

JUNE 25, 1962

An Adjourned meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4545 East Grandview-Douglas Highway on Monday, June 25, 1962 at 7:30 p.m.

PRESENT: Acting Reeve A. Blair in the Chair;
Councillors Clark, Edwards, Harper,
Hicks, Kalyk, MacSorley and Prittie

ABSENT: Reeve A. H. Emmott

A representative of the Greater Vancouver Metropolitan Industrial Development Commission was present to address Council.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR HARPER:

"That the delegate be heard."

CARRIED UNANIMOUSLY

Mr. R. C. Pybus, Chairman of the Commission, appeared and, at the outset, expressed the appreciation of the Commission for the support given by Council to the Commission. Mr. Pybus explained that the Commission serves as a counselling office and an information centre for industrial prospects. He drew attention to the annual report of the Commission and the brochure published by it pointing out that the prime purpose of this literature was to attract industrialists to the Lower Mainland region of British Columbia. Mr. Pybus also stated that the Commission also endeavours to assist local industrialists in establishing or re-establishing in this region.

Mr. Pybus outlined the membership of the Commission and described the methods employed by it in initiating industrial and commercial opportunities.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR MacSORLEY:

"That Mr. Pybus be thanked for his presentation."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR HICKS,
SECONDED BY COUNCILLOR PRITTIE:

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

CARRIED UNANIMOUSLY

Secretary-Treasurer, Central Burnaby Ratepayers' and Citizens' Association wrote requesting that both the Council and the School Board investigate the cost of providing parking facilities for employees and students and to study the feasibility of defraying this cost by the collection of parking

fees.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR HICKS:

"That this letter be tabled for a period
of one week."

CARRIED UNANIMOUSLY

Rendell Tractor & Equipment Company Limited submitted a letter protesting the manner in which the award was made by Council for the supply of one four wheel Drive Rubber Mounted Loader.

The Company pointed out that the reason given for refusing its bid was that the machine was not acceptable since it was deemed to be unsafe, and that as this blanket condemnation of the design of the subject machine is now a matter of public knowledge, the Company contended that this statement is being used unfairly against it to the detriment of the Company.

The Company concluded by insisting that a better explanation be provided than the one which it received.

Municipal Manager reported verbally on this matter and made reference to his report item on the tenders for the equipment in question. He also advised that a further report had been received from the Municipal Engineer as a result of the letter from Rendell Tractor & Equipment Company Limited elaborating on the reasons why its equipment was not recommended.

The Manager stated that the viewpoint of the Municipal Engineer with respect to the subject piece of equipment was the same now as it was originally.

MOVED BY COUNCILLOR KALYK,
SECONDED BY COUNCILLOR MacSORLEY:

"That the Company be advised of the reasons
why its tender was not accepted."

IN FAVOUR -COUNCILLORS
KALYK & MacSORLEY

AGAINST -COUNCILLORS
CLARK, EDWARDS, HARPER,
HICKS & PRITTIE

MOTION LOST

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR HARPER:

"That the Company be advised that,
insofar as Council is concerned, a
satisfactory explanation has been
provided orally by the Municipal
Engineer as to why the tender of the
Company for the piece of equipment in
question was not accepted."

CARRIED
AGAINST -COUNCILLORS
KALYK & MacSORLEY

COUNCILLOR EDWARDS WITHDREW FROM THE MEETING.

Edwards, Edwards and Edwards wrote on behalf of B. C. Wrecking Company Limited applying for permission to use Block 4 western portion of D. L. 155A, Plan 1249 as a Used Building Material Depot for the storage and sale of the said materials.

Mr. Robert Edwards of the firm cited also requested the opportunity of addressing Council on the application.

Mr. Robert Edwards appeared and drew attention to the decision of Council on February 12, 1962 with respect to the same application and stressed that the operation proposed is as stated and not a junk yard, as classified in a report of the Planning Director submitted to Council on February 12th.

Mr. Edwards added that the applicant proposes to erect a seven foot high light board fence around the property and that he proposes to paint this fence as well.

Mr. Edwards also stated that there is at the present time an auto wrecking establishment in the same area and a heavy equipment depot.

