

ITEM 8
MANAGER'S REPORT NO. 15
COUNCIL MEETING 1983 02 28

RE: COMMUNITY PLAN 5 - AREA "G"
BELL AVENUE AND CAMERON STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

1. *THAT the recommendation of the Director Planning & Building Inspection be adopted.*

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TO: MUNICIPAL MANAGER
FROM: DIRECTOR PLANNING & BUILDING INSPECTION
SUBJECT: COMMUNITY PLAN 5 - AREA "G"
BELL AVENUE AND CAMERON STREET

PLANNING & BUILDING INSPECTION
DEPARTMENT
1983 FEBRUARY 18
Our File: 15.901

RECOMMENDATIONS:

1. THAT Council adopt the adjusted Community Plans 5 & 10, related primarily to the Bell Avenue intersection at the Loughheed Highway and the area in the vicinity of the Beaverbrook Drive Extension, as outlined in Sketch #1 subject to the concurrence of the Parks and Recreation Commission to the adjustment related to a district playing field area.
2. THAT Council refer the adjustment to Community Plans 5 & 10 with respect to the expansion of the Cameron Library and Recreation Centre site to the west to accommodate a district playing field to the Parks and Recreation Commission for its consideration, and upon its concurrence this Community Plan adjustment be made to reflect its decision and be included in the Parkland Acquisition Program.

REPORT

1.0 BACKGROUND AND SUMMARY

As a result of resident input received at a Public Meeting held in the area, Council on 1982 August 09 directed the Planning & Building Inspection Department to report on the following recommendations:

- "1. THAT the Planning and Building Inspection Department be authorized to re-examine the Cameron Street area with a view to allaying some of the concerns expressed by area residents, and provide a report on this subject.
2. THAT the Planning and Building Inspection Department be authorized to study the Bell Avenue and Eastlake Drive extension situation with a view to providing appropriate access to the Lougheed Highway particularly in a westerly direction, for traffic to and from Vancouver, and provide a report on this subject."

These matters have been pursued and an adjusted Community Plans 5 & 10 is outlined for the approval of Council. The plan proposes the retention of the Bell Avenue access to the Lougheed Highway, reaffirms a low-density multiple-housing designation for the area just west of the Beaverbrook Drive Extension and proposes the use of the area just east of the Beaverbrook Drive Extension primarily for District Playing Field purposes.

2.0 CAMERON STREET AREA

2.1 Context

Council had amended the recommendation on the Cameron Street area to delete a reference to the Beaverbrook Drive Extension. As a result of that deletion, little remained to reexamine except for the final determination of land uses in the vicinity of the adopted Beaverbrook Drive Extension.

Relative to this area, the fixed land-use components along Cameron Street are as follows:

- a) The apartment area south of Cameron Street is completely developed.
- b) The Phase I Cameron Library and Recreation Centre site is complete and developed. A future Phase II site and centre expansion is accommodated within the adopted Community Plan.
- c) Future commercial development for the area east of the Reese walkway on both sides of Cameron Street is accommodated within the adopted Community Plan. Rezoning proposals have been initiated from time to time on this basis.
- d) The 10' widening of the Cameron Street right-of-way on the north side is being and will be obtained as development proposals proceed.

2.2 Beaverbrook Drive Extension

The adopted Beaverbrook Drive Extension is illustrated on the attached Sketch #1 and its detailed alignment determined in accordance with appropriate Engineering criteria. Portions of five privately-owned properties are required to accommodate the Extension, as the balance of property required for the right-of-way is already Municipally-owned. Provisions for land acquisition and construction for the Beaverbrook Drive Extension are in the current Capital Improvement Program. The Beaverbrook Drive Extension which acts as a major residential collector route for this sector of Burnaby divides a large developable area of land into two.

