

1980 NOVEMBER 17

A regular meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Monday, 1980 November 17 at 19:00 h.

PRESENT: Mayor D.M. Mercier, In the Chair
Alderman G.D. Ast
Alderman D.N. Brown
Alderman D.P. Drummond
Alderman A.H. Emmott
Alderman D.A. Lawson
Alderman W.A. Lewarne
Alderman V.V. Stusiak

ABSENT: Alderman F.G. Randall

STAFF: Mr. M.J. Shelley, Municipal Manager
Mr. E.E. Olson, Municipal Engineer
Mr. A.L. Parr, Director of Planning
Mrs. B.J. Pordan, Secretary to Manager
Mr. James Hudson, Municipal Clerk
Mr. B.D. Leche, Deputy Municipal Clerk

W E L C O M E

His Worship, Mayor Mercier, welcomed Mr. Ken Spencer, Troop Scouter, Third Burnaby West Boy Scouts and members of the troop to the Council Meeting this evening.

M I N U T E S

The minutes of the Council Meeting held on 1980 November 03 came forward for adoption.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN LEWARNE:

"THAT the minutes of the Council Meeting held on 1980 November 03 be now adopted."

CARRIED UNANIMOUSLY

P R O C L A M A T I O N

His Worship, Mayor Mercier, issued the following proclamation regarding "Red Cross Winter Safety Week in Burnaby":

WHEREAS activities on and around the water, and in the general outdoors, constitute a major part of the winter recreation enjoyment of Burnaby residents; and

WHEREAS the Red Cross Water Safety Service is dedicated to the prevention of drownings, related winter activity accidents, and the promotion of health and physical fitness; and

WHEREAS we are in strong support of these objectives

NOW THEREFORE I, Mayor of the Municipality of Burnaby, do hereby PROCLAIM the week of November 16 - 22, 1980 as

RED CROSS WINTER SAFETY WEEK
IN BURNABY

D E L E G A T I O N S

The following wrote requesting an audience with Council:

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- (a) Hean, Wylie and Company, Arnold F.C. Hean,
1980 October 29, Re: Parcel "B", Reference Plan 17411,
Block 12, District Lot 10, Plan 3054, 8720 Government
Road, "The Love Property" Rezoning Application
Spokesman - Mr. A.F.C. Hean
- (b) Jacobson Andersen Realty (1971) Ltd., President,
1980 October 30, Re: Application for Rezoning 5307, 5315,
5321, 5331 East Hastings Street and 5310 Capitol Drive
Spokesman - Mr. W.R. Lort
- (c) Keith R. Ballantyne, 1980 October 27, Re: Community
Rail Service/Canadian Pacific Railway
Spokesman - Mr. K.R. Ballantyne
- (d) East Burnaby Ratepayers Association, Vice-President,
1980 November 10, Re: Proposed Annacis Island Bridge
and Retention of Transportation Committee
Spokesman - Mr. Hugh Elwood
- (e) Burnaby Citizens Roads Committee, 1980 November 10,
Re: Decision to Disband Transportation Committee
Spokesman - R. Hills
- (f) Brentwood Park Ratepayers' Association, Secretary,
1980 November 12, Re:
1. Proposed Annacis Island Bridge
2. Burnaby Transportation Committee
Spokesman - Mr. H. Adams
- (g) Andrew Seary, 1980 November 12,
Re: Transportation Committee
Spokesman - Andrew Seary
- (h) Public Freightways Ltd., Divisional Controller,
1980 November 12, Re: Enclosure of Still Creek
Spokesman - Terry R. Smythe

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN STUSIAK:

"THAT the delegations be heard."

CARRIED UNANIMOUSLY

- (a) Mr. Arnold F.C. Hean then addressed Council on the question of the rezoning of Parcel "B", Reference Plan 17411, Block 12, District Lot 10, Plan 3054, 8720 Government Road, "The Love Property". The following is the text of Mr. Hean's submission:

"I appear tonight not only on behalf of Mr. and Mrs. Love but also on behalf of The Imperial Group of Companies which has entered into an agreement with Mr. and Mrs. Love to purchase their property for light industrial development.

Presented with this brief is a brochure descriptive of the work of The Imperial Group. In the brochure, I would like you to note an aerial photograph of the Burrard Peninsula with Imperial Square, blocked out in white, in the foreground and the skyline of Vancouver in the background. The Imperial Group is a private Canadian development organization with successful developments across Canada and in the United States.

On Friday of last week, we were grateful to be able to obtain a copy of the Planning Department report and to note that it has recommended that the Love property site be rezoned for industrial purposes and that we and the department subsequently work together in the preparation of a suitable plan for the development of the property. With regard to the approximate two acres of the Love property which the municipality will be obtaining for park purposes I should like the opportunity to meet with the Municipal

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Solicitor to discuss its acquisition value. As you know, the Municipal Act provides that five percent of the total land area involved is to be acquired by the municipality without cost.

My clients and I were impressed with the quality and understanding shown by the department report and on their and my own behalf I should like to thank Mr. Stenson and Mr. Sanderson for its clarity and, importantly, for meeting with us on Friday afternoon so quickly after the preparation of the report for the first full discussion between us. I believe that such meetings follow meaningfully Council's expressed desire and intent to develop as quickly as is appropriate further sound, high quality industrial opportunities within Burnaby; we all recognize that these industrial developments are particularly beneficial to Burnaby citizens because they produce a far greater tax dollar return to Burnaby than any Burnaby costs which may be attributed and, even more importantly, because they create job opportunities for our people.

Graeme Stamp, Regional Manager, and Bob Laurie of The Imperial Group, together with Jack Hanson, senior architect in the firm of Hanson and Erb, attended upon Don Stenson and Phil Sanderson with me last Friday afternoon, to commence the technical discussions which will lead to another excellent, small industrial park here. As I am sure you all know, Jack Hanson has been principal architect and planner for the Lake City Industrial Park and many other developments within Burnaby, including Imperial Square on Canada Way, for some twenty-five years. Mr. Hanson, as senior designer for The Imperial Group in this project, brings an understanding and expertise which adds to the assurance that the development will be a successful achievement for both Burnaby and its owners. Included with this brief is pictorial material descriptive of some of the architectural work of Hanson and Erb.

Our discussions on Friday centred on unanimous agreement with respect to the high quality of our development and the collective desire and intent to overcome and resolve the many difficult matters which require resolution and which are clearly outlined in the report prepared by Mr. Sanderson. It was stressed that every effort should be made to resolve the difficulties simultaneously so that actual site development could proceed expeditiously and with the ease between the municipal staff and the Imperial Group which has characterized the construction of Imperial Square.

It was agreed that the resolution of the various matters outlined, and the application of those resolutions would, because of the nature of the site, be very costly to the developer. In our discussions this led, I believe, to a consensus of opinion that in such a relatively expensive development, it is necessary that the developer have the earliest possible assurance that rezoning will be achieved.

We discussed the fact that comprehensive development zoning requires a detail of plan and presentation before Public Hearing, which in this case would mean that full and costly details of topography, soil stabilization, road construction, possible bridge construction, market studies and building design be completed before Council has had an opportunity to hear public response to the rezoning application. The cost to the developer would be in the many tens of thousands of dollars and with no indication that the matter would ever go beyond the Public Hearing.

The Imperial Group is certainly prepared to expend all monies necessary to develop this project to the high quality level which is common in its work. However, we feel it fair and reasonable that the company should not be required to spend such a large amount of money at least until Council has had the opportunity to judge public feeling through a Public Hearing.

As has already been indicated by our Friday meeting, The Imperial Group is proceeding on all matters speedily and simultaneously so that if Council should proceed beyond Public Hearing much of the basic work will already have been done.

In your instructions to Planning you ordered the Planning Department "... to work with the applicant to come forward with a project under the Light Industrial District (M5) OR Comprehensive Development District (CD) under

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M5 guidelines to to to a Public Hearing ...". Prior to our meeting with Planning on Friday we had discussed access/egress and other matters several times but it was not until after the planning report was published and the Planning decision as to the particular zone was made, that we enjoyed full opportunity to work with and discuss the alternative zoning with the department.

Thus, no matter how valid our comments may have been to Mr. Stenson and Mr. Sanderson last Friday, their report could not have changed - it had already been printed without benefit of our opinion in regard to particular zoning and CDM5 has been recommended.

I have attached to this comment a letter from the Imperial Group of Companies which is self-explanatory of its intent. I believe it to be so relevant and of such importance that I would like to read it to you now because it typifies the attitude and work of The Imperial Group, all of which has been shown to you in Imperial Square.

It is because of the relatively enormous cost required in this situation to prepare detailed material for a comprehensive development application before Public Hearing that I respectfully urge and request Council to pass this application forward as an M5 application to the first date for a Public Hearing. If you have any questions, I would be pleased to attempt to answer them now."

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LEWARNE:

"THAT Item 3 of Item 25, Municipal Manager's Report No. 70, 1980 pertaining to RZ #46/80, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

The following are the recommendations contained in that report:

- (1) THAT Council confirm the development of the site for industrial purposes on the basis of CD Comprehensive Development District zoning utilizing the M5 Light Industrial District regulations.
- (2) THAT Council authorize the Planning Department to work with the applicant towards the preparation of a suitable plan of development reflecting the development guidelines and information outlined in Section 4.0 of the Director of Planning's report to be the subject of a further report to Council.

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN LAWSON:

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

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN LEWARNE:

"THAT recommendation no. 1, aforementioned, be amended to provide for Rezoning Reference #46/80 on the "Love" property be advanced to the next available Public Hearing on the basis M5 zoning."

CARRIED

OPPOSED: ALDERMEN AST
AND DRUMMOND

A vote was then taken on the original motion as moved by Alderman Emmott and seconded by Alderman Lawson, "That the recommendations of the Municipal Manager be adopted", as amended, and same was CARRIED with Aldermen Ast and Drummond opposed.

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MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN LAWSON:

"THAT Rezoning Reference #46/80 be referred back to the Planning Department for the establishment of prerequisites, etc., and a further report to Council."

CARRIED

OPPOSED: ALDERMEN AST
AND DRUMMOND

- (b) Mr. W.R. Lort then addressed Council on Rezoning Reference #51/80 covering 5307, 5315, 5321, 5331 East Hastings Street and 5310 Capitol Drive. The following is the substance of Mr. Lort's submission:

Mr. Lort reviewed alleged discrepancies that appear in the Director of Planning's report covering the proposed rezoning. Mr. Lort requested that Council give favourable consideration to the requested rezoning. Failure to do so would delay the development of the site for an indefinite period. The existing apartment block to the east of the proposed site is only eighteen years old and could remain a viable proposition for another twenty-five to thirty years.

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN DRUMMOND:

"THAT Item 7 of Item 25, Municipal Manager's Report No. 70, 1980 pertaining to Rezoning Reference #51/80, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

The following are the recommendations contained in that report:

- (1) THAT Council not give favourable consideration to the rezoning of Lots 1, 2, 3 and 104 as requested.
- (2) THAT the Planning Department be authorized to work with the applicant towards the development of apartment uses as outlined in Sections 5 and 6 of the Director of Planning's report to be the subject of a further report to Council.

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN AST:

"THAT Council give favourable consideration to the rezoning of Lots 1, 2, 3 and 104 as requested and that RZ #51/80 be advanced to the first available Public Hearing."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN STUSIAK:

"THAT RZ #51/80 be referred back to the Planning Department for the establishment of prerequisites to the rezoning and that a further report in this respect be submitted to Council."

CARRIED UNANIMOUSLY

- (c) Keith R. Ballantyne then addressed Council on the subject of Community Rail Service utilizing Canadian Pacific Railway lines. The following is the text of Mr. Ballantyne's submission:

"Light Rapid Transit is planned for Burnaby, New Westminster and Richmond before the north east sector. Established areas such as Burnaby have justification for priority by population density when considering initial implementation of L.R.T.

However, the major elements of any overall transportation plan are inter-dependent and cannot be developed in isolation of the needs and concerns of other areas. Continuing and escalating highway congestion is rapidly

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approaching that situation where development may well be impaired by severely reduced accessibility and livability of the region.

We have the Lower Mainland Development Strategy which outlines growth parameters, the Urban Transit Authority North East Sector Feasibility Study and the G.V.R.D. South Shore Transit Technology Evaluation.

- The Development Strategy promotes a metropolitan area and other urban areas linked by efficient transportation facilities in order that the townships can maintain their own identity with ready access.
- The Urban Transit Authority rejected their own report as "economically unfeasible" presumably as the Sector would not provide enough passengers. This lack of passengers is not consistent with the 1977 City of Vancouver Traffic Survey which presents a possible 3000 potential passengers at time of issue.
- The G.V.R.D. Technology Evaluation estimates 3225 commuter rail trips for 1978 and projects 4465 trips for 1981. These figures exceed the 3000 trips required in the Regional Transit Strategy Report #1 for C.P.R. Rail links to become cost effective.

To assess the area requirements on a 3½ year old survey, though useful is not a truly accurate representation and does not take into account the following considerations:

- Increasing costs of energy and the impact on commuter requirements.
- Rapid urbanization of the Fraser North Shore.
- Traffic that will be generated by a community rail system.

The North East Sector of the G.V.R.D. and beyond are essentially a linear development tied by geographic considerations that provides a captive population adjacent to only one major highway the Lougheed/Barnet corridor. Each new subdivision or development must, therefore, be adjacent to that highway and is fully dependant on it.

If solutions are not rapidly found and implemented and the east/west flow of traffic is not improved, Regional Planning Strategies will be seriously hindered. Overall, the Lower Mainland is poised for the most rapid population expansion ever seen. To achieve planned growth in an orderly fashion and to maintain livability, the key is efficient transportation.

The only short and long term solution is implementation of Community Rail Service which is seen as an intercommunity service providing two way interchange between communities bordering the C.P.R. tracks between Vancouver and Mission with increased frequency morning and evening.

