

1981 MAY 11

A regular meeting of the Municipal Council was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C., on Monday, 1981 May 11 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 F.G. Randall
Alderman V.V. Stusiak

STAFF: Mr. M.J. Shelley, Municipal Manager
Mr. E.E. Olson, Municipal Engineer
Mr. A.L. Parr, Director of Planning
Mr. J.G. Plesha, Administrative Assistant to Manager
Mr. James Hudson, Municipal Clerk
Mr. B.D. Leche, Deputy Municipal Clerk

M I N U T E S

The minutes of the Special Caucus Meeting "In Camera" and the Special Meeting of Council held on 1981 May 01 came forward for adoption.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN BROWN:

"THAT the minutes of the Special Caucus Meeting 'In Camera' and the Special Meeting of Council held on 1981 May 01 be now adopted."

CARRIED UNANIMOUSLY

The minutes of the regular Council Meeting and the Caucus Meeting "In Camera" held on 1981 May 04 came forward for adoption.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN BROWN:

"THAT the minutes of the regular Council Meeting and the Caucus Meeting 'In Camera' held on 1981 May 04 be now adopted."

CARRIED UNANIMOUSLY

D E L E G A T I O N S

The following wrote requesting an audience with Council:

- (a) Ken Pett, 1981 May 04, Re: Willingdon
Avenue/Patterson Avenue Connector
Spokesman - Ken Pett
- (b) Mr. R. Jones, 1981 May 06,
Re: Parks and Pavement
Spokesman - Mr. R. Jones
- (c) Mr. D. Bennett, 1981 May 06, Re: Traffic
on Curtis Street - Parker Street
Spokesman - Mr. D. Bennett

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN LEWARNE:

"THAT the delegations be heard."

CARRIED UNANIMOUSLY

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- (a) Mr. Ken Pett, #301 - 6689 Willingdon Avenue, then addressed Council on the subject of the Willingdon Avenue/Patterson Avenue connector. The following is the text of Mr. Pett's submission:

"First, I would like to thank the members of Council for this opportunity to express the views of some of the residents in the area of the proposed Patterson-Willingdon Collector.

I would like to comment on just two of the concerns outlined by the Director of Planning in the Manager's Report, Number 21, dated April 23, 1981. They are:

1. The dead-ending of Willingdon.
2. The fact that the proposed Patterson and Willingdon road construction will result in increased congestion and commuter traffic.

Assuming the Patterson-Willingdon Collector is completed, Item 1, I'm sure, will be simply resolved with either Sketch 2 or 3 outlined in the Manager's Report.

Item 2, however, presents a much more difficult situation. The high density residential development of this neighbourhood is understandable with the commercial focus at Metrotown and the close proximity to the proposed ALRT.

The inclusion of an arterial through the neighbourhood of high density apartments is not understandable. Even though Willingdon-Patterson is designated as a collector, the fact is it will give access to North Burnaby, the Port Mann Freeway, BCIT and Discovery Park on the north and also move traffic south destined for Imperial, Boundary, Marine Way, S.W. Vancouver and Richmond. With nothing to suppress commuter traffic, Willingdon-Patterson will become nothing less than another arterial.

The Willingdon-Patterson "collector" does not even fit the Transportation Committee's definition of a collector included in the Draft Conceptual Transportation Plan for Burnaby of mid-1979:

'The role of the major collector roads in the conceptual road network is to provide accessibility to and from the residential areas and major activity centres within the municipality. The major collector network has been developed in a manner that would discourage through commuter traffic movements on these routes but yet provide the more localized land use service function that is required. The major collector routes are further characterized by a general lack of through continuity ...'

The keys here are 'discourage through commuter traffic' and 'a general lack of through continuity'. As a collector, the proposed Willingdon-Patterson connector would be a failure.

Let's for a moment consider the livability of apartments. I don't know how many Council members and members of the Planning Department live in apartments. It's not like a house where one can escape from traffic noise and congestion to the back of the house, the basements, or the backyard. The congestion must be faced day in and day out, compounded in the summer when you must open windows and endure the noise or keep them closed and stifle in the heat. I would gladly invite any of the Council members over to our apartment for a sample - even conversation can be difficult.

The Planning Department feels access is needed to the commercial core of Metrotown and access to the ALRT station by feeder buses. As the chief benefactors of access to the commercial core will be the businesses, should they not be the ones providing the access and the rights of way? In addition, the Planning Department should be using their expertise to develop a public transportation network which will not give commuter traffic access to North Burnaby, S.W. Vancouver and Richmond.

