

JUNE 9, 1975

A regular meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Monday, June 9, 1975 at 7:00 P.M.

PRESENT:

Mayor T. W. Constable, in the Chair
Alderman G. D. Ast
Alderman A. H. Emmott
Alderman B. M. Gunn
Alderman D. A. Lawson
Alderman W. A. Lewarne
Alderman G. H. F. McLean
Alderman J. L. Mercier
Alderman V. V. Stusiak

STAFF:

Mr. M. J. Shelley, Municipal Manager
Mr. E. E. Olson, Municipal Engineer
Mr. A. L. Parr, Director of Planning
Mr. J. Hudson, Municipal Clerk
Mr. J. Plesha, Administrative Assistant to Manager
Mr. R. W. Watson, Deputy Municipal Clerk

W E L C O M E

Mayor Constable welcomed members present from the Kensington Junior High School.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN MERCIER:

"That 'In Camera' Item No. 6, Municipal Manager's Report No. 42, 1975 be considered in the open meeting of Council."

FOR: ALDERMEN LEWARNE, MERCIER
AND STUSIAK.

OPPOSED: MAYOR CONSTABLE, ALDERMEN
AST, EMMOTT, GUNN, LAWSON
AND McLEAN.

MOTION DEFEATED.

M I N U T E S

The Minutes of the Council Meeting held on May 26, 1975 came forward for adoption.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN LEWARNE:

"That the Minutes of the Council Meeting held on May 26, 1975 be now adopted."

CARRIED UNANIMOUSLY

B Y - L A W S

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"That:

'Burnaby Lease Authorization By-Law No. 6, 1975'

(#6682)

'Burnaby Local Improvement Financing By-Law 1975'

(#6683)

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be now introduced and that Council resolve itself into a Committee of the Whole to consider and report on the By-Laws."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"That:

'Burnaby Lease Authorization By-Law No. 6, 1975' (#6682)

'Burnaby Local Improvement Financing By-Law 1975' (#6683)

be now read three times."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"That Council do now resolve itself into a Committee of the Whole to consider and report on

'Burnaby Zoning By-Law 1965, Amendment By-Law No. 33, 1974' (#6499)

'Burnaby Zoning By-Law 1965, Amendment By-Law No. 7, 1975' (#6622)

'Burnaby Zoning By-Law 1965, Amendment By-Law No. 13, 1975' (#6642) "

CARRIED.

ALDERMAN McLEAN OPPOSED TO
BY-LAW NO. 6622.

These by-laws provide for the following proposed rezonings:

"Burnaby Zoning By-Law 1965, Amendment By-Law No. 33, 1974" (#6499)

Rezoning Reference #18/74

Lot "E" Part of East Part, Sketch 1628, Except Reference Plan 34084,
D.L. 8S½.

2849 North Road.

From Residential District (R2)
To Parking District (P8)

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"Burnaby Zoning By-Law 1965, Amendment By-Law No. 7, 1975" (#6622)

Rezoning Reference #1/75 -

Lot 3, Expl. Plan 6177 and Except Parcel "C", Ref. Plan 10610
and Ex. Pt. on Plan with By-Law 30078, D.L. 97, Plan 824.

6077 Kingsway.

From Comprehensive Development District (CD)
To Amendment to Existing Comprehensive Development District (CD)

"Burnaby Zoning By-Law 1965, Amendment By-Law No. 13, 1975" (#6642)

Rezoning Reference #8/75

Lot 98, Grp. 1, D.L. 30, Plan 44920.

7487 Edmonds Street.

From Service Commercial District (C4)
To Neighbourhood Commercial District (C1)

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

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

CARRIED.

ALDERMAN McLEAN OPPOSED TO
BY-LAW NO. 6622.

The Council reconvened.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

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

CARRIED.

ALDERMAN McLEAN OPPOSED TO
BY-LAW NO. 6622.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"That:

'Burnaby Zoning By-Law 1965, Amendment By-Law No. 33, 1974' (#6499)
'Burnaby Zoning By-Law 1965, Amendment By-Law No. 7, 1975' (#6622)
'Burnaby Zoning By-Law 1965, Amendment By-Law No. 13, 1975' (#6642)

be now read a third time."

CARRIED.

ALDERMAN McLEAN OPPOSED TO
BY-LAW NO. 6622.

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MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN LEWARNE:

"That:

- 'Burnaby Reciprocal Fire Fighting Agreement Authorization By-Law 1974' (#6570)
- 'Burnaby Zoning By-Law 1965, Amendment By-Law No. 17, 1975' (#6647)
- 'Burnaby Sewer Charge By-Law 1961, Amendment By-Law 1965' (#6658)
- 'Burnaby Road Closing By-Law No. 4, 1975' (#6677)
- 'Burnaby Road Closing By-Law No. 5, 1975' (#6678)

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

CARRIED UNANIMOUSLY

C O R R E S P O N D E N C E A N D P E T I T I O N S

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"That all of the following listed items of correspondence be received and those items in the Municipal Manager's Report No. 41, 1975 which pertain thereto be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

- (a) The North Fraser Harbour Commissioners
Re: "Harbour Commissions Act" 1964

A letter under date of May 27, 1975 was received recommending that Council by resolution request the Governor in Council to declare the North Fraser Harbour Commissioners to be established a Commission pursuant to Section 30 of the "Harbour Commissions Act" 1964.

MOVED BY ALDERMAN MERCIER:

SECONDED BY ALDERMAN AST:

"That the above noted subject matter be tabled for two weeks."

CARRIED UNANIMOUSLY

- (b) British Columbia Society for the Prevention of Cruelty
to Animals, Vancouver Regional Branch
Re: Low Cost Spaying and Neutering Facilities

A letter under date of May 14, 1975 was received in response to the submission of a brief opposing a low cost spay and neuter facility which was submitted by Dr. Malcolm Bond and others.

MOVED BY ALDERMAN GUNN:

SECONDED BY ALDERMAN STUSIAK:

"That the correspondence be tabled pending receipt of a staff report on the above noted subject."

CARRIED UNANIMOUSLY

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- (c) Norman Bethune Co-operative Housing Association
Re: Support for Burnaby Council's Position -
Mosque and Related Facilities, South Burnaby

A letter under date of May 18, 1975 was received supporting Burnaby Council's position with regard to the proposed construction of a Mosque and related facilities in the South Burnaby area. It was stated that the Association would be proud to have such a facility located in their neighbourhood.

- (d) Vancouver and District Labour Council, General Secretary-Treasurer
Re: Support Relative to Right to Purchase and Develop Property

A letter was received under date of May 28, 1975 commending Council and expressing support of their position relative to the right of any group of citizens to purchase and develop property in the Municipality.

- (e) British Columbia Civil Liberties Association
Re: Construction of a Religious/Community Centre by
Ismailia Community near Marine Drive

A letter under date of May 30, 1975 was received expressing support of Council's position allowing the construction of the above noted centre.

- (f) Burnaby Burrard Inlet Parks Committee
Re: Foreshore Park Plan Protection

A copy of a letter under date of May 28, 1975 addressed to the Burnaby Parks and Recreation Commission was received indicating disappointment to see the Kask Bros' proposal resurrected recently. It was indicated the Committee concurred with the recommendations of the Planner's Report on this proposal submitted to Council on May 26 (Item 14, Manager's Report No. 39/75).

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN GUNN:

"That the matter be tabled pending receipt of a staff report on the subject."

CARRIED UNANIMOUSLY

- (g) Mr. J. W. Habkirk
Re: Garbage Collection

A letter under date of May 21, 1975 was received indicating dissatisfaction with the present garbage collection service.

Item 11, Municipal Manager's Report No. 41, 1975 was brought forward for consideration at this time. Mayor Constable advised that the report related to Agenda Items 3(g), (h), (i) and (u) respectively and all items could be considered at this time. The following is the substance of the Municipal Manager's Report on the subject matter:

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"Re: Refuse Collection

- a. Letter dated May 21, 1975 from Mr. James W. Habkirk
6108 Neville Street -
 - b. Letter dated May 23, 1975 from Mr. Raymond Carriere
122 N. Holdom Avenue
 - c. Letter dated May 26, 1975 from Mrs. V. Nazareno
5396 Springdale Court
 - d. Letter dated May 29, 1975 from Mrs. J. E. Hardy
4654 Burke Street
-

Appearing on the Agenda for the June 9, 1975 meeting of Council are letters from Mr. James W. Habkirk, Mr. Raymond Carriere, Mrs. V. Nazareno and Mrs. J. E. Hardy regarding Municipal refuse collection services. Following is a report from the Municipal Engineer on this matter.

