

# Bus Bay At Yonge-Centre Should Be Negotiated — Claims Ward 3 Councillor Lois Haney

Members of Richmond Hill Town Council decided July 21 to seek a meeting with principals of Richmond Hill United Church to attempt negotiations of purchase of sufficient land across the Yonge Street frontage of the church for a proposed bus bay and 10 foot wide sidewalk to be installed during Yonge Street reconstruction. The town's appraiser, Edward Higgins, will also be present.

The bus bay, with others along the main thoroughfare, was included in plans drawn up for the work. However, at a council of the whole meeting July 14, after a strong protest had been received from the church, the majority of council members present approved of the deletion of this one bus bay from the plans.

At the regular council meeting July 21, Councillor Lois Haney presented a nine-page submission to council in which she set forth her belief that all property owners, without exception, should be dealt with on the same basis. She reminded council that five professionals in traffic movement had presented facts, figures, experience and knowledge as to financial and physical benefits of provision of bus bays and were in unanimous agreement as to the very real need for bus bays on Yonge Street. Their reasons were keeping four lanes clear for traffic flow, safety of bus passengers, accident preventative measures, etc.

Mrs. Haney was supported by Councillor Ivan Mansbridge who came out strongly for retention of the bus bay in front of Richmond Hill United Church for the protection of bus passengers and motorists. Mr. Mansbridge had been away on holidays when the committee of the whole meeting was held.

Deputy-reeve Floyd Perkins expressed his willingness to go along with negotiations with the church. "My feeling is that it will do a great deal of harm to that property and I cannot go along with a bus bay there at what it is going to cost when only 300 feet away (at Lorne Avenue) there will be no bus bay."

Councillor William Lazenby stated he was worried about the cost of acquiring the necessary land at this location. "I'm quite in favor of meeting with these people and of having Mr. Higgins negotiate in our behalf."

"Unless council is prepared to remove all parking from Yonge Street, they are creating a bottleneck and bus bays will do nothing to relieve that condition," charged Councillor John MacDiarmid, who claimed that council has been evading a decision on this point.

"Council has not yet been asked to make a decision on parking," countered Mayor Thomas Broadhurst. "I take it for granted that when improvements are made we will have to make that decision. The whole thing is predicated on the fact that to get four lanes of traffic we will have to take parking off Yonge Street."

However, Councillor Haney reported that there are indications that parking will be permitted on Yonge except during rush hours when reconstruction is completed.

In her presentation, Mrs. Haney listed a number of reasons given by councillors during the discussion on the Yonge-Centre bus bay at the meeting on July 14, following them with her rebuttals. Several of these are listed below:

**standing** that the provincial government is attempting to provide legislation to prevent air pollution by vehicles.

**Reason** The church will lose its hedge but the church would be compensated for any loss or damage and should be treated the same as all other property owners affected.

**Reason** No room for wedding parties to park or congregate on sidewalk.

**Answer** There is no reason why, if the bus bay is not in use by a bus, it could not be used for portion of Yonge. There would still be room on the lawn and on the improved 10 foot sidewalk for before and after wedding pictures, conversation, etc. From observation, use of the sidewalk by the congregation or guests before or after church service is minimal as far as time is concerned in comparison to use of the road, bus bay and sidewalk. If a bus bay is not provided here it is possible future congestion may make it necessary to have "no stopping" on Yonge. The congregation and guests would then be inconvenienced more by no bus bay than by a bus bay.

**Answer** The legal survey shows that the hedge is located on the town's existing right-of-way but the church would be compensated for any loss or damage and should be treated the same as all other property owners affected.

**Reason** No room for wedding parties to park or congregate on sidewalk.

**Answer** There is no reason why, if the bus bay is not in use by a bus, it could not be used for portion of Yonge. There would still be room on the lawn and on the improved 10 foot sidewalk for before and after wedding pictures, conversation, etc. From observation, use of the sidewalk by the congregation or guests before or after church service is minimal as far as time is concerned in comparison to use of the road, bus bay and sidewalk. If a bus bay is not provided here it is possible future congestion may make it necessary to have "no stopping" on Yonge. The congregation and guests would then be inconvenienced more by no bus bay than by a bus bay.