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Burnaby has a unique opportunity of creating high density residential areas (such as Vancouver has done in Champlain Heights, False Creek and the area west of Denman Street) which will complement the Metrotown development. We have one of the best urban parks in the Lower Mainland in Central Park and several attractive housing developments have been or are being constructed. We have the choice now: Do we want another West End of Vancouver, with its congestion, noise and parking problems, or can Burnaby prove that it can create a livable high density residential area.

Even the 1977 Burnaby Metrotown Proposal developed by the Burnaby Planning Department states that 'The Metrotown Transportation Network is based on: (1) The minimization of through traffic within the Metrotown area'.

Specifically, the report recommends, 'The retention of Patterson as a collector road which will assist in providing the appropriate level of accessibility within Metrotown while minimizing any intrusive effects of the arterial/collector road system on Metrotown sub-areas and in particular on residential sub-areas. Relative to this consideration, the concept does not provide for Willingdon Avenue to be extended beyond the B.C. Hydro right-of-way to connect Patterson Avenue.

The transportation network we need is as described for a collector: 'To provide accessibility to and from residential areas and major activity centres within the municipality'.

The proposed Willingdon-Patterson collector will accomplish this, BUT it will also provide easy access to commuter traffic THROUGH Burnaby, right through a high density residential area which in the future will be home to over 15,000 people.

We also have a petition signed by 178 households living in the three towers at Patterson and Imperial. The message on the petition reads:

'We oppose the planned Patterson-Willingdon connector between Imperial and Maywood in that it will give through access from North to South Burnaby to commuter traffic. This will only mean more traffic, noise, congestion and parking problems for our neighbourhood. The transportation network for this residential area should complement the neighbourhood, not destroy it!'

I know we are speaking for the future residents of Metrotown, as well. Now is the time to protect the neighbourhood AND look for ways to reduce through commuter traffic on Patterson. Please, do NOT connect Willingdon and Patterson. Please assure us that Metrotown will be an area where 'living' can be enjoyed."

- (b) Mr. Russell Jones, 6580 Winch Street, then addressed Council on several matters of concern to him.

Mr. Jones expressed concern over a report that a portion of Kensington Park east of Hammaraskjold Drive had been included in a proposed development.

Mr. Jones was also concerned with the Kensington Overpass. He noted that after the Kensington alignment had been recommended by the Transportation Committee it had been suggested that the Committee be disbanded. He considered that the policies established by the Burnaby Transportation Committee could be used to good advantage by any city or municipality in North America. Mr. Jones noted that the suggestion to disband the Transportation Committee had not been adopted by Council and he was pleased to see it go on. Mr. Jones requested that Council consider the advisability of holding a public information meeting on the Kensington Overpass so that all citizens would know exactly what was planned.

Mr. Jones further expressed concern over the erosion of municipal powers by provincial bodies such as the British Columbia Assessment Authority and the Greater Vancouver Regional District.

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Mr. Jones also advised that it was his understanding that municipally owned land designated as road and other non-designated land is presently held as parks conservation land. This is located between the constructed end of Scenic Highway and Hastings Street and Hammarskjold Drive. A hiking trail may be constructed along this route at some time in the future.

Mr. Jones requested that Council remove such land from the temporary conservation status and dedicate this land to the Burnaby Parks Board as a permanently designated park. The reason for this request is to discourage use by either Burnaby or the Provincial Department of Highways for a two or four lane thoroughfare, making potential traffic routes from the North Shore and the Vancouver Waterfront to Central Burnaby via residential streets.

At the suggestion of His Worship, Mayor Mercier, Mr. Jones agreed to consult with the Director of Planning and the Municipal Engineer on the matters of concern to him, following which the results of these consultations would be the subject of a staff report to Council.

- (c) Mr. D. Bennett, 6575 Curtis Street, then addressed Council on the subject of traffic on Curtis Street - Parker Street. The following is the text of Mr. Bennett's submission:

"Burnaby, in its recently completed Traffic and Transportation Study, goes to great length to make the point that protection of neighbourhoods is of prime importance.

With this thought in mind, tonight I would like to urge Council to proceed post-haste with the plan, and I understand that there is a plan to cul-de-sac Curtis Street at Phillips and urge the provincial government to proceed with the extension of Gagliardi Way to connect with Hastings.