"With respect to Mrs. Hardy's statement concerning lack of sidewalks, the Engineer advises that the Engineering Department has not received any requests for construction of sidewalks on the subject portion of Burke Street. The street is not unlike many miles of similar streets still requiring finished standard and sidewalks. We will take Mrs. Hardy's request as an expression of interest in sidewalk construction and the Engineering Department has entered Burke Street on its list of requests for local improvement works."

It was recommended that Mr. James W. Habkirk, Mr. Raymond Carriere, Mrs. V. Nazareno, Mrs. J. E. Hardy and Mr. and Mrs. W. H. Refausse be provided with copies of this report.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN AST:

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

MOVED BY ALDERMAN MERCIER:

SECONDED BY ALDERMAN STUSIAK:

"That this subject matter be tabled one week pending clarification of the Engineer's comments relating to refuse collection contained in the Manager's Report."

CARRIED UNANIMOUSLY

(k) Mrs. Violet Edstrom

Re: Complaint about Dogs on Jersey Avenue

A letter under date of May 24, 1975 was received indicating problems with dogs residing at an adjacent property. Item 10, Municipal Manager's Report No. 41, 1975 was brought forward for consideration at this time. The following is the substance of the report:

"Appearing on the Agenda for the June 9, 1975 Meeting of Council is a letter from Violet Edstrom regarding incidents involving dogs at large in the vicinity of Jersey Avenue. Following is a report from the Chief Licence Inspector of this matter.

As of the date on which this report was written, Mr. Eaton's two dogs had still not been licensed. The Poundkeeper is therefore proceeding with legal action against the owner."

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It was recommended that:

1. The Poundkeeper continue with extra patrols of the 5600 Block Jersey Avenue and impound any dog found to be at large, or take appropriate legal action; and
2. Violet Edstrom receive a copy of this report.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

(1) Mrs. E. F. Rath

Re: Condominium Developments -

Taxes, Planning, Parking and Road Conditions

A letter dated May 24, 1975 was received indicated dissatisfaction with zoning standards as related to condominium development. Item 27, Municipal Manager's Report No. 41, 1975 was brought forward for consideration at this time. The following is the substance of the report from the Director of Planning on the subject matter:

"The subject area is developing in accordance with the adopted Community Plan Area "H". The localized area in the vicinity of E. F. Rath's development has experienced rapid growth in recent years. Of the three projects under construction in the Horne Street area, one is virtually complete (RZ #4/73), one is nearing completion (RZ #46C/68) and one is halfway through construction (RZ #46B/68). Each of these projects under construction adhere to the parking norms outlined in the condominium guidelines - RZ #4/73 with 1.7 parking spaces per unit, RZ #46C/68 with 2.0 parking spaces per unit, and RZ #46B/68 (Lougheed Estates - Phase III) with 1.5 parking spaces per unit. The subject area should become much calmer once the construction of the three nearby projects is fully complete in the near future.

E. F. Rath's project, Lougheed Village - Phase II, was approved for condominium use prior to the final adoption of the condominium guidelines in November of 1973. However, the developer of his own accord provided 1.42 parking spaces per unit which was more than the 1.0 parking spaces per unit required at that time. An extensive apartment survey conducted by the Planning Department in 1974 indicated an average vehicle ownership in low rise apartments of 1.1 vehicles per unit. On this basis up to 33 parking spaces, say at least 20 parking spaces, would be available for visitor parking. It is noted that, in a residential condominium development, the residents themselves, through the strata corporation have the authority to allocate parking spaces in order to achieve optimum efficiency and for the benefit of all residents within the project, and to prevent unauthorized parking in project parking areas."

It was recommended that copies of this report be sent to E. F. Rath and the Lougheed Estates Phase II Strata Council.

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MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

(m) Air Cadet Squadron #637

Re: Tag Days - South Burnaby -

Friday, October 10, Saturday, October 11, 1975

A letter under date of May 27, 1975 was received requesting permission to hold their annual Tag Days at the above noted times. It was indicated that Tag Days will be part of the activities of National Air Cadet Week and all proceeds will go toward flight training and other similar activities of the squadron.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN STUSIAK:

"That permission be granted to the Air Cadet Squadron #637 to hold Tag Days in South Burnaby on Friday, October 10 and Saturday, October 11, 1975."

CARRIED UNANIMOUSLY

(n) Dominion Bridge Company, Limited

Re: Relocation to New Plant on Annacis Island

A letter was received under date of May 29, 1975 advising the Company has studied a number of potential properties and had now decided to proceed with the development of a site on Annacis Island. It was also indicated that they would continue to operate in the present Burnaby plant into 1976. It was agreed that Mayor Constable would contact B. C. Hydro and Power Authority as the firm taking over from Dominion Bridge Company, Limited to clarify the intent on the takeover, taxation or grants -in-lieu applicable to the operation proposed. The Planning Director indicated that unless there was further direction from Council he would continue to meet with the Canadian National Railway officials on the subject properties.

MOVED BY ALDERMAN GUNN:

SECONDED BY ALDERMAN LEWARNE:

"That the Planning Director report back on the current standing of the proposed foreshore park and as well indicate the previous information supplied by the Treasurer relating to costs."

CARRIED UNANIMOUSLY

(o) Burnaby Chamber of Commerce

Re: Major Road Study and Municipal Money By-Law

A letter under date of May 29, 1975 was received indicating the Chamber would like an opportunity to comment on the priorities established for major roads and upon the methods of financing same, and further requesting that Council table this matter until the meeting of June 16. Mayor Constable indicated that the subject matter was tabled at this time and it was agreed that the letter be considered with Item 4(d) - Tabled Matters.

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(p) South Burnaby Golden Age Society
Re: Bus Stop at Brentwood Manor

A letter under date of May 29, 1975 was received requesting assistance to secure a bus stop at Brentwood Manor to assist all those who live in Brentwood Manor and Seton Village.

Item 25, Municipal Manager's Report No. 41, 1975 was brought forward for consideration at this time. The following is the substance of the Municipal Engineer's Report on the subject matter:

"We have checked the bus stops closest to the Brentwood Manor, which is situated on the southeast corner of Halifax Street and Rosser Avenue. The bus runs on Halifax Street and the stop for the eastbound bus is on the southwest corner of Halifax and Rosser. A concrete curb sidewalk is available to patrons using this stop. The stop for the westbound bus is on the north side of Halifax Street immediately west of the Rosser Avenue alignment (this is a "T" intersection). While Halifax is curbed and paved there is no sidewalk at this stop location and bus patrons must either stand on the road pavement or in rather high boulevard grass. The latter condition would certainly not be pleasant particularly in wet weather. To resolve this situation we will install a short section of concrete walk at this bus location.

In regard to the bus stop locations we would advise that the present time they are both within 100 feet of the corner of Brentwood Manor building. The eastbound stop normally would be on the far side or southeast corner, however, there are a number of driveways located along Halifax in this location that preclude a normal stop location.

The bus service for residents of the Seton Village high rise runs on Eton Street and the stops are at the intersection of Esmond Avenue and Eton Street. The walking distance is approximately 300 feet.

To provide a closer service would involve a very circuitous route for the bus, a condition that does not provide what in the opinion of the Transit Bureau would be an efficient service."

It was recommended that Mrs. Myers be sent a copy of this report.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN GUNN:

"That the recommendation of the Municipal Manager be adopted and further that a copy of the letter received from Mrs. Dorothy Myers be forwarded to the company providing bus stop benches in the community."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN MERCIER:

"That the Municipality petition the Bureau of Transit Services, Department of Municipal Affairs for a bus stop in or near Seton Villa Retirement Centre."

CARRIED UNANIMOUSLY

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(q) Pavan Holdings Ltd.

Re: Rezoning Reference No. 4/75 - 2878 Douglas Road

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN McLEAN:

"That this subject matter be tabled to June 16 pending a staff report."

CARRIED UNANIMOUSLY

(r) Burnaby Horsemen's Association

Re: Motorcycle Traffic on the Pedestrian-Equestrian Trails

Item 15, Municipal Manager's Report No. 41, 1975 was brought forward for consideration at this time. The following is the substance of the report from the Municipal Engineer on the subject matter:

"(a) People wishing to use horse trails on Burnaby Mountain are obliged to cross Cariboo Road.

Horse riders who wish to ride horses on Burnaby Mountain and who either start or end their ride at the Equestrian Centre west of Cariboo Road must, at the present time, cross Cariboo Road. As we mentioned in our last report on this subject, the ultimate proposal is that these riders would ride under Cariboo Road through an existing culvert on the Brunette River especially provided for this purposes; however, at this time, the required rights-of-way to obtain access to the culvert requires land acquisition by the Municipality. At the present time all the subject riders, many who are inexperienced, according to a Burnaby Horsemen's Association submission regarding motorbikes ride across Cariboo Road and then head norths. At the Brunette River crossing they must then ride on the travelled roadway and do so as they travel east along Government Road to the trail system at Stoney Creek.