As the Lougheed/Barnet corridor is also part of the Hastings route/connector to Vancouver, the increasing congestion through Northern Burnaby as a result of continued and escalating urbanization of the North East Sector and beyond, is obviously causing serious concern to the District of Burnaby.

Consideration of the situation is given in the Burnaby Comprehensive Transportation Plan which was adopted 1980 July 21, including the concept of Commuter Rail (Section A.1.4). As suggested, rail service should be judged relative to bus service improvements. The situation is now becoming so critical that buses are at the mercy of traffic congestion. More buses and increasing numbers of cars will only add to that congestion, including the existing log jam of converging bus routes in downtown Vancouver.

I am, therefore, proposing that the District of Burnaby partake in a joint study to determine the real needs and requirements of the Hastings/Barnet/Lougheed corridor. It is intended that each municipality be responsible for its own planning with respect to transportation and planning. Most of this has already been compiled and will require little cost to assemble.

Economic factors should also be considered in conjunction with Regional and Provincial Governments such as:

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- Commercial and residential attraction to the line/possible road construction savings.

The following municipalities and districts have agreed to participate at time of writing: Mission, Maple Ridge, Pitt Meadows, Port Coquitlam, Coquitlam, Port Moody and Belcarra. Canadian Pacific Railway have also been approached and wish to become involved in discussions and planning, but without commitment.

I seek your endorsement."

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

"THAT the correspondence of Mr. K.R. Ballantyne be referred to the Municipal Manager and further that the Urban Transit Authority report evaluating the use of the Canadian Pacific Rail Line for commuter purposes with comments thereon, be brought forward for the consideration of Council."

CARRIED

OPPOSED: ALDERMAN DRUMMOND

- (d) Mr. Hugh Elwood then addressed Council on the subject of the proposed Annacis Island Bridge and the retention of the Municipal Transportation Committee. The following is the text of Mr. Elwood's submission:

"Not long ago, Mayor Dave Mercier made a statement to the effect he had received no objections to the Annacis Crossing from any ratepayer group in Burnaby. A statement of this nature was attributed to him by a local newspaper. We would point out that almost two years ago the East Burnaby Ratepayers Association submitted an extensive brief to the Mayor and Council which in part dealt with the Annacis Crossing. To quote from the brief, "It is clear we are totally and unalterably opposed to the Newcombe-Stormont interchange, the Edmonds connector, and the Annacis Crossing". The brief goes on to quote former Mayor Tom Constable at least twice in the Vancouver Province, where he condemns the Annacis Crossing as a "terrible mistake" and that he "vociferously opposes it". This was in 1977. The East Burnaby Ratepayers Association's position on the Annacis Crossing has been presented to Council in a clear and straight forward fashion and has not deviated from the stated position. We are prepared to provide Council with copies of this brief which was never responded to in terms of the questions posed. We are sure if the Mayor was aware of this brief he would never have suggested there has been no opposition to the Crossing itself.

The question then is why are we opposed to the Crossing? The answer is even simpler. We want livable neighbourhoods. If the Annacis Crossing is built large parts of Burnaby, especially East Burnaby, will no longer be livable. Planners and politicians are well aware the Crossing is only part of a much larger interlocking system of roads which will turn much of Burnaby, for practical purposes, into freeways or parking lots, depending on the time of day. At that, the system is designed more for moving goods than people. There has been little or no consideration given to the effects of traffic congestion, audio, visual or olfactory pollution. If environmental impact studies have been conducted with respect to the effect of the Annacis Crossing on Burnaby along with its feeder routes, they have not been made available to us even though we have asked the planners and politicians at both the municipal and provincial levels.

The road network required to service the Annacis Crossing will cut children off from neighbourhood schools and parks. This will further hasten the decline in livability and in turn hasten the declining school enrollment, providing a convenient excuse to close schools, a sure indication of a neighbourhood in its last stages of existence. In any event, should streets such as Nelson, Newcombe, Patterson and Edmonds be developed to service the Crossing and the children persist in going to the same parks and schools no doubt we will have more traffic deaths and injuries. Perhaps this is the price of progress.

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But is this progress? We will be spending hundreds of millions of dollars for a system which will leave us with exactly the same problems we started with, in at the most ten years. Surely this money could be more fruitfully spent on a transit system to take us into the next century rather than building bridges in the sky. Even if the current plans had a chance of solving transportation problems, would the people of Burnaby even then sacrifice their peace, their quiet, their homes, their children, to speed the residents of Delta and Surrey into Vancouver?

It is ironic that the residents of Delta, many of whom have been screaming loud and long for the Annacis Crossing, are now moaning and crying about access roads through their neighbourhoods. Where was the concern for the Burnaby residents when they were crying for the bridge? For that matter, what concern are they showing now? Yet we in Burnaby are told we must recognize the needs of Delta and Surrey residents, be good citizens, smile and wave at them as they drive past our homes, morning and night. Perhaps the attention Delta residents and Council are receiving from the press and the Provincial Government is a reflection of the relative importance placed on Delta vis-a-vis Burnaby citizens.

It has no doubt been noted this presentation is not a technical document. It is intended as a simple statement of position with respect to Annacis and its attendant road network. Perhaps some thought should be given to the comment by Alderman Lois Jackson of Delta quoted in the Vancouver Sun of 1980 November 12 wherein she says "I've never seen people so bloody mad up here. I tell you, any attempt to push those roads through and they'll be out on the streets". She may be speaking for more than just Delta residents without realizing it. Perhaps it is time Council started listening more closely to the Burnaby electorate and becoming more forceful with the Provincial Government.

Council could start by heeding the requests of numerous ratepayer groups, including the East Burnaby Residents Association, to retain the Burnaby Transportation Committee and in a meaningful role. Without a Transportation Committee, Council can look forward to many more briefs from many groups throughout Burnaby. This should be an inducement to retain the Committee.

Summary:

1. The East Burnaby Ratepayer's Association has made representation to Burnaby Council in opposition to the Annacis Crossing and associated access roads and received no response to our position. We re-iterate our opposition to the Annacis Crossing because it will:
 - (1) Reduce the livability of and divide our neighbourhood(s).
 - (2) Provide at best short term expensive solutions to a long term problem because it does not provide for an overall transit system.
2. As the residents of Delta have recently been very vocal in their opposition to connector/feeder routes for the Annacis Crossing, this may very well foreshadow the response of Burnaby citizens.
3. We urge the retention of the Burnaby Transportation Committee and its immediate reactivation and attention to the matters we have raised.

Thank you for the opportunity of speaking to you."

- (e) Mr. R. Hills then addressed Council on the subject of the Burnaby Transportation Committee. The following is the text of Mr. Hills' submission:

"We understand that the Mayor has stated that none of the Burnaby residents' groups has rejected the Annacis project. Surely he understands that all of the residents' groups have been saying for some time that they want less and not more traffic, especially this project that will force more traffic on to presently quiet streets in South Burnaby.

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We believe that the Burnaby Transportation Committee should not be disbanded, but should be enhanced with another member added from the public. The Committee was to monitor increased traffic in Burnaby. Who will do this in the future with citizen input? We will have the Annacis traffic, Discovery Park traffic, along with possibly other unknown traffic, adding projects from the Provincial Government that will disrupt the present Transportation Plan for Burnaby.

We, therefore, ask that the Transportation Committee be retained to implement the Comprehensive Transportation Plan and monitor increased and changing traffic patterns."

- (f) Mr. R. Handy then addressed Council on the subject of the proposed Annacis Island Bridge and the Burnaby Transportation Committee. Mr. Handy noted that Mr. Adams, the original spokesman for the Brentwood Park Ratepayers' Association was not able to be present this evening and that he would speak on Mr. Adams' behalf. Mr. Handy advised that he would address Council on the proposed Annacis Island Bridge, and Mr. A.D. Turner would address Council on the Burnaby Transportation Committee. The following is the text of Mr. Handy's submission:

"This brief deals with two inter-related topics:

1. Mayor Mercier's statement on a T.V. tape that he had heard no objections from residents' groups in Burnaby to the proposed Annacis Island Bridge.
2. The future of the Burnaby Transportation Committee.

The Brentwood Park Ratepayers' Association does indeed object to the proposed Annacis Island Bridge, and endorses the rationale for those objections contained in the attached letter, written on 1980 March 26, by Citizens for Rapid Transit.

Following is a brief summary in point form of some of the disadvantages of building the bridge:

- It will merely transfer the traffic jam to the north side of the Fraser River.
- New roads and road widening on both sides of the river must inevitably follow.
- The cost of all these facilities which cater to the automobile would have provided an L.R.T. line across the river.
- The bus-only system of public transit continues to strangle in the escalating traffic, and its cost is skyrocketing.
- The further commitment to automobiles exacerbates the energy wastage of the internal combustion engine in private cars vis-a-vis the electric motor in rail vehicles.
- We are getting even closer to Transpo 86, the first world transportation fair in history designed by default to exhibit in a monumental traffic jam.

There are other items which underline the folly of the "roads and bridges" approach to transportation:

1. "The Annacis Island Bridge was not developed within an overall plan for both roads and transit ... the Provincial Government has not endorsed the Livable Region program and highway improvements have not been developed in keeping with the strategy"(quoted from "The Livable Region from the 70s to the 80s, G.V.R.D. Planning Department, 1980 September"). Although these are understatement, they clearly acknowledge the unco-ordinated approach.
2. "The additional traffic that would be placed in Burnaby by the Annacis system would appear to be adequately provided for by the Conceptual Transportation Plan ... there should be no disruption to residential areas in Burnaby ..." (quoted from the report on the Annacis Island

Crossing System by the Burnaby Director of Planning, 1980 March 04). In view of the disruption to neighbourhoods that already exists from automobile traffic in Burnaby, and in view of the fact that many residential roads are full to capacity in the rush hours, it is patently untrue to say that there will be no disruption.

3. "It is expected that there will be positive benefits in terms of the development of Burnaby's Big Bend and Metrotown as a result of the implementation of the Annacis system ... the crossing will make Burnaby's Metrotown more accessible to people residing in North Delta/Surrey ..." (quoted from the above Director's report). Now to have significant effect on Metrotown, already slated to be a busy town centre, there would obviously have to be a significant flow of traffic. By what route would this traffic arrive at Metrotown from the Annacis Bridge, without going through a residential area? Is it going to go up Nelson Street?"

Mr. A.D. Turner then addressed Council on the subject of the Burnaby Transportation Committee. The following is the text of Mr. Turner's submission:

"Some of the conclusions expressed as a majority opinion of the Committee have not been in the best interests of the residents. One example has already been discussed; i.e. acceptance of the Annacis Island Bridge into the Comprehensive Transportation Plan. Another is agreement with the Provincial Government on possible widening of collector roads, on addition of major collector links, and on holding back on the proposed downgrading of Parker/Curtis. With respect to the latter, we now see clearly that Curtis is going to receive major traffic from the future Discovery Park at Simon Fraser University.

The Transportation Committee should have at least 50% of its representatives drawn from the residential community. Because the Committee has advisory status only, this improvement in residents' input would pose no threat to any other sector. It would, however, ensure that the residents would have at least equal voice in the published conclusions of the Committee.

There are cogent reasons for continuing the function of the Transportation Committee (with improved representation from residents).

In capsule form, the main reason is that the job of the Committee is just beginning.

A number of developments in land use and transportation, concurrent with or subsequent to the evolution of the Comprehensive Transportation Plan for Burnaby, have either invalidated parts of it or threatened its implementation. These matters include massive projects in downtown Vancouver, the Discovery Parks which have already started construction, the network of highways planned to funnel traffic through Burnaby over the next two decades, failure to implement L.R.T., etc.

In summary, we ask:

Is the Council willing to increase the proportion of resident delegates on the Transportation Committee to at least 50% of the membership?

Is the Council willing to extend the life of the Committee indefinitely so that it may deal with the extremely serious traffic problems and downgrading of the quality of life in this municipality."

The Council Meeting recessed at 21:06 h.

The Council Meeting reconvened at 21:24 h with Alderman Randall absent.

- (g) Mr. Andrew Seary then addressed Council on the subject of the Municipal Transportation Committee. The following is the substance of Mr. Seary's address:

"Like the speakers in front of me, I would like to speak in favour of retaining the Transportation Committee. More, I would like to see it

re-invigorated. I think the Committee and its staff have done a good job over the past few years. Although I cannot agree with all of the Committee's recommendations, that is not too surprising. What they have done and done well despite the difficulties is to provide a forum for the citizens of Burnaby to express their concerns, hopes and criticisms and the Committee has listened. While the Committee did a pretty good job of identifying and satisfying priorities of the time, things have changed in just a couple of years. Now we have some new priorities to identify and probably more just down the road. Examples, besides the Light Rapid Transit System that now appears to be a very real priority in Vancouver, there are the side effects of the two Discovery Parks to be considered and, of course, the impact of the proposed Annacis Island Crossing. On that topic the Committee has stated that Burnaby's Transportation Plan has the capability of accommodating the Annacis Island Crossing. This I cannot agree with. They also go on to say that the Committee will monitor the effects of the Annacis Crossing on Burnaby's Transportation Plan and advise Council. Now that is something I can agree with. The Committee should act as some kind of a watchdog to make sure that other people's plans do not upset our own. Besides the watchdog function, let us ask the Committee to go back to doing what it has already shown it can do well. Let's have some more Public Hearings. As you all know, the Burnaby Heights area has some pretty bad traffic problems and the Transportation Committee and the Ministry of Transport have come up with some suggestions about how to deal with them, some of which do not make much sense. We have never had a Public Hearing up there. In the words of the new Mayor across from me, let's get back to basics. Surely the Public Hearing is the most basic tool in our system. In conclusion, I would like to express support for the report of Aldermen Ast, Brown and Lewarne on behalf of the Transportation Committee. Let's keep the Committee going and have more Public Hearings on the newer matters."