Some points I would like to make are:

1. The destruction of our neighbourhood. From Burnaby Mountain on the east to Boundary Road on the west, there is constant traffic noise, we can barely cross the road to visit friends and neighbours for the unending stream of cars. Not to mention the unseen and damaging air pollution emanating from all those exhaust pipes, seeping into our homes, damaging the lungs and bodies of us and our families.
2. The residents of Curtis-Parker are being treated as second class citizens, Burnaby uses barricades to stop commuter traffic through Vancouver Heights, barricades are also used in the Deer Lake area. Why are some citizens treated as fish and some as fowl?
3. Many of us are being denied easy access to our property - we must come home on roads other than our own which is plugged with commuters (I use myself as an example, some nights the line of cars reaches from my home in the 6500 block as far as Alpha School, a distance of over one and a half miles, either forcing me to find another route, such as Hastings Street, or sit and stew and think very uncomplimentary things about my elected representatives who have allowed this to happen, this being mainly caused by the opening of the Broadway extension at Gagliardi Way).

Your own Traffic Department seemed surprised that motorists would choose to drive up an 8% grade but they do and think nothing of it. I had my children do a traffic count of traffic eastbound on Curtis at Sperling on a recent Wednesday evening between 4:30 and 5:30. There were 810 cars in that time. Now, I ask you, is this a protected neighbourhood street?

4. Curtis/Parker has become so busy that it is now mentioned sometimes on the radio traffic reports, where motorists are advised of traffic conditions on major roads.

In my opinion, Burnaby, in opening up streets such as Curtis/Parker to commuter traffic is only helping the provincial government to cop out on rapid transit or improved provincial highways. Why should they spend money when municipalities can be made to spend theirs.

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I don't think that traffic control lights are a solution to the problem as they only mildly inconvenience the motorist, maybe stop signs at every intersection would make it just too much trouble to travel that route.

The closing of Curtis at Gagliardi or Phillips may well save someone's life, as the corner of Curtis and Kensington is a potential 'killer corner' with rarely a day passing that there is not an accident of some sort there, some very serious. I'm not saying that all accidents are caused by commuters, but it stands to reason that the less traffic volume, the less chance of accidents. This corner, by the way, would also suffer from increased traffic volume that would be generated by any traffic coming up the very unwelcome Kensington Overpass.

I would also venture an opinion that if a petition were necessary to more forcefully urge this closure that 100% of residents would sign supporting it, and a concentrated effort would produce public support that would make the Kensington Overpass problem look like a tea party.

With reports coming from last week's Council Meeting of large tax increases this year, and massive increases next year, I don't think that for the amount that we are currently paying that it is asking too much that we get the quiet neighbourhood, free from commuter traffic, that we once had."

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN AST:

"THAT the delegation receive a copy of the implementation strategy prepared by the Transportation Committee, with a comment pointing out exactly the answer to the timing question."

CARRIED UNANIMOUSLY

B Y L A W S

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

"THAT Item 5, Municipal Manager's Report No. 22, 1981, pertaining to 'Burnaby Capital Works, Machinery and Equipment Reserve Fund Expenditure Bylaw No. 3, 1981', Bylaw No. 7653, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

The following is the recommendation contained in that report:

- (1) THAT a bylaw to appropriate \$2,554,712.00 from the Capital Works, Machinery and Equipment Reserve be brought forth for three readings on 1981 May 11.
- (2) THAT the Mayor pursue with the Federal Government the matter of additional funding under UTAP.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN EMMOTT:

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

CARRIED

OPPOSED: ALDERMEN BROWN
AND DRUMMOND

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN STUSIAK:

"THAT

'Burnaby Capital Works, Machinery and Equipment
Reserve Fund Expenditure Bylaw No. 3, 1981'

#7653

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

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN STUSIAK:

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

CARRIED

OPPOSED: ALDERMEN BROWN
AND DRUMMOND

The Council reconvened.

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN STUSIAK:

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

CARRIED

OPPOSED: ALDERMEN BROWN
AND DRUMMOND

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN STUSIAK:

"THAT

'Burnaby Capital Works, Machinery and Equipment
Reserve Fund Expenditure Bylaw No. 3, 1981'

#7653

be now read three times."

CARRIED

OPPOSED: ALDERMEN BROWN
AND DRUMMOND

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN EMMOTT:

"THAT

'Burnaby Budget Authorization Bylaw 1981'

#7647

'Burnaby Rating Bylaw 1981'

#7648

'Burnaby Capital Expenditure Program Bylaw 1981'

#7649

'Burnaby Road Closing Bylaw No. 2, 1981'

#7651

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

CARRIED UNANIMOUSLY

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. 22, 1981 which pertain thereto be
brought forward for consideration at this time."

CARRIED UNANIMOUSLY

- (a) Province of British Columbia, Ministry of Municipal Affairs, Minister,
Re: Revenue Sharing Act Regulations and Unconditional Grant
-

A letter dated 1981 April 22 was received enclosing two Province of British Columbia cheques, of which \$30,000.00 covers the basic grant under Part I of the Revenue Sharing Act Regulations, and \$1,115,689.00 accounts for the first of nine installments of the 1981 Unconditional Grant calculated under Part VIII. The remaining eight unconditional grant cheques will be issued at regular intervals throughout the balance of the year.