Although, as directed by Council, alternative Beaverbrook Drive extension alignments were not re-examined, in the light of Council continuing to receive presentations from interested and concerned residents in the area, it should be mentioned that there are advantages in the Beaverbrook Drive extension alternative which would be aligned north of the Cameron Library and Recreation Centre and turn south to Cameron Street at Reese Avenue.

The pursuance of a Beaverbrook linkage remains a high priority in the light of this continuing resident interest in achieving an acceptable traffic solution. However, this priority is affected by the decision to only acquire the remaining properties required for right-of-way, when the owners are prepared to sell.

2.3 District Playing Field Area

The Recreation & Cultural Services Department has indicated a need to provide a District level playing field in this sector of Burnaby. The approximately 1.94 ha (4.8 acre) site bounded on the south and west by the Beaverbrook Drive Extension, on the north by existing single-family dwellings fronting on Sullivan Street, and on the east by the highly successful Cameron Library and Recreation Centre is considered appropriate for this district playing field use by both the Recreation & Cultural Services and Planning & Building Inspection Departments. The area although triangular in its general shape has been confirmed as sufficient to accommodate a District Playing Field. In addition, there is an opportunity for the users of the District Playing Field to utilize parking spaces provided for the Cameron Centre which may be surplus at off-peak periods.

2.4 Low-Density Multiple-Housing Area

The approximately 1.13 ha (2.8 acre) site bounded on the south by the Cameron Street cul-de-sac, on the west by existing single-family dwellings fronting on Noel Drive, and on the north and east by the Beaverbrook Drive Extension is proposed for low-density multiple-housing, essentially family-oriented townhousing. This designation is compatible with past Community Plans and with the location of this site in a transitional area between the single-family dwelling area to the north and west and the apartment area to the south. The density of a residential development would be in the range of 10 to 12 units per net acre with surface parking and/or carports, or a somewhat higher unit density if an underground parking garage is provided. A minimum 50-foot building setback should be maintained from the Beaverbrook Drive Extension.

It is also noted that the Parks Acquisition Program had been previously adjusted and approved on the basis of the deletion from the Bell Park area of the single-family dwelling lots fronting on Cameron Street. This adjustment is incorporated into the updated Community Plan sketch.

3.0 BELL AVENUE AT THE LOUGHEED HIGHWAY

The Planning & Building Inspection Department has examined a wide range of possible alternatives with a view to providing appropriate access to the Lougheed Highway particularly in a westerly direction, for traffic to and from Vancouver, particularly related to the use of Bell Avenue and/or the Eastlake Drive extension. The alternatives were narrowed down to the four attached options.

Option A is recommended for approval by Council. A number of reasons in support of this option on its own merits and as compared to the other considered options are as follows:

- a) In a letter dated 1982 December 10, addressed to Mayor Lewarne, the Honourable Alex V. Fraser, Minister of Transportation and Highways, in reply to a request by the Municipality, indicated that his Ministry confirms a left-turn slot on the Lougheed Highway at Bell Avenue as feasible and that his Ministry will prepare plans with a view to installing the protected lane as soon as it can be authorized.

The Minister went on to state:

"We cannot commit a traffic signal at this time but will review it when the intersection improvements are made. You also advised that you wished to have Bell Avenue remain open in the future. I am reminded by the Ministry that the future idea of closing Bell Avenue stemmed from the fact that it cannot be left open if at some time in the future an interchange is constructed at Lougheed and Gagliardi Way. This may have to be reviewed if an interchange is ever programmed for this location."

Staff is of the opinion that a future interchange at Loughheed Highway and Gaglardi Way is remote.