**Reason** The church will lose its hedge but the church would be compensated for any loss or damage and should be treated the same as all other property owners affected.

**Reason** No room for wedding parties to park or congregate on sidewalk.

**Answer** There is no reason why, if the bus bay is not in use by a bus, it could not be used for portion of Yonge. There would still be room on the lawn and on the improved 10 foot sidewalk for before and after wedding pictures, conversation, etc. From observation, use of the sidewalk by the congregation or guests before or after church service is minimal as far as time is concerned in comparison to use of the road, bus bay and sidewalk. If a bus bay is not provided here it is possible future congestion may make it necessary to have "no stopping" on Yonge. The congregation and guests would then be inconvenienced more by no bus bay than by a bus bay.

**Reason** The church will lose its hedge but the church would be compensated for any loss or damage and should be treated the same as all other property owners affected.

**Reason** No room for wedding parties to park or congregate on sidewalk.

**Answer** There is no reason why, if the bus bay is not in use by a bus, it could not be used for portion of Yonge. There would still be room on the lawn and on the improved 10 foot sidewalk for before and after wedding pictures, conversation, etc. From observation, use of the sidewalk by the congregation or guests before or after church service is minimal as far as time is concerned in comparison to use of the road, bus bay and sidewalk. If a bus bay is not provided here it is possible future congestion may make it necessary to have "no stopping" on Yonge. The congregation and guests would then be inconvenienced more by no bus bay than by a bus bay.

**Reason** The church will lose its hedge but the church would be compensated for any loss or damage and should be treated the same as all other property owners affected.

**Reason** No room for wedding parties to park or congregate on sidewalk.

**Answer** There is no reason why, if the bus bay is not in use by a bus, it could not be used for portion of Yonge. There would still be room on the lawn and on the improved 10 foot sidewalk for before and after wedding pictures, conversation, etc. From observation, use of the sidewalk by the congregation or guests before or after church service is minimal as far as time is concerned in comparison to use of the road, bus bay and sidewalk. If a bus bay is not provided here it is possible future congestion may make it necessary to have "no stopping" on Yonge. The congregation and guests would then be inconvenienced more by no bus bay than by a bus bay.

**Reason** The church will lose its hedge but the church would be compensated for any loss or damage and should be treated the same as all other property owners affected.

**Reason** No room for wedding parties to park or congregate on sidewalk.

**Answer** There is no reason why, if the bus bay is not in use by a bus, it could not be used for portion of Yonge. There would still be room on the lawn and on the improved 10 foot sidewalk for before and after wedding pictures, conversation, etc. From observation, use of the sidewalk by the congregation or guests before or after church service is minimal as far as time is concerned in comparison to use of the road, bus bay and sidewalk. If a bus bay is not provided here it is possible future congestion may make it necessary to have "no stopping" on Yonge. The congregation and guests would then be inconvenienced more by no bus bay than by a bus bay.

**Reason** The church will lose its hedge but the church would be compensated for any loss or damage and should be treated the same as all other property owners affected.

**Reason** No room for wedding parties to park or congregate on sidewalk.

**Answer** There is no reason why, if the bus bay is not in use by a bus, it could not be used for portion of Yonge. There would still be room on the lawn and on the improved 10 foot sidewalk for before and after wedding pictures, conversation, etc. From observation, use of the sidewalk by the congregation or guests before or after church service is minimal as far as time is concerned in comparison to use of the road, bus bay and sidewalk. If a bus bay is not provided here it is possible future congestion may make it necessary to have "no stopping" on Yonge. The congregation and guests would then be inconvenienced more by no bus bay than by a bus bay.

