



RE: PROPOSED DISTRICT PARK FACILITIES ADJACENT TO CAMERON RECREATION CENTRE

*Council will recall that in December, 1982, a letter was sent to the owners of the five privately owned properties on Cameron Street that were required for the Beaverbrook Extension as approved at that time. This was done to make them aware of the plan to construct this alignment, and to extend an opportunity for them to open negotiations at their convenience. We subsequently received three offers, all of which have been held in abeyance pending the completion of this review on alternate alignments. We need to address this matter as soon as possible since the property owners who have expressed a willingness to negotiate are asking for a response from the Municipality. It should also be noted that according to this report, the five properties will be required to be acquired for public purposes - either for road right-of-way including widening or district park. Please see Item 10, Pages 154-163 for a related report on this matter.*

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT recommendations as contained in the report of the Director Recreation & Cultural Services be adopted.

\* \* \* \* \*

TO: MUNICIPAL MANAGER 1983 May 04

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 15.901

SUBJECT: COMMUNITY PLAN FIVE APARTMENT STUDY AREA "G"  
 BELL AVENUE/CAMERON STREET/BEAVERBROOK DRIVE

RECOMMENDATION:

1. THAT Council adopt the adjusted Community Plan 5 & 10, related to the area in the vicinity of the Beaverbrook Drive Extension and maintain Bell Avenue open at the Loughheed Highway, as outlined in Diagram C of Sketch 1 and Sketch 3 attached.

REPORT

1.0 BACKGROUND AND SUMMARY

Council, at its meeting of 1983 February 28, received the attached report dated 1983 02 18 and chose not to adopt the report recommendations. Arising out of Council's consideration of this matter, the following motion was adopted:

"THAT this matter be referred back to staff for a further report responding to the questions raised by Council at tonight's Council meeting."

The questions raised by Council are outlined in Section 2.0 of this report with staff comment on each of the questions.

In summary, based on the transportation and traffic ramifications in the area, the Planning and Building Inspection and Engineering Departments are of the opinion that Diagram C of Sketch 1 which was also outlined in the previous report dated 1983 02 18 remains preferable to the latest variants since this alternative permits Beaverbrook Drive/Cameron Street to function as a clearly defined local collector street yet does not encourage commuter through-traffic by way of Bell/Cameron. This is the alignment currently adopted by Council.

138

Of the further road pattern variants considered, Diagram F of Sketch T, illustrated in larger scale in Sketch 2, has merit but, in the opinion of the Planning & Building Inspection Department and the Engineering Department, is clearly a compromise solution. Diagram F promotes a matrix rather than hierarchical road pattern for the area under examination. Greater commuter through-traffic would be expected along the Bell/Cameron alignment with this variant. The Recreation and Cultural Services Department prefers Diagram F which allows for a slightly larger-sized district field than Diagram C. Both Diagram C and Diagram F would require the same privately-owned properties to be acquired for public purposes (park or road right-of-way).

No concerns had been expressed in Council on initiatives outlined in the 1983 February 18 report with respect to Bell Avenue at the Loughheed Highway or to the proposed district field use for the area just west of the Cameron Library and Recreation Centre site. These initiatives remain unchanged within the context of this report and apply to all of the examined variants.

## 2.0 RAISED POINTS OF INQUIRY

At the Council meeting of 1983 February 28, the following points of inquiry were raised, in some cases by more than one Alderman. A staff response is outlined for each of the points of inquiry.

### POINT OF INQUIRY

### STAFF RESPONSE

2.1 Why were no alternatives to the Beaverbrook Drive Extension addressed in the report dated 1983 02 18?

Council on 1982 August 09 had amended a staff recommendation on the Cameron Street area by deleting a reference to re-examining the Beaverbrook Drive Extension and as a result of this deletion, staff were precluded from addressing alternatives to the Beaverbrook Extension.

2.2 Why is a cul-de-sac proposed for Cameron Street just east of Bell Avenue in the recommended plan outlined in the report dated 1983 02 18?

The cul-de-sac proposed for Cameron Street (Diagram C of Sketch 1) was considered to correspond to the road hierarchy adopted by Council in the Conceptual Transportation Plan for Burnaby as well as to discourage commuter traffic short-cutting along the Bell/Cameron alignment between the Loughheed Highway and North Road. The traffic safety aspects of having Cameron Street intersect on the curve of the Beaverbrook Drive Extension is not optimum and it was considered desirable to avoid this type of intersection.