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- b) In general, the costs of Option A are considered to be significantly lower than the other options which require the construction of the Eastlake Drive underpass of the Loughheed Highway and other supporting roads. Estimates have not been considered necessary to make this comparison.
- With respect to Option A, the Ministry of Transportation and Highways would be expected to construct the exclusive left-turn slot on the Loughheed Highway and the Municipality would be responsible for upgrading Bell Avenue to the required standard between the Loughheed Highway and Salish Court. The Eastlake Drive underpass would continue to be protected as a future option.
- c) The overall travel patterns in the area are not drastically altered by this option. For example, the residents of Simon Fraser Village and Simon Fraser Hills have opposed any options requiring the construction of an Eastlake Drive underpass and interchange at the Loughheed Highway, thereby resulting in probable significant increases in traffic along Beaverbrook Drive. Option A with Bell Avenue open is considered to have the support of the majority of previous resident respondents.
- However, it is noted that any road improvement whether at the Bell Avenue/Loughheed intersection or the Beaverbrook Drive extension will have the effect of increasing traffic capacity, thereby resulting in an increase in traffic along the improved routes.
- d) This option is least disruptive of park and recreational open space uses in the vicinity of Eastlake Drive both north and south of the Loughheed Highway and towards Bell Avenue as compared to the other options.
- e) The desired access off the Loughheed Highway into Bell Avenue is provided for the Fire Department.

If Council approves this Bell Avenue option as an adjustment to the Community Plan, staff will contact the Ministry of Transportation and Highways with a view to achieving the early provision by the Ministry of the proposed exclusive left-turn slot on the Loughheed Highway at Bell Avenue. The upgrading of Bell Avenue between the Loughheed Highway and Salish Court would be scheduled for inclusion in the Capital Improvement Program.