**Reason** The church will lose its hedge but the church would be compensated for any loss or damage and should be treated the same as all other property owners affected.

**Reason** No room for wedding parties to park or congregate on sidewalk.

**Answer** There is no reason why, if the bus bay is not in use by a bus, it could not be used for portion of Yonge. There would still be room on the lawn and on the improved 10 foot sidewalk for before and after wedding pictures, conversation, etc. From observation, use of the sidewalk by the congregation or guests before or after church service is minimal as far as time is concerned in comparison to use of the road, bus bay and sidewalk. If a bus bay is not provided here it is possible future congestion may make it necessary to have "no stopping" on Yonge. The congregation and guests would then be inconvenienced more by no bus bay than by a bus bay.

**Reason** The church will lose its hedge but the church would be compensated for any loss or damage and should be treated the same as all other property owners affected.

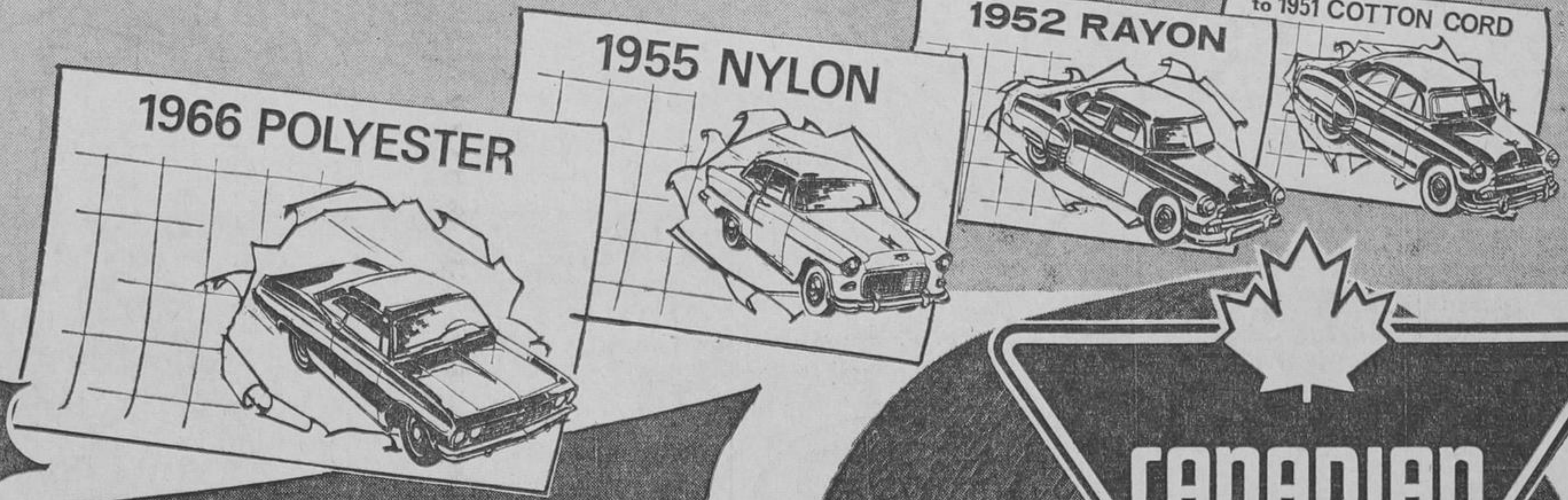
**Reason** No room for wedding parties to park or congregate on sidewalk.

**Answer** There is no reason why, if the bus bay is not in use by a bus, it could not be used for portion of Yonge. There would still be room on the lawn and on the improved 10 foot sidewalk for before and after wedding pictures, conversation, etc. From observation, use of the sidewalk by the congregation or guests before or after church service is minimal as far as time is concerned in comparison to use of the road, bus bay and sidewalk. If a bus bay is not provided here it is possible future congestion may make it necessary to have "no stopping" on Yonge. The congregation and guests would then be inconvenienced more by no bus bay than by a bus bay.