Mr. Edwards further advised that the applicant has been placing sawdust and crushed gravel on his property in order to strengthen the land.

Mr. Edwards concluded by suggesting that Council defer action on this latest application for two weeks and direct that the Planning Director submit a further report at that time.

MOVED BY COUNCILLOR PRITTE,
SECONDED BY COUNCILLOR HARPER:

"That Item 5 of the Municipal Manager's Report this evening be brought forward at this time for consideration."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR HICKS,
SECONDED BY COUNCILLOR KALYK:

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

CARRIED UNANIMOUSLY

Municipal Manager reported that B. C. Wrecking Company Limited has made two previous applications to use the subject property as a Used Building Material Depot, although these applications were not for the same property but they were in the same general area.

The Manager reported that it is considered that the two points raised by the Solicitor for the owner, viz; that there are presently two similar types of uses in this area and that surrounding lands are vacant or are used for Agricultural purposes, are not valid. In this regard, he pointed out that the two uses mentioned have been recognized and, in fact, form one of the reasons why it is not felt a further section of the "Big Bend" area should be blighted by the introduction of another similar operation; further, the fact that adjacent lands are vacant or

are used for Agricultural purposes emphasizes the importance of the concept that the first industrial operation in the area must be a desirable one which will attract others.

The Manager recommended that the previous decision of Council to not grant approval be reaffirmed and that the type of operation under application be confined to the "Willingdon - Still Creek" area of the Municipality.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR HICKS:

"That the recommendation of the Manager be adopted."

MOVED BY COUNCILLOR MacSORLEY,
SECONDED BY COUNCILLOR CLARK:

"That the previous Motion be tabled until the meeting of July 16, 1962"

CARRIED
AGAINST - COUNCILLORS
PRITTIE & HICKS

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR CLARK:

"That the Committee now rise and report."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR CLARK:

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

CARRIED UNANIMOUSLY

COUNCILLOR EDWARDS RETURNED TO THE MEETING.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR CLARK:

"That "BURNABY SERVICE STATION CLOSING BY-LAW, 1962" be brought forward for further consideration."

CARRIED UNANIMOUSLY

A number of parties affected by, or concerned with, the above cited By-Law wrote requesting the opportunity of addressing Council on the By-Law.

MOVED BY COUNCILLOR KALYK,
SECONDED BY COUNCILLOR HARPER:

"That these parties be heard."

CARRIED UNANIMOUSLY

Mr. Wilson R. Nicolle, Assistant Secretary-Manager of the Automotive Retailers Association, first spoke and presented a Brief embodying a motion passed on April 5, 1962 at a meeting of the Association urging that if the request of the operators is defeated, then Council institute the 7:00 p.m. winter - 9:00 p.m. summer - ten percent exemption closing regulation and, in doing so, give due consideration when issuing such exemption permits to all factors of service to night traffic.

Mr. Nicolle also mentioned in the Brief that, in the opinion of the legal counsel engaged by the Automotive Retailers Association, six members of the Association were by law entitled to vote on the By-law at hand. Mr. Nicolle stressed that these service garages, though they do not dispense gasoline, do mechanical repairs and therefore, in that respect, are the same as those stations where gasoline is also sold.

Mr. Nicolle also stated that the decision taken by the Association is not popular with all of its members but that it is felt everyone entitled to vote on the By-law should be given the opportunity to do so.

Mr. Nicolle also recited the contents of a letter which the Automotive Retailers Association received from its legal counsel on the closing regulations in question.

Mr. G. E. Graff next spoke and stated that though some operations are licenced as automobile service stations, almost all of them are in reality automobile service garages because they perform mechanical repairs as well.

Mr. Graff emphasized the need for Council to recognize the petition of Burnaby Car Repairs and others in which they advised that they consider themselves as being competitively in the same mechanical business as those stations which sell gasoline and that therefore they should be included on any list of persons voting on the subject By-law.

Mr. D. McRae appeared on behalf of the Petroleum Industry Committee and presented a Brief in support of the proposed By-Law. The Committee also submitted a letter setting out the reasons why it felt the By-law should be passed.