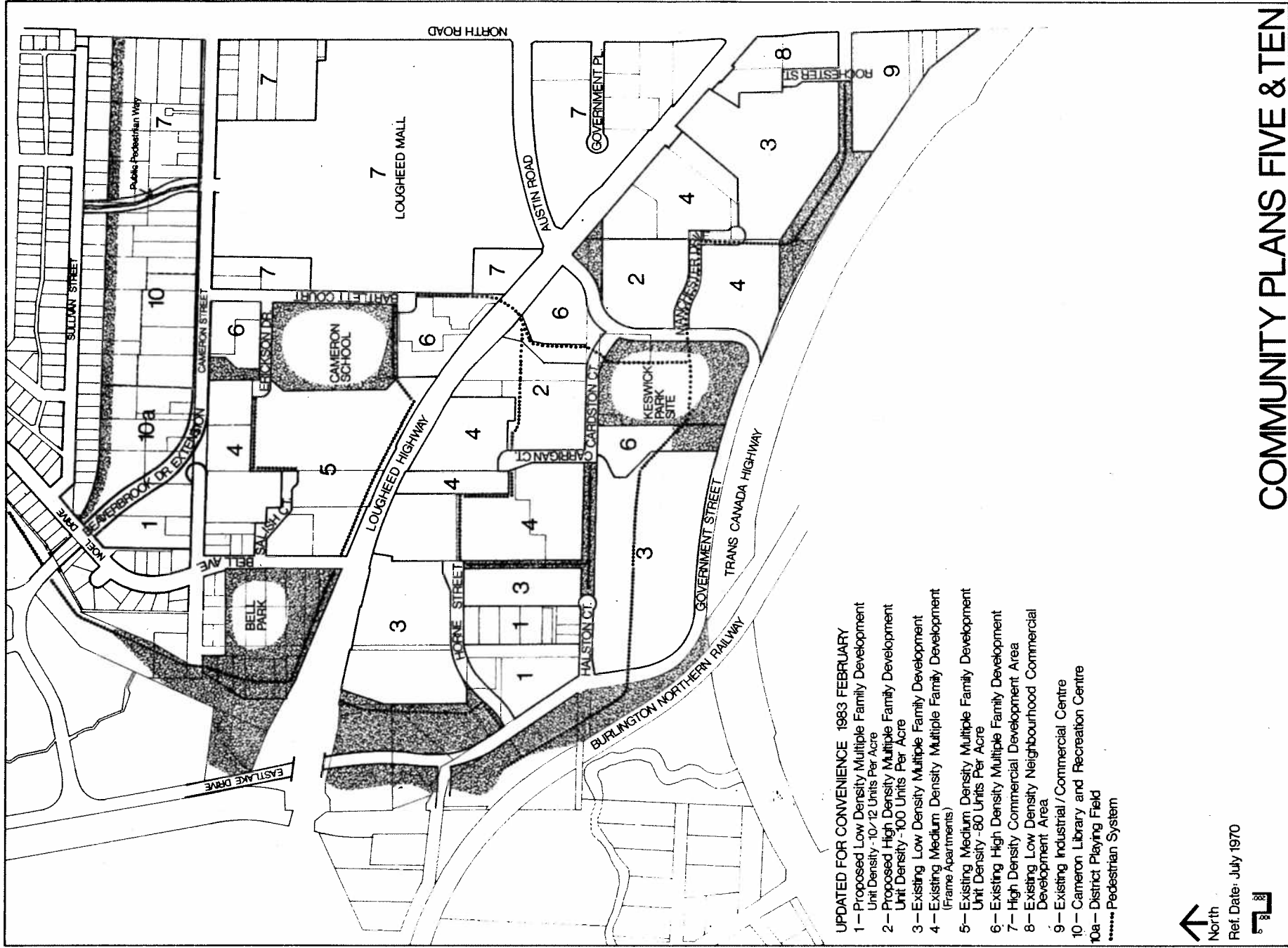
A. L. PARR
DIRECTOR PLANNING &
BUILDING INSPECTION

KI:lf

Attachments

cc: Director Engineering
