

NOVEMBER 8, 1971

An adjourned meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Monday, November 8, 1971 at 7:00 p.m.

PRESENT: His Worship, Mayor Prittie in the Chair;
Aldermen Blair (7:07 p.m.); Clark, Drummond,
Emmott; Ladner; Mercier and McLean;

ABSENT: Alderman Dailly;

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN EMMOTT:
"That the Minutes of the Council meeting held on November 1, 1971 be adopted as written and confirmed."

CARRIED UNANIMOUSLY

MAYOR PRITTIE welcomed Councillor Harker, who was visiting the municipality from Claresholm, Alberta.

MAYOR PRITTIE then proclaimed the period between November 8th and 14, 1971 as "Youth Appreciation Week".

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DELEGATIONS

The following wrote requesting an audience with Council in connection with Burnaby Noise or Sound Abatement By-law 1971:

- (a) The Canadian Manufacturers' Association
- (b) Automotive Transport Association of B. C.
- (c) Dominion Glass Company Ltd.
- (d) Vancouver Gas Model Club
- (e) The Burnaby Model Air Aces
- (f) Burnaby Chamber of Commerce
- (g) Burnaby S.P.E.C.

Before hearing the delegations, Mr. L. E. Penner, Environmental Technology, B. C. Institute of Technology, was permitted to provide examples of decibel readings of a variety of common sounds with the use of meters.

ALDERMAN BLAIR ARRIVED AT THE MEETING.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:
"That all of the delegations be heard."

CARRIED UNANIMOUSLY

(a) Mr. James A. Rankin, Manager, British Columbia Division, The Canadian Manufacturers Association, first appeared and presented a Brief on Burnaby Noise or Sound Abatement By-law 1971, which contained the following points:

- (1) As Burnaby is the first major British Columbia community to consider a comprehensive by-law involving all activities in the community causing noise, it is important that the views of manufacturers be received because the By-law would, in all likelihood, be used as a guide by other jurisdictions considering similar legislation.
- (2) When adopting new legislation embodying new procedures or requiring major modification to existing equipment or production facilities, it is customary to include in the legislation a date for compliance with all of its provisions.

The draft By-law lacks this necessary ingredient and it was being recommended that a Section in substantially the following form, be added:

"Sections 9 and 10 shall not come into force or take effect until five years after the effective date of this By-law for companies resident in the municipality on the date the By-law is approved."

The reason for this proposal is that Sections 9 and 10 set a decibel rating for concerns located in areas that include industrial establishments. From experience, it is impractical to enact legislation of the type envisaged one day and expect it to be complied with the next. Some of the plants or installations not presently meeting the requirements of the proposed By-law will need to make engineering studies, design special abatement equipment or installations, order same and finally install the equipment, all of which takes considerable time.

Some of the members of the Association in Burnaby, with easily remedied noise sources, have already taken steps to comply with the requirements of the proposed By-law, while others are reporting progress in their endeavours. Those firms with less easily solved problems will require time and the expenditure of considerable sums of money to meet the requirements. Such costs will ultimately be borne by the general public.

- (3) A report produced by the U.S. National Industrial Pollution Control Council (May, 1971) recommends noise levels to be achieved for new models in 1973, 1978 and 1983. This report reasons that "the state of the art of noise suppression is not likely to make rapid quantum jumps but will undoubtedly advance step by step. A phased programme is therefore more feasible than one which assumes technological goals not now clearly discernible".
- (4) In Great Britain, amendments to regulations pertaining to noise and smoke emissions are proposed to reduce requirements for lorries and buses manufactured on or after April 1, 1974, and first used on or after October 1, 1974.
- (5) Another important deficiency in the proposed By-law is the lack of any provision for breakdowns which occur from time to time in industrial operations. For reasons of safety, it is not always possible to correct the problem immediately nor shut down the production facilities.

This fact should be recognized and provision made for plants to exceed the By-law requirements on an emergent basis, providing the Municipal Engineer has been contacted and the problem and remedial measures planned conveyed to him, and he is satisfied they are legitimate and reasonable.

- (6) While the proposed noise measurement differential for day and night operations is suitable for many manufacturers who can schedule work for daytime, it is not practical for the continuous-process type of industry where the operation is the same day and night. A paragraph should be inserted in the By-law to specify that continuous-process type operations shall not cause continuous noise or continuous sound which exceeds 65 DBA's.
- (7) Although most of the members of the Association are not engaged in the trucking business, they are dependent upon trucking in some form or another.

The decibel ratings in the proposed By-law have been set at levels which cannot be met, even by owners of new vehicles. This will cause a needless amount of confusion and could disrupt the orderly flow of business in the municipality.

The City of Edmonton ceased attempting to apply the provisions of its Noise By-law to motor vehicles using the Freeway through town owing to the inability of the owners to meet the standards set out in the legislation and the resultant congestion of traffic if enforcement was attempted. The Edmonton Noise Limits are very similar to those set out in the proposed Burnaby By-law.

- (8) It would be unwise to set standards which the municipality would have difficulty in enforcing; instead, it would appear to be more practical to await the adoption of Provincial Noise Standards for motor vehicles.
- (9) The foregoing is submitted in an attempt to assist Council in promulgating legislation which is practical from an operating and enforcement point of view and, more particularly, to achieve the objective of reducing the level of objectionable noise in the municipality.

(b) Mr. R. E. Hunt, Secretary-Manager, Automotive Transport Association of B. C., next spoke in connection with the By-law under discussion and presented a Brief containing the following views of the Association on the matter:

- (1) All references to motor vehicles, motor vehicle noise emissions, the Motor Vehicle Act, and any or all related references, should be removed entirely from the By-law.
- (2) The Municipality should in whatever manner it deems fit, submit to, conduct liaison and co-operate with, the Provincial Government for the purpose of expediting the promulgation of uniform regulations governing the emission of noise from motor vehicles.
- (3) The 87 DBA's in the By-law governing motor vehicle noises has created a situation whereby it will be impossible to comply.