# 28 YEARS OF PROGRESS

**NOW**

## Polyester GLASS BELT



The bias-ply star of the 1970 car!

Cotton was fair. Rayon was good. Nylon is better. Polyester is great. But Polyester Glass Belt is fabulous. The tire of today — and tomorrow — designed for all roads and all cars. Smoother. Stronger. Safer. Best mileage-getter. Car-makers scramble to get them on the 1970 cars. Canadian Tire has them now, believes in them strongly. For that skilful combo of tough polyester and silky Fibreglass is almost impervious to damage. Rolls out the road like a rolling pin rolls out dough. And speaking of 'dough' they do cost a bit more but give you so much more...

78 SERIES SIZE	REPLACES REGULAR SIZE	WHITEWALL	
		*MFRS' Full List Price Each	OUR SINGLE TIRE PRICE
E78/14	735/14....	45.15	34.10
F78/14	775/14....	48.50	36.65
G78/14	825/14....	54.50	41.15
H78/14	855/14....	60.90	44.85
F78/15	775/15....	48.50	36.65
G78/15	825-815/15	54.50	41.15
H78/15	855-845/15	60.90	46.00

70 SERIES SIZE	REPLACES WHERE CLEARANCE PERMITS	White One Side Red Reverse	
		*MFRS' Full List Price Each	OUR SINGLE TIRE PRICE
D70/14	695/14....	54.20	40.90
E70/14	735/14....	55.90	42.20
F70/14	775/14....	60.10	45.40
G70/14	825/14....	67.50	51.00
H70/14	850/14....	75.50	55.55
F70/15	775/15....	60.10	45.40
G70/15	825-815/15	67.50	51.00
H70/15	855-845/15	75.50	57.00