Mr. McRae stressed that any pressure exerted by the oil companies to have their outlets remain open 24-hours a day is merely the normal sales pressure that is found in every enterprise where goods are sold.

Mr. G. Jacobs spoke on behalf of Mr. R. A. McCarthy and others in support of the proposed By-Law. He also stated that if it was felt by some that the Voters List did not include a certain class of business, the List should have been challenged before the vote was taken and not at this time.

A letter was also received from Burnaby Car Repairs and four others suggesting that they should have been included in the List of Voters on the subject By-law.

Secretary, Auto Courts and Resorts Association, also submitted a Letter supporting the By-law in question.

MOVED BY COUNCILLOR MacSORLEY,
SECONDED BY COUNCILLOR KALYK:

"That "BURNABY SERVICE STATION CLOSING
BY-LAW, 1962" be now reconsidered."

CARRIED
AGAINST - COUNCILLORS
PRITTE & HICKS

MOVED BY COUNCILLOR MacSORLEY,
SECONDED BY COUNCILLOR KALYK:

"That "BURNABY SERVICE STATION CLOSING
BY-LAW, 1962" be now finally adopted,
signed by the Acting Reeve and Clerk
and the Corporate Seal be affixed thereto."

CARRIED
AGAINST - COUNCILLORS
PRITTIE & HICKS

THE ACTING REEVE DECLARED A RECESS AT 10:00 P.M.

THE COUNCIL RECONVENED AT 10:10 P.M.

Reeve Emmott submitted a report recommending that Councillor
R. W. Prittie be appointed Acting Reeve for the months of July
and August 1962.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendation of the Reeve
be adopted."

CARRIED UNANIMOUSLY

Reeve Emmott submitted a further report advising that Mr. K. W.
Harris has submitted his resignation from the Zoning Board of
Appeal, effective July 15, 1962. Reeve Emmott recommended that
Mr. R. W. Hassard, 4761 McKee Place, Burnaby 1, B. C. be
appointed to replace Mr. Harris.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Reeve
be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR HICKS:

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

CARRIED UNANIMOUSLY

REPORT OF POLICY COMMITTEE

(1) Temporary Investment of Surplus Funds.

The Committee reported that each year at this time, more funds
are available than are needed, with the result it has been the
usual practice to search for the best short term field in which
to market the investments.

They advised that the Provincial Government has offered to make
available short term demand notes at 4½% interest and it is
considered earnings from this source would increase substantially
over last year if we took advantage of this offer.

The Committee recommended that the Corporation make a direct application to the Minister of Finance for the Province of British Columbia for the privilege of participating in the investment of surplus funds by way of demand notes issued by the Finance Department.

The Manager added verbally that the interest rate quoted in the report would fluctuate from time to time and that it should be understood by Council that this rate may actually not be 4½% but, rather, it will depend on the situation at the time the demand notes are issued.

MOVED BY COUNCILLOR HICKS,
SECONDED BY COUNCILLOR HARPER:

"That this Corporation make a direct application to the Minister of Finance, Province of British Columbia, for the privilege of participating in the investment of surplus funds by way of demand notes issued by the Finance Department."

CARRIED UNANIMOUSLY

(2) Proposed Right of Way - West Branch South Slope Sewer Interceptor South of Marine Drive.

The Committee reported that the Vancouver and District Joint Sewerage and Drainage Board has planned for the early installation of the west branch of the South Slope Sewer interceptor and requires approval of a right of way south of Marine Drive in the general vicinity of Scott Street between Boundary Road and a point midway between Marsh Avenue and Mandeville Avenue, as more particularly shown on a plan prepared by the District and numbered SF-565.

The Committee reported that the right of way would traverse land owned by the Provincial Government (occupied by the Borstal Home on Marine Drive) and that negotiations with the Provincial Government will be necessary to acquire sufficient land for this purpose.

The Committee recommended that the Corporation make a formal application to the Greater Vancouver Sewerage and Drainage District for the installation of the west branch of the South Slope sewer interceptor in accordance with the aforementioned plan.

The Committee further recommended that authority be granted to negotiate with the Provincial Government for the land required for a 132 foot right of way through the "Borstal Home" property, which is legally described as Block "D", D. L. 164, Plan 3596.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendations of the Committee be adopted."