- (4) Though the municipality has the authority to regulate noise within its boundaries, it does not possess such authority for noises emanating from motor vehicles inasmuch as this power is vested in the Lieutenant-Governor-in-Council under the Motor Vehicle Act.
- (5) The regulation of vehicle noise emissions by a single municipality could lead to an abysmal situation with every other municipality in the Lower Mainland attempting to legislate its opinions on the matter.
- (6) The Association is acutely aware of the problems associated with the emission of noise from motor vehicles and, in addition to constantly reminding its members of the inconvenience and discomfort to the public caused by improperly maintained vehicles and inconsiderate drivers, a programme of liaison with Provincial authorities has been maintained.
- (7) If sounds from motor vehicles are measured from a distance of 15 feet and a standard of 85 DBA's in a 30 m.p.h. zone is used, the following will result:
 - (i) The largest majority of commercial transport vehicles will not be able to use the roads.
 - (ii) The economic life of Burnaby will be crippled by denying raw materials to factories.
 - (iii) Tax-paying corporate citizens of the municipality who operate truck terminals will be denied the right of access to or egress from their municipal revenue-producing facilities.
 - (iv) The stocks of retail stores which are completely and entirely dependent upon truck transports will be seriously depleted.
 - (v) A chain reaction throughout the Lower Mainland will be initiated, which will have the most serious consequences.
- (8) The State of California has regulations which are more reasonable and seem to work very well.
- (9) Vehicle noise emissions are not confined to exhaust noises; rather, they derive from no less than the following five major sources:
 - (a) Exhaust
 - (b) Mechanical
 - (c) Fans
 - (d) Air Intake
 - (e) Tires
- (10) A four-cycle naturally aspirated Diesel engine, operated at optimum reading on an approved meter, will produce precisely the same DBA rating for both exhaust and mechanical noise, while a four-cycle turbo charged Diesel will produce five DBA less exhaust noise than mechanical noise.
- (11) There is a definite need for uniform regulations applicable to all new vehicles, as manufactured, so that all units can be built to the same requirements and there is also a need for uniform noise limitations with respect to vehicles already in use. Because of the difference in

conditions under which vehicles in use are operated as compared with new vehicles, the noise limitations applicable to vehicles already in operation should be somewhat higher than the noise limitations applicable to new vehicles.

- (12) Heavy trucks are built in so many different configurations with a wide range of gross weights, many different engines having a wide range and with many individual specification variations, that any differences in noise limitations between various municipalities would present a completely impossible manufacturing situation.

(c) Mr. J. M. Katrusiak, Plant Manager, Dominion Glass Company Limited, next spoke and presented a Brief containing the following points on the proposed By-law at hand:

- (1) The Burnaby Plant of the Company, which is located at 6850 - 20th Avenue, was established in 1954 on industrial land purchased from the municipality, first as a warehouse and later (in 1965) as the first glass bottle manufacturing plant in B. C.
- (2) The Plant is considered one of the most modern in the Continent, if not in the World. The glass melting and forming equipment is standard and some of it may be considered as a source of above average sound, but there is no other type of glass making equipment available at this time which would ameliorate these sound level conditions.
- (3) All glass bottle plants in the world operate on a continuous basis.
- (4) In the past two years, the Company has conducted several surveys to identify and isolate specific sources of sound in its factory. This has enabled the Company, after spending considerable time, effort and money, to remedy some of the problems.
- (5) The solution to the other remaining sound sources is extremely complex and would require research, design and development work to correct. The costs in connection therewith would be astronomical.
- (6) It was being recommended that the following be considered before noise abatement legislation is enacted:
 - (a) That continuous process industries, because of the nature of their operation, be exempt from the "night time" provision in the By-law.
 - (b) That, because of the time required for engineering studies, development and acquisition of specialized abatement equipment consistent with economic replacement practices, the implementation date for Sections 9 and 10 of the By-law be no sooner than five years from the date the By-law is passed.
 - (c) That, because of the varying topography and land uses, sound level readings be taken at the nearest residential property line rather than at the industrial property line.

(d) Mr. Angus J. Macdonald, Manager, Burnaby Chamber of Commerce, next spoke and submitted a Brief containing the following points on the subject By-law:

- (1) Control of noise in Burnaby, without similar controls in surrounding municipalities, will accomplish very little.
- (2) The economic effects of such controls in one area, where there are no corresponding regulations in another area, is also a matter of concern.
- (3) It was being recommended that Council defer action on the By-law at this time until there is an opportunity to consider a report the Pollution Committee of the Greater Vancouver Regional District is producing in respect of noise control.
- (4) The effect of the By-law will be that continuous process industries will need to operate at all hours at the day time levels cited in the By-law. This places them at a disadvantage in respect of other industries that may make more noise during their working hours.

It was therefore being recommended that continuous process industries be considered as a separate category and that a level of 5 DBA above the night time level allowed for other industries be placed in the By-law.

- (5) Paragraph 5 on Page 3 seems to be unnecessary because its contents are already covered in Paragraphs 3 and 6.
- (6) The clause "or at a distance of not less than 15 feet from the source of the said continuous noise or said continuous sound" should be clarified as to its meaning and, because it is felt this is an instruction on the technique of measuring noise, the clause should be included in Schedule "C".
- (7) It is impossible to discuss the levels indicated in Paragraphs 9 and 10 on Page 4 without also considering Section 16, which indicates that the permitted levels will be reduced by 5 DBA on the 30th day of September, 1976.
- (8) It is absolutely impossible for any existing plants to reduce noise levels overnight because of the time it will take to:

- (a) Have an engineering survey made and a Technical Report submitted.
- (b) Acquire abatement equipment.
- (c) Install such equipment.
- (d) Evaluate the situation.

- (9) If Council proposes to enforce the By-law immediately, the following three options are available:
 - (a) Raise the allowed noise levels.
 - (b) Close any offending plant.
 - (c) Ignore the By-law.

Because the latter two courses of action are likely not acceptable to Council, it would appear the most prudent action would be to implement the By-law immediately with levels of 70 DBA during the day and 60 at night, with a reduction to 65 DBA during the day and 55 DBA during the night two years hence. A further reduction in five years time to 60 DBA during the day and 50 during the night should be considered.