2.0 Raised Points of Inquiry - cont'd.

Point of Inquiry	Staff Reponse
2.3 Could a solution of shortening the Beaverbrook Drive Extension by turning it down so that a T-intersection is created at Cameron Street, and accompanied by leaving Cameron Street open to both the west and east of this T-intersection be examined? Should a traffic signal be placed at this intersection?	Staff have examined this variant (Diagram F of Sketch 1) and conclude that it has merit. This variant represents a break in the previous approaches which emphasized a hierarchical road pattern and the establishment of Beaverbrook/Cameron as a clearly identified collector road for this area. This T-intersection approach promotes a matrix of interconnecting roads and a slight tendency to disperse rather than focus traffic. However, it is expected that an increase in commuter traffic will be evident along the Bell/Cameron corridor. If a road linkage of this type were not established, Noel Drive would then require upgrading from 28' to a 46' wide pavement to match both Beaverbrook Drive and the proposed widening of Cameron Street. A traffic signal would be installed if justified by traffic warrants and traffic management criteria.

The Planning & Building Inspection Department and Engineering Department consider this variant to be a compromise solution compared to the preferred Beaverbrook alignment (Diagram C of Sketch 1) currently adopted by Council.

One of the natural local resident traffic flows is from the Loughheed Highway via Bell Avenue using Noel Drive into the Sullivan Heights neighbourhood and via Beaverbrook Drive into the Simon Fraser Hills neighbourhood. Residents strongly supported the Bell Avenue access for those neighbourhoods. The cul-de-sacing of Noel Drive (Diagrams G and E of Sketch 1) will result in a route considered overly circuitous within a short length of road from a traffic engineering viewpoint. Staff recommend that Noel Drive remain a connected street in this area.

2.4 Noel Drive between Cameron Street and Beaverbrook Drive  
- What are the implications of retaining this stretch of road as a through street or, alternatively, to possibly cul-de-sac Noel Drive at Cameron Street?

A schematic layout of playing fields to accommodate baseball, soccer and other field sports is illustrated on Sketch 2 as well as on a sketch in the report regarding district field facilities submitted by the Recreation and Cultural Services Department. Both Diagrams C and F of Sketch 1 provide sufficient area to accommodate acceptable district playing fields.

2.5 A layout of the proposed playing fields for the proposed District Park facility is desired.

The Recreation and Cultural Services Department has expressed a preference for the Diagram F variant which permits a slightly larger field of 230' x 360' rather than a field of 210' x 330' for the Diagram C variant.

2.0 Raised Points of Inquiry - cont'd.

140

Point of Inquiry

Staff Response

2.6 Could the feasibility of cul-de-sacing Beaverbrook Drive just west of Noel Drive with the present bridge restricted to pedestrians and providing for an alternative route over to Gagliardi Way be examined?

The Simon Fraser Hills neighbourhood west of Stoney Creek is integrally linked to the Sullivan Heights and Cameron neighbourhoods through the use of common commercial facilities, shared school facilities (Stoney Creek, Lyndhurst, Cameron), and the common Cameron Library & Recreation Centre. The cul-de-sacing of Beaverbrook Drive at Noel Drive will isolate the Simon Fraser Hills neighbourhood and to some extent also further isolate the Forest Grove neighbourhood (Burnaby 200) from the overall north-east Burnaby community centred on the Lougheed Town Centre.

An alternative route to Gagliardi Way from the Simon Fraser Hills area would be expected to be opposed by the Ministry of Transportation and Highways. The Ministry has opposed changes to the road pattern which would result in greater reliance by local resident traffic on the designated limited access highways in the area such as Gagliardi Way and the Lougheed Highway. Staff would recommend that Beaverbrook Drive remain connected to Noel Drive.

3.0 FURTHER DISCUSSION

Council is referred to the attached report dated 1983 February 18 for continuing relevant comment on:

- Cameron Street Area
- Fixed land-use context along Cameron Street
  - Beaverbrook Drive Extension as adopted by Council.
  - District playing field area
  - Low-density multiple-housing area.

Bell Avenue at the Lougheed Highway

- Reference to letter dated 1982 December 10 from the Minister of Transportation and Highways
- Points in support of Bell Avenue remaining open at the Lougheed Highway.


3.1 Bell Avenue at Lougheed Highway

As noted in the previous report, the Province had confirmed that a left-turn slot on the Lougheed Highway at Bell Avenue was feasible and that plans would be prepared with a view to installing the protected lane. We would report that the Ministry of Transportation and Highways has on its own accord installed the protected lane by means of a painted median left-turn slot within the past month. Although Council has not yet explicitly adopted the retention of Bell Avenue open to the Lougheed Highway, no specific objections had been raised by Council members to the Bell Avenue initiative in discussing the previous report. The staff recommendation within the context of the previous report and this report is that Bell Avenue remain open at the Lougheed Highway and that a protected left-turn slot be provided by the Province.

### 3.2 Property Acquisitions (Sketch 2)

It is noted that the previously adopted Beaverbrook Drive Extension alignment (Diagram C of Sketch 1) required the acquisition of three properties at 9311, 9337 and 9355 Cameron Street for primary dedications as well as a 10' widening strip off two additional properties at 9423 and 9443 Cameron Street. The Diagram F variant (Sketch 1 and Sketch 2) requires the acquisition of one (1) property at 9311 Cameron Street for primary dedications as well as a 10' widening strip off four (4) additional properties at 9337, 9355, 9423 and 9443 Cameron Street. However, although the Diagram F variant requires less acquisition of further property for right-of-way purposes than the Diagram C variant, the balance of remaining privately-owned property would have to be acquired for public purposes in any case, if the district playing field use is approved (see Sketch 2).