CARRIED UNANIMOUSLY

(3) Halifax Street between Willingdon Avenue and Douglas Road.

The Committee reported that it had considered the possibility of developing the above portion of Halifax Street in conjunction with an application of the Masonic Cemetery Association to subdivide the south-east five acres of their holdings on the north side of the street in question.

The Committee pointed out that the services which would be provided would facilitate the widening of Halifax Street to a width of 66 feet and would assist the development of this road as an access to the Brentwood Shopping Centre.

The Committee reported that it felt a responsibility fell on the Corporation to assist in constructing the subject portion of Halifax Street.

The Committee recommended that the following resolution be passed:

"WHEREAS the Council recognizes the need for development of Halifax Street between Willingdon Avenue and Douglas Road,

AND WHEREAS the existing road allowance measures 33 feet in width,

AND WHEREAS the Vancouver Masonic Cemetery Association, owners of the land on the north side of this portion of Halifax Street are desirous of subdividing the south-east five acres from their land legally described Block 2 Except Sketch 9459, Except Plan with By-law 3131, L.R. Filing 3446, D. L. 120, Map 3068,

AND WHEREAS sufficient land will be dedicated on subdivision to widen Halifax Street to a full 66 foot width,

AND WHEREAS it is deemed expedient that this Corporation share in the cost of developing Halifax Street to a full 66 foot width,

THEREFORE BE IT RESOLVED that upon the application of the Vancouver Masonic Cemetery Association to subdivide lands legally described Block 2 Except Sketch 9459, Except Plan with By-law 3131, L.R. Filing 3446, D. L. 120, Map 3068, on the north side of Halifax Street for the purpose of facilitating sale of the south-east five acres thereof, this Council agree to participate with the Association to the extent of fifty percent of the cost of developing Halifax Street between Douglas Road and Willingdon Avenue to a width of 66 feet to a gravel standard with drainage facilities and that this Corporation pay the cost of the installation of a 20 foot pavement thereon, more particularly in accordance with Burnaby Planning Department Drawing No. F1116."

MOVED BY COUNCILLOR HARPER,
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

REPORT OF TRAFFIC SAFETY COMMITTEE

(1) McKercher Avenue between Kingsway and Grange Street.

The Committee reported that it had given consideration to the matter of designating McKercher Avenue between Kingsway and Grange Street as a one-way street northbound.

The Committee pointed out that the traffic problem in this area

is primarily caused as a result of the street pattern north of Kingsway and the commercial establishment on the south side of Kingsway which generates great volumes of traffic; the result being that there is a constant conflict between turning movements, through traffic, and pedestrian.

They advised that on May 25th when more than the normal amount of vehicular traffic was attracted to the commercial establishment, Simpsons-Sears, the one-way treatment was tested for its efficiency and effect at intersections; the results appeared favourable in that traffic egressing from the parking lot dissipated more quickly and little or no congestion was experienced at local intersections for all permitted movements.

They further advised that by designating McKercher Avenue as a one-way street northbound, southbound traffic from Grange Street destined for Simpsons-Sears will be required to use Sussex Avenue to Kingsway where it will then turn left.

The Committee recommended that McKercher Avenue between Kingsway and Grange Street be designated as a one-way street northbound.

The Committee added that if this treatment is instituted, it will then be in order to abolish the left-turn prohibition for northbound traffic entering McKercher Avenue from Kingsway. They further advised that it would also be likely that the signal phasing on Kingsway at both Sussex Avenue and McKercher Avenue would require adjustment. The Committee advised that these matters would be discussed with the Department of Highways if Council concurs with the recommendation respecting McKercher Avenue.

The Committee also mentioned that with the construction of curbs on both sides of Sussex Avenue between Kingsway and Hazel Street, it is felt the demand for short term parking would be accelerated to serve as an extension of the current one-hour parking restriction along the north side of Kingsway.

The Committee recommended that one-hour parking be instituted along both sides of Sussex Avenue between Kingsway and Hazel Street.