- (10) The foregoing, if accepted by Council, would still allow effective control of blatant offenders who can readily rectify their sound emissions and still permit sufficient time for those industries which require major work to reduce their noise levels.
 - (11) It is understood that, if continuous noise levels at residential property lines do not exceed 50 DBA, there are no major complaints.
 - (12) It was also being recommended that any new plant, or new machinery placed in any present plant, meet sound control levels for the next succeeding period and that this control be exercised when building permits are being obtained.
 - (13) Noise control for vehicles can be handled much more effectively on a Provincial scale and therefore Council should, in concert with other municipalities, urge the Provincial Government to enact legislation on the matter.
 - (14) There should be a system of permits, or some other method of allowing for noise, when a breakdown in an industrial plant occurs because, in many instances, it is impossible to close immediately due to many safety factors involved.
 - (15) According to a publication entitled "General Radio Company Hand Book of Noise Measurements", the spread between the ambient level and the level of the noise to be measured should be greater than 3 DBA. 5 DBA would seem to be the appropriate measurement to be used.
 - (16) No tests should be attempted when the wind velocity is fifteen miles per hour, rather than twenty-five miles per hour, because of the fluctuations in readings caused by winds of this magnitude.
 - (17) The noise levels proposed above will accomplish the aims of Council and will allow for control of flagrant offenders.
- (e) Mr. D. Mallard, Executive Director of S.P.E.C., next spoke on the By-law and made the following points in his submission:

- (1) The Council is to be congratulated for having the Noise Abatement By-law prepared because this will be the first objective legislation of its type in the Province of B. C.
- (2) The By-law should be valid, realistic, enforceable and should deal fairly with major noise problems in the municipality.
- (3) The By-law continuously refers to noise and/or sound in context which may be inappropriate, and thus some confusion might arise in interpretation. In order to overcome this problem, noise should be defined as "sound which by its composition, intensity, duration, repetition rate or random occurrence, is judged to be unwanted, undesirable or unacceptable".
- (4) Page 2 of the By-law refers to "noise or sound level" correctly as being sound pressure level measurements whereas on Page 1 in the definition of a "DB" reference is made to power ratios rather than sound pressure ratios. In order to avoid technical confusion, it was being recommended that the "DB" be changed.
- (5) The definitions of continuous sound, non-continuous sound, continuous noise and non-continuous noise, plus the different permissible DB levels assigned to both the continuous and non-continuous factors, are confusing and will introduce complexities of interpretation. Any noise legislation is concerned basically with minimizing noise exposure to human beings but, since humans exhibit differing responses, are subject to variable degrees of habituation and therefore it is very difficult to define what is continuous or non-continuous noise or sound in terms of perceived annoyance.
- (6) It was therefore being suggested that attempts be made to directly define noise or sound annoyance factors based on the definitions and levels prescribed under continuity and non-continuity.
- (7) The reference in the By-law to daytime maximum levels of 55 DBA is an admirable low maximum level to strive for but maybe impossible to achieve, particularly in areas of high traffic density and in those sections of residential areas adjacent to commercial or industrial districts.

It was being recommended that maximum levels be set at 55 - 60 DBA for the first year, reducing to 55 DBA in the second year.

- (8) Because Section 8 of the By-law may also be considered beyond achievement for the same reasons, it was being recommended that the levels of noise permitted be 45 - 50 DBA for the first year, reducing to 45 DBA in the second.
- (9) It is most probable that, at this moment, industries who operate on a 24 hour basis will be unable to achieve the differential of 10 DB between day and night operations.

It was therefore being recommended that the permissible levels for industry be similar for both day and night time and that the upper level for the first year be 65 DBA, reducing to 60 DBA in the second year.

- (10) An initial two-year programme will enable industry to plan its control and expenditure with maximum efficiency, thus avoiding what may otherwise be a debilitating "crash" programme.
- (11) Sections 11 and 12 of the By-law, which deal with noncontinuous noise, are considered superfluous in view of the preceding comments regarding continuity and non-continuity.

It was therefore being recommended that waiver clauses be inserted in the By-law to exempt such sound sources.

- (12) It is obvious that the permissible levels in commercial districts will be difficult to achieve due to traffic noise. Perhaps this can be overcome by amending the Zoning By-law or temporarily exempting specific areas of commercial districts from the Noise By-law.
- (13) Section 14 of the By-law, which prescribed a maximum limit of 80 DBA, will be met by most modern vehicles that are maintained in good condition.
- (14) The permissible limit of 85 DBA under Section 13 will not be met by many existing trucks so it was being suggested that this limit be increased to 90DBA for the first year, reducing to 85DBA in the second.
- (15) Enforcement of the Noise By-law insofar as motor vehicles are concerned may present some problems in terms of those vehicles not normally operating in the municipality but only passing through. It is obvious Provincial Vehicle Noise legislation is essential, with testing and enforcement being carried out within the municipalities.
- (16) Apart from aircraft noise, traffic noise causes more complaints from the Community than any other source. Planning of residential areas with noise buffer zones, improved traffic routing with orderly flows, is imperative.
- (17) It was being recommended that clauses be inserted into the By-law that establish maximum limits of intrusive noise into residences. These should be 40 DBA daytime, 30 DBA night time or, if considering fluctuating intermittent noises above the ambient of distant traffic or industrial noises, these levels could be specified at 50DBA peak daytime and 40 DBA night time as measured on the Sound Level Meter Fast Response.
- (18) It was also being recommended that the following clause be inserted in the By-law:

"No person or persons shall produce any noise or sound at any public gathering or concert that imposes a sound level of greater than an average of 92 DBA on any member of the congregation or audience unless it is advertised in advance that the sound levels may cause temporary hearing impairment"
- (19) Permitting 87 DBA of noise from power tools is somewhat excessive and should be reduced to at least 80 DBA. Moreover, the wording of the section involved (22) and Sections 7 and 8 should be such that the loophole is closed.