- (h) Terry R. Smythe then addressed Council concerning the enclosure of Still Creek at 3985 Still Creek Avenue. The following is the text of Mr. Smythe's submission:

"Introduction

This application is for approval to complete the box enclosure of Still Creek where it bisects the Public Freightways property at 3985 Still Creek Avenue.

The Company

Public Freightways Limited is a wholly-owned subsidiary of Johnston Terminals and Storage Limited, which in turn is a 100% employee-owned B.C. company.

The Public Freightways terminal is the hub of a general freight distribution system that serves most of the B.C. Interior, and Vancouver Island. Over 80 million pounds of freight cross the terminal dock every month. The terminal operates 24 hours a day, six days a week.

The Problem

The terminal has reached the limit of its effective operating capacity.

Terminal operations require pick-up and delivery units to be backed up to the south side of the building, and trailer units to be backed up to the north side. A badly needed extension to the terminal is stalled because the open creek prevents trailers from being backed up to it.

Exhibit A is an aerial photograph of the area, with an overlay showing the proposed enclosure in relation to existing enclosures in the same area. An explanatory legend is immediately behind the photo.

Background

In February, 1976, Public Freightways applied for permission to enclose a portion of Still Creek. The application was not approved. In making that decision, Council considered reports from several municipal departments that opposed the application. Those reports are summarized below, together with Public Freightways' comments as they relate to the current application.

- (a) Health Department - reported that pollution abatement and monitoring programs could be restricted unless certain conditions were met.

Public Freightways agrees to meet all those conditions. Note that the risk of pollution is eliminated where the creek is enclosed.

- (b) Parks and Recreation - acknowledged that the proposed development would not affect the linear park walkway program, but suggested the subject area had some potential to become a visually attractive area.

Exhibits B (i) and B (ii) are photographs of the subject area from the only two points where the creek is visible to the public, i.e. through the east and west gates of the terminal property, on Still Creek Avenue. These are the views from the proposed linear park walkway. The creek is virtually invisible from these points and is most unlikely to provide aesthetic benefits of any kind.

- (c) Planning Department - acknowledged that the subject area does not form part of the linear park walkway, but opposed enclosure anyway, on the grounds that it might become a precedent for allowing other industrial enclosures in the area.

The Public Freightways' property is unique in the area because it is the only property where both physical and visual access is virtually impossible. This fact alone ensures that approval cannot be regarded as a precedent. Instead, approval is a justifiable and warranted exception to an otherwise commendable policy.

The Department suggested enclosure might detract from other land uses, such as industrial parks, in the future.

The municipality has had the land zoned M6 Truck Terminal, so that no such alternative use is permitted. Paradoxically, the open waterway severely restricts efficient truck terminal operation.

The Planning Department proposed discussions with Public Freightways for bridge access to the westerly portion of the property.

While we appreciate this gesture, the problem is not one of access. We are unable to proceed with a westward extension of the terminal because the open creek would prevent trailers from being backed up to that extension. We, therefore, cannot achieve full utilization of our own property.

- (d) Engineering Department - favoured the earlier enclosure proposal, and supports the current one.

Attached as Exhibit C is a copy of a letter from the Chief Engineer of the Greater Vancouver Sewerage and Drainage District, in support of this application.

Changed Conditions

- (a) The applicant is prepared to pay the entire cost of enclosure.
- (b) The linear park walkway plan was approved in principle by Council in 1980 January. The walkway parallels Still Creek Avenue, not the creek itself, in this area. The applicant is prepared to grant the municipality an easement along the south property line, so as to enhance the five foot walkway along Still Creek Avenue.
- (c) We undertake to remove the enclosure if, in the future, the property is used for other than truck terminal purposes. A restrictive covenant against the land title will ensure that our commitment is binding upon any subsequent owners.

Our application is, therefore, for only an interim enclosure.

Summary

- (a) The subject area is not suited for preservation of an open watercourse. Of all the properties in the area, this one alone offers neither physical nor visual public access to the creek. Indeed, the area is under continuous security control to prevent trespassing.
- (b) It is not part of the linear park walkway.
- (c) Approval of the enclosure does not represent a precedent-setting departure from established policy. This property is uniquely unsuitable for aesthetic development due to the complete absence of public access.
- (d) All costs will be borne by the applicant.
- (e) Water quality standards would be maintained or improved.
- (f) The applicant is prepared to grant an easement to the municipality to facilitate the linear walkway along Still Creek Avenue.
- (g) The enclosure will be removed, at no cost to the municipality, if the land use should change in the future.

We are asking permission to enclose a portion of the creek at our own expense, on our own land, in an area where the creek cannot be seen, let alone approached. In return, we will grant an easement to improve the linear parkway adjacent to our property, and will undertake to ensure removal of the culvert should the property use change in the future.

Under these unique circumstances, strict adherence to the previously stated policy would be neither reasonable nor appropriate. The citizens of Burnaby would be better served by the compromise arrangements outlined above.

Permission to enclose the subject portion of Still Creek is, therefore, respectfully requested."

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN AST:

"THAT Item 24, Municipal Manager's Report No. 70, 1980 pertaining to this subject, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

The following are the recommendations contained in that report:

- (1) THAT Council reaffirm its adopted position of preserving Still Creek waterway in an open condition.
- (2) THAT Council advise Public Freightways Limited, P.O. Box 5300, Vancouver, B.C., V6B 4B6 of the foregoing and that the municipality is not prepared to approve a request for enclosure of the Creek through the Public Freightways property.
- (3) THAT Mr. D.L. McKay, Chief Engineer, Greater Vancouver Sewerage and Drainage District be again advised in writing of the Council's policy and asked not to enclose any portion of Still Creek between Boundary Road and Burnaby Lake.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN LEWARNE:

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

MOVED BY ALDERMAN EMMOTT:
SECONDED BY ALDERMAN AST:

"THAT a decision of this matter be postponed pending the production of a sketch by the Planning Department showing the full length of Still Creek and what the possibilities might be further east, roughly from Gilmore Avenue."

CARRIED

OPPOSED: ALDERMEN DRUMMOND
AND LEWARNE

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN BROWN:

"THAT the report of the Transportation Committee (Item 7.(b)) be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

The Transportation Committee submitted reports on the following subjects:

1. Comprehensive Transportation Plan for Burnaby

The Transportation Committee recommended:

- (1) THAT Council reconsider its motion to terminate the Transportation Committee in view of the fact that Council on 1979 April 09 adopted in principle the booklet entitled "Transportation Policies for Burnaby" in which policy Item 14 - "Role of a Transportation Committee" reads as follows:

'That Council assign an ongoing responsibility to a Transportation Committee comprised of members of Council, representatives from the various sectors of the community and staff to prepare, sponsor and implement transportation related improvement proposals and programs for the consideration of Council.'

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN BROWN:

"THAT the recommendation of the Transportation Committee be adopted."

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN STUSIAK:

"THAT further consideration of this matter be tabled until the Transportation Committee submits its final report on those items that it has been delegated to do."

CARRIED

OPPOSED: ALDERMEN BROWN,
DRUMMOND AND LEWARNE

2. Items requiring further consideration by the Transportation Committee

The Transportation Committee reported that the following items require further consideration:

- (1) Annacis Island Crossing.
- (2) Feasibility of connecting Deer Lake Place and Norland Avenue at Canada Way.
- (3) Marine Way - Tenth Avenue connector.
- (4) Griffiths - Nineteenth/Twentieth Street route.

The Transportation Committee recommended:

- (1) THAT this report be received for information purposes.

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN DRUMMOND:

"THAT the recommendation of the Transportation Committee be adopted."

CARRIED UNANIMOUSLY

3. Annual Dinner Meeting

The Transportation Committee recommended:

- (1) THAT Council authorize the Transportation Committee to hold a dinner meeting on Friday, 1980 December 05.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

"THAT the recommendation of the Transportation Committee be adopted."

CARRIED UNANIMOUSLY

B Y L A W S

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN BROWN:

"THAT Item 6, Tabled Matters - 'Burnaby Local Improvement Charges Bylaw 1980, Amendment Bylaw No. 2, 1980', Bylaw No. 7523, be now lifted from the table."

CARRIED UNANIMOUSLY

The following are the recommendations contained in that report:

- (1) THAT the recommendations contained in Item 7, Municipal Manager's Report No. 39, 1980 May 26, as contained hereunder, be adopted:
 - (a) THAT Burnaby Local Improvement Charges Bylaw 1980, Bylaw No. 7479, be amended to include the works shown in the report of 1980 May 26.
 - (b) THAT Council approve the cost report contained in the report dated 1980 May 26.
 - (c) THAT the Municipal Clerk be instructed to initiate the program shown in the report dated 1980 May 26.
- (2) THAT this initiative make provision for an alternate standard as described in the report dated 1980 June 23.

The following motion as moved by Alderman Ast and seconded by Alderman Brown, "That the recommendations of the Municipal Manager be adopted", was then before Council for consideration.

A vote was then taken on the aforementioned motion as moved by Alderman Ast and seconded by Alderman Brown and same was CARRIED with Mayor Mercier and Alderman Stusiak opposed.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

"THAT

'Burnaby Local Improvement Charges Bylaw 1980,
Amendment Bylaw No. 2, 1980'

#7523

'Burnaby Taxation Exemption Bylaw No. 1, 1980'

#7585

1980 November 17

'Burnaby Taxation Exemption Bylaw No. 2, 1980'	#7586
'Burnaby Taxation Exemption Bylaw No. 3, 1980'	#7587
'Burnaby Taxation Exemption Bylaw No. 4, 1980'	#7588
'Burnaby Taxation Exemption Bylaw No. 5, 1980'	#7589
'Burnaby Taxation Exemption Bylaw No. 6, 1980'	#7590
'Burnaby Taxation Exemption Bylaw No. 7, 1980'	#7591
'Burnaby Taxation Exemption Bylaw No. 8, 1980'	#7592
'Burnaby Taxation Exemption Bylaw No. 9, 1980'	#7593
'Burnaby Taxation Exemption Bylaw No. 10, 1980'	#7594
'Burnaby Taxation Exemption Bylaw No. 11, 1980'	#7595
'Burnaby Taxation Exemption Bylaw No. 12, 1980'	#7596
'Burnaby Taxation Exemption Bylaw No. 13, 1980'	#7597
'Burnaby Taxation Exemption Bylaw No. 14, 1980'	#7598
'Burnaby Taxation Exemption Bylaw No. 15, 1980'	#7599

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN EMMOTT:

"THAT the Committee now rise and report the bylaws complete."

CARRIED

OPPOSED: ALDERMAN STUSIAK
TO BYLAW #7523

The Council reconvened.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED

OPPOSED: ALDERMAN STUSIAK
TO BYLAW ##7523

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN EMMOTT:

'Burnaby Local Improvement Charges Bylaw 1980, Amendment Bylaw No. 2, 1980'	#7523
'Burnaby Taxation Exemption Bylaw No. 1, 1980'	#7585
'Burnaby Taxation Exemption Bylaw No. 2, 1980'	#7586
'Burnaby Taxation Exemption Bylaw No. 3, 1980'	#7587
'Burnaby Taxation Exemption Bylaw No. 4, 1980'	#7588
'Burnaby Taxation Exemption Bylaw No. 5, 1980'	#7589
'Burnaby Taxation Exemption Bylaw No. 6, 1980'	#7590
'Burnaby Taxation Exemption Bylaw No. 7, 1980'	#7591
'Burnaby Taxation Exemption Bylaw No. 8, 1980'	#7592
'Burnaby Taxation Exemption Bylaw No. 9, 1980'	#7593
'Burnaby Taxation Exemption Bylaw No. 10, 1980'	#7594
'Burnaby Taxation Exemption Bylaw No. 11, 1980'	#7595

1980 November 17

'Burnaby Taxation Exemption Bylaw No. 12, 1980'	#7596
'Burnaby Taxation Exemption Bylaw No. 13, 1980'	#7597
'Burnaby Taxation Exemption Bylaw No. 14, 1980'	#7598
'Burnaby Taxation Exemption Bylaw No. 15, 1980'	#7599

be now read three times."

CARRIED

OPPOSED: ALDERMAN STUSIAK
TO BYLAW #7523

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN STUSIAK:

"THAT

'Burnaby Advisory Planning Commission Bylaw 1980'	#7600
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be now introduced and that Council resolve itself into a Committee of the Whole to consider and report on the bylaw."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN EMMOTT:
SECONDED BY ALDERMAN AST:

"THAT the appointments under paragraph 3.(3) of Bylaw No. 7600 be for two year terms."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN LAWSON:

"THAT paragraph 3.(5) of Bylaw No. 7600 be amended to read - 'A member on the expiration of their term of office is eligible for re-appointment, but no person shall serve for more than six years in total'."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN LEWARNE:

"THAT paragraph 5.(3) of Bylaw No. 7600 be deleted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN DRUMMOND:

"THAT paragraph 7 of Bylaw No. 7600 be amended to read - 'The meetings of the Commission are open to the public except for those portions which should be 'In Camera' '."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN DRUMMOND:

"THAT this meeting continue past 22:30 h."

CARRIED UNANIMOUSLY

1980 November 17

MOVED BY ALDERMAN DRUMMOND:
SECONDED BY ALDERMAN LAWSON:

"THAT 'Burnaby Advisory Planning Commission Bylaw 1980', Bylaw No. 7600, be referred back to the Municipal Manager to incorporate the foregoing directions of Council into a properly worded bylaw."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN BROWN:

"THAT

'Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 15, 1980'	#7497
'Burnaby Local Improvement Temporary Financing Bylaw 1980'	#7552
'Burnaby Sewerage System Parcel Tax Bylaw 1973, Amendment Bylaw 1980'	#7574

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

CARRIED

OPPOSED: ALDERMEN AST AND
DRUMMOND TO BYLAW
#7497

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN LEWARNE:

"THAT the following resolution concerning tax exemptions on church properties be adopted."