These cheques form part of the continuing distribution of benefits from the special fund established by the Revenue Sharing Act. Eventually, in excess of \$213 million will be disbursed from the Revenue Sharing Fund during 1981.

- (b) Urban Transit Authority, General Manager,
Re: 2nd Annual Conference on Transit in British Columbia - "Transit '81" -
Thursday and Friday, 1981 June 11 and 12
-

A letter dated 1981 April 27 was received advising that the Urban Transit Authority is hosting the 2nd Annual Conference on Transit in British Columbia. This year, the Conference "Transit '81" will be held at the University of British Columbia in the Conference Centre on June 11 and 12.

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN LAWSON:

"THAT any member of Council wishing to attend the 2nd Annual Conference on Transit in British Columbia be authorized to do so and that all necessary expenses in connection therewith be borne by the municipality."

CARRIED UNANIMOUSLY

- (c) Province of British Columbia, Ministry of Energy, Mines and Petroleum Resources, Minister,
Re: "Energy Efficient Housing Renovation and Energy Information Centres"
-

A letter dated 1981 April 28 was received advising that the need for energy conservation is becoming more and more important in British Columbia. There is a growing acceptance of this need among the people of British Columbia, but there is an increased need at the local level for pertinent information that is readily available.

To help overcome this barrier, the Ministry is pleased to announce a new program called the "Energy Efficient Housing Renovation and Energy Information Centres". The program is designed to encourage energy conservation at the municipal and individual levels.

The Minister requested that if this municipality is interested in participating in this program, that the Conservation and Technology Division of his Ministry be so advised by 1981 May 31.

The selection of the municipalities in which the five centres will be located is to begin early in June.

It was agreed that the Municipal Manager would examine the advisability of municipal participation in the "Energy Efficient Housing Renovation and Energy Information Centres" and would advise the Conservation and Technology Division of the Ministry of Energy, Mines and Petroleum Resources directly.

R E P O R T S

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN BROWN:

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

CARRIED UNANIMOUSLY

The Municipal Manager presented Report No. 22, 1981 on the matters listed following as Items 1 to 5 either providing the information shown or recommending the courses of action indicated for the reasons given:

1. Traffic Diverter Proposal for the
Burnaby Heights Area

The Municipal Manager provided a report from the Director of Planning on the traffic diverter proposal for the Burnaby Heights area submitted by the North Burnaby Study Committee.

The Director of Planning noted that Council on 1981 May 04 was advised by Mr. Sward that a tentative traffic diverter scheme for the Burnaby Heights area has been prepared by the Traffic Sub-committee of the North Burnaby Study Committee. Mr. Sward requested assistance in arranging a public meeting to review the proposal in the neighbourhood.

On 1981 May 05, Alderman Lewarne, Chairman of the Transportation Committee, and Alderman Brown of the Traffic Safety Committee, met with Mr. Sward and staff to discuss Mr. Sward's request. It was agreed to assist in the preparation for a public information meeting to discuss the sub-committee's proposed traffic diverter scheme. This scheme results from work that has been taking place in the process of preparing the neighbourhood plan for the Burnaby Heights area, however, staff had not yet had the opportunity to review the current proposal.

Council will be advised of the actual meeting date which will be set up and a copy of the information flyer will be provided for Council in advance of the public meeting.

The Municipal Manager recommended:

- (1) THAT a copy of this report be sent to Mr. R.A. Sward of the Burnaby Heights Study Committee.

MOVED BY ALDERMAN BROWN:

SECONDED BY ALDERMAN DRUMMOND:

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

CARRIED UNANIMOUSLY

2. Status on vacancies that occurred
during the strike

The Municipal Manager provided a report on the status of staff vacancies that occurred during the strike of the Canadian Union of Public Employees.

The policy that is now in effect requires Department Heads to carefully review each opening to determine whether or not it needs to be filled. If the review clearly shows that a replacement is needed, written justification is sent to the Personnel Department with a standard requisition form. The Municipal Manager monitors the process and is, therefore, kept apprised of developments as they occur.

To date, reviews have been completed on 13 positions and these have been boarded. Of these 13 positions, two have been advertised and one other will be advertised this weekend.

The Municipal Manager recommended:

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

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN RANDALL:

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

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN LEWARNE:

"THAT this matter be referred to the Municipal Manager for a more comprehensive justifiable report."