- (20) To obtain meaningful interpretative readings and in conformity with human auditory response characteristics it would be preferable to take readings with the fast response setting. However, realizing that personnel taking readings of noise or sound occurrences may not necessarily be experienced measurement interpreters, slow response measurements could be acceptable.
- (21) It was being recommended that Schedule "C"(1) be extended to permit:
 - (a) Fast response measurements.
 - (b) Impulse measurements.
 - (c) Octave band analysiswhen deemed desirable.
- (22) Section 7, which pertains to a wind velocity of 25 m.p.h., is too high and it was being recommended that this be changed to a maximum of 15 m.p.h.

Nov/8/1971

(f) Mr. Frank S. Foyster, President, Burnaby Model Air Aces, then spoke on behalf of his own group and the Vancouver Gas Model Club, and made the following points in his submission:

- (1) Model Aircraft sound is intermittent, created in areas to be tolerant to residential development and with a congenial and co-operative respect.
- (2) The sport is conducted solely for the achievements of the members and toward the advancement of youth to the field of both earthly aviation and aerospace.
- (3) A model of a proposed aircraft is always made, for wind tunnel and other aerodynamic tests, before the real one is constructed.
- (4) Sound readings of model aircraft engines were taken in the presence of Mr. G. Harvey, a student at B. C. I. T. working under the direction of the Greater Vancouver Anti Noise Sound Testing Committee. The tests were made in the Central Valley Complex (C. G. Brown Memorial Swimming Pool), and this resulted in readings of between 60 and 70 DBA at distances ranging from 225 feet to 528 feet with non-muffled engines in three different airplanes, and with a background noise level ranging between 40 and 58 DBA. This background noise was coming from the rink where lacrosse was being played with a P.A. system in use.

With a muffled FOX .35, at a distance of 225 feet, the measurement was 48 to 53 DBA while the background noise ranged between 56 and 58 DBA.

- (5) A normal conversation at three feet distance is 60 DBA and an average automobile at 15 feet is 70 DBA.
- (6) The model aircraft industry has developed mufflers which will abate sound to acceptable levels, tolerable to within 100 feet.
- (7) The aircraft clubs involved have made the use of mufflers mandatory for motors with a 0.15 cubic centimeter displacement and over.
- (8) Sections 24 and 28 and Schedule B of the By-law have caused the Model Air Craft Clubs concern because these parts of the By-law are too abrupt, without breadth and without miscellaneous factors for application. For example, there are model aircraft, such as gliders, which make no sound whatsoever but are prohibited by Section 24. There is also no leniency shown toward muffled aircraft engines.

The word "noisy" in Section 24 is an assumption and not necessarily correct.

- (9) Singling out model aircraft activities is discriminatory as all other sports, such as baseball, soccer, football, etc., can make as great or greater intermittent noise.
- (10) As regards the safety factors pertaining to the flying of model aircraft, there have been two events during the past 15 years which were the result of the lack of parental control. In both instances, the injuries were theoretically self-inflicted.

Nov/8/1971

Even with a very infinite chance of accident, all members of the Model Aircraft Clubs are covered by \$300,000.00 P.D. and P.L. Insurance.

- (11) The M.A.A.C. Competition regulations are rigidly enforced. Very few sports, if any, demand that the individual participant carry such an Insurance.
- (12) It was being recommended that the reference to model aircraft in Sections 24 and 28 and in Schedule B be deleted from the proposed By-law so as to allow the Model Aircraft Sport to continue uninterrupted and unrestricted with the same freedom granted to all other sports.

The following persons submitted letters offering their opinions on the proposed Noise or Sound Abatement By-law under consideration:

- (a) Mr. D. B. Weston
- (b) Mrs. Sylvia Clarke
- (c) Mr. D. Roberts
- (d) Mr. and Mrs. A. D. Chapman and others
- (e) Mr. John J. Uselman
- (f) Mrs. P. Myklebust
- (g) Mr. J. A. Porterfield
- (h) Mrs. H. L'Estrange

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN MERCIER:

"That all submissions received this evening by Council in connection with Burnaby Noise or Sound Abatement By-law 1971 be referred to the Technical Committee which is concerned with Noise Control for study and report; and further, the By-law mentioned be given two readings this evening and then be held in abeyance until the Technical Committee submits its report."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:

"That leave be given to introduce "BURNABY NOISE OR SOUND ABATEMENT BY-LAW 1971" #6003 and that it now be read a First Time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:

"That the By-law be now read a Second Time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:

"That the Council do now resolve into a Committee of the Whole to consider and report on the By-law."

CARRIED UNANIMOUSLY

Nov/8/1971

In response to a question, the Chief Public Health Inspector stated that he expected the report of the Technical Committee will be submitted to Council in approximately one months time.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:

"That the Committee do now rise and report "progress on the By-law."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

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MAYOR PRITTIE DECLARED A RECESS AT 8:50 P.M.

THE COUNCIL RECONVENED AT 9:05 P.M.

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ORIGINAL COMMUNICATIONS

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"That all of the below listed Original Communications be received."

CARRIED UNANIMOUSLY

Pastor, Westminster, Seventh-day Adventist Church, wrote to request permission to hold the Annual Ingathering Appeal during the period between December 1st and December 23, 1971.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN BLAIR:

"That permission be granted to the Church to conduct its campaign at the time indicated."

CARRIED UNANIMOUSLY

City Clerk, City of New Westminster, submitted a letter containing a resolution seeking support for a stand the Council of New Westminster has taken to unalterably oppose policies that lead to the conclusion that any responsible governmental body is in favour of the Hydro-electric tampering with the ecology of the Fraser River and its fish-carrying tributaries.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:

"That the subject of the submission from the City of New Westminster not be considered because:

- (a) It is felt to be beyond the jurisdiction of municipal government.

Nov/8/1971

- (b) The lack of knowledge about the matter, including all of its ramifications, makes it difficult to adequately evaluate the merits of the proposal."

CARRIED

AGAINST -- ALDERMEN McLEAN
AND DRUMMOND

George and Dorothy McArthur submitted a letter expressing appreciation for the manner in which an emergency crew remedied a problem which occurred on October 24th when the sewer servicing Silver Birch Manor at 6950 Linden Avenue surcharged and flooded the basement of the building.