The riding of horses on Cariboo Road and on Government Road is hazardous at the best of times, but is even more so during peak traffic conditions.

(b) It is considered that adequate horse trails do not exist on the south side of Burnaby Lake. It was pointed out that the path along the south side of the Lake is a B. C. Hydro right-of-way and is used frequently by motorcyclists. Information was requested on the purpose of this trail under the B. C. Hydro right-of-way and whether it was provided for a specific purpose.

In checking the existing trail sections along the south shore of Burnaby Lake we are of the opinion that adequate trails do exist to provide the horse rider with enough riding space so that it is not necessary for them to take unnecessary chances by riding along Cariboo Road and Government Road during rush hours. When entering this area from Avalon Avenue the start of the trail system is signed to prohibit its use by motor vehicles. The main trail on this system runs for about a mile in a westerly direction where it then connects to the trail that runs along the B. C. Hydro Power right-of-way. The main trail along the Hydro right-of-way runs for another mile west and terminates at the east end of Glencairn Drive. It is at this location that the majority of motorcyclists gain access to the trail system.

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The trail under the Hydro line, as far as we can determine, was originally built during construction of the power line and is used at times by maintenance crews. There are at present no restrictions posted against its use by either cyclists or horses.

- (c) Are trails in the Municipality designated for specific uses, i.e. horses, pedestrians, motorbikes, etc.

To the best of our knowledge the only restrictions placed on any trail have been to prohibit some of them to all motor vehicles. Some trails have been designated as bridle paths in an effort to separate the horse rider from the pedestrian. We know of no trail that is posted for pedestrian use only."

It was recommended that a copy of this report be provided to Irene Gorostiza, Secretary, Burnaby Horsemen's Association, and to the Parks and Recreation Commission.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN McLEAN:

"That the Parks and Recreation Commission be asked to give Council a report in reference to the agreements sought with those owners of rights-of-ways of land in Burnaby that are being used as part of the trail system and include the date that Council might expect the report on the use of trails by motorcycles which is forthcoming to Council."

CARRIED UNANIMOUSLY

- (s) The Royal Canadian Air Cadets, No. 637 Squadron

Re: Lease of Part of Blocks 10 and 11, D.L. 94, Sketch 895, Except N.10'

A letter was received under date of June 3, 1975 requesting the Squadron's application for a renewal of the above mentioned properties be considered. The Municipal Manager advised a report on the subject would be submitted on June 16.

- (t) South Burnaby Minor Lacrosse Association

A letter was received requesting permission to hold a Tag Day at Simpson-Sears, 4750 Kingsway on Friday, June 13, 1975 in the evening with the proceeds to be used towards Minor Lacrosse in South Burnaby.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN MERCIER:

"That the request from the South Burnaby Minor Lacrosse Association for a Tag Day on Friday, June 13, 1975 be approved."

CARRIED UNANIMOUSLY

- (u) Mr. and Mrs. W. H. Refausse

Re: Present State of Garbage Collection

This item was considered previously under Correspondence and Petitions, Item 3(g).

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T A B L E D M A T T E R S

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN MERCIER:

"That the following items be lifted from the table:

Item (b) - Mr. H. G. Lamer, Swinton & Company, May 22, 1975
Re: Intercon Management Ltd. - Proposed Sale
South 31.69' Lot 2, Lot 3, Lot 4 N $\frac{1}{2}$ and Portion of
Lane, D.L. 161, Plan 1742

Item (e) - Application for Strata Title Approval of a Proposed
Warehouse - Preliminary Plan Approval #2703 - Strata
Title Application #11/75 - 8658 Boundary Road -
D.L. 161, Block 1, Lots 6, 5N $\frac{1}{2}$ and S $\frac{1}{2}$, 4, 3, 2, S.31.69'
and Remainder of "C", Ex. Pl. 7358, All of Plan 1742 -
Big Bend Area. "

CARRIED UNANIMOUSLY

Item (b) - Tabled Matters -

Intercon Management Ltd.

Re: Proposed Sale South 31.69', Lot 2, Lot 3, Lot 4N $\frac{1}{2}$ and
Portion of Lane, D.L. 161, Plan 1742

Mayor Constable advised that this matter had been tabled at the regular meeting of Council on May 26, 1975 and that the original recommendation of the Municipal Manager being Item 24, Manager's Report No. 35, 1975 - Council Meeting May 12, 1975, had been amended by resolution at the regular meeting of May 20, 1975 to read "\$3.51 per square foot". Subsequent to this Council on May 26, by resolution agreed to reconsider the matter and the following resolution of May 26, 1975 was now before the meeting:

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN LAWSON:

'That Recommendation No. 2, Municipal Manager's Report No. 35, 1975, be further amended to read '\$2.51 per square foot plus interest at prevailing rates from the date of the original offer to purchase by Intercon Management Ltd. to the date on which the sale of land is finally consummated'."

A vote was then taken on the foregoing amending resolution and same was CARRIED UNANIMOUSLY

Mayor Constable noted that the original motion of May 20, 1975 as MOVED by Alderman Emmott and SECONDED by Alderman Ast "That the recommendations of the Municipal Manager be adopted", now referred to the following amended recommendations:

(1) Item 24, Report No. 35 be lifted from the table, and

(2) The subject lots be sold to Intercon Management Ltd. for \$2.51 per square foot, plus interest at prevailing rates from the date of the original offer to purchase by Intercon Management Ltd. to the date on which the sale of the land is finally consummated and subject to the following conditions:

(a) Consolidation into one site of all the properties to be owned by the firm as shown on the attached sketch, and

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- (b) Submission of all survey plans required for the completion of the land sale and consolidation.

A vote was then taken on the original motion as amended and same was CARRIED. Aldermen Emmott, Gunn, Lewarne and McLean OPPOSED.

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN AST:

"That the Municipal Manager ensure that this situation does not happen again."

CARRIED UNANIMOUSLY

Item (e) - Tabled Matters -

Application for Strata Title Approval of a Proposed Warehouse -
Preliminary Plan Approval #2703 - Strata Title Application
#11/75 - 8658 Boundary Road

Item 9, Municipal Manager's Report No. 41, 1975 was brought forward for consideration at this time. The following is the substance of that report:

"The subject Strata Title Application was submitted to Council for information on May 26, 1975 (Item #17, Manager's Report #39). Council was also asked to grant Tentative Approval to the subject application since this was the first instance of Strata Titling of industrial facilities.

At that time, Council tabled the recommendations pending a determination of whether or not Council Approval is required in the case of Strata Titling of a new industrial facility.

General Observations

The Planning Department has consulted the Municipal Solicitor, who has determined the following:

Under the Strata Titles Act 1974 all strata titling of new buildings require the approval of an Approving Officer and does not therefore require Council approval. Council approval is only necessary when strata titling involves conversion of an existing building.

The subject application for strata titling a new building will thus be treated accordingly whereby Final Approval will be granted by the Approving Officer upon satisfaction of all requisite conditions as outlined by the relevant Municipal Departments."

It was recommended that:

1. Item 17, Manager's Report No. 39 which Council received on May 26, 1975 be lifted from the table; and
2. Council authorize the Planning Department to issue preliminary plan approval for the proposed warehouse once the site assembly is completed.

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MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

ENQUIRIES

Alderman Gunn

On a question of Alderman Gunn relating to development of Blocks 3800 and 3900 Hastings Street, Mayor Constable advised that discussions would continue and that a report would be forthcoming and suggested further discussions 'In Camera' as there was a question of liability involved.

Alderman Lawson

Alderman Lawson noted that at the previous meeting of Council held on May 26, 1975, she had voted contrary to "Burnaby Zoning By-Law 1965, Amendment By-Law No. 63, 1974" (#6564) which By-Law authorized text amendments to provide for the establishment of neighbourhood public houses.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN MERCIER:

"That the Planning Department report on the alleged problems experienced in the City of Vancouver neighbourhood pub operations and report as well on the possibility of having the required neighbourhood survey conducted by the Burnaby Municipality.

Alderman Mercier

On a question of Alderman Mercier it was agreed that the Municipal Manager would report on the legislation involved in establishing standards for fences around swimming pools. On a further question of Alderman Mercier, the Municipal Engineer advised that several outstanding questions related to the Budget would be forthcoming soon.