LESS BIG TRADE-IN OFF THESE PRICES on PAIRS or SETS

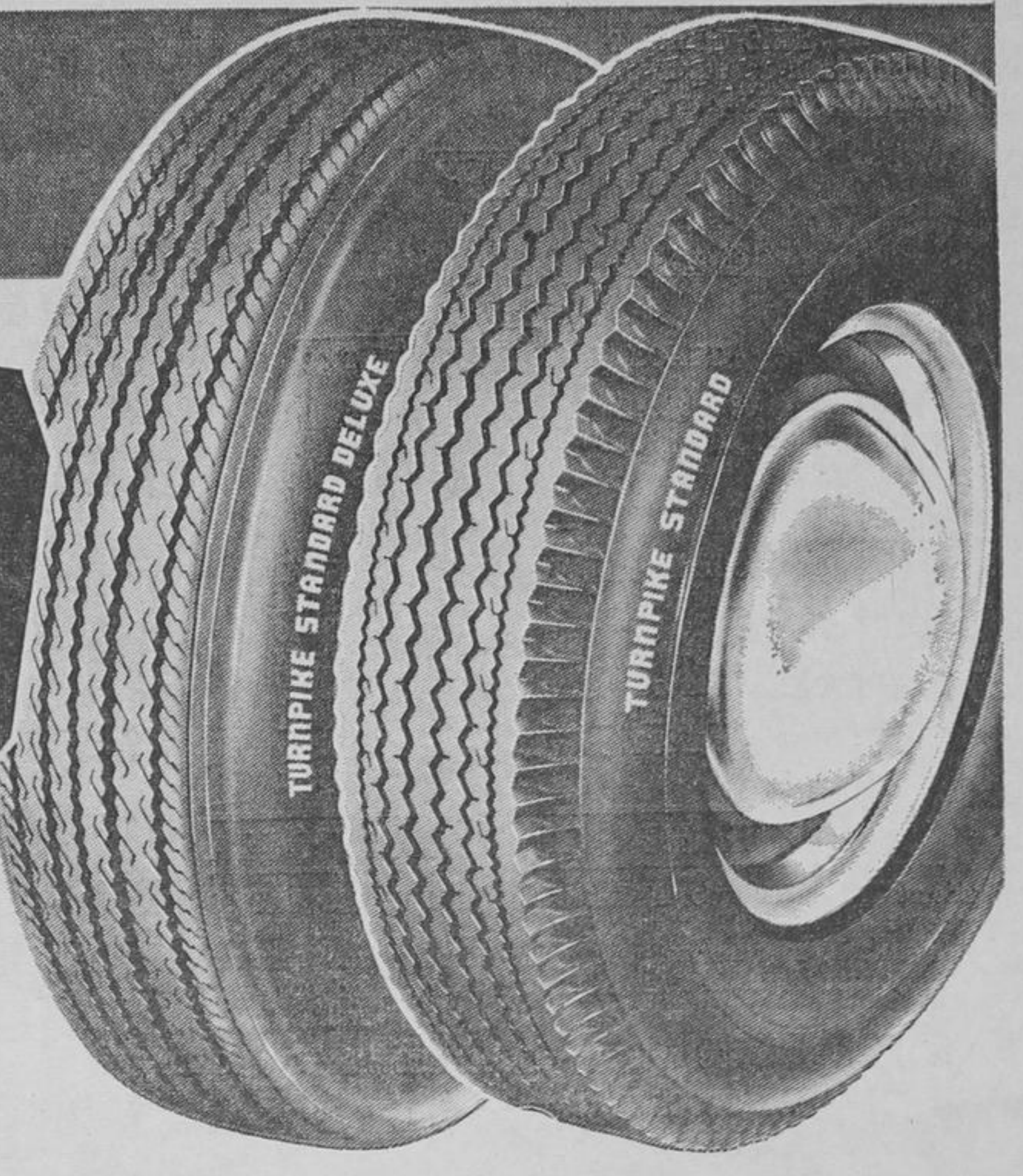
ROAD HAZARD INSURED  
No Time Limit—No Mileage Limit  
40-MONTH "No Wear-Out" Guarantee (See Catalogue for particulars)  
• FREE Installation  
• FREE New valve with \$1.00 Static Wheel Balance  
CASH BONUS COUPONS

## If Nylon Will Do—Save on Turnpike Standard or Deluxe

If original equipment tires gave you good service, either of these should too! Rugged, double-ply, double-strength nylon construction — thoroughly dependable! Meets or exceeds all Canadian and American Safety Standards.

SIZE	STANDARD		DELUXE	
	BLACK TUBE TYPE	BLACK TUBELESS	BLACK TUBELESS	WHITE TUBELESS
590-600/13....	—	9.97	10.89	12.39
640-650/13....	—	9.97	11.80	13.30
775/14 (750/14)	—	10.97	12.94	14.44
825/14 (800/14)	—	—	13.91	15.41
560/15.....	—	9.97	—	—
775/15 (670/15)	—	10.97	12.98	14.48
815/15 (710/15)	—	11.53	—	14.99
845/15 (760/15)	—	—	—	16.22
600/16.....	9.97	—	—	—

**10.97**  
775/14 tubeless



Apply for a 'CAN-CHARGE' Credit Card today!

**CANADIAN TIRE**  
ASSOCIATE STORE  
70 Yonge Street North, Richmond Hill  
884-1196

\*Manufacturers' List Price — Each tire-maker publishes a list of prices. But there is a marked similarity between them. Newspaper advertised sale prices may cut these by 15% to 25%. By contrast, Canadian Tire cuts list prices by more than 50%.

Factory Door Price applies to Turnpike Tires. For pick-up at your local Canadian Tire Store, add 15¢ to 60¢ freight charge per tire depending on distance from factory. More for remote areas. Add 5¢ if no "A" trade. Installation 75¢ per tire. Sorry — no Bonus Coupons on Turnpike Tires.