

Re: LETTER AND PETITION FROM MRS. D. BORGSTROM, #312 - 9210 SALISH COURT WHICH APPEARED ON THE AGENDA FOR THE COUNCIL MEETING OF JUNE 26 (Item 4h)  
REQUEST FOR PARKING ON AT LEAST ONE SIDE OF BELL AVENUE

Appearing on last week's agenda was a letter with an enclosed petition dated June 17 from Mrs. D. Borgstrom, #312 - 9210 Salish Court, Burnaby drawing attention to parking problems in the vicinity of the highrise in which she lives, and requesting that parking be permitted on at least one side of Bell Avenue.

The following is the report of the Director of Planning dated June 28 in which he outlines the parking requirements that have been met by 9210 Salish Court and the Lougheed Village.

Attached is the report from the Municipal Engineer dated June 28 in which he recommends that the existing parking ban on the east side of Bell Avenue between Salish Court and the Lougheed Highway be removed (except for corner clearance provision).

RECOMMENDATIONS:

1. THAT the existing parking ban on the east side of Bell Avenue between Salish Court and the Lougheed Highway be removed except for corner clearance provisions; and
2. THAT Mrs. D. Borgstrom be forwarded a copy of this report item and asked to advise the petitioners of the action taken by the Municipal Council.

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PLANNING DEPARTMENT  
1978 JUNE 28

TO: MUNICIPAL MANAGER  
FROM: DIRECTOR OF PLANNING  
SUBJECT: ENQUIRY WITH RESPECT TO SENIOR CITIZENS TOWER  
9210 SALISH COURT - R.Z. #73/72  
COMMUNITY PLAN AREA "G"

This report is submitted with respect to a letter and petition dated 1978 June 17 submitted by Mrs. D. Borgstrom on behalf of the tenants of the senior citizens apartment tower at 9210 Salish Court. The submission requests the legalization of street parking along Bell Avenue.

The subject senior citizens apartment is part of a comprehensive development zoning proposal (RZ #73/72) which was granted Final Adoption on 1973 March 20. The senior citizens component consisted of a fifteen storey, 188 unit apartment tower with 147 bachelor and 41 one-bedroom units. 47 parking spaces were outlined on the approved drawings - 7 spaces at grade and 40 spaces underground - giving a parking ratio of 1 space for each 4 units. The building has been occupied for over two years.

The parking provisions in this development are in line with bylaw requirements for senior citizens' housing, which are:

"1 for each 5 dwelling units where established bus route and commercial facilities are located within ¼ mile of the development or 1 for each 4 dwelling units where such a development is located at a greater distance from an established bus route and commercial facilities."

The covering letter also makes reference to a cocktail lounge in a nearby high rise. We would note that there is a restaurant within the interior of the Lougheed Village apartments. Appropriate parking was provided for the Lougheed Village development and approved through rezoning procedures.

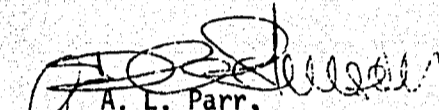
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The reference to a cocktail lounge may have referred to a communal social facility within Loughheed Village which serves liquor. This facility is licenced as a Class "A" private club whose patronage is restricted to those tenants of the Loughheed Village residential complex (consisting of 4 apartment buildings) and the immediately abutting legal properties. Since use of the facility is limited to the residents of the specifically identified local area in which patrons would approach by foot, additional parking was not required.

Some on-street parking in the area is generated by users of Bell Park, located immediately west of Bell Avenue, which does not have any on-site parking facilities at present.

The foregoing is provided for the information of Council. We understand that the Municipal Engineer is reporting separately on the operational aspects of the request being made by the residents.

  
A. L. Parr,  
DIRECTOR OF PLANNING.

*ALP*

KI:DGS:PDS:cm

c.c. Municipal Engineer  
Chief Licence Inspector

1978 06 28.

TO: MUNICIPAL MANAGER  
FROM: MUNICIPAL ENGINEER  
SUBJECT: MRS. D. BORGSTROM AND OTHERS, 1978 JUNE 19  
PETITION REGARDING "WOULD GREATLY APPRECIATE TO BE  
ABLE TO PARK ON AT LEAST ONE SIDE OF BELL AVENUE".

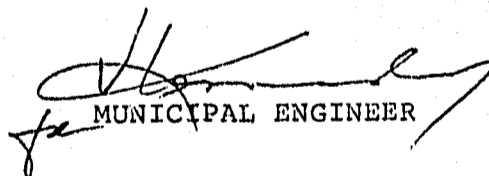
The subject section of Bell Avenue between Salish Court and the Lougheed Highway has a "No Parking Anytime" restriction on both sides. The restriction on the west side of Bell Avenue was instituted in 1974 at the request of the Sullivan Heights Ratepayers Association following a fatal accident in which a small child was killed when crossing Bell Avenue between parked cars. The parking restriction on the east side of Bell Avenue was posted in early 1975 because of the disorganized parking of construction workers working on the adjacent high rise developments who were interfering with the delivery of construction materials.

Present Situation

All the development on the east side has been completed and the boulevard and yard areas landscaped. Bell Avenue is paved to a 6.5 metre interim standard with a 3.5 metre gravelled shoulder along the east side of the pavement. This width of shoulder would be adequate to accommodate vehicle parking without encroaching onto the pavement area. There is also a chip walk between the gravelled shoulder and the east property line of Bell Avenue on which to walk. For the above reasons we can no longer see any reason to retain the present parking ban.

RECOMMENDATIONS

1. THAT the existing parking ban on the east side of Bell Avenue between Salish Court and the Lougheed Highway be removed except for corner clearance provisions.
2. THAT the petitioners be sent a copy of this report.

  
MUNICIPAL ENGINEER

HB/cc

c.c. ( ) Traffic Supervisor