Alderman McLean

Alderman McLean noted that in a recent Postal Code Report, the District of Burnaby was included in with the City of New Westminster. It was indicated that Burnaby was the fifth largest area in the four Western Provinces.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN GUNN:

"That the previous report on city status for the District of Burnaby be upgraded and submitted to Council for further consideration."

CARRIED

OPPOSED: ALDERMAN MERCIER.

Alderman Lewarne

Alderman Lewarne noted apparent problems relating to the operation of group homes presently in the Municipality and particularly as they related to the surrounding area.

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MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN GUNN:

"That the Municipal Manager report back on the controls the Municipality has relating to group homes and particularly as it relates to the adults responsible for the operations."

CARRIED UNANIMOUSLY

R E P O R T S

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

At this point in the meeting a student representing those in attendance from Kensington Junior Secondary School thanked Council for letting them attend the meeting.

The Municipal Manager presented Report No. 41, 1975 on the matters listed following as Items (1) to (31) either providing the information shown or recommending the courses of action indicated for the reasons given:

(1) 1st Supplementary Business Tax Assessment Roll

The Municipal Manager presented the following report from the Area Assessor regarding the 1st Supplementary Business Tax Assessment Roll:

"For your information and that of Council the first 1975 Supplementary Business Tax Assessment Roll has now been completed and assessment notices have been mailed out.

The roll is comprised as follows:

Number of vacant premises now occupied	82
Number of new and relocated businesses	167
Number of existing premises additional area	<u>37</u>
Total number of accounts in Supplementary Roll	286
	===

The effect of new construction on the total gross annual rental value in the Supplementary Roll is:

Attributable to additional use of existing premises	\$ 844,355
Attributable to new construction new premises	1,077,215
Attributable to additional area existing businesses	<u>1,018,330</u>
Total gross annual rental value in Supplementary Roll	\$2,939,900
	=====

As all of the accounts in this Supplementary Roll will not be in effect for the whole year, the total rental value for the portion of the year remaining is \$2,569,633. As a tax rate of 7½% this will produce revenue amounting to \$192,722, but when licence credits are deducted the expected revenue attributable to Business Tax is \$180,136.

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The expected revenue forecast from Business Tax in the 1975 Budget was \$2,900,000. This Supplementary Roll will produce a surplus over this amount of approximately \$35,000, so when the second Supplementary Roll is produced later in the year the total Business Tax Revenue will most likely be \$2,985,000."

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

(2) Building Department Report

The Municipal Manager presented a report of the Burnaby Building Department being a tabulation of permits issued from April 21 to May 16, 1975 together with other data, and indicating a total of 296 permits for the period in question and a total of 998 year to date.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

(3) Refinery Fire at Chevron of Canada Limited

The Municipal Manager presented the following report regarding the above noted subject:

"The following comments were made by Council during discussion of a report from staff on the fire that occurred at the Chevron Refinery on April 4, 1975"

Item

1. Poor fire fighting standards are in effect at the refinery:
 - (a) Equipment was shut down for winterization.
 - (b) The alarm system appears to be in need of improvement.
 - (c) The phones in the area where the fire occurred should be more efficiently located.
2. Consideration should be given to a push-button operation for a blanket gun.
3. Trained personnel should be on duty to ensure that safety rules and procedures are strictly followed when fuels are dispensed at the loading dock.
4. Staff should comment on the inspections that have been previously conducted at the Refinery.
5. What timing is involved with respect to completion of the seven safety requirements which have been imposed upon the Refinery by the Fire Chief?

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6. Other industries make use of various types of automatic sensing devices; consideration should be given to some type of automatic alarm system. The fire control system should also be strengthened because of the proximity of the Refinery to the adjacent residential area.

Attached is a report from the Fire Chief on these matters. The following are additional comments to those of the Fire Chief with respect to four of the above six items:

- Item 1. Equipment will not be affected by winter weather in the future because existing 1½" stand pipes are now being replaced with self-draining stand pipes, and these in turn will be replaced with hydrants when new water mains are installed within the next eighteen months.

A total of seven phones are available in the upstairs area and on the ground level adjacent to the three loading racks. In the opinion of the Fire Chief, the instruments are adequately located and sufficient in number to allow for the effective communication of emergency information.

- Item 2. The comment regarding a push button operation for a blanket gun is in effect a reference to the Stang water monitors that are mentioned in the penultimate paragraph of the attached letter from Mr. J. A. Brock to the Fire Chief.
- Item 3. As noted in Item 9, Report No. 33 which Council received on May 5, 1975, the Fire Chief shares Council's concern that trained refinery personnel are not on duty at all times when the loading racks are open for service. The Fire Chief, however, does not have authority to enforce this type of compliance. It is hoped that such compliance will be obtained as the result of discussions that are now taking place between officials of the Refinery and representatives of the Workers' Compensation Board.
- Item 4. This subject is covered in the attached letter dated May 21, 1975 to the Fire Chief from the Chief Fire Prevention Officer.

By-Law No. 6323 passed by Council in November, 1973 provided for fire safety protection of refinery operations, and coincided with Chevron of Canada proposed expansion program with the result that consideration monies have been expended by that Company to meet By-Law requirements.

It is our understanding that \$713,000 has been budgeted for upgrading of fire protection of which \$213,000 has been expended to date with a further \$500,000 being applied for protection purposes as various phases of expansion are undertaken over the next 18 month period.

Apparently there is an equipment supply problem that has slowed expansion progress, and coincidentally the provision of fire safety equipment called for, however, whenever this Department found it necessary to issue corrective orders the company has proven very co-operative.

Winterization problems of water delivery systems will be overcome when municipal type fire hydrants are installed on completion of new mains which are mandatory by By-law, and which are included in the expansion program.

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Use of the American District Telegraph System by industry and commercial enterprise is common throughout North America, and has proven very reliable, however, at Chevron it is necessary to dial through 666 to the boiler room, and then A.D.T. is notified by boiler room personnel. Chevron has requested B.C. Tel to engineer emergency telephones at the loading racks to ring automatically to the boiler room to preclude necessity of having to dial 666. Each of the three loading racks have a phone in the upstairs area, and two at each end of the racks at ground level.

Subsequent investigation, and inspection of the "loading/shutoff" device indicated that the driver involved erred when in his statement he implied this device malfunctioned as it was in proper working order when tested.

Regarding legislation requiring trained personnel to be in attendance at all times the loading racks are in operation the municipal solicitor is of the opinion that in view of prior Provincial Fire Marshal approval of "key operations" the municipality cannot require of a refinery that which the Fire Marshal does not require.

The item required by Chief Fire Prevention Officer Wilson in his letter of April 10th to Mr. John Brock, Refinery Fire & Safety Engineer, either have been completed or on order (see letter from Mr. Brock attached). In addition the Provincial Fire Marshal has recommended installation of an automatic detection system, and have advised they will be discussing this with refinery officials.

We have attached a report from Chief Wilson with respect to inspection of refineries in the municipality, and would elaborate by pointing out that all 32 fire crews have conducted familiarization tours of Chevron Refinery and have carried out flammable liquid fire practices within the past twelve months at the refinery."

"

May 8, 1975

Fire Chief W. F. Collum
Burnaby Fire Chief
4867 Sperling Ave.
Burnaby, B.C.

Dear Chief Collum:

In reply to your letter of April 10, 1975, the status of the list of items is as follows:

Fire extinguishers have been installed at the hose reels. The only fire equipment not painted red was one of the two fire telephones and this has been painted red (April 9) according to item 4. The pull cords were removed April 9, 1975. The fire equipment was, and always has been, maintained, and we will keep it maintained in good condition. This was confirmed by inspection.

Drivers are checked out by the Head Loader in rack procedures and emergency procedures. However, this is being upgraded to include retraining for all drivers using the rack. It will include loading procedures, vehicle operation, emergency procedures and use of fire equipment. *A brochure of this training has been drafted and will be available by May 15, 1975.

*Two - 150 pound wheeled dry chemical units have been purchased and scheduled to arrive between May 15th and May 20th.

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*Drawings for the installation of Stang water monitors are being prepared. We are also preparing drawings for a water deluge system as an alternate to the Stang monitors. The deluge system will function both automatically and manually. The drawings will be submitted to you on completion. Scheduled completion date for drawings should be May 16, 1975. The installation of either of the systems will be contingent both on the availability of equipment and the installation of necessary piping. This will be roughly two months.

Plan for the above and brochures will be forwarded to your office on completion.

Yours sincerely,

(J. A. Brock)
Fire & Safety Engineer

* NOTE: As of May 28, 1975, when this report was prepared:
a) The Fire Chief had not received a copy of the brochure for review.
b) The dry chemical units had not arrived.
c) The Fire Chief approved the drawings for the installation of the monitors. "

"Fire Prevention Bureau staff have conducted numerous inspections of the Chevron plant in the last several years, and generally for specific problems that have come to light, and generally in liaison with plant Fire & Safety Engineer.