CARRIED UNANIMOUSLY

RESOLUTION RE TAX EXEMPTIONS

RESOLVED THAT the Council of The Corporation of the District of Burnaby pursuant to section 398(h) of the Municipal Act does hereby exempt from taxation for the year 1981:

1. Those lands occupied by "THE PARISH OF ALL SAINTS. SOUTH BURNABY" described as Parcel "A" and Parcel "B" (R.P. 5443) Block 29, District Lot 98, Group 1, Plan 573, New Westminster District, Province of British Columbia, and the buildings thereon. (7405 Royal Oak Avenue).
2. Those lands occupied by "VANCOUVER HEIGHTS BAPTIST CHURCH" described as portion of Lot 11, Block 3 of Lot 116, Plan 1236, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (3981 Albert Street)

3. Those lands occupied by "THE CONVENTION OF BAPTIST CHURCHES OF BRITISH COLUMBIA" described as Lot "B", Block 3, District Lot 95, Plan 1796, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (7135 Walker Avenue).
4. Those lands occupied by "TRUSTEES OF THE CONGREGATION OF THE ITALIAN PENTECOSTAL CHURCH OF VANCOUVER" described as Lot 7, Block 91 of District Lot 127, Group 1, Plan 4953 EXCEPT: FIRSTLY: Part on Plan 20554 and SECONDLY: Part on Plan 22266, New Westminster District, Province of British Columbia, and buildings thereon. (380 Hythe Avenue).
5. Those lands occupied by "ALTA VISTA BAPTIST CHURCH" described as Lot 85, District Lot 98, Group 1, Plan 37924, New Westminster District, Province of British Columbia, and the buildings thereon. (7175 Royal Oak Avenue).
6. Those lands occupied by "CENTRAL PARK GOSPEL HALL" described as portion of Lot 29, Block 7 of Lot 153, Plan 1895 Group 1, New Westminster District, Province of British Columbia and the buildings thereon. (5826 Barker Avenue).
7. Those lands occupied by "INTERNATIONAL CHURCH OF THE FOURSQUARE GOSPEL" described as portion of Lot 1, Subdivision "A", Block 1, District Lot 206, Plan 10145, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (820 Sperling Avenue).
8. Those lands occupied by "NORTH BURNABY KINGDOM HALL SOCIETY" described as Lot 7, Block G, W3/4 of District Lot 127, Group 1, Plan 1254, New Westminster District, Except Part outlined red on Plan 22210, Province of British Columbia, and the buildings thereon. (5050 Hastings Street).
9. Those lands occupied by "THE BURNABY UNIT OF THE NEW WESTMINSTER CONGREGATION OF JEHOVAH'S WITNESSES" described as Lot 26, Block 1, District Lot 98, Group 1, Plan 1384, New Westminster District, Province of British Columbia, and the buildings thereon. (5525 Short Street).

10. Those lands occupied by "VANCOUVER HEIGHTS PRESBYTERIAN CHURCH" described as Pt. Southerly 61' of Lots 19 and 20 (Sketch 5992), Block 7, District Lot 186, Plan 1124, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (3815 Pandora Street).
11. Those lands occupied by "THE GOVERNING COUNCIL OF THE SALVATION ARMY CANADA WEST" described as Lots 1 and 2 except the North 20 feet, Block 10, District Lot 121, Plan 1054, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (4204 Hastings Street).
12. Those lands occupied by "THE TRUSTEES OF ELLESMERE AVENUE CONGREGATION OF THE UNITED CHURCH OF CANADA" described as Lots 4, 5 and 6, Block 77, District Lots 122 and 127, Group 1, Plan 4953, New Westminster District, Province of British Columbia, and the buildings thereon. (340 Ellesmere Avenue).
13. Those lands occupied by "ROYAL OAK BAPTIST CHURCH" described as Lot "A", Block 1, District Lot 74 South, Plan 1547, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (5170 Norfolk Street).
14. Those lands occupied by "NEW APOSTOLIC HOLDING COMPANY LIMITED" described as portion of Lots 11 and 12, Block 2, District Lots 116/186, Plan 1236, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (271 Ingleton Avenue).
15. Those lands occupied by "UNITED CHURCH OF CANADA" described as portion of Lots 19 and 20, Lot 21, Block 35, District Lots 120/121, Plan 11500, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (4304 Parker Street).
16. Those lands occupied by "WEST BURNABY CONGREGATION OF THE UNITED CHURCH OF CANADA" described as portion of Lot "A", Block 6, District Lot 153, Plan 3641, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (6050 Sussex Avenue).

17. Those lands occupied by "THE SYNOD OF THE DIOCESE OF NEW WESTMINSTER" described as Lots 1, 2 and 3, Block 3 of District Lot 68, Group 1, Plan 980, New Westminster District, Province of British Columbia, and the buildings thereon. (3426 Smith Avenue).
18. Those lands occupied by "NEW WESTMINSTER EVANGELICAL FREE CHURCH" described as Lots 22, 23, 24 and 25, Block 12, District Lot 29, Group 1, Plan 3035, New Westminster District, Province of British Columbia, and the buildings thereon. (7895 Canada Way).
19. Those lands occupied by "PARISH OF ST. NICHOLAS CHURCH" described as Lots 11, 12 and 13, Block 10, District Lot 186, Plan 1124, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (3883 Triumph Street).
20. Those lands occupied by "WESTMINSTER GOSPEL CHAPEL" described as Lots 33 and 34, Block 10, District Lot 28, Plan 627, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (7540 - 6th Street).
21. Those lands occupied by "THE TRUSTEES OF THE SOUTH BURNABY CONGREGATION OF THE UNITED CHURCH OF CANADA" described as Parcel "B" of District Lot 99, Group 1, Plan 2231, New Westminster District, Province of British Columbia, and the buildings thereon. (7591 Gray Avenue).
22. Those lands occupied by "ST. PAUL'S UNITED CHURCH" described as Lot "B", subdivision 4/5 pt., Blocks 34/36, District Lot 35, Plan 17928, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon, and also those lands occupied by "ST. PAUL'S UNITED CHURCH" described as the South 76.6' of Lot 5, Block 34, District Lot 35, Plan 1370, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (3821 Lister Street).

23. Those lands occupied by "PARISH OF ST. JOHN THE DIVINE" described as Lot "A", Except Explanatory Plan 15591, Block 49, District Lot 35, Plan 799, Group 1, New Westminster District, Province of British Columbia and Lot "B", Block 49, District Lot 35, Plan 799, Group 1, and Parcel 1, Explanatory Plan 15591, of Lot "A", Block 49, District Lot 35, Plan 799, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (3891 Kingsway).

24. Those lands occupied by "TRUSTEES OF THE CONGREGATION OF EAST BURNABY UNITED CHURCH" described as the Easterly 181.5 feet of Block 13 of District Lot 28C, Plan 3287, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (7772 Graham Avenue).

25. Those lands occupied by "TRUSTEES OF THE CENTRAL BURNABY CONGREGATION OF THE UNITED CHURCH OF CANADA" described as Lot 200 of District Lot 85, Group 1, Plan 50388, New Westminster District, Province of British Columbia, and the buildings thereon. (5135 Sperling Avenue).

26. Those lands occupied by the "FIRST CHRISTIAN REFORM CHURCH OF NEW WESTMINSTER" described as Lot 3 of Lot 18, Block 2, District Lot 25, Group 1, Plan 22388, New Westminster District, Province of British Columbia, and the buildings thereon. (8255 - 13th Avenue)

27. Those lands occupied by "THE PARKCREST GOSPEL CHAPEL" described as Lot 284, District Lot 132, Plan 42002, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (6641 Halifax Street).

28. Those lands occupied by "THE SYNOD OF THE DIOCESE OF NEW WESTMINSTER" described as the South Half of Lot 10, District Lot 132, Group 1, Plan 2640, New Westminster District, Province of British Columbia, and the buildings thereon. (1030 Sperling Avenue).

29. Those lands occupied by "THE SYNOD OF THE DIOCESE OF NEW WESTMINSTER" described as Lot A, Block 4 of Lot 1, District Lot 6, Group 1, Plan 2681, New Westminster District, Province of British Columbia, and the buildings thereon. (9887 Cameron Street).

30. Those lands occupied by "FIRST UNITED SPIRITUALIST CHURCH OF VANCOUVER" described as Lot "B", Block 25 of the North Half of District Lot 80, Group 1, Plan 16273, New Westminster District, Province of British Columbia, and the buildings thereon. (5584 Kincaid Street).

31. Those lands occupied by the "BRITISH COLUMBIA ASSOCIATION OF SEVENTH DAY ADVENTISTS" described as Lots "C" and "D", Block 4, South Part of Lot 28, Group 1, Plan 20867, New Westminster District, Province of British Columbia, and the buildings thereon. (7925 - 10th Avenue).

32. Those lands occupied by "PENTECOSTAL HOLINESS CHURCH" described as Lot 6 of Lot "E", Block 1 of Lot 13, District Lot 13, Plan 17512, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (7716 Cumberland Avenue).

33. Those lands occupied by "THE SYNOD OF THE DIOCESE OF NEW WESTMINSTER" described as Lot "G", Blocks 45 and 46 of District Lot 28, Group 1, Plan 18850, New Westminster District, Province of British Columbia, and the buildings thereon. (7717 - 19th Avenue).

34. Those lands occupied by "TRUSTEES OF THE CONGREGATION OF THE PRESBYTERIAN CHURCH IN CANADA" described as Lot "D", Block 7, District Lot 30, Plan 3036, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (7457 Edmonds Street).

35. Those lands occupied by "THE TRUSTEES OF THE CONGREGATION OF THE SOUTH BURNABY CHURCH OF CHRIST" described as Parcel "A" (Explanatory Plan 7931) of Lot 2, District Lot 95, Group 1, Plan 3702, New Westminster District, Province of British Columbia, and the buildings thereon. (7485 Salisbury Avenue).

36. Those lands occupied by "FIRST CHURCH OF CHRIST SCIENTIST, BURNABY, B.C." described as Lot "A", Block 4, District Lot 131, Plan 16122, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (6900 Halifax Street).
37. Those lands occupied by "CENTRAL EVANGELICAL FREE CHURCH OF AMERICA" described as Lot 1, Block 37, District Lot 159, Group 1, Plan 2585, New Westminster District, Province of British Columbia, and the buildings thereon. (6112 Rumble Street).
38. Those lands occupied by "GOVERNING COUNCIL OF THE SALVATION ARMY CANADA WEST" described as the Northerly 123.2 feet of Lot 2, Block 5, District Lot 32, Group 1, Plan 6123, New Westminster District, Province of British Columbia, and the buildings thereon. (6125 Nelson Avenue).
39. Those lands occupied by "BOUNDARY ROAD PENTECOSTAL CHURCH" described as Lot "A", Block 4, District Lot 68, Plan 980, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (3420 Boundary Road).
40. Those lands occupied by "THE INTERNATIONAL CHURCH OF THE FOURSQUARE GOSPEL" described as Lot 7 of the west ptn. District Lot 34, Plan 849, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (4061 Kingsway).
41. Those lands occupied by "PRESIDENT OF THE LETHBRIDGE STAKE" described as Lot "A" of District Lot 80, Plan 22622 Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (5280 Kincaid Street).
42. Those lands occupied and held by the "ALTA VISTA BAPTIST CHURCH" described as the Southerly 66 feet of Lot 20, Block 6 of District Lot 173, Group 1, Plan 1034 having a frontage of 66 feet on Willard Street by the full width of said Lot and adjoining the Southerly boundary of said Lot 20, New Westminster District, Province of British Columbia, and the buildings thereon. (7990 Willard Street).

43. Those lands occupied and held by the "APOSTOLIC CHURCH OF PENTECOST VANCOUVER" described as Lot 74, District Lot 34, Plan 31689, Group 1, New Westminster District, Province of British Columbia, and buildings thereon. (4950 Barker Crescent).
44. Those lands occupied and held by the "PARISH OF CHRIST THE KING CHURCH" described as Lot 119, District Lot 123, Plan 44141, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (4550 Kitchener Street).
45. Those lands occupied and held by the "VISHVA HINDU PARISHAD OF B.C." described as Lot 13, Block 2, District Lot 116/186, Plan 1236, Group 1, New Westminster District, Province of British Columbia, and buildings thereon. (3885 Albert Street).
46. Those lands occupied and held by the "CAPITAL HILL ALLIANCE CHURCH" described as Lot 484, District Lot 126, Plan 41685, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (1410 Delta Avenue).
47. Those lands occupied and held by "THE ARCHDIOCESE OF CATHOLIC PUBLIC SCHOOLS" described as Lot 47, District Lot 186, Plan 55450, Group 1, New Westminster District, Province of British Columbia, and the buildings thereon. (109 Ingleton Avenue).
48. Those lands occupied and held by "BRITISH COLUMBIA CORPORATION OF SEVENTH DAY ADVENTIST CHURCH" described as Lot 91, District Lot 83, Group 1, Plan 28684, New Westminster District, Province of British Columbia, and the buildings thereon. (5526 Gilpin Street).

CORRESPONDENCE AND PETITIONS

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN BROWN:

"THAT all of the following listed items of correspondence be received and those items of the Municipal Manager's Report No. 70, 1980 which pertain thereto be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

- (a) Svend J. Robinson, Member of Parliament
Re: Council for Canadian Unity - Canada Week

A letter dated 1980 October 24 was received enclosing a copy of a letter received by Mr. Robinson from the Council for Canadian Unity regarding Canada Week.

Mr. Robinson noted that Burnaby did not receive any funds through the program this year. He was forwarding the letter for Council's information to ensure that Burnaby is aware of the possibility of Federal Government funding being received. Mr. Robinson made no judgement, of course, on the merits of the program itself.