Minister of Highways wrote to advise that his Department will bear in mind the offer of Council that his Department avail itself of the services of the Burnaby Engineering Department in surveying traffic problems pertaining to Highway 401 and arterial highways in the municipality.

Mr. A. W. Chapman wrote to draw attention to problems caused by the fact Marine Drive is used by truck traffic.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That Item 12 of the Municipal Manager's Report No. 71, 1971, which deals with the subject of the letter from Mr. Chapman, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

The following is the substance of the report from the Manager:

(12) Truck Traffic on Marine Drive (Chapman)

The Municipal Engineer has advised as follows on the complaint from Mr. Chapman:

- (a) During the study which was made preparatory to enacting the "Truck Routing By-law", every effort was made to eliminate, wherever possible, trucks from a street.
- (b) In the case of Marine Drive, there were not alternate suitable streets on which to direct truck traffic.
- (c) In the report submitted to the Traffic Safety Committee, the count data on truck volumes was presented for the sole purpose of information, not to justify the use of Marine Drive as a Truck Route. Additional counts will not prove any more than the fact trucks do use Marine Drive, something about which the Engineering Department is already aware and has never tried to deny.
- (d) Work on the proposed new relocated Marine Drive will likely not begin for at least six years.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That the report of the Manager be received and the information contained therein be conveyed to Mr. Chapman as representing the position of Council in regard to his complaint."

CARRIED UNANIMOUSLY

Nov/8/1971

Mr. B. Vogt submitted a letter urging Council to take action to prohibit the noise from train whistles which cause a nuisance to many residents of the municipality.

Manager, Railway Operations, B. C. Hydro and Power Authority, submitted a letter providing an explanation in regard to the need for trains to blow their whistles when approaching crossings of roads.

The following proposals, which were designed to eliminate the practice of trains using whistles while travelling through the municipality, were advanced during consideration of the letters from Mr. Vogt and the B. C. Hydro and Power Authority:

- (a) That stop signs be reinstalled on all streets where they cross railway lines.*
- (b) That train engines be equipped with flashing lights, to be activated when approaching a crossing, so that the train can be seen by motorists.*
- (c) That grade separations be provided at the more heavily-used crossings so that vehicular traffic would in no way be impeded by trains.*
- (d) That some of the streets be cul-de-saced at the railway lines and overpasses be provided for vehicular traffic.*
- (e) That the Board of Transport Commissioners be asked to establish a policy which would allow the operators of trains to exercise discretion in the use of whistles and horns at grade crossings, instead of being required to do this every time.*

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DRUMMOND:

"That a resolution be prepared for the U.B.C.M. and the Canadian Federation of Mayors and Municipalities aimed at requiring railways to contribute, in urban areas, toward the resolution of grade crossing problems."

MOVED BY ALDERMAN EMMOTT, SECONDED BY ALDERMAN BLAIR:

"That the previous motion be tabled until more information is received in regard to the general subject under consideration."

CARRIED

AGAINST -- ALDERMAN DRUMMOND

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN LADNER:

"That the City of Edmonton be asked to provide information as to the measures which were introduced there to prohibit the practice of trains blowing whistles and horns while travelling in the City."

CARRIED UNANIMOUSLY

City Clerk, City of Port Moody, submitted a letter soliciting the support of Burnaby in a joint submission to the Department of Highways aimed at upgrading Barnet Highway to adequately meet present and near future traffic conditions.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN BLAIR:

"That Council resolve to co-operate with the City of Port Moody in the preparation of a submission designed to produce an upgrading of Barnet Highway or any other appropriate route(s) that will accomplish the joint objectives of both municipalities; and further, staff act in accordance with this intent."

CARRIED UNANIMOUSLY

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TABLED ITEM

The following matter was then lifted from the table:

Proposed Improvements to Grimmer Street from Dunblane Avenue to Marlborough Avenue

MOVED BY ALDERMAN EMMOTT, SECONDED BY ALDERMAN MERCIER:

"That this matter be retabled until the November 15th meeting when it is expected the Municipal Manager will have a report for Council answering the questions posed at the November 1st meeting of Council."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN BLAIR:

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

CARRIED UNANIMOUSLY

ALDERMAN EMMOTT LEFT THE MEETING.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN CLARK:

"That a Public Hearing be held on Monday, November 22, 1971 at 6:45 p.m. in the Council Chambers of the Municipal Hall to receive representations in connection with the following rezoning proposal:

Reference RZ #13/71"

From C3 and P8 to CD

(4989, 4969, 4949 Bennett Street,

4950 to 4956, 4980 & 5000 Kingsway)

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:

Nov/8/1971

- (a) RESOLVED: "That nominations for the forthcoming Municipal Election be held at the Municipal Hall, 4949 Canada Way, Burnaby 2, B.C., on November 29, 1971, from 10:00 o'clock a.m. to 12:00 o'clock Noon."
- (b) RESOLVED: "That JOHN H. SHAW be and is hereby appointed Returning Officer, and EDWARD A. J. WARD be and is hereby appointed Deputy Returning Officer for the purpose of taking the vote of the electors at the forthcoming Municipal Election to be held December 11, 1971, and that authority be granted to the Returning Officer to appoint his own Deputy Returning Officers within the Polling Divisions."
- (c) RESOLVED: "That in case a poll is required for the Election, Polling Stations be opened on December 11, 1971, between the hours of 8 a.m. and 8 p.m. at the following places:
- | | |
|----------------------------|--|
| 1. Gilmore School | 17. Marlborough School |
| 2. Burnaby Heights School | 18. Windsor School |
| 3. Capitol Hill | 19. Morley School |
| 4. Westridge School | 20. Chaffey-Burke School |
| 5. Kitchener School | 21. Maywood School |
| 6. Alpha School | 22. Suncrest School |
| 7. Brentwood Park School | 23. Nelson School |
| 8. Lochdale School | 24. Clinton School |
| 9. Sperling School | 25. Senior Citizens' Apartment South of Burnaby Public Library |
| 10. Lyndhurst School | 26. Stride School |
| 11. Schou School | 27. Edmonds School |
| 12. Cascade Heights School | 28. Second Street School |
| 13. Douglas School | 29. Armstrong School |
| 14. Burnaby Municipal Hall | 30. Riverway West School |
| 15. Seaforth School | 31. Glenwood School |
| 16. Inman School | 32. Riverside School " |

CARRIED UNANIMOUSLY

* * * * *

QUESTION AND ANSWER
PERIOD

When Alderman McLean enquired as to what was done to trace unlicensed tradesmen who perform ineffective work, he was informed that the Licence Department investigates such matters.