Until passage of By-law #6323, the only enforcing authority vested in the Fire Inspectors was through the Provincial Fire Marshal Act, and correction orders issued were generally accepted and discrepancies attended to without objection.

There is no set inspection procedures for refineries, however, fire crews conduct periodical on site inspections for familiarization purposes, and Fire Prevention staff meet quite frequently with refinery personnel to discuss specific and regulatory problems.

Inspections of Chevron were carried out on December 11, 1974, March 24, 1975, and subsequent to the April 4th fire incident, and recurring needs for providing certain fire safety aspects have been brought to the attention and discussed with Standard Oil officials since 1971, and to date some of these are still in the "planning stage". Demands for improvements to be made are contained in By-Law #6323, and will be reported on, on completion, and approval by this Department.

(S. B. Wilson)
CHIEF FIRE PREVENTIONAL OFFICER.

P.S. - We are presently conducting routine inspections of all oil company installations. "

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MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

- (4) Institute of Traffic Engineers -
August 17-21, 1975 in Seattle, Washington

The Municipal Manager presented the following report regarding the before noted subject:

"The Director of Planning, in compliance with the policy that Council approval is required for attendance at all conferences held outside the territorial boundaries of Canada, recommends that Messrs. W. S. Scott and G. D. Hamilton, Transportation Planners, be authorized to attend the annual conference of the American Institute of Traffic Engineers in Seattle on August 17, 18, 19, 20 and 21, 1975.

The I.T.E. is the professional body responsible for representing the coordinated focus of practical guidelines and applied research and represents contributions of traffic and transportation engineers not only in the United States, but throughout the world. The publications and findings of the I.T.E. strongly influence traffic and transportation developments in Canada and have direct application to current and long range problems here in Burnaby.

Attendance at the conference would involve an absence of four days from work. Messrs. Scott and Hamilton would take the four days as vacation so that the cost to the Municipality would be limited to the following estimated expenses:

Registration	\$ 60
Accommodation	120
Transportation	41
Meals and General Expenses	75
	<u>\$296</u>
Number of attendees	<u>2</u>
Estimated Total Expenses	\$592
	=====

Messrs. Scott and Hamilton are professional engineers and have full membership standing in the I.T.E."

It was recommended that Messrs. W. S. Scott and G. D. Hamilton be authorized to attend the subject conference in Seattle, Washington, on August 17, 18, 19, 20 and 21, 1975.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

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

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MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN GUNN:

"That the recommendation be amended to provide that the number of days taken from vacation time be reduced to two."

FOR: ALDERMEN EMMOTT AND GUNN.

AGAINST: MAYOR CONSTABLE, ALDERMEN
AST, LAWSON, LEWARNE,
McLEAN, MERCIER AND STUSIAK.

MOTION LOST.

A vote was then taken on the original motion as MOVED by Alderman Ast and SECONDED by Alderman Lawson "That the recommendation of the Municipal Manager be adopted" and same was CARRIED UNANIMOUSLY.

(5) Subdivision Reference No. 181/74
Restrictive Covenant

The Municipal Manager presented the following report of the Director of Planning regarding the before noted subject:

"The subject property is described as Part of Lot 4, Block 126, District Lot 132, Plan 15870, N.W.D. and is shown on the attached sketch.

Background

The Municipal Approving Officer granted tentative approval of subdivision for the subject property on May 1, 1975. One of the conditions of this approval stated that house development on the proposed lots would have to be restricted by the depth of the storm sewer on Cliff Avenue.

Existing Situation

The approved Engineering Drawings note that the minimum basement floor elevation for a dwelling on Lot 332 must be elevation 370.0 and Lot 331 must be elevation 371.0 according to Burnaby datum."

It was recommended that Council authorize the preparation and execution of a covenant pursuant to Section 24A of the "Land Registry Act" which states that due to the limited storm sewer depth, the minimum basement floor elevation for a dwelling on Lot 332 must be elevation 370.0 and on Lot 331 must be elevation 371.0 according to Burnaby datum.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

(6) Tenders for Contract #7504 -
Local Improvement Project on Broadway

The Municipal Manager presented the following report of the Purchasing Agent regarding the before noted subject:

"Tenders for the subject project were received up to 3:00 p.m., local time, Wednesday, May 28, 1975.

The work includes the supply and installation of road construction materials on Broadway from Holdom Avenue to Kensington Avenue.

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Approximate quantities involved are as follows:

2,600 ft. of 36 ft. asphaltic concrete pavement
5,200 lin. ft. of 5 ft. concrete curb sidewalks

The work of this contract shall be completed within thirty (30) consecutive days after commencement of construction.

The Engineer's estimate for this project was \$203,476.08.

Six tenders were received and opened in the presence of Messrs. Hagen, Nuttall, Walters, Staples, and representatives of the firms bidding.

A tabulation of the tenders received is attached.

The Municipal Engineer and the Purchasing Agent concur with the following recommendation."

It was recommended that the contract be awarded to the lowest bidder, Imperial Paving Ltd., in the amount of \$154,344.00, with final payment to be based on actual quantities used at unit prices tendered.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN GUNN:

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

CARRIED

OPPOSED: ALDERMAN STUSIAK.

(7) Local Improvement Fund

The Municipal Manager presented the following report of the Municipal Treasurer regarding the above noted subject:

"By special legislation, Council is empowered to use moneys in its Local Improvement Fund set up in accordance with Section 305 of the Municipal Act to temporarily finance local improvements. From time to time, it is necessary to pass a by-law to permit this money to be used and to finance specific works. The Fund balance currently is \$1,677,519.69."

It was recommended that a by-law be brought down to permit the expenditure of moneys from the Local Improvement Fund to temporarily finance the works as listed in the submitted report.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

(8) Lane Closure and Municipal Land Sale - D.L. 69

The Municipal Manager presented a report of the Director of Planning regarding the above noted subject:

"On March 17, 1975 Council considered a report dealing with the sale of certain municipal lots and a section of redundant lane allowance to a Mr. Ghini for consolidation with his adjacent land holdings. Since the

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required utilities will be available to the total site when consolidated, no funds were appropriated at that time for any further extensions of services. The Planning Department, however, has been notified by B. C. Hydro that they have an existing overhead service within the area of lane being cancelled. The cost of removing the pole line will be based on the actual value of the job when complete, which B.C. Hydro has estimated will be a maximum of \$500. B.C. Telephone also has facilities within this allowance which they have agreed to remove at no cost when they remove similar works from a site to the west. Since the valuation of the lane was based on the completion of the road closing by-law by the municipality, any costs incurred in effecting the closure were considered to be the responsibility of the Corporation."

It was recommended that Council approve a maximum expenditure of \$500 for removal of the utility as outlined in the Director of Planning's report and that the expenditure accrued be charbed to the Municipal Land Assembly and Development Account.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

- (9) Application for Strata Title Approval of a Proposed Warehouse -
Preliminary Plan Approval No. 2703 - Strata Title Application
No. 11/75 - 8658 Boundary Road - Big Bend Area

This item was dealt with previously in the meeting as Item 4(e) under Tabled Matters.

- (10) Letter dated May 24, 1975 from Violet Edstrom,
5608 Jersey Avenue -
Dogs at Large

This item was dealt with previously in the meeting under Item 3(k) of Correspondence and Petitions.

- (11) Refuse Collection

This item was dealt with previously in the meeting under Items 3(g), 3(h), 3(i), 3(j) and 3(u) of Correspondence and Petitions.

- (12) Formby Street off Canada Way - Request for Road Closure

The Municipal Manager presented the following report from the Municipal Engineer relating to the before noted subject:

"Formby Street is a short street that runs west off Canada Way, two blocks south of Imperial Street. Situated on the southwest corner of Canada Way and Formby Street is the Merit Carwash and Self-Serve Gas Station. The carwash property extends through to Ulster Street and the traffic circulation is entry off Ulster Street and exit onto Formby if picking up gasoline. Should a vehicle go through the carwash after picking up gas, then it would exit onto Ulster Street.

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To try and get a feel for the problem we had a number of short origin destination observations made to check the number of vehicles that left the service station and turned left up Formby Street. In a total of three hours we observed 32 vehicles. These vehicles then turned right onto Gordon Avenue and all but one proceeded north to Imperial. Then 18 of the 31 remaining turned left on Imperial while 13 turned right and proceeded to Canada Way.