Director Recreation & Cultural Services
Director-Fire Services

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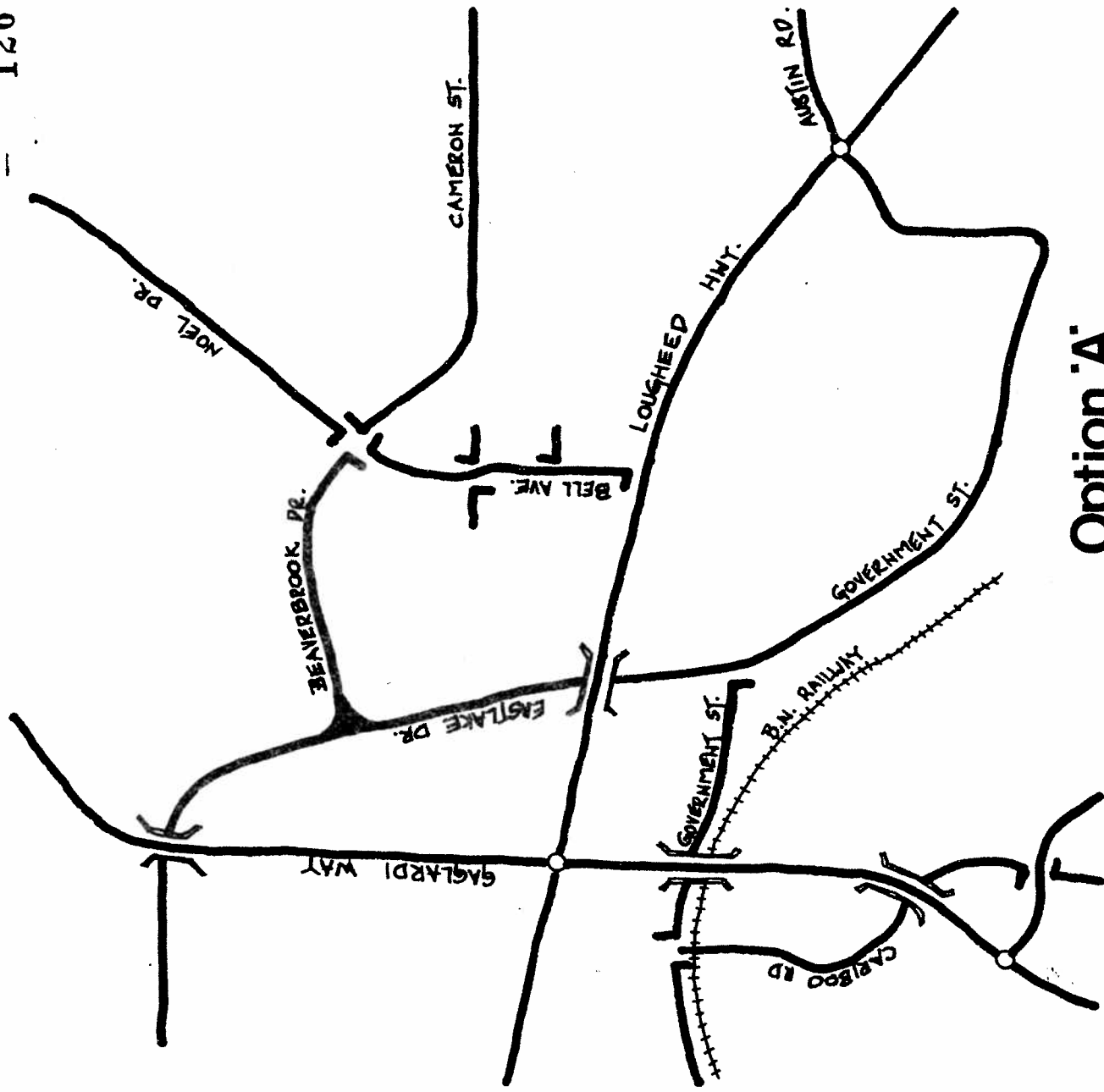