* * * * *

REPORTS

ALDERMAN LADNER submitted a report dealing with the question of Regional Transportation being assumed as a function of the Greater Vancouver Regional District, advising as follows:

- (1) At a meeting of the Board of Directors of the Regional District on October 27, 1971, a motion was advanced that the Board adopt the policy statement and programme for Phase III, as set out in Part I of a report entitled "The Transportation Function: A Policy Statement" that was recommended by the Transportation Function Study Committee.

A copy of this report from the Committee mentioned has been distributed to all members of Council.

- (2) The foregoing motion was tabled until the November 17th meeting of the Board.
- (3) The proposer of the motion, Mr. A. C. Kelly (Chairman of the Transportation Function Study Committee) indicated he planned to make a second motion following the disposition of the first one, as follows:

"That the Chairman write to all member municipalities as an indication that the Regional District intends to participate in the function in question and request each Council to pass resolutions:

- (i) endorsing the policy statement and plan for the expanded bus system, as approved by the Board.
- (ii) agreeing to contribute the equivalent of one mill on the School Tax Base to the annual cost,

knowing that the draft Letters Patent, financial formula, and plan will be resubmitted to the Council of each participating municipality for their approval before the Board makes a formal request to the Minister for the Letters Patent.

That each Council be asked to reply to the above request on or before November 16, 1971.

That the Provincial Government be informed of the adoption of the Policy Statement by the Board and be requested to met with representatives of the Board to begin discussions of the matters raised in the report.

That the Premier and the Ministers who serve as Directors of the B. C. Hydro and Power Authority and the Chairman of the latter, be sent telegrams requesting that no further cuts in the bus service of the B. C. Hydro and Power Authority be made until the question of the Greater Vancouver Regional District assuming the function is resolved.

That the Transportation Function Study Committee be asked to review the replies received to the above request and report back to the November meeting of the Board."

- (4) In order to expedite the matter and give the Council's appointees to the Regional District some direction, it is considered desirable to bring the matter now before Council rather than await the position to be taken by the Board at its next meeting.
- (5) The Board is not being asked at this time to take any position with respect to the section in Mr. Kelly's Report "Fundamental Propositions".
- (6) The policy statement indicates a marked departure from the previous recommendation toward a commitment to heavy grade-separated rapid transit. The Committee concluded that embarking upon the construction of such a system could not, at this time, be justified either in terms of cost or anticipated patronage. It is clear as well that whatever form of rapid transit is ultimately provided, it must be complemented with an adequate surface system. The Committee was therefore recommending a plan for the expanded bus system.
- (7) The plan anticipates immediate and extensive improvements to the bus service throughout the region, including a network of express lines, additional local routes and a more frequent service. It would add 5 million miles of service a year throughout the Region and would result in a 25% increase in bus miles in the Burnaby - New Westminster service area, with six East-West express lines and an additional express line operating between Simon Fraser University and the Lougheed Mall.
- (8) It was being recommended that studies into more long-term improvements be continued, with particular emphasis upon a light rapid transit system using existing rights-of-way, such as the Vancouver to New Westminster Central Park Line and the Arbutus Line in Vancouver to Richmond.
- (9) The report also proposes that the transportation function, if assumed by the Regional District, be operated by a Transportation Authority under the aegis of the Regional District.
- (10) The proposal to assume the Transportation Function is subject to the satisfactory conclusion of financial arrangements with the Provincial Government, which has agreed to transfer the B. C. Hydro bus system for \$1.00 and, in the future, to contribute toward operating losses an amount equal to the operating loss in 1972 and one-half of the increased operating losses. No agreement has yet been reached with respect to capital cost contributions or additional sources of revenue.
- (11) It should be noted that the final decision as to whether to apply for Letters Patent for the Transportation Function is subject to the final concurrence by the Board which would resubmit the matter to each member Council before so deciding.

Some fairly firm conclusions have been reached with respect to cost and, upon this basis, each member municipality is being asked to agree to contribute the equivalent of one mill on the School Tax Base toward the annual cost.

(12) With the exception of the Air Pollution Control function, this is the first that has been proposed to be voluntarily assumed by the Regional District that involves a substantial expenditure. The position taken by all Councils may well indicate whether there is any real future and potential to the Regional District concept, as it is now known, and unless the member municipalities agree to co-operate to resolve the transportation problem, nothing is likely to be done. Transit service will likely continue to deteriorate, with the result the environment in the area will be destroyed with freeways and parking lots and strangled by the inability of people and goods to move throughout the region.

(13) It was being recommended that:

(i) Council endorse the policy statement and programme for Phase III, including the plan for the expanded bus system as proposed by the Transportation Function Study Committee of the Greater Vancouver Regional District.

(ii) Council agree to contribute the equivalent of one mill on the School Tax Base toward the annual cost of the Transportation Function to be assumed by the Greater Vancouver Regional District,

on the condition that the draft Letters Patent, financial formula, and plan will be resubmitted to Council before the Regional District makes a formal request to the Provincial Government for Letters Patent.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the recommendations in the report of Alderman Ladner be adopted."

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN MERCIER:

"That the report of Alderman Ladner, including the accompanying one from the Transportation Function Study Committee, be tabled until the November 22nd meeting."

CARRIED UNANIMOUSLY

* * *

GRANTS AND PUBLICITY COMMITTEE submitted a report recommending that Grants be made to the following organizations in the amounts indicated for the purpose mentioned:

(1) Young Voyageur Programme - \$150.00, to assist in defraying the costs of a banquet for exchange students visiting Burnaby from Inuvik, North West Territories.