At first we thought many of these vehicles were trying to use the Imperial traffic signal to get back onto Canada Way, but it now appears that the majority live to the west of Canada Way and use this route to avoid two left turns on Canada Way. It would also appear that many motorists wishing to make a left turn off Canada Way onto Imperial Street take any advantage of a gap in the traffic and make left turns into Formby and into Mayfield Streets, and then go via Gordon Avenue to Imperial. As an example, while doing one spot check on 26 May, 1975, at the corner of Gordon Avenue and Imperial Street we counted in a one hour period a total of 46 vehicles approaching Imperial on Gordon Avenue. Of the 46 vehicles only eight had come from the Merit Carwash. As this count was taken between 3:00 p.m. and 4:00 p.m. we doubt whether the vehicles were generated by the 30 odd homes in the area as they were all outbound.

In summing up, and bearing in mind the limited time spent in field observations, it would appear that the increase in traffic on the Formby/Gordon route is caused by:

- (a) Merit Carwash customers who either seek the Imperial traffic light to enter a left turn onto Canada Way or in the greater majority live west of Canada Way, and wish to avoid two left turns on Canada Way.
- (b) Commuters who are avoiding the congestion at Canada Way and Imperial and make a desired left turn at the first opportune moment at either Formby or Mayfield.

To actually validate much of this conclusion would require additional on the spot observations with licence plate checks. This would be quite time consuming and would require many man hours. In addition we should also advise that we received a complaint from a Mr. Leach of 7606 Ulster Street who stated that vehicles from the Merit Carwash were coming up his street to the lane and then driving through to Hersham Avenue to get to Imperial or Elwell Streets. Although we have not checked this latest complaint out, it may be that a similar condition exists here as on Formby."

It was recommended that:

1. No action be taken on the request to close Formby Street, off Canada Way, at the Formby Street exit from the Merit Carwash; and
2. A copy of this report be provided to Mr. D. Mutter and other petitioners requesting closure of Formby Street.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

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(13) Local Improvement on Portland Street Between Boundary Road and Joffre Avenue

The Municipal Manager presented the following report of the Municipal Treasurer regarding the above noted subject:

"Per Item 12, Manager's Report No. 33 of 5 May 1975, Council was advised that the people on Portland Street who had defeated a 28' pavement and curbwalk project for their street earlier in the year had changed their minds and wished this work to be done. On hearing a delegation on the matter, Council directed 'That the petitioners be advised that if a valid petition is placed in the hands of the Clerk in one week's time the work requested would be proceeded with in the 1975 program.'

On 12 May 1975 the Municipal Clerk advised Council that the petition for 28' of pavement and curbing only had been received and that it was sufficient. As a consequence, Council gave three readings to a construction by-law.

In accordance with Section 601 of the Municipal Act, Council, before the adoption of the construction by-law, shall have a report as follows:

28' pavement and curbing on both sides of Portland Street between Boundary Road and Joffre Avenue

Length of work	650.00'
Taxable foot frontage	904.20'
Actual foot frontage	1,066.77'
Estimated cost	\$28,600.00
Owners' estimated cost	\$14,612.00
Frontage tax	\$ 2.19
Years of levy	15
Estimated lifetime of work in years	20

It was recommended that the cost report be received.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

(14) Local Improvement on Brentlawn Drive

The Municipal Manager presented the following report of the Municipal Treasurer regarding the before noted subject:

"On receipt of a report, on 12 May 1975 Council directed that a local improvement project be initiated immediately providing for the construction of 28' pavement with 5' curbwalks on both sides of Brentlawn Drive from Willingdon Avenue to Delta Avenue.

The following is the information on this project as required pursuant to Section 601 of the Municipal Act:

Length of work	2,800.00'
Taxable foot frontage	5,036.16'
Actual foot frontage	5,390.33'
Estimated cost	\$140,000.00
Owners' estimated cost	\$ 99,817.00
Frontage tax	\$ 2.68

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Years of levy	15
Estimated lifetime of work in years	20

The Municipal Clerk will shortly be initiating this work."

It was recommended that the cost report be received.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

- (15) Pedestrian/Horse Crosswalk - Cariboo Road at Avalon Avenue -
Letter dated May 30, 1975 from Irene Gorostiza,
Secretary, Burnaby Horsemen's Association -
3860 Edinburgh Street
(Item 2, Traffic Safety Committee Report, May 26, 1975)

This item was dealt with previously in the meeting as Item 3(r) under Correspondence and Petitions.

(16) General Licences: Neighbourhood Public Houses

The Municipal Manager presented the following report of the Director of Planning relating to the before noted subject:

"A Public Hearing was held on May 13, 1975, to receive comments and submissions on the proposed Zoning By-Law amendments that would allow for the introduction of neighbourhood public houses as a permitted use in this municipality. These amendments were subsequently passed by the Council.

Reference was made at the Public Hearing to Section 12.03(b) of the Provincial Liquor Act, i.e. 'No general licenced neighbourhood public house shall be located within one mile of another neighbourhood public house licenced premises or public house licenced premises except as approved by the general manager.'

The question was raised as to whether the one mile restriction would take into consideration and apply as far as licenced restaurant premises are concerned.

The Planning Department has reviewed this matter, as requested, and contacted the Chief Inspector of the Liquor Control Board in the Greater Vancouver Area who confirmed that the one mile distance requirement does not apply to licenced restaurant premises, nor to any of the following types of establishments for which provision has recently been made for the issuance of General Licences:

- (1) Recreation centres - public or private - (i.e. curling rinks, arenas, stadiums, etc.).
- (2) Community centres.
- (3) Municipal or Provincially owned cultural centres (i.e. art galleries, playhouses, theatres, universities, etc.)
- (4) Hotels, resorts and clubs (clubs would include veterans associations, yacht clubs, social and fraternal organizations, etc.)

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The one mile distance requirement applies only to the locations of neighbourhood public houses in relation to other neighbourhood public houses or licenced public houses (i.e. public beer parlours). This one mile radius standard extends beyond local municipal boundaries. The areas affected in Burnaby by existing public facilities are shown on the attached map. However, as the Liquor Act regulations indicate, a relaxation of this standard is possible with the approval of the General Manager of the Liquor Administration Board."

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

(17) Engineer's Special Estimates

The Municipal Manager presented the following report of the Municipal Engineer regarding the above noted subject:

"	<u>Work Order #</u>	<u>Amount</u>
	11-061	\$25,647.00
	12-036	10,000.00
	12-037	20,000.00
	12-038	40,000.00
	22-156	17,000.00
	52-093	100,000.00
	62-043	10,000.00
	62-050	4,000.00
	62-051	4,000.00
	62-052	13,000.00
		<u>\$243,647.00</u>
		"

It was recommended that the estimates be approved as submitted.

MOVED BY ALDERMAN GUNN:

SECONDED BY ALDERMAN MERCIER:

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

CARRIED UNANIMOUSLY

(18) Proposed Sale of Municipal Land to Intercon Management Ltd. -
Lots 4 N $\frac{1}{2}$, Lot 3 and Lot 2 S31.69', D.L. 161, Plan 1742
and Portion of a Lane

This item was dealt with previously in the meeting as Item 4(b) under Tabled Matters.

(19) Sale of Municipal Properties

The Municipal Manager presented the following report of the Land Agent regarding the before noted subject:

"The following properties are owned by the Municipality. Our Engineering, Planning and Sanitation Departments having no objections to these lots being placed in a sales position, subject to the necessary easements, etc., we hereby request Council approval to place these lots in a sales position by public tender.

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It will be noted that items 5 and 6 do not show a plan number, the reason being they are a new subdivision and the plan has not as yet been registered in the New Westminster Land Registry Office. This should be accomplished by the time Council meets on June 9th if the plan numbers are required at that time.

- (1) Parcel "G" (Plan with Bylaw filed 44715) of Lot 53,
Group 1, Plan 3037
7101 - 10th Avenue
- (2) Lot 22, Block 6, Lot 29, Group 1, Plan 3035
7337 - 11th Avenue
- (3) Lot 69, Lot 188, Group 1, Plan 29483
0235 Gamma Avenue
- (4) Lot 208, Lots 87/89/90, Group 1, Plan 35322 except
part subdivided by Plan 42855
8265 Burnfield Crescent
- (5) Lot 161 of Block 13 of Lot 13, Group 1, Plan
9100 Wilberforce Street
- (6) Lot 162 of Block 13 of Lot 13, Group 1, Plan
9110 Wilberforce Street "

It was also indicated that there are no improvements on the six residentially zoned properties, and all are serviced with road, sewer and water.

It was recommended that the subject properties be made available for sale by Public Tender according to their existing respective zoning regulations.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LAWSON:

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

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN McLEAN:

"That an upset price be placed on all properties proposed for sale."

CARRIED.