COMMUNITY PLANS FIVE & TEN

SKETCH 1

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Option 'A'

Loughheed Highway Access
(BELL AVE. AND ENGLAKE DRIVE)



North Date: February 1983

BELL AVENUE AT LOUGHEED HIGHWAY

- WESTBOUND - right-turn-in and right-turn-out.

- EASTBOUND - exclusive left-turn slot.

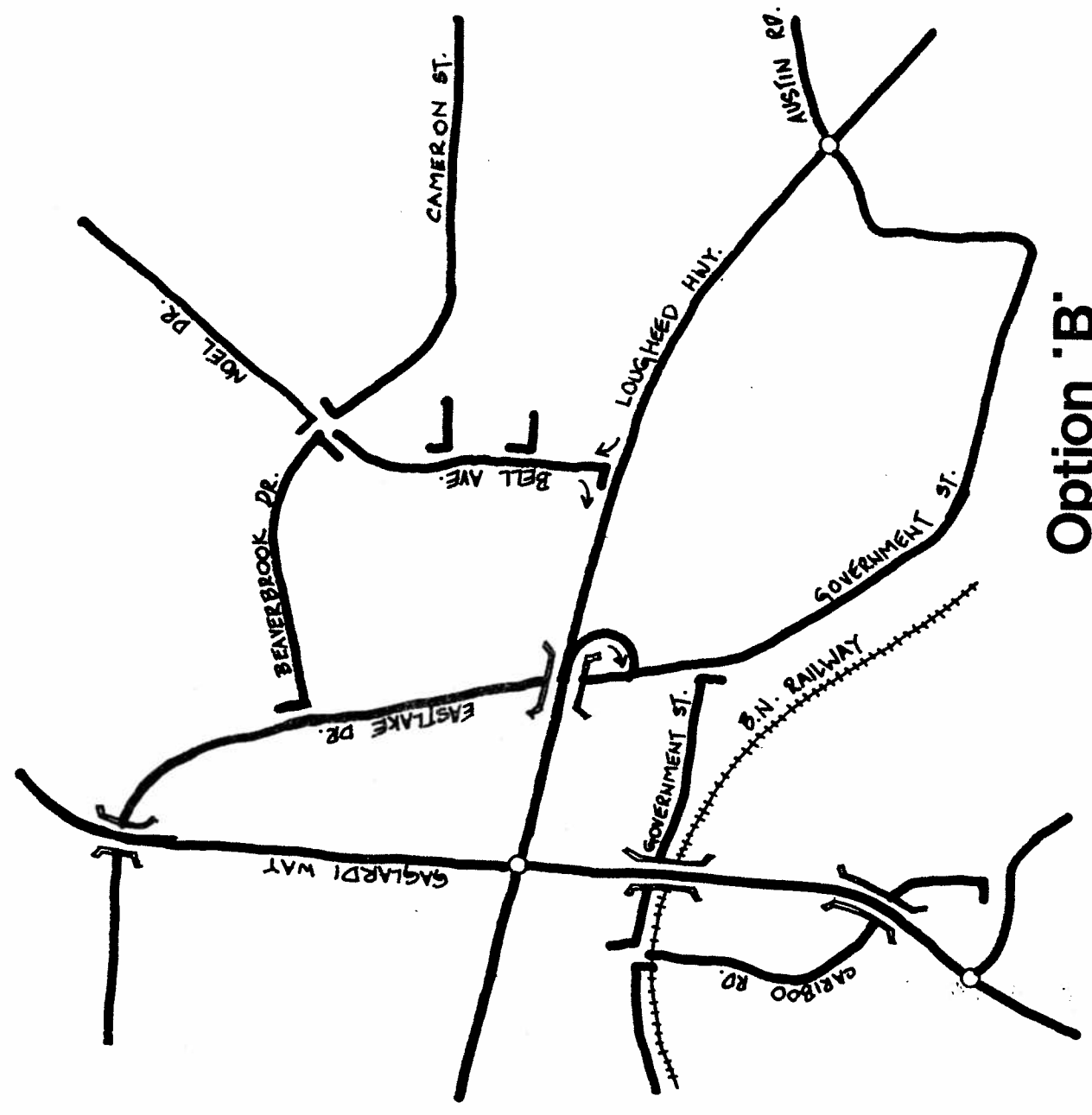
EASTLAKE DRIVE UNDERPASS OF LOUGHEED HWY.

- Future option for underpass protected.
- No access to the Loughheed Highway.

**Community Plans 5 & 10
Areas "G" & "H"**

Sketch * 2

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Option 'B'

Loughheed Highway Access
 (BELL AVE. AND EASTLAKE DRIVE)