- (b) City of Kitchener, Commissioner of General
Services and City Clerk, Re: Reduced Fare Rate
- Students up to 18 and Senior Citizens

A letter dated 1980 October 22 was received advising that the following resolution had been adopted by the Kitchener City Council at its meeting held on 1980 October 20:

"That students up to the age of 18 and senior citizens from all municipalities in Canada be permitted to ride any municipal transit system at a reduced fare rate upon the presentation of proper identification.

And further, that this resolution be circulated to major Canadian municipalities for reciprocal support."

- (c) Burnaby Stride Citizens Committee, Gerd Evans
Re: Strongly oppose the Annacis Crossing

A letter dated 1980 October 29 was received advising that the Burnaby Stride Citizens Committee was strongly opposed to the Annacis Island Crossing. The views of the Committee had been made known to the Burnaby Transportation Committee and to the Minister of Highways.

The Burnaby Stride Citizens Committee requested that Council consider the residents of south Burnaby and east Burnaby and minimize the effects of the Annacis Island Crossing as best as possible. The Committee still favoured L.R.T. to expedite traffic.

The Burnaby Stride Citizens Committee also requested that Council keep the Burnaby Transportation Committee strong. It is needed more than ever.

- (d) Province of British Columbia, Ministry
of Finance, Minister
Re: Transmission Line (Underground) Act

A letter dated 1980 October 30 was received advising that the Government of the Province of British Columbia agrees to share in the cost of removal of the overhead power line along Boundary Road between Imperial Street and the lane south of Clinton Street at an estimated cost of \$161,370.00.

In this connection, the Minister advised that the Government of British Columbia agrees to contribute to the District of Burnaby the sum of \$53,790.00, being one-third of the estimated cost of the proposed works.

1980 November 17

Payment will be made to the municipality on completion of the project, or, if desired, by way of progress payments as the job proceeds.

Item 7, Municipal Manager's Report No. 70, 1980 November 17, pertaining to this subject, was brought forward for consideration at this time.

The Municipal Manager provided a report from the Municipal Engineer concerning the relocation of the British Columbia Telephone Company overhead plant. The Municipal Engineer reported that the municipal applications to the B.C. Telephone Company and to the Province of British Columbia for cost sharing have both been favourably received. The municipality has been advised by both of these agencies of their willingness to participate in the cost sharing under the provisions of the Beautification Act. Based on the Telephone Company's most recent estimate, each of the three participating parties will contribute an amount of \$53,790.00. Due to a very tight construction schedule for the Boundary Road improvement project, the Telephone Company has been authorized by the municipality to proceed with the undergrounding of their telephone plant without waiting for the outcome of the application for cost sharing, and as a result they have already awarded a construction contract, which was well underway until the recent labour problems which the Telephone Company is experiencing.

The Municipal Manager recommended:

- (1) THAT the report of the Municipal Engineer be received for information purposes.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

- (e) Mrs. Margaret M. Taylor
Re: Enforcement of speed limits on Canada Way

A letter dated 1980 November 04 was received requesting enforcement of the speed limits on Canada Way. This would ensure safer exit from private driveways and also ensure more equitable service to all neighbourhood taxpayers.

- (f) Mrs. N.H. Glover, Re: Volunteer Council of
Heritage Village requests Heritage Village be
returned to Century Park Museum Association

A letter dated 1980 October 30 was received requesting that Heritage Village be returned to the Century Park Museum Association.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LAWSON:

"THAT this item of correspondence be referred to the Municipal Manager to be brought forward when the full Heritage Village report comes forward for Council's consideration."

CARRIED UNANIMOUSLY

- (g) The Corporation of the City of Port Coquitlam,
City Clerk, Re: New Planning Act

A letter dated 1980 November 04 was received attaching a copy of a report prepared by Alderman P.F. Ranger of the City of Port Coquitlam on the New Planning Act and considered by the Municipal Council of the Corporation of the City of Port Coquitlam at its regular meeting on 1980 October 20.

All members of the City Council of the City of Port Coquitlam, in the main, endorse the views of Alderman Ranger contained in this report and instructions were issued to forward copies of the report to every municipality in the province.

1980 November 17

Any support Burnaby Council can give to Alderman Ranger's reviews would be appreciated by the City Council of the City of Port Coquitlam.

- (h) Union of British Columbia Municipalities,
Assistant Executive Director, Re: The Private
Sectors Development Process Review Committee

A letter dated 1980 November 06 was received concerning the Private Sectors Development Review Committee.

Since learning of this Committee's existence, the U.B.C.M. Executive have asked on several occasions for local government representation on the Committee - this has been denied - however, the Minister has assured us that there will be an opportunity to see the survey results.

The U.B.C.M. is pressing for further assurances to the effect that we will have an opportunity to review and respond to the Committee's recommendations before they are submitted to the Provincial Cabinet.

In order that the U.B.C.M. may effectively respond on behalf of all member municipalities and regional districts to whatever recommendations might be forthcoming from that Committee, it would be most helpful to us to have copies of the questionnaires that have been completed by your staff and returned to that Committee, together with any comments or additional information.

- (i) Union of British Columbia Municipalities,
Executive Director, Re: Flood Plain Areas

A letter dated 1980 November 06 was received advising that the Ministry of Environment has been developing various policies relating to potential flooding damage, potential danger to life and safety and the cost implications to both the public and private sectors.

Certain regulatory and statutory restrictions with respect to flood plain lands are already in place which require local and regional plans and actions of approving officers to be approved either by the Minister of Municipal Affairs or the Deputy Minister of Environment, although not all parts of British Columbia are affected by these restrictions.

The Executive of the U.B.C.M. has recently been requested by Mr. G.E. Simons, Assistant Deputy Minister of Environment, to examine and comment upon certain policy directives of that Ministry, all of which are outlined in the document attached to the U.B.C.M.'s letter.

It would be appreciated if this letter would be reviewed by Council as soon as possible so that further discussion between the U.B.C.M. Executive and Ministry of Environment officials can be pursued without delay.

Council was advised that a staff report on this subject would be available on 1980 November 24 and further consideration of the matter was deferred until that time.

- (j) City of Kelowna, Mayor, Re: The Federal
proposal to enter the field of Direct Resource Taxation

A letter dated 1980 October 30 was received advising that the Municipal Council of the City of Kelowna had recently adopted a resolution to petition the Prime Minister of Canada against a proposal to enter the field of taxation of resource sales on the grounds that it is neither beneficial to the province nor to the municipalities of British Columbia, and, in fact, is detrimental to all the citizens of the Province of British Columbia.

The Kelowna City Council feels the foregoing to be of paramount importance to all British Columbia Municipalities. They would solicit Council's assistance and support by requesting that Council takes similar action to draw this very important issue to the attention of the government.

- (k) Bruce M. McKay, Re: Sperling Avenue and Canada Way - Violations of One-Way Street Signs

A letter dated 1980 November 07 was received advising that the violations of the one-way street signs on Sperling Avenue south of Canada Way were continuing. The violations are particularly common and increase during rainy weather when it is dark early. Many service vehicles, for example, Gulf Oil and taxicabs are frequent violators. There are also frequent violations during the noon hour and shortly after three o'clock, when students from Burnaby Central High School have resumed the use of their "rally route" as it came to be known.

- (1) Simon Fraser Student Society, April Page, Richard Moore, Bill Goodacre, Re: Copy of Tapes - October 21 Public Hearing

A letter dated 1980 November 05 was received requesting a copy or an opportunity to make copies of the tapes on which the proceedings of the October 21 Public Hearing at James Cowan Theatre were recorded. The writers have been approached by several interested individuals concerning these hearings and find the official transcripts are not adequate to relate these proceedings to the general public. The writers also feel that this matter is extremely important to the residents of Burnaby and to the students of Simon Fraser University. Therefore, the most accurate information available should be at their disposal.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN DRUMMOND:

"THAT the Municipal Clerk correspond with the authors of this item of correspondence to ascertain which part of the proceedings of the Public Hearing they wish to have clarified."

CARRIED UNANIMOUSLY

- (m) J.A. Kozak , Re: Proposed Cassiar Improvement

A letter dated 1980 November 11 was received posing several questions concerning the planned connection of the Freeway to the Second Narrows Bridge.

Item 19, Municipal Manager's Report No. 70, 1980 November 17, pertaining to this subject was brought forward for consideration at this time.

The Municipal Manager provided a report from the Director of Planning concerning specific answers to the questions raised by Mr. Kozak in his correspondence.

The Municipal Manager recommended:

- (1) THAT this information be received and forwarded to Mr. J.A. Kozak, 324 North Boundary Road, Burnaby, B.C., V5K 3S8.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

- (m) Bob's Sporting Goods, Robert Goble, 1980 November 08, Re: Restrict our parking between 4 and 6 p.m.
- (o) Johnson Shoe Stores Ltd., Marcia Sousa, 1980 November 08, Re: Drastic situation to have street parking taken away

- (p) Tina's Baby Fashions, 1980 November 08
Re: Against taking parking off Hastings
Street between 4 - 6 p.m.
- (q) Alco Music Ltd., 1980 November 10
Re: Opposed to No Parking 4 - 6 Bylaw
- (r) All That Jazz Shoe Boutique Ltd., Cathie Oakes,
1980 November 06, Re: Removal of Parking 4100
Block East Hastings Street between 4 and 6 p.m.
- (s) Da Vinci Gold & Gems, Cathy Bogdanich,
1980 November 08, Re: No Parking Bylaw
- (t) 88¢ Variety Mart, Mrs. Esther M. Cain,
1980 November 06, Re: Rely on customer
parking in front of stores
- (u) New Rainbow Restaurant, Herbert Seto,
1980 November 06, Re: Parking in front of stores
- (v) Dick's Market, 1980 November 10,
Re: 4 to 6 p.m. parking restrictions
will hurt every merchant in our area
- (w) La Gioconda, Maria Jiwa, 1980 November 06
Re: Customers able to park in this block
- (x) Flowers by Connie, Don Hartwig, 1980 November 08,
Re: Against No Parking Bylaw being enforced
- (y) Helen's Children's Wear, Helen A. Arnold,
1980 November 07, Re: Against No Parking 4 - 6 Bylaw
- (z) The Salvation Army Family Thrift Store,
1980 November 10, Re: Changing parking
regulations will harm all small businesses
- (aa) Mrs. C.A.A. Lunde, 1980 October 30,
Re: Parking closure on Hastings Street
between 4 p.m. and 6 p.m.
- (bb) Emzeen House of Shoes Ltd., House of Shoes Limited,
1980 November 10, Re: Parking restrictions on Hastings Street

Letters dated as shown in correspondence items (n) to (bb) inclusive were received protesting the proposed parking restrictions on Hastings Street between 16:00 h and 18:00 h.

Council was advised that a staff report on this subject would be available on 1980 November 24 and further consideration of the matter was deferred until that time.

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

- (a) Municipal Manager
Re: Local Improvement Street Improvement
Program 1980 - Kensington Avenue

This item was dealt with previously in the meeting in conjunction with Item 4.(a) - "Burnaby Local Improvement Charges Bylaw 1980, Amendment Bylaw No. 2, 1980", Bylaw No. 7523.

R E P O R T S

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

- (a) Mayor D.M. Mercier
Re: 1980 Canadian Olympic Team

His Worship, Mayor Mercier, submitted a report in which he indicated that he had received a letter from the Canadian Olympic Association urging that tribute be paid in some way by this community to the Burnaby members of the 1980 Canadian Olympic Team who "would have gone" to the Moscow Games if it were not for the abnormal circumstances at the time.

In response to this request, the Mayor advised Council that he took the opportunity of recommending to the Burnaby Chamber of Commerce that Burnaby's athletes be suitably recognized at the Chamber's Second Annual Sport Recognition Dinner in the Sheraton-Villa on Thursday, 1980 November 13, with the cost of the dinner tickets at \$30.00 each to be absorbed by the municipality.

Arrangements were then made for the presentation of Certificates of Appreciation to be presented by the Mayor on behalf of the Municipal Council and citizens of Burnaby, together with a Burnaby Lapel Pin.

The names of the 1980 Canadian Olympic Team members in the Burnaby area are as follows:

Jeremy Abbott	-	Canoeing
Hugh Fisher	-	"
Alwyn Morris	-	"
Ina deLure	-	Rowing
Debbie Brill	-	Track and Field
David Steen	-	"
Margaret Savage	-	Swimming

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LAWSON:

"THAT this Council concur in the action taken by Mayor D.M. Mercier with respect to the 1980 Canadian Olympic Team."

CARRIED UNANIMOUSLY

- (b) Transportation Committee

The report of the Transportation Committee was dealt with previously in the meeting following Item 3.(h) under Delegations.

- (c) Alderman V.V. Stusiak, Finance Liaison,
1980 October 30, Re: Council Indemnities

Alderman V.V. Stusiak, Finance Liaison, submitted a report on Council indemnities.

Alderman Stusiak, Finance Liaison, recommended:

- (1) THAT Council indemnities for 1981 and subsequent years be established by using the following procedure:

- (a) That Council responsibility be determined as being that portion of an annual budget less school tax.

- (b) That Council gross indemnity for 1981 be measured as .0020 of the 1980 Annual Budget less schools. More specifically:

1980 Gross Budget	\$101,678,871.00
Less School Levy	<u>39,726,133.00</u>
1980 Gross Municipal - Less School	\$ 61,952,738.00

1981 Council Gross indemnity as .0020
of \$61,952,738.00 = \$123,905.00

- (c) That gross Council indemnity for 1981 of \$123,905.00 be divided into eleven shares which amount to \$11,264.00 per share.

1980 November 17

- (d) That the Mayor's indemnity for 1981 be apportioned the proceeds of 3.5 shares - \$11,264.00 = \$39,424.00.
- (e) That 8 Aldermen share for 1981 the proceeds of 7.5 shares -
\$11,264.00 x 7.5 = \$84,480.00
\$84,480.00 divided into 8 equal shares is \$10,560.00 per Alderman.
- (f) That the Manager bring forward a report at the last Council Meeting in 1981 September which would project Council indemnities for 1982 utilizing the same formula as described herein.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN DRUMMOND:

"THAT the recommendation of Alderman Stusiak, Finance Liaison, be adopted."