The Committee further reported that with the conversion of McKercher Avenue to a one-way street, the southbound stop on Sussex Avenue at Hazel Street would no longer be required but two additional stops would be needed - one westbound on Hazel Street at Sussex Avenue and the other eastbound on Hazel Street at McKercher Avenue.

The Committee recommended that the first mentioned stop be cancelled and that the other two be authorized.

MOVED BY COUNCILLOR KALYK,
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(2) Taxi Zone - North side of 4500 Block Kingsway.

The Committee submitted a report on a request for a two-car taxi zone in front of premises at 4537 Kingsway advising that, at present, the one-hour parking zone on the north side of

Kingsway between Pioneer Avenue and Willingdon Avenue provides eight or nine parking spaces. They advised that there are five stores presently located between the former post office building and Pioneer Avenue and this length of frontage has sufficient space for five cars. The Committee pointed out that to reserve two of these spaces for taxi use only would adversely affect the customer parking requirements of the other stores since they would then only have three spaces between four of them.

The Committee reported that it felt taxicab companies are no different than any other commercial enterprise and that curb space should not be reserved for a specific business but instead should be used by the public at large.

The Committee recommended that the application for a two-space taxi zone be not entertained.

MOVED BY COUNCILLOR HICKS,
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(3) 3800 and 3900 Blocks Hastings Street.

The Committee reported that it had received the following proposal involving the above two blocks of Hastings Street:

- (a) That left turns be prohibited on Hastings Street at each of Esmond and Ingleton Avenues;
- (b) That parking be prohibited on the north side between 7:00 a.m. and 10:00 a.m.
- (c) That stopping be prohibited on the north side between 7:00 a.m. and 9:00 a.m.
- (d) That parking be prohibited on the south side between 3:00 p.m. and 6:00 p.m.
- (e) That stopping be prohibited on the south side between 4:00 p.m. and 6:00 p.m.

The Committee reported that it felt the above proposal has some merit in that it would relieve congestion in the subject two blocks of Hastings Street during rush hours but, since completion of the widening in the 4000 and 4100 Blocks Hastings Street, congestion on this street is not nearly as great as before.

The Committee recommended that no action be taken at this time with respect to the proposal advanced.

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR HICKS:

"That the proposal outlined in the report of the Committee be referred back to them for review, particularly the matter of instituting a parking prohibition on the south side of Hastings Street."

CARRIED UNANIMOUSLY

- (4) (a) Cumberland Street, 14th Avenue, 15th Avenue, 16th Avenue.
(b) 16th Avenue and Cumberland Street.

The Committee reported that it had received requests:

- (a) That signs be erected on those streets listed under (a) above as a means of affording protection for children living on these streets.
- (b) That warning signs be erected at the second noted location to indicate the presence of the new Cariboo Hill Junior High School.

The Committee advised that it is of the view that the matter of excessive speeds on streets is a problem of enforcement rather than one of signing. They pointed out that it is the policy of the Corporation to post the Municipal speed limit signs only at specific locations, such as major entrance roads to the Municipality or adjacent other important thoroughfares where the speed limit is greater than 30 m.p.h.

They added that with the advent of the C.G.R.A. Manual, "Slow" signs are no longer an applicable traffic control device; also, "Children at Play" signs are not permitted by Council policy.

With respect to the second location, the Committee reported that they did not feel signing was necessary in the vicinity of secondary schools except in certain instances where it is desirable to organize and control disorderly or inefficient crossing movements where heavy vehicular volumes are involved. They pointed out that this is not the case near Cariboo Hill Junior High School because investigation disclosed no hazard or conflict between vehicular and pedestrian traffic.

The Committee recommended that the two requests outlined above be not entertained.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(5) Government Street and Piper Avenue

The Committee reported that a request was received from a church organization for permission to erect a directional sign on a "Parks Board" sign at the north-west corner of Government Street and Piper Avenue.

The Committee pointed out that the Engineering Department is currently in the process of removing from all public rights-of-way in Burnaby commercial and other non-traffic signs; the aforementioned "Parks Board" sign is one that will need to be relocated as a part of the programme mentioned. The Committee advised that this sign has now been removed.

The Committee recommended that the church group be informed that its request cannot be entertained for the above reasons.