(2) British Columbia Federation of School Athletic Associations - \$200.00 to help defray the costs of a luncheon to be held at the time the annual General Meeting of the Canadian Federation of Provincial Schools Athletic Associations is held in Burnaby between November 24th and 27, 1971.

Nov/8/1971

- (3) Old Age Pensioner and Senior Citizens Organizations - 75¢ per member - for Christmas Dinners.
- (4) North Burnaby Commerce and Community Bureau - \$1,000.00 - to assist in defraying the costs of decorating Hastings Street for Christmas.
- (5) B. C. Christian Institute - \$7,483.06 - for 1971 taxes.

It was also being recommended that a By-law be brought forward to exempt the property of the Institute known as Central Park Manor from taxation under the provisions of Section 328(1)(c) of the Municipal Act.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:
"That the recommendations of the Committee be adopted."

CARRIED UNANIMOUSLY

* * *

ADVISORY PLANNING COMMISSION submitted a report indicating the following with respect to the matters shown:

(1) Community Plan #9 (Brentwood Area)

The Commission was recommending concurrence with the development concept advanced by the Planning Department in its report on the above Community Plan.

(2) Apartment Parking Study

It was being recommended that:

- (a) Council obtain enabling legislation to require that parking fees be included in the rents paid by tenants in apartment buildings.
- (b) The Planning Department undertake a further study to determine the parking requirements for each type of dwelling unit within an apartment, because it is felt the figure of 1.3 spaces per suite is too low, with the possibility of setting standard parking requirements directly related to the type of dwelling unit.
- (c) The Planning Department be authorized to make a detailed review of those areas with the greatest parking problems for the purpose of creating additional parking facilities on "locked-in" lots or redundant street ends.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN MERCIER:
"That the report of the Advisory Planning Commission be received, with it being understood that the Planning Department will offer its comments on the proposals advanced by the Commission in its report on "Apartment Parking Study"."

CARRIED UNANIMOUSLY

MUNICIPAL MANAGER submitted Report No. 71, 1971 on the matters listed below as Items (1) to (15) either providing the information shown or recommending the courses of action indicated for the reasons given:

(1) Sidewalks - Buffalo Street (Norburn Construction Ltd.)
SUBDIVISION REFERENCE NO. 56/70

Norburn Construction Ltd. is presently constructing Buffalo Street to a finished standard, with the municipality sharing 50% of the cost of the South half of the street.

The Municipal requirement includes curbs and gutters on both sides of the street but Norburn has requested the municipality to contribute toward the extra cost of building a five foot curb sidewalk on the North side of the Street rather than curb and gutter. The approximate length of the sidewalk required is 800 feet and the municipality's contribution would be \$1.72 per foot, or \$1,376.00.

It was being recommended that Council authorize a contribution of \$1.72 per foot for the cost of constructing a sidewalk on the North side of Buffalo Street from Bainbridge Avenue Eastward for approximately 800 feet, with the final total contribution being based on the actual footage constructed.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN MERCIER:
"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(2) Federal - Provincial Special Development Loan Fund Projects

The Parks Administrator has supplied the attached progress report relating to the projects under the above Programme that were undertaken by the Parks and Recreation Commission.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:
"That the report of the Manager, including the attachment to it, be received."

CARRIED UNANIMOUSLY

ALDERMEN LADNER AND BLAIR LEFT THE MEETING.

(3) Grange - Dover Street from Kingsway to Royal Oak Avenue

In a report to Council on July 26, 1971, it was mentioned that a proposed Local Improvement Project on the above Street would involve the construction of certain waterworks and the reconstruction of sanitary sewers, the latter at an estimated cost of \$65,000.00.

The Engineering Department has now completed the design for the reconstruction of the sanitary sewer and has found that it is necessary to reconstruct almost twice as much as was originally intended. The reason is to avoid later reconstruction of an existing sanitary sewer on Kingsway.

Nov/8/1971

To avoid the excessive problem which would be encountered in connection with this reconstruction, the Engineering Department has extended the reconstruction on Grange Street parallel to Kingsway as far East as Sussex Avenue. As a result, the new estimate is \$143,000.00. This amount has been included in Application No. 4 under the Federal-Provincial Employment Loans Programme.

It was being recommended that Council authorize the reconstruction of the sanitary sewer mentioned in the above report and that this work be financed by the Federal-Provincial Employment Loans Programme.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN MERCIER:
"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(4) Social Service Quarterly Report

A report of the Social Service Administrator indicating Social Allowance disbursements and caseloads for select months in 1970 compared to those same months in 1971 was being submitted.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:
"That the report be received."

CARRIED UNANIMOUSLY

(5) Garbage and Waste Collection Rates (Account 1-14430)

When the first Budget was prepared, the fact the Stride Avenue Dump would be closed this year was overlooked, with the result the \$90,000.00 figure shown for garbage and waste collection rates should have been reduced to \$72,000.00.

This accounts for the fact the Recast Budget shows this decrease of \$18,000.00.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN CLARK:
"That the report of the Manager be received."

CARRIED UNANIMOUSLY

(6) 1972 Business Tax Assessment Roll

The above Roll is now complete and Notices of Assessment have been mailed.

The Roll totals \$25,387,790.00, an increase of more than 2.8 million dollars over 1971. About 1.8 million dollars of the increase is attributable to the increase in rental values of existing properties while the remaining one million dollars is due to new construction.

The Roll consists of 2,484 accounts, an increase of 140 over 1971.

The amount of tax collectible at 7% is \$1,777,145.00, subject to the decision of the Local Court of Revision.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN MERCIER:
"That the report of the Manager be received."

CARRIED UNANIMOUSLY

(7) Christmas Bonuses - Social Assistance Recipients

It was being recommended that Council authorize the sharing, on an 85/15 basis with the Provincial Government, of Christmas Bonuses to Welfare Recipients.