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN BROWN:

THAT the recommendation of Alderman V.V. Stusiak, Finance Liaison, be adopted, but not put in place until 1982."

MOTION DEFEATED

OPPOSED: MAYOR MERCIER,
ALDERMEN AST, DRUMMOND
EMMOTT, LAWSON AND
STUSIAK

Alderman Emmott retired from the Council Chamber at 22:55 h.

A vote was then taken on the original motion as moved by Alderman Stusiak and seconded by Alderman Drummond, "That the recommendation of Alderman Stusiak, Finance Liaison, be adopted", and same was CARRIED UNANIMOUSLY.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN DRUMMOND:

"THAT all members of Council attending conventions and the like or conducting business on behalf of the municipality be entitled to receive the sum required to provide them with economy class air passage between their homes and destination and return."

CARRIED

OPPOSED: ALDERMEN AST
AND LAWSON

- (d) The Municipal Manager presented Report No. 70, 1980 on the matters listed following as Items 1 to 26 either providing the information shown or recommending the courses of action indicated for the reasons given:

- 1. Parks and Recreation Proposed Co-operative Agreement with Simon Fraser University

The Municipal Manager provided a report from the Parks and Recreation Administrator regarding a proposed Parks and Recreation Co-operative Agreement with Simon Fraser University.

The Municipal Manager recommended:

- (1) THAT Council concur with the Parks and Recreation Commission's endorsement of a Co-operative Agreement with Simon Fraser University for the development and sharing of mutually agreed to recreation facilities, and advertising programs as outlined in the Parks and Recreation Administrator's report.
- (2) THAT Council approach Simon Fraser University Board of Governors for approval and support in this co-operative agreement.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

2. Fire Department Quarterly Report -
1980 July, August, September

The Municipal Manager provided a report from the Director - Fire Services covering the operations of the Fire Department for the months of 1980 July, August and September.

The Municipal Manager recommended:

- (1) THAT the report of the Director - Fire Services be received for information purposes.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

3. Cost Report - Construction and Paving of Lanes
(a) Lane bounded by Clinton Street, Nelson Avenue,
Neville Street and W.P.L. Lots 1 and 2, Block B,
D.L. 157, Plan 10253 extended southward
(b) Lane bounded by Endersby Street, Armstrong Avenue,
Cumberland Street and N.P.L. Lot 75, D.L. 11, Plan
21666 extended eastward

The Municipal Manager provided a report from the Municipal Treasurer containing the cost reports required by Section 662 of the Municipal Act relative to the construction and paving of the subject lanes.

The Municipal Manager recommended:

- (1) THAT a construction bylaw for the subject lanes be brought forward.

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

4. Building Department Report
Report No. 11 - 1980 September 29 to October 26

The Municipal Manager provided a report from the Chief Building Inspector covering the operations of his department from 1980 September 29 to October 26.

The Municipal Manager recommended:

- (1) THAT the report of the Chief Building Inspector be received for information purposes.

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

5. Vandervelden Office Building
7443 Edmonds Street

The Municipal Manager provided a report from the Parks and Recreation Administrator concerning the future use of the Vandervelden office building at 7443 Edmonds Street. The Parks and Recreation Administrator advised that the Parks and Recreation staff have reviewed potential uses of the building and assessed current demands for space of this type. The present floor plan and zoning lends itself to use as office space and/or minor related storage. There is currently no recreation demand for this type of space as the rooms are small, and it is not advisable to spend thousands of dollars to renovate the building when the future objective is demolition.

Burnaby Big Brothers have expressed interest in using the building as an administration centre on an interim basis. They are currently looking for a permanent facility that they can purchase.

The Recreation Division also has a need for office space in this neighbourhood to house the Area Assistant Supervisor - Centres and Playgrounds and the Recreation Leader. Both these persons have offices in the Municipal Hall, but it is the department's objective to have the program supervisory staff located within their respective geographic areas. This has been accomplished in the Cameron-Lougheed area and has proven to be very effective.

The Parks and Recreation Commission has approved the use of this building as outlined above and the Legal and Lands Department are being requested to negotiate a rental agreement with the Burnaby Big Brothers.

The Municipal Manager recommended:

- (1) THAT the report of the Parks and Recreation Administrator be received for information purposes.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

6. Engineer's Special Estimates

The Municipal Manager provided a report from the Municipal Engineer covering special estimates of work for his department in the total amount of \$26,500.00.

The Municipal Manager recommended:

- (1) THAT the estimates as submitted by the Municipal Engineer be approved.

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

7. Boundary Road Improvements
Relocation of B.C. Tel Overhead Plant

This item was dealt with previously in the meeting in conjunction with Item 5.(d) under Correspondence and Petitions.

8. Subdivision Servicing Agreement
Subdivision Reference \$45/80

The Municipal Manager provided a report from the Director of Planning concerning the Subdivision Servicing Agreement for Subdivision Reference #45/80

The Municipal Manager recommended:

- (1) THAT Council authorize the preparation and execution of the Servicing Agreement for Subdivision Reference #45/80.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN STUSIAK:

"THAT the report of the Municipal Manager be received for information purposes."

CARRIED

OPPOSED: ALDERMAN DRUMMOND

9. Business Licence Fees

The Municipal Manager provided a report from the Chief Licence Inspector regarding the fee applicable to neighbourhood pubs when compared to hotels and large restaurants.

The Municipal Manager recommended:

- (1) THAT the 1981 licence fee for the neighbourhood pub category be:

New Licence	\$535.00
Renewal Licence	\$265.00

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

10. Letter from Burnaby Chamber of Commerce which appeared for the 1980 November 03 Meeting of Council
Still Creek Walkway

The Municipal Manager provided a report from the Director of Planning regarding the proposed Still Creek Walkway.

The Municipal Manager recommended:

- (1) THAT the Council authorize the Planning Department to work with the Burnaby Chamber of Commerce, the Greater Vancouver Sewerage and Drainage District and the Parks and Recreation Department towards determining and obtaining the necessary rights-of-way for the future development of the Still Creek Walkway.
- (2) THAT this report be referred to the Parks and Recreation Commission with a recommendation for approval of including the provision of appropriate fencing in the costs of the Still Creek Trail at the time of development.
- (3) THAT the Council accept with thanks the offer of the Chamber of Commerce to perform a liaison function with the affected property owners along Still Creek within the context of the implementation program which has been proposed, and that a copy of this report be sent to Mr. Claude Hazle, President, Burnaby Chamber of Commerce, 10 - 6035 Sussex Avenue, Burnaby, B.C., V5H 3C1.
- (4) THAT a copy of this report be sent to Mr. D.L. MacKay, Chief Engineer, Greater Vancouver Sewerage and Drainage District, 2294 West 10th Avenue, Vancouver, B.C., V6K 2H9.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

11. Retirement - Mr. Wilbert S. Prentice

The Municipal Manager provided a report from the Personnel Director concerning the retirement of Mr. Wilbert S. Prentice, who has been employed by the municipality for twenty-seven years.

The Municipal Manager recommended:

- (1) THAT the Mayor, on behalf of Council, send to Mr. Prentice a letter of appreciation for his many years of loyal and dedicated service to the municipality.

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

12. Extension of Trolley Routes into Burnaby

The Municipal Manager provided a report from the Director of Planning concerning the proposed extension of two trolley routes into Burnaby.

These routes include the No. 9 Broadway trolley service, which would be extended approximately two kilometers from its current terminus just west of Boundary Road to the Brentwood Mall Shopping Centre, while the No. 8 Davie, No. 18 Kingsway and No. 41 Forty-first trolley services, which currently end at the Joyce Road loop, would be extended approximately three kilometers to a new loop in the vicinity of Nelson Avenue and Kingsway.

The Planning Department would advise that each of the route extensions into Burnaby could be viewed in concept only because many of the route elements, including cost estimates and implementation timing, are preliminary in nature, having been prepared as a guide for the initial G.V.R.D. five year capital budget purposes. The Planning Department would add that notwithstanding the preliminary nature of the preceding the concept of upgrading and extending public transportation services into Burnaby supports the Burnaby Conceptual Transportation Plan and is in keeping with Council's transportation policies which establish a high priority for the movement of people.

The Municipal Manager recommended:

- (1) THAT the report of the Director of Planning be received for information purposes.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

13. Vacation - Municipal Manager

The Municipal Manager submitted a report in which it was indicated that he will be on vacation from 1980 December 17 to 1981 January 02 and that Mr. E.E. Olson will be Acting-Manager during this period.

The Municipal Manager recommended:

- (1) THAT this report be received for information purposes.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

14. Retirement - Captain Gerald W. McNulty

The Municipal Manager provided a report from the Personnel Director concerning the retirement of Captain Gerald W. McNulty, who has been employed by the Corporation for twenty-five years.

The Municipal Manager recommended:

- (1) THAT the Mayor, on behalf of Council, send to Captain McNulty a letter of appreciation for his many years of loyal and dedicated service to the municipality.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

15. Marlborough Mall/Letter of Credit
Rezoning Reference #42/73 - 5019 Kingsway

The Municipal Manager provided a report from the Director of Planning concerning the release of a cash deposit in the amount of \$14,000.00 which was intended to cover the cost of providing a pedestrian concourse within the Marlborough Avenue road allowance adjacent to a portion of the subject site.

The Municipal Manager recommended:

- (1) THAT Council authorize the release of the cash deposit in the amount of \$14,000.00 which was intended to cover the cost of providing a pedestrian concourse within the Marlborough Avenue Road allowance adjacent to a portion of the subject site.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

16. Proposed land exchange involving redundant
15th Avenue road allowance and private lands
designated for agricultural use

The Municipal Manager provided a report from the Director of Planning concerning a proposed land exchange involving redundant 15th Avenue road allowance and private lands designated for agricultural use.

The Director of Planning noted that Council is being requested to approve a land exchange as compensation for the inclusion of a closed road allowance in a subdivision proposal. The value of the road allowance has been established at \$44,720.00 thereby making the potential acquisition costs of the lands to be received in exchange \$0.69 per square foot. The exchange is being recommended because it will give the Corporation an opportunity to consolidate and offer for sale other adjacent municipal lands which are currently undeveloped.

The Municipal Manager recommended:

- (1) THAT Council authorize the exchange of the closed portion of the 15th Avenue road allowance for Lots 2, 3 and 4, Block 12, D.L. 155A, Plan 1425, N.W.D. as shown on Figure 1 attached to the Director of Planning's report on the basis of equal value, i.e. no additional compensation to either party.
- (2) THAT Council authorize the Municipal Solicitor to prepare and register the requisite documentation to consummate the exchange.

- (3) THAT, upon completion of the aforementioned exchange, Council authorize the preparation and introduction of a Road Closing Bylaw for the balance of the 15th Avenue road allowance south to Willard Street as illustrated on Figure 1 attached to the Director of Planning's report.
- (4) THAT upon completion of the aforementioned road closure, the closed road allowance be consolidated with the adjacent municipal lands shown on Figure 1 attached to the Director of Planning's report.
- (5) THAT once the consolidation has been completed, staff be instructed to prepare and submit a report outlining the terms and conditions under which this parcel is to be offered for sale by public tender for agricultural use.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

17. Central Area Transportation Study

The Municipal Manager provided a report from the Director of Planning concerning the Central Area Transportation Study.

For information, it had been previously proposed that the study be undertaken as a joint project, involving the Parks and Recreation Commission and the Planning Department. To this end, the Parks and Recreation Commission approved an amount of \$7,500.00 (i.e. one-half of the total estimated cost) in its 1980 Recast Budget submission. However, for accounting purposes, the Treasurer has recommended that the full amount be placed in one budget account and, for this reason, the entire \$15,000.00 is now shown in the Planning Department's 1980 Recast Budget, as this is a Planning Department project.

The Municipal Manager recommended:

- (1) THAT Council approve the terms of reference for the Burnaby Central Area Transportation Study and authorize the retention of a qualified consultant to carry out the requisite work.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN LEWARNE:

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

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN AST:

"THAT this matter be referred back to the Director of Planning for a list of the ten most pressing jobs presently underway by the Transportation Planners."

