

Re: SEVERAL LETTERS FROM RESIDENTS IN THE BRENTWOOD AREA OBJECTING
TO THE JULY 7, 1976 CLOSURE OF DELLAWN DRIVE AT SPRINGER, AND
HALIFAX STREET WEST OF WOODWAY PLACE

Appearing on the agenda for the July 19, 1976 Council meeting are several letters from residents in the Brentwood Area objecting to the July 7, 1976 closure of Dellawn Drive at Springer and Halifax Street west of Woodway Place.

The Planning Director has thoroughly reviewed the question once again, and the following is his report of July 15, 1976 in this connection.

RECOMMENDATION:

1. THAT Council not remove or relocate the street closures from their current location and re-affirm the action taken on June 14, 1976 to close those streets as an integral part of Community Plan Area "D"; and
2. THAT after an approximate one month period, the Engineering Department periodically monitor the traffic pattern on a sample basis to determine whether a "through" travel pattern is being maintained; and
3. THAT a copy of this report be sent to the Brentwood Park Ratepayer's Association.

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TO: MUNICIPAL MANAGER

July 15, 1976
Our File #15.148

FROM: DIRECTOR OF PLANNING

RE: COMMUNITY PLAN AREA "D" - STREET CLOSURES

The Municipal Clerk's office has received several letters addressed to Council from residents in the Brentwood area objecting to the July 7, 1976 closure of Dellawn Drive at Springer and Halifax Street west of Woodway Place.

In addition to the objections, the correspondents have kindly offered suggestions for alternative and additional street closure solutions.

The following are examples of only two of the suggestions which were reviewed by the Planning Department.

1. The additional closure of Parklawn at Springer Avenue.

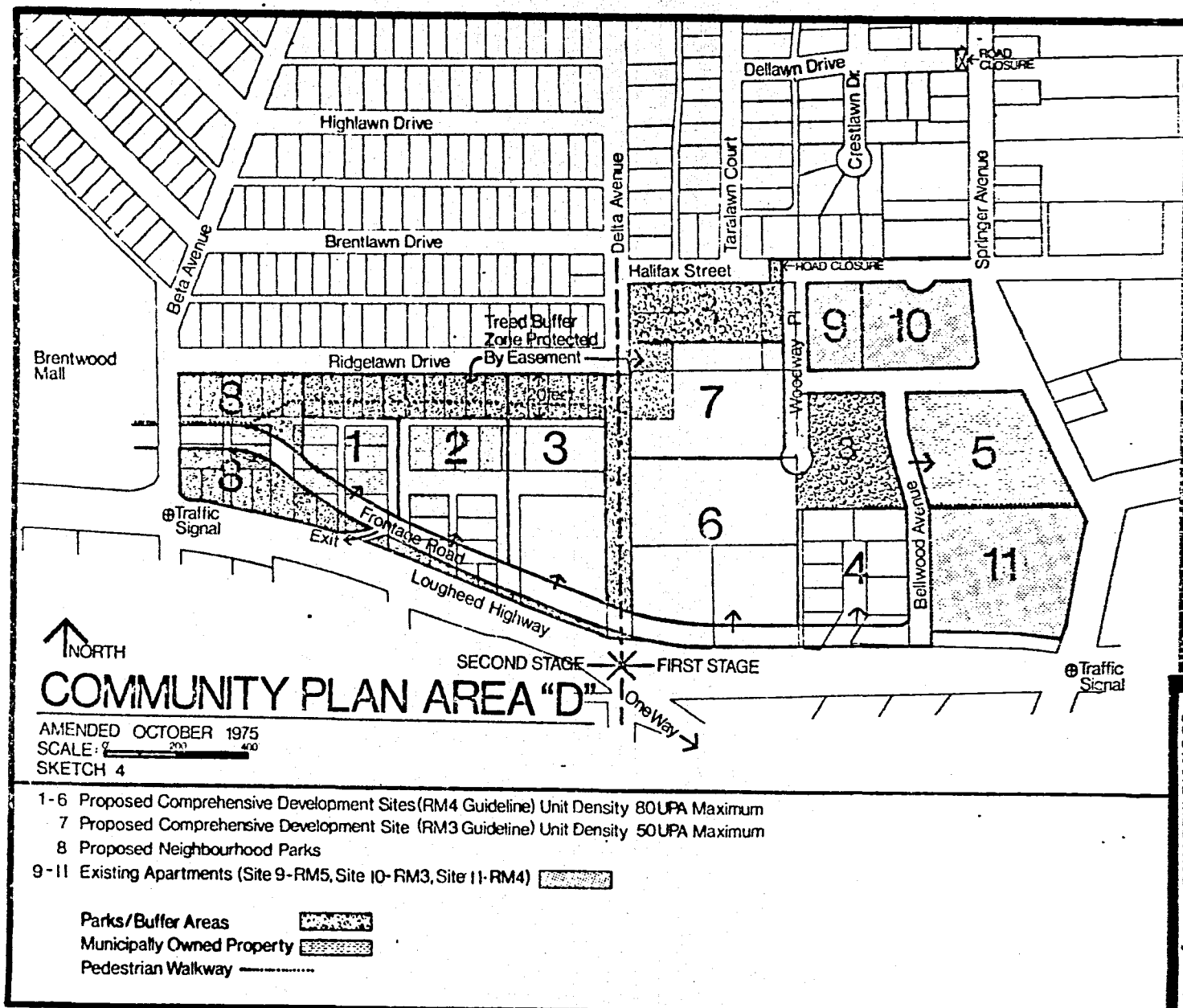
Although this additional closure appeared to have the most merit amongst the solutions offered, it would have left the entire neighbourhood without eastern accessibility other than via Delta to Parker or Beta to the Loughheed eastbound.

2. The alternative closures south of Halifax Street at Woodway and Springer.

The effect of these closures would have prevented Springer Avenue from functioning as a residential access street which allows the residents to readily gain access between their neighbourhood and Broadway or the Loughheed Highway.

Council will recall that it recently gave its approval for the Dellawn Drive and Halifax street closures on the understanding that:

1. the street pattern associated with the Community Plan was an essential element in the concept of the plan.
2. the street pattern protected the character and safety aspect inherent in residential streets with low traffic volume.



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