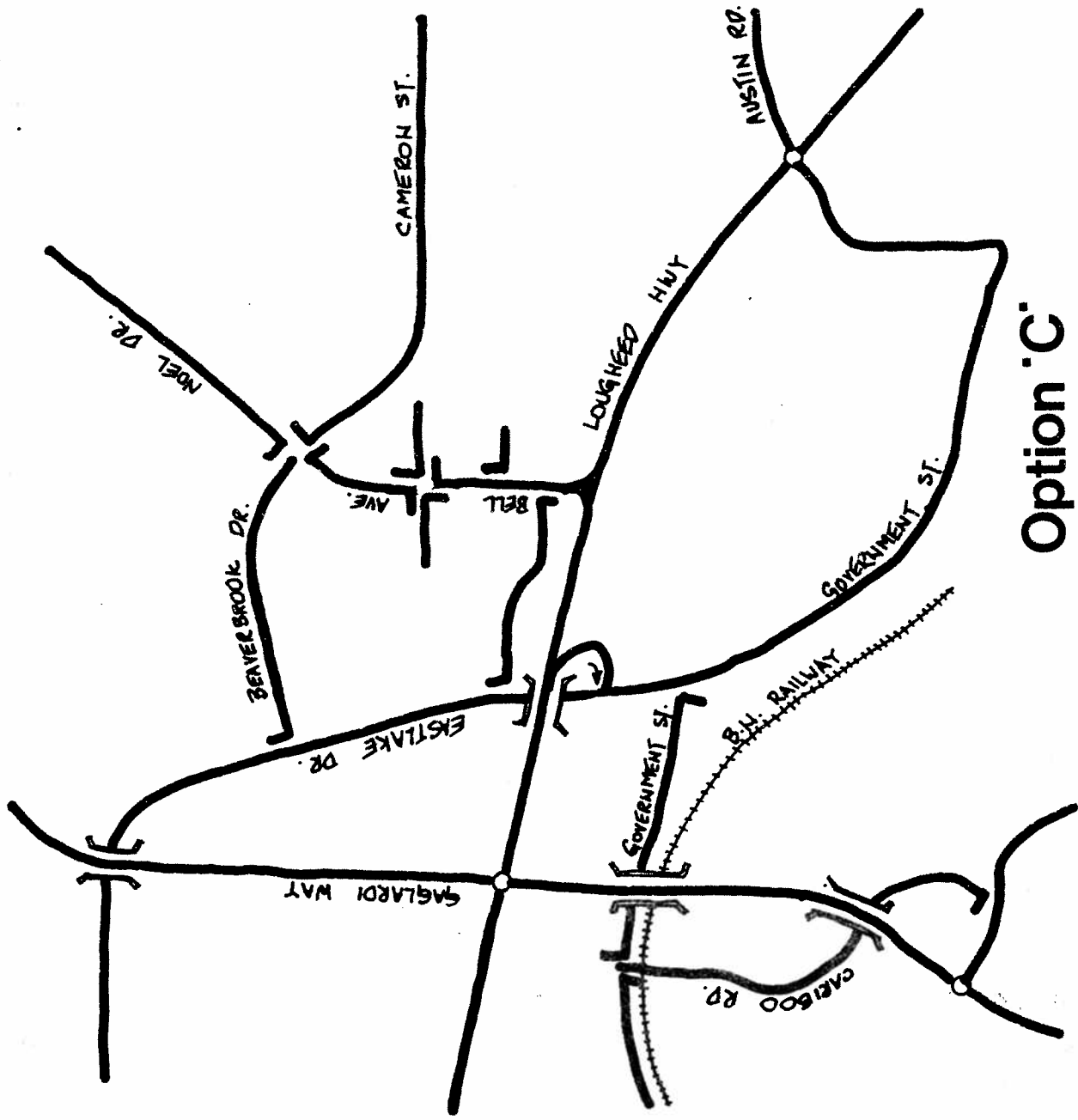
North Date: February 1983

- BELL AVENUE AT LOUGHEED HIGHWAY
- WESTBOUND - right-turn-in and right-turn-out.
 - EASTBOUND - no turns - median barrier
- EASTLAKE DRIVE UNDERPASS OF LOUGHEED
- WESTBOUND - no turns.
 - EASTBOUND - right-turn-in loop.

Community Plans 5 & 10 Areas "G" & "H"

Sketch * 3

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Option 'C'