CARRIED UNANIMOUSLY

18. Rezoning Reference #29/80
Dover, McMurray and Nelson Area

Application for the rezoning of:

- | | | |
|----------------------|---|---|
| 6016 McMurray Avenue | - | Lot "C" exc. E.10' and Ref. Pl. 39707, Block 7, D.L. 32, Plan 17127 |
| 6038 " " | - | Lot 25 exc. E. 10', Block 7, D.L. 32, Plan 1229 |
| 6050 " " | - | Lot 24 exc. E. 10', Block 7, D.L. 32, Plan 1229 |
| 6060 " " | - | Lot 23 exc. E. 10', Block 7, D.L. 32, Plan 1229 |
| 6072 " " | - | Lot 22 exc. E. 10', Block 7, D.L. 32, Plan 1229 |

6082 McMurray Avenue - Lot 21 exc. E. 10', Block 7, D.L. 32, Plan 1229
 6086 " " - Lot 20, exc. Refl. Pl. 39707, Block 7, D.L. 32, Plan 1229
 6094 " " - Lot 19 exc. E. 10', Block 7, D.L. 32, Plan 1229
 6116 " " - Lot 18 exc. E. 10', Block 7, D.L. 32, Plan 1229
 6007 Miller Avenue - Lot 12 exc. Ref. Pl. 39707, Block 6, D.L. 32, Plan 2278
 6037 " " - Lot 11 exc. W. 10', Block 6, D.L. 32, Plan 2278
 6061 " " - Lot 10 exc. W. 10', Block 6, D.L. 32, Plan 2278
 6087 " " - Lot 9 exc. W. 10', Block 6, D.L. 32, Plan 2278
 6105 " " - Lot "A" exc. W. 10', Block 6, S.D. 7 & 8, D.L. 32, Plan 10111
 6021 Nelson Avenue - Lot 5 exc. Ref. Pl. 39707, Block 5, D.L. 32, Plan 10993
 6035 " " - D.L. 32, Lot 6, Block 5 of 1, Plan 10993
 6049 " " - D.L. 32, Lot 7, Block 5, Plan 10993
 6063 " " - D.L. 32, Lot 8, Block 5 of 1, Plan 10993
 6077 " " - D.L. 32, Lot 9, Block 5 of 1, Plan 10993
 6091 " " - D.L. 32, Lot 10, Block 5 of 1, Plan 10993
 6105 " " - D.L. 32, Lot 11, Block 5 of 1, Plan 10993

From: R5 - Residential District

To: CD - Comprehensive Development District, utilizing the RM5 District as a guideline

The Municipal Manager recommended:

- (1) THAT Council authorize the introduction of a Road Closing Bylaw according to the terms outlined in Section 4.3 of the Director of Planning's report contingent upon the granting of First and Second Reading of the subject rezoning bylaw.
- (2) THAT Council approve the purchase of municipal property for inclusion in the development site according to the terms outlined in Section 4.4 of the Director of Planning's report.
- (3) THAT a rezoning bylaw be prepared and advanced to First Reading on 1980 December 01 and to a Public Hearing on 1980 December 16 at 19:30 h and that the following be established as prerequisites to the completion of the rezoning.
 - (a) The submission of a suitable plan of development.
 - (b) The deposit of sufficient monies to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed and constructed to the approval of the Municipal Engineer. One of the conditions for the release of occupancy permits will be the completion of all requisite services. Design of services is to be completed and approved prior to Final Adoption of this rezoning bylaw.
 - (c) The installation of all electrical, telephone and cable servicing and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
 - (d) The submission of an undertaking to remove all existing improvements from the site within six months of the rezoning being effected but not prior to Third Reading of the bylaw. In the event that existing improvements on the site are vacant and considered to be a hazard to life or property,

the Fire Prevention Office may issue an order to demolish such improvements and remove the resultant debris prior to Third Reading.

- (e) The consolidation of the net project site into one legal parcel or an appropriate resubdivision of the site for construction phasing and financial reasons.
- (f) The granting of any necessary easements.
- (g) The dedication of any rights-of-way deemed requisite.
- (h) The completion of the requisite Road Closing Bylaw as outlined in Section 4.3 of the Director of Planning's report.
- (i) All applicable condominium guidelines as adopted by Council shall be adhered to by the applicant.
- (j) The deposit of a levy of \$1,080.00 per unit to go towards the acquisition of proposed neighbourhood parks as outlined in Section 4.6 of the Director of Planning's report.
- (k) Applicant's schedule for the construction staging of the subject proposal.
- (l) The undergrounding of existing overhead wiring abutting the site on McMurray and Nelson Avenues and within the site on Miller Avenue.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

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

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN AST:

"THAT McMurray Avenue be left in an open state from Dover Street to Hazel Street and further that the right-of-way for the cul de sac be protected."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LEWARNE:

"THAT Community Plan Four be amended accordingly to reflect the aforementioned motion."

CARRIED UNANIMOUSLY

A vote was then taken on the original motion as moved by Alderman Ast and seconded by Alderman Stusiak, "That the recommendations of the Municipal Manager be adopted", as amended, and same was CARRIED UNANIMOUSLY

- 19. Letter from J.A. Kozak
324 North Boundary Road, Burnaby, B.C., V5K 3S8
Construction of Commercial/Apartment Project at
the Northeast Corner of Boundary and Hastings
and Boundary Road Alignment

This item was dealt with previously in the meeting in conjunction with Item 5.(m) under Correspondence and Petitions.

- 20. Rezoning Reference #22/80
Lot 115, D.L. 68, Plan 24910
3960 Canada Way

Application for the rezoning of:

Lot 115, D.L. 68, Plan 24910

From: C4 - Service Commercial District and
R5 - Residential District

To: CD - Comprehensive Development District (based upon
RM1 and RM3 Density Guidelines

Address: 3960 Canada Way

The Municipal Manager recommended:

- (1) THAT Council approve the adjustment to Community Plan Area 8 as outlined in Section 2.2 of the Director of Planning's report.
- (2) THAT a rezoning bylaw be prepared and advanced to First Reading on 1980 December 01 and to a Public Hearing on 1980 December 16 at 19:30 h and that the following be established as prerequisites to the completion of the rezoning:
 - (a) The submission of a suitable plan of development.
 - (b) The deposit of sufficient monies to cover the cost of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed and constructed to the approval of the Municipal Engineer. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
 - (c) The installation of all electrical, telephone and cable servicing and all other wiring underground throughout the development and to the point of connection to the existing service where sufficient facilities are available to serve the development.
 - (d) The undergrounding of existing overhead wiring abutting the site along Canada Way.
 - (e) The granting of any necessary easements.
 - (f) The dedication of any rights-of-way deemed requisite.
 - (g) The retention of as many existing mature trees as possible around the perimeter of the site.
 - (h) The retention of the existing watercourse in an open condition over the subject site in its existing location, to the approval of the Municipal Engineer.
 - (i) The approval of the Ministry of Transportation and Highways to the rezoning application.
 - (j) All applicable condominium guidelines as adopted by Council shall be adhered to by the applicant.
 - (k) The deposit of a levy of \$528.00 per townhouse unit and \$630.00 per terraced apartment unit to go towards the acquisition of proposed neighbourhood parks.
 - (l) The applicant will also be required to engage an acoustical consultant to undertake a noise study to ensure that the residential units are adequately protected from the noise from Canada Way.
 - (m) The dedication of a 6m (20 ft) pedestrian easement and the construction of a walkway between Linwood Avenue and Canada Way near the west property line of the development site.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

21. Use of the Riley House for Restaurant Purposes
Rem. of Lot 6, Ex. Ref. Plan 14874, Block R,
D.L. 85, Plan 1109 - 5055 Sperling Avenue

The Municipal Manager provided a report from the Director of Planning concerning the use of the Riley House on the subject property for restaurant purposes.

The Municipal Manager recommended:

- (1) THAT staff prepare terms of reference for a restaurant proposal call for the Riley House that will address in detail factors such as terms and conditions of the lease, type of restaurant, site access, parking, building modifications and the amount and part of the property to be retained for public use for the consideration of the Parks and Recreation Commission and Municipal Council.
- (2) THAT following Council adoption of the terms of reference, staff undertake a proposal call to invite interested parties to submit a proposal based on the terms of reference.
- (3) THAT Council initiate a rezoning of the site required for the restaurant to CD (Comprehensive Development District) based on the zoning category P3 (Park and Public Use District).
- (4) THAT Council initiate the preparation of a bylaw to designate the applicable parts of the Riley House and property as a municipal heritage site.
- (5) THAT Council forward a copy of this report to the Parks and Recreation Commission for its information.

MOVED BY ALDERMAN BROWN:
SECONDED BY ALDERMAN STUSIAK:

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

CARRIED

OPPOSED: ALDERMAN LEWARNE

22. Rezoning Reference #13/80
Sanders Street at Marlborough Avenue

The Municipal Manager provided a report from the Director of Planning concerning Rezoning Reference #13/80, Sanders Street at Marlborough Avenue. The Director of Planning reported that written confirmation has been received from the School Board that this additional land area is not required for school purposes. The Parks Department has indicated that acquisition of the property cannot be justified for neighbourhood or district park purposes. The property is too small and in the wrong location to provide district park facilities to replace the Willingdon/Huxley site.

The properties are in an area which is designated and partially developed with multiple family projects. The Planning Department recommended that the Community Plan be amended to designate these properties as suitable for multiple family development as well. The appropriate designation in relation to the school site is CD based upon RM2 (F.A.R. = 0.9 max.) as a guideline. This designation will permit suitable articulation within a three storey building form,

will not overshadow the school and will provide for landscaping of the properties and redundant street and lane allowances. The applicant for rezoning is interested in developing in accordance with this designation.

The Municipal Manager recommended:

- (1) THAT Council approve the amendment to Community Plan Four as outlined in Section 3.0 and sketch 4 of the Director of Planning's report.
- (2) THAT Council authorize the Planning Department to work with the applicant of Rezoning Reference #13/80 towards a plan of development suitable for presentation to a Public Hearing in accordance with the proposed amended Community Plan Four and guidelines outlined in Section 4.0 of the Director of Planning's report.

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

23. 1980 Recast Budget/1981 Provisional Budget

The Municipal Manager provided the 1980 Recast Budget/1981 Provisional Budget for Council's consideration.

The Municipal Manager recommended:

- (1) THAT the Recast Budget be received, approved and the necessary budget amending bylaw be brought forward.
- (2) THAT the 1981 Provisional Budget be received, considered by the Municipal Council as a working document, and referred to the 1981 Council for its consideration and final adoption on or before 1981 January 19.
- (3) THAT the Municipal Manager continue his review of the Provisional Budget and bring forward a further report on it once the assessments and the Provincial Revenue Sharing grants are known.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LEWARNE:

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

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LEWARNE:

"THAT the following be added as recommendation no. 4 to those recommendations contained in the Municipal Manager's report:

- '(4) THAT this Council do now advise the Municipal Manager that there be absolutely no new increase in the personnel complement save and except for those which might be required on behalf of other levels of government, and funded by those levels of government, until such time as the wage increase for the municipal workers for 1981 is established.'"

MOVED BY ALDERMAN DRUMMOND:

SECONDED BY ALDERMAN AST:

"THAT the proposed recommendation no. 4, aforementioned, be tabled."

MOTION DEFEATED

OPPOSED: MAYOR MERCIER,
ALDERMEN BROWN,
LAWSON, LEWARNE
AND STUSIAK

1980 November 17

A vote was then taken on the original motion concerning recommendations numbers 1, 2, 3 and 4, aforementioned, and same was CARRIED with Aldermen Ast and Drummond opposed.

24. Proposal to enclose portion of Still Creek
3985 Still Creek Street

This item was dealt with previously in the meeting in conjunction with Item 3.(h) under Delegations.

25. Rezoning Applications

The Municipal Manager provided a report from the Director of Planning regarding current rezonings.

The Municipal Manager recommended:

- (1) THAT Council set a Public Hearing for this group of rezonings on Tuesday, 1980 December 16 except where otherwise noted in the individual reports.
- (2) THAT Item 10 (RZ #55/80) be advanced to a Public Hearing on Wednesday, 1980 December 17 at 19:30 h to be held in a larger hall in view of the number of people expected to attend.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

Item 1 - Rezoning Reference #43/80

Application for the rezoning of:

Lot 73, D.L. 97, Plan 45375

From: C4 - Service Commercial District
To: C2 - Community Commercial District

Address: 5912 Kingsway

The Municipal Manager recommended:

- (1) THAT Council not give favourable consideration to this rezoning request.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN BROWN:

"THAT Rezoning Reference #43/80 be referred back to the Director of Planning for the establishment of the necessary prerequisites and advanced to the first available Public Hearing."

CARRIED

OPPOSED: ALDERMAN LAWSON

Item 2 - Rezoning Reference #44/80

Application for the rezoning of:

Lot 119 S $\frac{1}{2}$, Lot 120 N $\frac{1}{2}$, Lot 120 S $\frac{1}{2}$, Lot 121 Exc. Expl. Pl. 14037,
Lot "A" Expl. Pl. 14037 of 121 and Lot 122, D.L. 135, Pl. 4484;
and 33 ft. road allowance east of Lot 121 N $\frac{1}{2}$ and S $\frac{1}{2}$.

From: R4 - Residential District
To: CD - Comprehensive Development District, utilizing the
RM4 District as a guideline

Address: 1650, 1680, 1686, 1740, 1760 and 1790 Augusta Avenue

The Municipal Manager recommended:

- (1) THAT Council authorize the introduction of a Road Closing Bylaw as outlined in Section 3.2 of the Director of Planning's report, contingent upon the granting by Council of Second Reading of the subject zoning bylaw.
- (2) THAT a rezoning bylaw be prepared and advanced to First Reading on 1980 December 01 and to a Public Hearing on 1980 December 16 at 19:30 h and that the following be established as prerequisites to the completion of the rezoning:
 - (a) The submission of a suitable plan of development.
 - (b) The deposit of sufficient monies to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed and constructed to the approval of the Municipal Engineer. One of the conditions for the release of occupancy permits will be the completion of all requisite services. The servicing design is to be approved prior to Final Reading of the rezoning bylaw.
 - (c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
 - (d) The submission of an undertaking to remove all existing improvements from the site within six months of the rezoning being effected but not prior to Third Reading of the bylaw. In the event that existing improvements on the site are vacant and considered to be a hazard to life or property, the Fire Prevention Office may issue an order to demolish such improvements and remove the resultant debris prior to Third Reading.
 - (e) The consolidation of the net project site into one legal parcel.
 - (f) The granting of any necessary easements.
 - (g) The retention of as many existing mature trees as possible on the site utilizing the preservation techniques noted in Section 5.3 of the Director of Planning's report.
 - (h) The provision of a public park area consisting of the north one-half of Lot 119 as noted in Section 4.3 of the Director of Planning's report.
 - (i) All applicable condominium guidelines as adopted by Council shall be adhered to by the applicant.
 - (j) The deposit of a levy to go towards the acquisition of proposed neighbourhood parks as outlined in Section 4.4 of the Director of Planning's report.
 - (k) Applicant's schedule for the construction staging of the subject proposal.
 - (l) The undergrounding of existing overhead wiring abutting the site.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED

OPPOSED: ALDERMAN DRUMMOND

Item 3 - Rezoning Reference #46/80

Application for the rezoning of:

Parcel B, Ref. Pl. 17411, Block 12, D.L. 10, Plan 3054

From: A2 - Small Holdings District
To: M5 - Light Industrial District

Address: 8720 Government Road

This item was dealt with previously in the meeting in conjunction with Item 3.(a) under Delegations.