OPPOSED: ALDERMEN LAWSON, MERCIER
AND STUSIAK.

The original motion as MOVED by Alderman Stusiak SECONDED by Alderman Lawson, as amended, was then voted on and CARRIED.

OPPOSED: ALDERMEN MERCIER AND
STUSIAK.

(20) Speed Bumps - Vicinity of Sussex Street School

The Municipal Manager presented the following report regarding the before noted subject:

"Council, at its meeting of May 26, 1975, received the above-noted report and directed that the speed bumps installed by Alpine Paving on direction of the Burnaby School Board in the lane adjacent to the Sussex Street School be allowed to remain pending discussion of speed bumps in lanes generally.

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Council, at that same meeting, also requested information on the cost of speed bumps of the types authorized by the School Board as compared to costs of engineered speed bumps presently being installed by the Municipality at the expense of abutting owners.

Following is the Municipal Engineer's report which quotes Alpine Paving prices for installing speed bumps. Council is advised that, to install bumps of the type installed by Alpine Paving, the Municipality would need to buy asphalt in 1½ ton minimum loads and that if we installed seven such bumps using the 1½ tons of asphalt, Municipal cost would be approximately \$75.00 per bump, or \$150.00 per pair, excluding the cost of signing at \$45.00 per sign.

The cost to install engineered bumps of the type presently installed by the Municipality is \$370.00 per pair including the cost of two signs, or \$280.00 excluding signs.

Assuming quantity installation and excluding signing costs, comparative costs per pair of bumps are as follows:

Municipal Design - Installed by Municipality	\$280.00
'Alpine' Design - Installed by Alpine Paving (10 or more bumps)	\$140.00
'Alpine' Design - Installed by Municipality	\$150.00 "

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN EMMOTT:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN LEWARNE:

"That the speed bumps installed by Alpine Paving Company under the direction of Burnaby School Board in the lane adjacent to the Sussex School be allowed to remain."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN LEWARNE:

"That Council endorse the principle of the speed bumps designed and installed by Alpine Paving Company."

CARRIED.

CONTRARY: ALDERMAN AST.

(21) Curb Drops for Wheelchairs

The Municipal Manager presented the following report regarding the before noted subject:

"On May 27, 1974, Council during discussion of Item 12, Report No. 41, adopted only the first two recommendations, namely:

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1. That wheelchair ramps not be adopted as a standard installation on all Municipal curb and sidewalk construction; and
2. That more information be sought from the appropriate Association(s) concerned with people in wheelchairs on the question of the actual need and location of need for ramps.

If Council adopts the recommendations contained in this latest report from the Municipal Engineer, future estimates for proposed works pertaining to curbs and sidewalks will make provision for the construction of drops for wheelchairs when applicable in commercial, institutional and recreational areas. Provision for wheelchair drops at the time of construction and reconstruction is estimated to be \$35 each."

It was recommended that wheelchair drops be installed at intersections and crosswalk locations in commercial, institutional or recreational areas during the construction or reconstruction of new curbs and sidewalks.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN EMMOTT:

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

CARRIED UNANIMOUSLY

(22) B. C. Provincial Museum's Museum Train Program 1975

The Municipal Manager presented a report regarding the Museum Train visiting Burnaby from July 1st through July 6th and advised that the Staff Committee had met with the B. C. Provincial Museum's Curator of History to determine the extent to which the Municipality would be required to share in the costs that would be associated with this event. It was determined that the total municipal cost would be approximately \$2,300.00. This amount is broken down as follows:

*Commissionaires	\$ 600
Site Preparation and Restoration	600
Barricades and Rope Stanchions for Crowd Control	400
Janitorial and Custodial Services	340
Garbage - placement of Containers and Pickup	150
Litter Cleanup on a Daily Basis	135
Signing - Directional, Parking, etc.	75
	<u>\$2,300</u>
	=====

*The \$600 is a maximum cost. It is based on the assumption that two Commissionaires may be required for crowd control during each of the ten hour days that the display will be open to the public (10 hours x 6 days = 60 hours x \$5.00 per hour for a Commissionaire's services x 2 Commissionaires = \$600). Although it is anticipated that two Commissionaires will be required for the effective control of crowds on opening day, which also happens to be a holiday, it is quite likely that a less extensive level of assistance by Commissionaires would thereafter be needed. Should this be the case, the total cost would be less than the \$600 that has been projected."

The Municipality would extend police surveillance and fire protection but only to the same extent that such services are normally provided when major events are held in Burnaby.

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All other costs associated with the Museum Train, including advertising and official opening ceremony requirements, would be borne by the Provincial Government.

It was recommended that:

- (1) Council approve the estimated expenditure of \$2,300.00 as the Municipality's share of funding the Museum Train's visit to Burnaby from July 1st through July 6, 1975, and
- (2) The amount be charged to Contingency Reserve Account

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN MERCIER:

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

CARRIED UNANIMOUSLY

(23) Withdrawn (Pages 152 to 157)

(24) Letter Dated May 21, 1975 from Mr. Gene Tanner,
Vintage Car Club of Canada

The Municipal Manager presented the following report regarding the before noted subject:

"Members of Council will find enclosed in the envelopes containing their reports a letter from Mr. Gene Tanner regarding Municipal permission to use certain streets in Burnaby for a vintage car parade on Easter Sunday.

Mr. Tanner in his correspondence advises that participants in the parade did not see the R.C.M.P. It should be pointed out that no request was made for the police to lead this parade, nor was an escort promised. The Vintage Club in past years has held similar parades and no problems were noted or encountered. In any event, Cpl. L.A.E. Morrison on March 30th noted the procession of vintage cars on Willingdon Avenue with Cst. R.W. Hessler in attendance at the rear. As no problems were observed, the police allowed the cars to proceed on their own."

It was recommended that a copy of this report be sent to Mr. Gene Tanner.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

(25) Letter dated May 29, 1975 from Mrs. Dorothy H. Myers,
South Burnaby Golden Age Society,
6458 Neville Street, Burnaby -
Bus Stops Near Brentwood Manor

This matter was dealt with previously under Item 3(b) Correspondence and Petitions.

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- (26) Proposed Abandonment of Redundant Rights-of-Way -
R/W Plans No. 28948 and 28949 -
Rezoning Reference #29/73

The Municipal Manager presented the following report of the Director of Planning relating to the before noted subject:

"In the course of preparing the consolidation plans creating the assembled site for the proposed four-building office complex which is the subject of the captioned rezoning, two existing rights-of-way that were created to provide for sewer servicing of individual properties within the major site, have become redundant, in whole or in part. Sewer facilities to serve the new development to be constructed will be provided by other means, and the cancellation of the existing but now redundant rights-of-way is both possible and necessary in order to effect the consolidation of the new site for development.

As these portions of rights-of-way, shown on the sketch and described by Plan 28948 and Plan 28949 are no longer necessary to serve the consolidated site nor any Municipal purpose, it would be appropriate for Council to authorize the abandonment of the rights-of-way in conjunction with the consolidation plan that is to be registered as a condition of the subject rezoning application."

It was recommended that Council authorize the abandonment of redundant sewer rights-of-way described by Plans Number 28948 (that portion within the consolidated site) and 28949 in conjunction with the consolidation plan that is to be registered as a condition of Rezoning Reference #29/73.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

- (27) Letter Dated May 24, 1975 from Mrs. E. F. Rath
#110, Carrigan Court, Burnaby -
Community Plan Area "H" -
Lougheed Estates Phase II -
Rezoning Reference #46/68, P.P.A. #2169

This item was dealt with previously in the meeting as Item 3(1) under Correspondence and Petitions.

- (28) Burnaby Refuse Service

The Municipal Manager presented the following report of the Municipal Engineer relating to the status of a study on garbage pick-up services to Strata Title Developments:

"On 12 November, 1974, the Municipal Council dealt with ten recommendations pertaining to the provision of refuse service. The Council at that time adopted four of the recommendations and tabled six of them for further consideration.

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One of the most important tabled recommendations pertained to the provision of refuse service to Cooperatives and Condominiums as a direct charge to the Municipal Budget. One of the approved recommendations required that "... the Engineer meet with representatives of the C.U.P.E. Local 23 and the Labour Management Committee in order to provide a full discussion on the recommendations ...". Several meetings were held with representatives of Local 23, but it has not been possible to have Union personnel attend these meetings for some considerable time now because the same people have been engaged in negotiations for a new Contract.

The purpose of this report is to advise Council of the status and to advise that it is our intention to report back to Council on the six tabled matters at its meeting of 16 June, 1975. It had been our intention to report on 9 June, 1975, particularly on strata title refuse service, but it appears that a commitment had been made to Local 23 that the report would not go forth until 16 June, 1975, in order that the Union could have more time to prepare a case for submission to Council. It is, then, our intention to report on 16 June, 1975, on at least the subject pertaining to refuse service to strata title properties."

