been received for permission under Section 13 of the Town Planning By-Law to operate a combined Dance Studio and Supper Club on the above noted property.

He advised that the Building Department has indicated that alterations proposed to the premises present no insurmountable difficulties and the Health Department has given approval, subject to:

- (a) The kitchen area being enlarged.
- (b) The floor covering in the kitchen area being grease resistant.
- (c) The provision of adequate staff sanitary facilities.

- (d) The number of public sanitary facilities being increased.
- (e) The dishwashing facilities being improved (a triple compartment sink or automatic dishwasher):
- (f) A grease trap being provided.
- (g) An adequate hot water supply being provided.
- (h) Adequate refrigeration being provided.
- (i) The provision of adequate ventilation of the rest rooms, kitchen and dining area.

The Manager added that the Planning Department favours the site because of the Commercial zoning and its remoteness from a Residential area. He pointed out that the Department has expressed some concern as to the use of the parking area on the south side of Loughheed Highway because this would lead to jaywalking. On this matter, the Manager advised that it is felt this might necessitate some action on the part of the Department of Highways or, more preferably, a re-arrangement of the parking plans to eliminate use of the lot on the south side of the Loughheed Highway.

The Manager recommended that permission be granted to use the property for the stated purpose, subject to the property being brought into full conformity with Municipal and Provincial Health laws and regulations and also requirements of both the Building and Fire Departments of this Corporation prior to the licence for the operation being issued.

MOVED BY COUNCILLOR KALYK,  
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Manager  
be adopted."

CARRIED UNANIMOUSLY

(6) Subdivision Application - Portion of Lot 1, Block 11,  
D. L. 131, Plan 6912.

The Manager reported that a subdivision of the above described property was tentatively approved on August 2, 1961 and has not been advanced because of drainage problems which involve adjoining property to the south.

He advised that the owner of this adjoining land had at one time expressed agreement with the granting of the required easement (so the Corporation was informed) but this agreement was subsequently withdrawn.

In order that the subdivision of the subject Lot 1 may proceed, the Manager recommended that Council authorize the acquisition by expropriation if necessary of a 15 foot easement for drainage purposes over Lot 2, Block 11, D. L. 131, Plan 6912, as more particularly shown on Engineering Drawing No. B-177.

The Manager added that, by letter dated December 29, 1961, the developer of the subject Lot 1 agreed that if expropriation was found necessary it would be at the developer's expense.

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the  
Manager be adopted."

CARRIED UNANIMOUSLY

(7) Easement - Portions of Lot 29, Block 4, D.L.'s 6,8 and 56, Plan 17068 (Fielder).

The Manager advised that on June 26, 1962, the Council authorized the acquisition of an easement over the above described property subject to certain conditions.

He advised that, inadvertently, one of the conditions was omitted; the condition being that the owner had requested permission to construct a concrete or stone retaining wall around the north-easterly side of the asphalt driveway which crosses the 20'x 20' portion of the easement area.

The Manager recommended that Council include this additional condition in its approval of the acquisition of the subject easement.

MOVED BY COUNCILLOR MacSORLEY,  
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR BLAIR:

"That the Committee now rise and report."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY COUNCILLOR BLAIR,  
SECONDED BY COUNCILLOR EDWARDS:

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

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR BLAIR:

"That "BURNABY ROAD ACQUISITION &  
DEDICATION BY-LAW NO. 10, 1962"  
"BURNABY ROAD ACQUISITION & DEDICATION  
BY-LAW NO. 9, 1962"  
be now reconsidered."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR BLAIR:

"That "BURNABY ROAD ACQUISITION &  
DEDICATION BY-LAW NO. 10, 1962"  
"BURNABY ROAD ACQUISITION & DEDICATION  
BY-LAW NO. 9, 1962"  
be now finally adopted, signed by the  
Reeve and Clerk and the Corporate Seal  
be affixed thereto."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR MacSORLEY,  
SECONDED BY COUNCILLOR EDWARDS:

"That "BURNABY TOWN PLANNING BY-LAW 1948,  
AMENDMENT BY-LAW NO. 16, 1962"

This By-Law provides for the following rezoning:  
FROM LOCAL COMMERCIAL TO RESIDENTIAL SINGLE FAMILY - The  
South 60 feet of Lot 2, Blocks 135/136, D. L. 92, Plan 2447

"BURNABY TOWN PLANNING BY-LAW 1948,  
AMENDMENT BY-LAW NO. 18, 1962"

This By-Law provides for the following rezoning:  
FROM HEAVY INDUSTRIAL TO AGRICULTURAL:

- (a) Lot 6 except west 88 feet, Block 12, D.L. 173, Plan 1034
- (b) Lot 6 west 88 feet, Block 12, D. L. 173, Plan 1034
- (c) Lot "A" explanatory plan 14896, S.D. 7, Block 12,  
D. L. 173, Plan 1034.

be now reconsidered."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR MacSORLEY,  
SECONDED BY COUNCILLOR KALYK:

"That "BURNABY TOWN PLANNING BY-LAW 1948,  
AMENDMENT BY-LAW NO. 16, 1962"

"BURNABY TOWN PLANNING BY-LAW 1948,  
AMENDMENT BY-LAW NO. 18, 1962"

be now finally adopted, signed by the  
Reeve and Clerk and the Corporate Seal  
be affixed thereto."

CARRIED UNANIMOUSLY

Reeve Emmott directed that:

(a) "BURNABY TOWN PLANNING BY-LAW 1948, AMENDMENT BY-LAW  
NO. 15, 1962"

(b) "BURNABY TOWN PLANNING BY-LAW 1948, AMENDMENT BY-LAW  
NO. 19, 1962"

be brought forward at the next meeting of Council for further  
consideration.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

"That leave be given to introduce  
"BURNABY ROAD ACQUISITION & DEDICATION  
BY-LAW NO. 7, 1962"

"BURNABY WATERWORKS CONSTRUCTION & LOAN  
BY-LAW 1958, AMENDMENT BY-LAW 1962"  
and that they be read a First Time."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR BLAIR:

"That the By-Laws be read a Second Time."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR BLAIR:

"That the Council resolve into  
Committee of the Whole to consider  
the By-Laws."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR BLAIR:

"That the Committee rise and report  
the By-Laws complete."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR BLAIR:

"That the report of the Committee  
be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR BLAIR:

"That "BURNABY ROAD ACQUISITION &  
DEDICATION BY-LAW NO. 7, 1962"  
"BURNABY WATERWORKS CONSTRUCTION &  
LOAN BY-LAW 1958, AMENDMENT  
BY-LAW 1962"  
be now read a Third Time."

CARRIED UNANIMOUSLY

The Meeting then adjourned.

Confirmed:

Certified Correct:

  
REEVE

  
DEPUTY CLERK