Item 4 - Rezoning Reference #47/80

Application for the rezoning of:

Lot 67, D.L. 34, Plan 29549, Lots 11, 12, 13 and 14, Block 36, D.L. 34, Plan 1355

From: R5 - Residential District
To: RM3 - Multiple Family Residential District

Address: 4149 and 4163 Sardis Street
5525, 5549 and 5583 Barker Avenue

The Municipal Manager recommended:

- (1) THAT Council direct the Planning Department to hold this rezoning application in abeyance until such time as a finalized Development Plan is adopted by Council for Metrotown - Area 11, and on the understanding that a further report to Council on the detailed aspects of the rezoning application would be submitted once the Development Plan is adopted.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY

Item 5 - Rezoning Reference #49/80

Application for the rezoning of:

Lot 4, W $\frac{1}{2}$ of 5, E $\frac{1}{2}$ of 5, 6, 7, 8, 9, 10, Block 2, D.L. 680, Plan 980

From: C4 - Service Commercial
To: CD - Comprehensive Development (based upon RM3 District Guidelines)

Address: 3840 and 3886 Canada Way - Community Plan 8 Area

The Municipal Manager recommended:

- (1) THAT Council authorize the Planning Department to work with the applicant towards the preparation of a suitable plan of development for the subject site on the understanding that a further more detailed report will be submitted prior to advancement to a Public Hearing.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

Item 6 - Rezoning Reference #50/80

Application for the rezoning of:

Lot 99 and Lot 100, D.L. 125, Plan 54748; Lot 7 of 2, S.D. 5 and 6, Block 1, 4, 6; Lot 3 of 2, Block 6; Lot 2 of 5 and 6, Block 1; Lot 8 of 2, S.D. 5 and 6 Pt, Block 1, 4 and 6; Lot 1 and 2, S.D. 5 and 6 pt, Block 1, 4 and 6; Lot 9, Block 6; Lot 4, D.L. 125, Plan 11003.

From: R2 - Residential District

To: CD - Comprehensive Development District, based upon the RM4 and C1 Zoning District Guidelines to permit the construction of a 157 unit highrise apartment condominium tower with a small commercial component of 465 m² (5,000 sq. ft.)

Address: 2010, 2011, 2020, 2031, 2033, 2040, 2043, 2050 and 2053
Anola Place

The Municipal Manager recommended:

- (1) THAT Council authorize the introduction of a Road Closing Bylaw as outlined in Section 3.2 of the Director of Planning's report, contingent upon the granting by Council of First and Second Reading of the subject rezoning bylaw.
- (2) THAT a rezoning bylaw be prepared and advanced to First Reading on 1980 December 01 and to a Public Hearing on 1980 December 16 at 19:30 h and that the following be established as prerequisites to the rezoning:
 - (a) The submission of a suitable plan of development.
 - (b) The deposit of sufficient monies to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed and constructed to the approval of the Municipal Engineer. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
 - (c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development and to the point of connection to the existing service where sufficient facilities are available to serve the development.
 - (d) The submission of an undertaking to remove all existing improvements from the site within six months of the rezoning being effected but not prior to Third Reading of the bylaw. In the event that existing improvements on the site are vacant and considered to be a hazard to life or property, the Fire Prevention Office may issue an order to demolish such improvements and remove the resultant debris prior to Third Reading.
 - (e) The consolidation of the net project site into one legal parcel.
 - (f) The granting of any necessary easements.
 - (g) The dedication of any rights-of-way deemed requisite.
 - (h) The installation of a landscaped pedestrian walkway along the west property line and the construction of a concrete walk to the approval of the Municipal Engineer.
 - (i) The retention of as many existing mature trees as possible on the site.
 - (j) The approval of the Ministry of Transportation and Highways to the rezoning application.

- (k) All applicable condominium guidelines as adopted by Council shall be adhered to by the applicant.
- (1) The deposit of a levy of \$950.00 per unit to go towards the acquisition of proposed neighbourhood parks.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

Item 7 - Rezoning Reference #51/80

Application for the rezoning of:

Lots 1 and 2, Block 85, D.L. 127, Plan 4953; Lot 3, Block 85, D.L. 122 and 127, Plan 4953; Lot 104, D.L. 127, Plan 46737

From: R4 - Residential District

To: RM3 - Multiple Family Residential District

Address: 5310 Capitol Drive

5307/15, 5321/31 East Hastings Street

This item was dealt with previously in the meeting in conjunction with Item 3.(b) under Delegations.

Item 8 - Rezoning Reference #53/80

Application for the rezoning of:

A portion of Lot 297, D.L. 59, Plan 52887

From: R1 - Residential District

To: C1 - Neighbourhood Commercial District

Address: 2726 Bainbridge Avenue

The Municipal Manager recommended:

- (1) THAT Council not give favourable consideration to the subject C1 rezoning request as submitted.
- (2) THAT the Planning Department be authorized to work with the applicant towards providing an appropriate solution to the existing parking problems as outlined in Section 4.4 of the Director of Planning's report, to be a subject of a further report to Council.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN LAWSON:

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

CARRIED UNANIMOUSLY

Item 9 - Rezoning Reference #54/80

Application for the rezoning of:

Lot 86, D.L. 98, Plan 40572

From: C4 - Service Commercial District

P2 - Administration and Assembly District, and

M1 - Manufacturing District

To: P2 - Administration and Assembly District

Address: 7325 MacPherson Avenue

The Municipal Manager recommended:

- (1) THAT a rezoning bylaw be prepared and advanced to First Reading on 1980 December 01 and to a Public Hearing on 1980 December 16 at 19:30 h.
- (2) THAT the following be established as prerequisites to the completion of the rezoning:
 - (a) The submission of a suitable plan of development illustrating the manner in which the site and existing building will be utilized and to include the general upgrading as outlined in Section 4.6 of the Director of Planning's report.
 - (b) The deposit of sufficient monies to cover the costs of all services necessary to serve the site. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
 - (c) The granting of any rights-of-way deemed requisite.
 - (d) The granting of any necessary easements.
 - (e) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
 - (f) The registration of a Restrictive Covenant under Section 215 of the Land Titles Act to exclude the establishment of inappropriate uses on the subject site as outlined in Section 4.5 of the Director of Planning's report.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

Item 10, Rezoning Reference #55/80

Application for the rezoning of:

Lot 125, D.L. 68, Plan 47246; Lot 3 W $\frac{1}{2}$ and Lot 3 E $\frac{1}{2}$, D.L. 68, Plan 3431; Lot 4 W $\frac{1}{2}$ and 4 E $\frac{1}{2}$, D.L. 68, Plan 3431

From: R5 - Residential District

To: CD - Comprehensive Development District, utilizing the P5 District Regulations as a guideline

Address: 4010, 4062, 4072, 4086 and 4096 Canada Way

The Municipal Manager recommended:

- (1) THAT a rezoning bylaw be prepared and advanced to First Reading on 1980 December 01 and to a Public Hearing on 1980 December 17 at 19:30 h.
- (2) THAT "Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 5, 1978", Bylaw No. 7187, associated with the previous rezoning proposal be abandoned upon final adoption of Rezoning Reference #55/80.
- (3) THAT the following be established as prerequisites to the completion of the rezoning:
 - (a) The submission of a suitable plan of development.

- (b) The submission of an undertaking to remove all existing improvements from the site within six months of the rezoning being effected but not prior to Third Reading of the bylaw. In the event that existing improvements on the site are vacant and considered to be a hazard to life or property, the Fire Prevention Office may issue an order to demolish such improvements and remove the resultant debris prior to Third Reading.
- (c) The consolidation of the net project site into one legal parcel.
- (d) The granting of any necessary easements.
- (e) The deposit of sufficient monies to cover the costs of all services necessary to serve the site to include the road construction outlined in Section 4.4 of the Director of Planning's report. All services are to be designed and constructed to the approval of the Municipal Engineer. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
- (f) The installation of all electrical, telephone and cable servicing and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- (g) The dedication of any rights-of-way required.
- (h) The approval of the Ministry of Transportation and Highways to the rezoning request.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN LAWSON:

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

CARRIED

OPPOSED: ALDERMEN BROWN
AND LEWARNE

Item 11, Rezoning Reference #56/80

Application for the rezoning of:

Lot 29, D.L. 28 N, Plan 632

From: C4 - Service Commercial District
To: C1 - Neighbourhood Commercial District

Address: 7330 6th Street

The Municipal Manager recommended:

- (1) THAT a rezoning bylaw be prepared and advanced to First Reading on 1980 December 01 and to a Public Hearing on 1980 December 16 at 19:30 h.
- (2) THAT the following be established as prerequisites to the completion of the rezoning:
 - (a) The submission of a suitable plan of development.
 - (b) The deposit of sufficient monies to cover the costs of all services necessary to serve the site to include the lane development and the upgrading of Edmonds Street as outlined in Section 3.4 of the Director of Planning's report. All

services are to be designed and constructed to the approval of the Municipal Engineer. One of the conditions for the release of occupancy permits will be the completion of all requisite services.

- (c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- (d) The submission of an undertaking to remove all existing improvements from the site within six months of the rezoning being effected but not prior to Third Reading of the bylaw. In the event that existing improvements on the site are vacant and considered to be a hazard to life or property, the Fire Prevention Office may issue an order to demolish such improvements and remove the resultant debris prior to Third Reading.
- (e) The granting of any necessary easements.
- (f) The dedication of any rights-of-way deemed requisite.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

Item 12, Rezoning Reference ##57/80

Application for the rezoning of:

4150 Still Creek Street	- Lot 34, D.L. 69/70, Plan 38469
4238 " " "	- Lot 2 exc. Expl. Pl. 14269 and exc. Pl. 23177 Block 1, D.L. 70, Plan 1432
4244 " " "	- Lot 3W $\frac{1}{2}$ exc. Expl. Pl. 14269 and exc. Pl. 23177, Block 1, D.L. 70, Plan 1432
4248 " " "	- Lot 3E $\frac{1}{2}$ exc. Expl. Pl. 14269 and exc. Pl. 23177, Block 1, D.L. 70, Plan 1432
4258 " " "	- Lot 4 exc. Expl. Pl. 14269 and exc. Pl. 23177, Block 1, D.L. 70, Plan 1432
4268 " " "	- Lot 5 exc. Expl. Pl. 14269, Block 1, D.L. 70, Plan 1432
4278 " " "	- Lot 6, Block 1, D.L. 70 W, Plan 1432
4284 " " "	- Lot 7W $\frac{1}{2}$, Sk. 7002, Block 1, D.L. 70W, Plan 1432
4288 " " "	- Lot 7E $\frac{1}{2}$, Block 1, D.L. 70W, Plan 1432
4298 " " "	- Lot 8, Sk. 7002, Block 1, D.L. 70W, Plan 1432
4270 " " "	- Lot 11 exc. Expl. Pl. 14269 and exc. Pl. 23177, Block 1, D.L. 70, Plan 1432
4280 " " "	- Lot 10 exc. Expl. Pl. 14269 and exc. Pl. 23177, Block 1, D.L. 70, Plan 1432
4390 " " "	- Lot 1 exc. Pcl. "A", Ref. Pl. 8252 and exc. Pl. 24749, Block "A", D.L. 70 W $\frac{1}{2}$, Plan 4328
2661 Sumner Avenue	- Lot 9 exc. Expl. Pl. 14269 and exc. Pl. 23177, Block 1, D.L. 70, Plan 1432
2750 " "	- Lot 3 exc. Pl. 26625, Block "A", D.L. 70, E. 50 acres W $\frac{1}{2}$, Plan 4328
2651 Willingdon Avenue	- Pcl. "A", Ref. Pl. 8252 exc. Plans 24749 and 2665 and 33001, S.D. 1, Block "A", D.L. 70, Plan 4328
2761 " "	- Lot 1 pt. on Plan 24749, Block "A", D.L. 70, Plan 4328

From: M1 and M2 - Manufacturing District

To: CD - Comprehensive Development District (based upon the M5 District guidelines for the Light Industrial portion of the project, and C3 District guidelines for the hotel area of the site)

The Municipal Manager recommended:

- (1) THAT Council authorize the Planning Department to work with the applicant towards the preparation of a suitable development plan for the subject site which will be the subject of a further more detailed report prior to advancement to a Public Hearing.

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

Item 13, Rezoning Reference #58/80

Application for the rezoning of:

Lot 1, Block 4, E $\frac{1}{2}$ of D.L. 119, Plan 2855; Lot 15, 16, 17 and 18, Exc. Pl. 4957, Block 4, D.L. 119, Plan 2855; Lot 1 and 2 of Lot A, Block 4, D.L. 119, Plan 16108, Block 2 and 4, D.L. 119, Plan 2855

From: C3 - General Commercial District

To: CD - Comprehensive Development District (based upon the C3 Zoning District Guidelines)

Address: 4335 and 4343 Loughheed Highway
1924 Douglas Road

The Municipal Manager recommended:

- (1) THAT Council authorize the Planning Department to work with the applicant towards the preparation of a suitable development plan on the understanding that a further more detailed report will be submitted prior to advancement to a Public Hearing.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

26. Subdivision Servicing Agreement
Subdivision Reference #45/80

The Municipal Manager submitted a report regarding the subdivision servicing agreement for Subdivision Reference #45/80.

The Municipal Manager recommended:

- (1) THAT Council authorize the preparation and execution of the servicing agreement for Subdivision Reference #45/80, protecting the municipality's interest in a form satisfactory to the Director of Planning and the Municipal Solicitor.

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN LEWARNE:

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

CARRIED

OPPOSED: ALDERMEN AST
AND DRUMMOND

1980 November 17

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN BROWN:

"THAT the Committee now rise and report."

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN AST:

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

CARRIED UNANIMOUSLY