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

(29) Proposed Single Family Residence at 5867 Sunset Street -
Central Administrative Area

The Municipal Manager presented the following report on the above noted subject:

"It has come to the attention of the Planning Department that a single family residence is being constructed at 5867 Sunset Street in the Central Administrative Area under a building permit issued May 15, 1975. The subject property is a privately owned 66 foot by 105.5 foot lot, presently zoned Residential District R4, but proposed, under the adopted guideplan for the area, to be incorporated in a site to be assembled and used for development of residentially-oriented Community Institutional uses. Such uses would largely conform to the P5 zoning category and would include senior citizens housing, rest homes, churches, childrens' institutions, and possible low profile private hospitals or health clinics.

Although this guideplan for development of the Central Administrative Area has been approved by Council, the area has not been rezoned to anticipate the proposed eventual development. Rather, individual proposals are submitted to Council for rezoning consideration on their own merit. The Council will recognize that the site to the south of Sunset Street opposite the subject parcel has been developed for limited dividend senior citizens housing in this way (Cedar Park). It is in conjunction with this latter project that Sunset Street has been constructed, and thereby provided physical access to two private and three Municipally-owned interior properties on the north side of Sunset.

The building permit that was issued for the subject single family residence on Lot 22 was granted under the prevailing zoning. To date, the site has been cleared and excavated, and building foundations have been constructed.

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On June 3 the builder, Mr. V. Bisognin, approached the Planning Department to determine whether or not the Municipality would be willing to share in the cost of extending secondary electrical service westward from the distribution system in the Godwin Avenue allowance, in order to serve both his property and the Municipal lots further west. We are informed that Mr. Bisognin did not check on the availability of power to service this site when he determined to build, and B.C. Hydro authorities have advised him that considerable cost is involved in providing the secondary service and extending the distribution system to service this property. (Although no detailed estimates have been prepared, Hydro estimates that an amount in the neighbourhood of \$1,500 may be expected; cable and telephone extensions would be additional.)

In response to his enquiry, Mr. Bisognin was informed that there are no immediate plans for development of the Corporation property and that the Municipality does not enter into cost sharing arrangements for services required to serve individual private developments. Moreover, we have indicated that the guideplan for the area calls for eventual through-site consolidation to Sprott Street, and it is probable that secondary electrical service for such future development would come via Sprott Street.

In discussion, it was pointed out to Mr. Bisognin that residential development on individual properties fronting on Sunset Street is not in accord with the plan and where such occurred, achievement of area objectives for particular sites might be frustrated for some years to come. Mr. Bisognin has expressed that he has no wish to complicate the area's development or to conflict with the area plan, and that he further feels the unexpected cost of providing electrical service to his site will be a significant economic hardship in his building venture. He has therefore expressed his willingness to enter into an exchange of lands involving a serviced Municipal building site, if such could be arranged.

From the Municipality's point of view, an exchange would prevent a development that would conflict with the goals for the area and at the same time give the Corporation additional control through ownership in an area where the Municipality already has major holdings and where community-type institutional uses are envisioned. On this basis, and in view of the lack of full servicing on this street and the builder's expressed willingness to negotiate an exchange, it would appear prudent to pursue the exchange proposal. A subsequent report from the Land Agent on the exchange negotiated would deal with matters such as value, disposition of the existing foundations, and the like."

It was recommended that the Land Agent be authorized to negotiate a suitable exchange of land involving the property known as 5867 Sunset Street (Lot 22, Block 10, D.L. 80N, Plan 1892) in accordance with objectives of the approved guidelines for the Central Administrative Area.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

The meeting recessed at 8:55 P.M.

The meeting reconvened at 9:15 P.M. with Aldermen Lawson and Lewarne being absent.

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(30) Municipal Hall Renovations and Site Development

The Municipal Manager presented the following report regarding the before noted subject:

"On May 12, 1975, Council adopted the following recommendations in connection with a report on site development for the Municipal Hall complex:

- '1. That Council authorize the retention of Bruno Freschi and Don Vaughan to complete the architectural and landscape design work respectively as shown on the Implementation Schedule; and
2. That Council assign responsibility to the Consultants and the Planning Department as set out under Section 1.3 of the Director of Planning's report.'

In Item 27, Report No. 35, we advised that we would be reporting further on this subject after we had meet with Mr. Vaughan, Landscape Architect, to arrange contract terms, and with Mr. Freschi to discuss changes in the scope of work within the framework of the existing Client/Architect Agreement.

Further meetings were held with both architects on June 6, 1975, and there are still some details to resolve, so this aspect of the report by Mr. Jones is still not precise in some areas. It will, however, give a good indication of what we are working towards.

With respect to our present Agreement with Mr. Hibbs, it should be borne in mind that his contract fee was \$25,000, which means that on an annual basis using the current union rates his Superintendent will be making more money than he is. This was taken into consideration when we proposed the contract fee for his services for July 1, 1975 to July 1, 1976. It should also be realized that our Agreement with him has a 30-day notice clause and that out of his fee he must provide his own fringe benefits. Further, it is now not uncommon to have the Construction Manager on a specific project paid 6% of the cost of the work."

At 9:17 P.M. Aldermen Lawson and Lewarne entered the Council Chamber and took their place at the Council Table.

It was recommended:

1. That per diem time charge be authorized for the retention of Mr. Freschi for production of approved design drawings for the architectural elements of the site development, and that working drawings necessary for construction be obtained on a per diem basis.
2. That an Agreement be entered into with Mr. Vaughan for a fixed amount of \$18,900 to provide full design, working drawings and specifications, plus supervision, and consultation with other consultants to the approval of the Corporation.
3. That the Construction-Management method be utilized to implement the Complex plan.
4. That Mr. Edward Hibbs be retained by the Corporation by amendment of current Agreement for a period to run to July 1, 1976, at a remuneration of \$36,150 effective from July 1, 1975.

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MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

(31) Capital Improvement Programme 1975-1980

The Municipal Manager submitted the Capital Improvement Programme for the years 1975-1980 as prepared by the Staff Capital Improvement Committee and as well presented the following recommendations:

1. That Council direct that provision be made for the inclusion of an alternate route to Gilley Avenue at an estimated cost of \$3,500,00; and
2. That the 1975 portion of the Capital Improvement Programme for the years 1975 to 1980 be adopted; and
3. That the balance of the Capital Improvement Programme be adopted as amended with the inclusion of the Gilley Avenue alternate, subject to it being understood that authorization is given for the planning only of the works involved in the years 1976 to 1980; and
4. That a by-law be brought down to adopt the programme as amended; and
5. That enabling legislation be sought to validate the by-law.

MOVED BY ALDERMAN McLEAN:

SECONDED BY ALDERMAN STUSIAK:

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

MOVED BY ALDERMAN MERCIER:

SECONDED BY ALDERMAN AST:

"That consideration of the Capital Improvement Programme 1975-1980 be tabled for one week to allow additional review of the subject matter."

CARRIED.

OPPOSED: ALDERMEN EMMOTT
AND STUSIAK.

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NEW BUSINESS

Alderman McLean advised that he would be asking Council to reconsider Item 12 of Manager's Report No. 41, 1975 at the next regular meeting of Council - "Formby Street off Canada Way - Request for Road Closure".

Alderman Mercier requested that Council reconsider the motion as presented by himself at the "In Camera" meeting of Council held on May 26, 1975, namely:

"THAT appropriate disciplinary action be taken immediately under the terms of the Collective Agreement with Municipal Employees against those employees that are not performing adequately."

MOVED BY ALDERMAN MERCIER:

SECONDED BY ALDERMAN STUSIAK:

"THAT the before noted resolution considered by Council on May 26, 1975 be now reconsidered."

FOR: ALDERMEN MERCIER AND STUSIAK

AGAINST: MAYOR CONSTABLE, ALDERMEN AST,
EMMOTT, GUNN, LAWSON, MCLEAN
AND LEWARNE.

MOTION DEFEATED

Alderman Mercier as Chairman of the Election Procedures Committee, advised that this Committee would bring forward a report to Council at the next regular meeting in order to ensure that the legislative changes recommended could be forwarded in time to be placed on the Union of British Columbia Municipalities Convention Agenda for consideration, with the deadline being Friday, June 27, 1975.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN MCLEAN:

"THAT the Committee now rise and report."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN MCLEAN:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN MCLEAN:

"THAT the Council now resolve itself into a Committee of the Whole "In Camera".

CARRIED UNANIMOUSLY