MOVED BY COUNCILLOR HICKS,
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendation of the Committee
be adopted."

CARRIED UNANIMOUSLY

(6) Bus Zone - Hastings Street and MacDonald Avenue

The Committee submitted a further report in connection with the proposed relocation of a bus zone on the north side of Hastings Street east of MacDonald Avenue to a farside position advising that, from a traffic point of view, there is no advantage to having the bus zone nearside because:

- (a) The intersection is not signalized.
- (b) The widening of Hastings Street is on the wrong side in relation to the direction of traffic.

The Committee added that, from the viewpoint of parking, the farside bus zone will be located in front of the service station and between two driveways. They pointed out that freeing some 80 feet of curb length at the nearside position for public use would accommodate a parking turnover of 80 or more cars per day, assuming a parking duration of one-half hour or less.

The Committee reaffirmed its previous recommendation to relocate the nearside bus zone on the north side of Hastings Street at MacDonald Avenue to a farside position.

MOVED BY COUNCILLOR KALYK,
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Committee
be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR KALYK,
SECONDED BY COUNCILLOR EDWARDS:

"That the previous matter be referred back
to the Committee for an explanation as to
why the bus zone in question has already been
relocated."

CARRIED UNANIMOUSLY

It was mentioned that a traffic problem exists for the outer lane of westbound traffic on Hastings Street attempting to merge with the inner lane of traffic when approaching MacDonald Avenue.

It was pointed out that the centre line of Hastings Street has been shifted southward some distance east of MacDonald Avenue for the apparent purpose of facilitating this merging movement.

It was felt that to be more effective, a parking restriction should be imposed on the north side of Hastings Street east from MacDonald Avenue so that westbound moving traffic

could use this space while endeavouring to merge when approaching the narrower section of Hastings Street at MacDonald Avenue.

The Council directed that this suggestion be referred to the Traffic Safety Committee for consideration and recommendation.

(7) Traffic situation - Brentwood Park

The Committee submitted a report based on observations made of the traffic situation in the Brentwood Park residential area following the establishment of the Brentwood Shopping Centre.

In this regard, the Committee advised that:

- (a) As was anticipated, the traffic has increased both on Ridgelawn Drive and Brentlawn Drive west of Delta Avenue by 40% and 70% respectively. Although these increases appear high, the average daily volumes are still reasonably low and generally below average for residential streets.
- (b) The volume on Beta Avenue between Lougheed Highway and Ridgelawn Drive has increased four times to approximately 940 vehicles per day. This increase was expected since Beta Avenue serves two access points to the parking areas in this block.
- (c) Excluding the streets mentioned above, traffic counts indicate that on the average traffic in Brentwood Park has increased by approximately 13%. This increase may be attributed to these three factors:
 - (i) The normal yearly increase in traffic growth.
 - (ii) Shopping habits of the residents themselves have altered to some extent.
 - (iii) Some possible traffic filtration through the subject area.

The Committee pointed out that the traffic picture in Brentwood Park is normal and acceptable and has not changed sufficiently to warrant any further attention at this time.

MOVED BY COUNCILLOR HARPER,
SECONDED BY COUNCILLOR EDWARDS:

"That the report be received and its contents be conveyed to the Brentwood Park Ratepayers Association."

CARRIED
COUNCILLOR CLARK AGAINST

(8) 12th Avenue, 1st Street, 13th Avenue, and Newcombe Street

The Committee reported that it had investigated a request for the installation of a crosswalk and school signs on the above noted avenues and that it was revealed that there is no justification - in terms of traffic volumes or vehicle - pedestrian conflict - for crosswalks on these streets.

The Committee recommended against the establishment of crosswalks or reduced speed limit signs.

The Committee instead recommended that the standard school pentagon sign be installed on 13th Avenue and also on 12th Avenue in advance of the school in question (John Knox Christian School).

MOVED BY COUNCILLOR MacSORLEY,
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendations of the Committee be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR MacSORLEY:

"That the meeting adjourn until June 26th 1962, at 4:30 p.m."

CARRIED UNANIMOUSLY

CONFIRMED:

CERTIFIED CORRECT:


REEVE


Deputy CLERK