**Loughheed Highway Access
(BELL AVE. AND EASTLAKE DRIVE)**

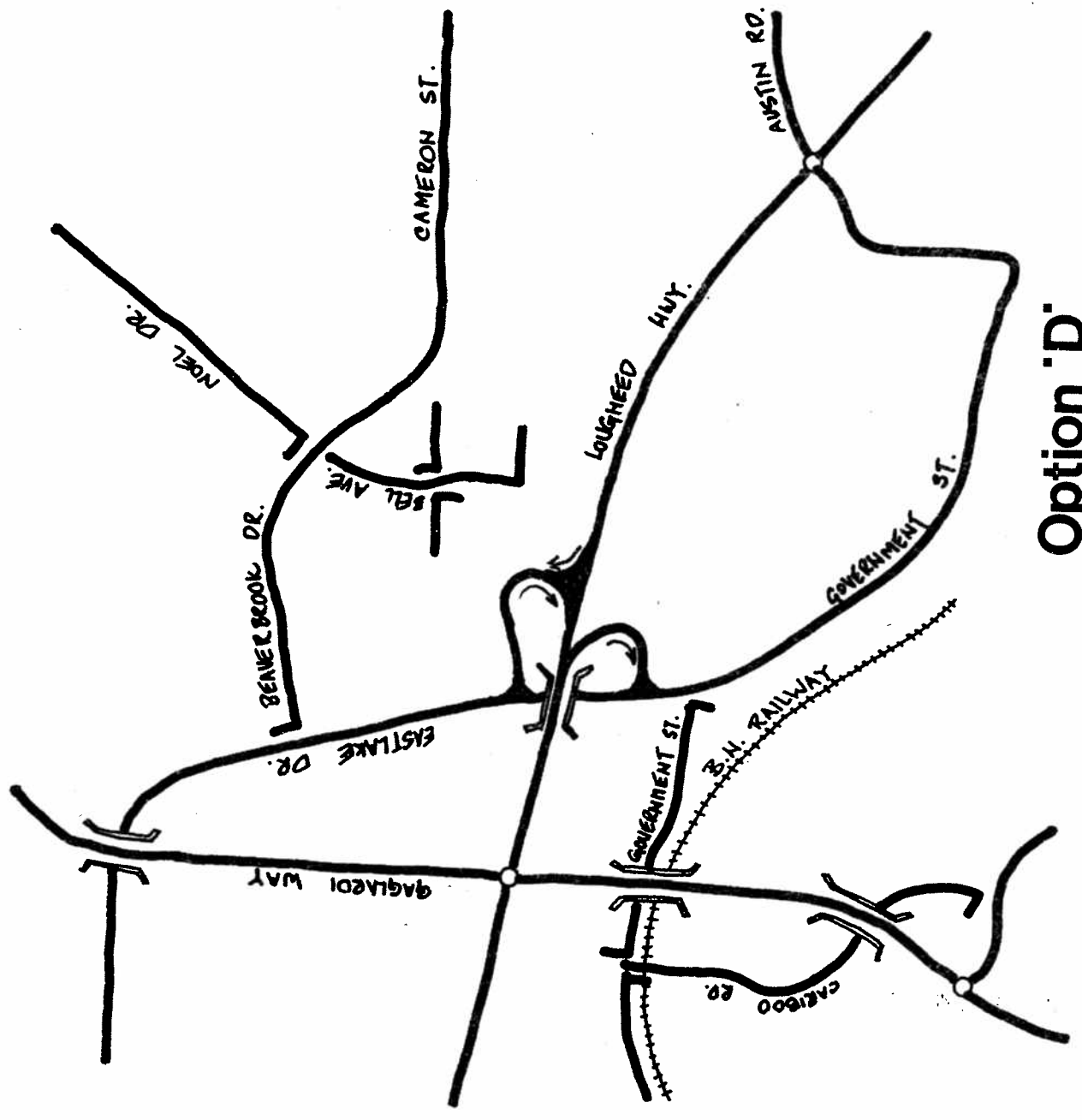


North Date: February 1983

Same as Option 'B' with addition of a road link EAST from EASTLAKE DRIVE TO BELL AVENUE
To relieve some of the expected traffic pressure on Beaverbrook Drive in the Simon Fraser Hills/Village area.

**Community Plans 5 & 10
Areas "G" & "H"**

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Option 'D'

BELL AVENUE AT LOUGHEED HIGHWAY
 - No connection.

EASTLAKE DRIVE UNDERPASS OF LOUGHEED
 - WESTBOUND - right-turn-in and right-turn-out loops.
 - EASTBOUND - right-turn-in loop.

Loughheed Highway Access
 (BELL AVE. AND EASTLAKE DRIVE)

North ↑ Date: February 1983

Community Plans 5 & 10 Areas "G" & "H"

Sketch # 5