The amount paid for each head of family is \$10.00 and \$4.00 for each single person.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:
"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(8) Swimming Pool No. 2

The Parks and Recreation Commission has advised that the above Swimming Pool will be located in Bonsor Park.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN CLARK:
"That the report of the Manager be received."

CARRIED UNANIMOUSLY

ALDERMAN BLAIR RETURNED TO THE MEETING.

ALDERMAN DRUMMOND LEFT THE MEETING.

(9) Easement - Lots 3 and 4, Block "B", D.L. 90, Plan 9287
and Parcel "N", D.L. 90, Plan 39820 (SUBDIVISION REFERENCE #20/70)

It was being recommended that Council authorize the:

- (a) acquisition of easements over portions of the above described properties, at no cost to the Corporation, for sewerage and drainage purposes.
- (b) execution of the documents associated with the transaction.

(10) Easement - North 80' of Parcel "B", Expl. Pl. 12229, S.D. 7,
Block 1, D.L. 43, Plan 3227 SUBDIVISION REFERENCE NO. 171/71

It was being recommended that Council authorize the:

- (a) acquisition of an easement, at no cost to the Corporation, eight feet wide over a portion of the above described property for drainage purposes.
- (b) execution of the documents attending the transaction.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:
"That the recommendations of the Manager covering items (9) and (10) be adopted."

CARRIED UNANIMOUSLY

(11) Retaining Wall - South Side of Hastings Street from Springer Avenue
to Howard Avenue

Nov/8/1971

It was being recommended that Council accept the tender of K. and F. Construction Ltd. in the amount of \$77,606.75 for the construction of a retaining wall at the above location, with the final payment for the work to be based on actual quantities and unit prices tendered for each item. The work includes site preparation, excavation, the supply and installation of construction materials and back-filling for approximately 919 feet of reinforced concrete retaining wall ranging from 7 feet to 13 feet in height, and includes stairways, hand railing, chain-link fencing, drain tiles and other work necessary and incidental thereto.

The cost of the work will be paid by the Department of Highways and will include layout engineering and inspection costs.

The Municipality may now proceed with the paving of Hastings Street from Howard Avenue to Holdom Avenue and the work from Boundary Road to Esmond Avenue using a current contract that the Corporation has for the work, all at the cost of the Department of Highways.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN BLAIR:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(12) Truck Traffic on Marine Drive

(This item was dealt with previously in the Meeting.)

(13) Federal--Provincial Employment Loans Program 1971

The following application for loans under the above Program has been filed with the Provincial Government:

	<u>Total</u>	<u>Estimated Forgiveness of Loan</u>	<u>Estimated No. of men to be employed</u>
Phase I - Storm Sewers	\$237,000	\$ 48,465	22
Phase II - Storm Sewers	2,400,000	490,950	180
Phase III- Storm Sewers	1,320,000	Nil	50
Sanitary Sewers	<u>173,000</u>	<u>35,392</u>	<u>16</u>
	<u>\$4,130,000</u>	<u>\$574,807</u>	<u>268</u>

Applications totalling \$1,016,000 covering the balance of our request for funds will be submitted this week.

The program now totals \$5,146,000 as compared with the \$5,103,000 that was reported to Council on November 1, 1971. The difference represents an increase in the sanitary sewer work that was mentioned in Item 3 of Report No. 70 which was submitted to Council at that time.

Verbal assurance has been received from the Deputy Minister of Municipal Affairs that the full \$5,146,000 will be approved by his office.

It is hoped to have a final report on the matter for the November 15th Council meeting.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN MCLEAN:
"That the report of the Manager be received."

CARRIED UNANIMOUSLY

(14) Local Initiatives Program and Job Opportunities Program

The Municipal Treasurer has filed, with the Provincial Government, the following applications for grants-in-aid under the above programs:

	<u>Cleaning Ditches throughout Burnaby</u>	<u>Landscaping in various Parks</u>
Number of Job Opportunity men to be employed	30	20
Total cost of project	\$137,884	\$112,968
Federal Grant	94,770	63,180
Provincial grant	34,098	22,732
Burnaby's cost	9,016	27,056

Burnaby's share of the costs will be charged to Brushing and Ditching in the Roads and Streets operating Budget 1971-1972, and Grounds Maintenance in the Parks and Recreation operating Budget 1971-1972.

It is hoped to be able to provide Council with a further report on the matter at its November 15th meeting.

It was being recommended that Council ratify the action taken by the Municipal Treasurer in submitting the applications listed above and that the information conveyed this evening be treated as a Progress Report on the program.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN MCLEAN:
"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

Nov/8/1971

(15) Contracts--Engineering Design Work
FEDERAL--PROVINCIAL EMPLOYMENT LOANS PROGRAM

It was being recommended that Council accept the proposals of:

- (a) Web Engineering Ltd. for Engineering Contract #1, at an upset price of \$6,800.00, and Engineering Contract #3, at an upset price of \$6,500, for Engineering design work covered by the contracts.
- (b) Vector Engineering Services for Engineering Contract #2, at an upset price of \$18,200.00, for the same type of work under that contract.

It was also being recommended that payment to each of the Companies be made in accordance with the scale of minimum fees published by the Association of B. C. Professional Engineers, with the maximum fees not to exceed the upset amounts in each case.

Alderman Drummond and Alderman Ladner returned to the Meeting.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN MCLEAN:

"That the recommendations of the Manager be adopted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN MERCIER:

"That the Committee now rise and report."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN MERCIER:

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

CARRIED UNANIMOUSLY

* * *

B Y - L A W S

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN MERCIER:

"That:

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 24, 1971" #5991

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 26, 1971" #5993

"BURNABY ROAD CLOSING BY-LAW NO. 8, 1971, AMENDMENT BY-LAW 1971" #6000

"BURNABY BUDGET AUTHORIZATION BY-LAW 1971, AMENDMENT BY-LAW NO. 2, 1971" #6002

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 57, 1971" #5996

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 59, 1971" #5998

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 60, 1971" #5999

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

CARRIED UNANIMOUSLY

- 25 -

Nov/8/1971

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN CLARK:

"That the Council now resolve itself into a Committee of the whole "In Camera".

CARRIED UNANIMOUSLY.