CARRIED

OPPOSED: ALDERMEN DRUMMOND
AND RANDALL

3. Letter from Barbara Gudmundson which appeared
on the agenda for the 1981 May 04 meeting of Council
Canada Way and Edmonds Street

The Municipal Manager provided a report from the Municipal Engineer concerning the intersection of Canada Way and Edmonds Street.

The Municipal Engineer reported that in a telephone discussion with the Regional Highway Engineer on 1981 May 04 his department had been advised that no decisions have been made by the Ministry of Transportation and Highways with regard to the intersection of Canada Way and Edmonds Street as the Ministry has not had time to evaluate the effects of any changes to this intersection.

When the Ministry has completed its evaluation of our municipal submission the municipality will be so advised and a further report on the subject will be submitted to Council at that time.

The Municipal Manager recommended:

- (1) THAT a copy of this report be sent to Barbara Gudmundson, 7729 - 16th Avenue, Burnaby, B.C. V3N 1P8.

MOVED BY ALDERMAN AST:

SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

4. Letter from Mr. and Mrs. Harry J. MacDonald
which appeared on the agenda for the 1981
May 04 meeting of Council
Location of a Fire Hydrant at 4575 Harken Drive

The Municipal Manager submitted a report from the Municipal Engineer regarding a request for the relocation of a fire hydrant at 4575 Harken Drive.

The Municipal Manager recommended:

- (1) THAT a steel protector, embedded in concrete, be placed to protect the hydrant in front of 4575 Harken Drive and that Mr. and Mrs. H.J. MacDonald be so advised.
- (2) THAT a copy of this report be sent to Mr. and Mrs. Harry J. MacDonald, 4575 Harken Drive, Burnaby, B.C., V5G 2M8.

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MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN LEWARNE:

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

CARRIED UNANIMOUSLY

5. BNRR Overpass

This item was dealt with previously in the meeting in conjunction with Item 3.(aa) "Burnaby Capital Works, Machinery and Equipment Reserve Fund Expenditure Bylaw No. 3, 1981", Bylaw No. 7653.

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN STUSIAK:

"THAT the Committee now rise and report."

CARRIED UNANIMOUSLY

The Council reconvened.

MOVED BY ALDERMAN AST:
SECONDED BY ALDERMAN STUSIAK:

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

CARRIED UNANIMOUSLY

E N Q U I R I E S

ALDERMAN EMMOTT:

Alderman Emmott enquired if there was any device such as a gasoline powered vacuum cleaner which would assist municipal employees when street cleaning in the vicinity of bus stops, etc.

The Municipal Engineer replied that to the best of his knowledge there was no such device, but that he would examine the situation more closely.

ALDERMAN LAWSON:

Alderman Lawson reported that she had received a complaint from an irate citizen that the garbage pick-up had only taken six garbage bags. Alderman Lawson enquired as to whether other members of Council or the Engineering Department had received many complaints of this nature.

The Municipal Engineer replied that his department had received very few complaints of this nature. Most of the complaints had been received immediately following the return of the municipal employees to work. Following consultation with the union it has been mutually agreed that the first objective is to get rid of the back-up on each of the pick-up routes without the use of overtime.

ALDERMAN BROWN:

Alderman Brown enquired as to when the unauthorized dumping adjacent to the tennis courts on Patterson Avenue would be picked up.

The Municipal Engineer advised that the pick-up of this type of dumping had commenced today. Patterson Avenue is number three on the priority list behind Penzance Drive and Stride Avenue. The Municipal Engineer anticipated that the removal of the garbage from Patterson Avenue should commence later this week.

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ALDERMAN LEWARNE:

Alderman Lewarne noted that the fence on the Vancouver side of the Boundary Road widening project had been completed and enquired as to when the B.C. Telephone poles on the Burnaby side of Boundary Road would be relocated and the improvements on the Burnaby side of Boundary Road would be finalized.

The Municipal Engineer advised that it had not been possible to obtain a firm date for the removal of the telephone poles in question from the British Columbia Telephone Company. It has been determined, however, that it is possible to install the west curb prior to the removal of the poles, which will allow for the completion of the required fencing and landscaping.

N E W B U S I N E S S

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN EMMOTT:

"THAT the regular meeting of the Municipal Council scheduled for Monday, 1981 June 08 be cancelled."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN STUSIAK:

SECONDED BY ALDERMAN DRUMMOND:


"THAT this regular Council Meeting do now adjourn."


CARRIED UNANIMOUSLY

The regular Council Meeting adjourned at 20:27 h.

Confirmed:

Certified Correct:


MAYOR


DEPUTY MUNICIPAL CLERK