Depending on the Beaverbrook alignment approved by Council, the Capital Improvement Program would be adjusted with respect to provisions for land acquisition and construction for the Beaverbrook Drive Extension. The Recreation and Cultural Services Department is also submitting a report to Council on this same agenda with respect to a district playing field area and the inclusion of the remaining privately-owned properties in this area (Sketch 2) in the Park Acquisition Program subject to Council approval of adjusted Community Plans 5 & 10.

  
A. L. PARR  
DIRECTOR PLANNING &  
BUILDING INSPECTION

KI:lf

#### Attachments

cc: Director Engineering  
Director Recreation & Cultural Services  
Legal and Lands Department  
Municipal Clerk

ITEM 9

MANAGER'S REPORT NO. 34

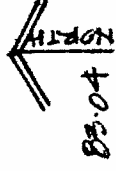
COUNCIL MEETING 1983 05 09

DIAGRAMS OF ROAD PATTERNS

142

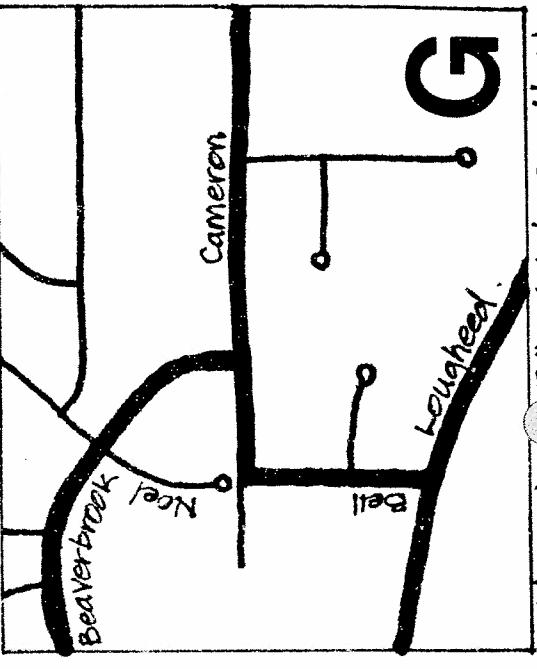
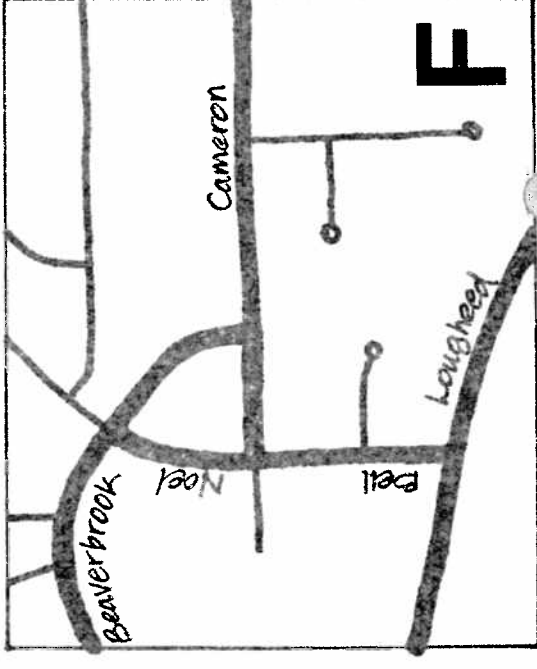
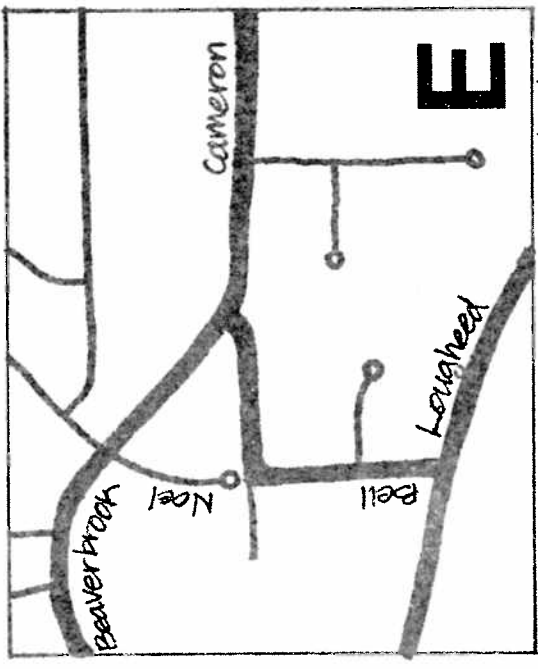
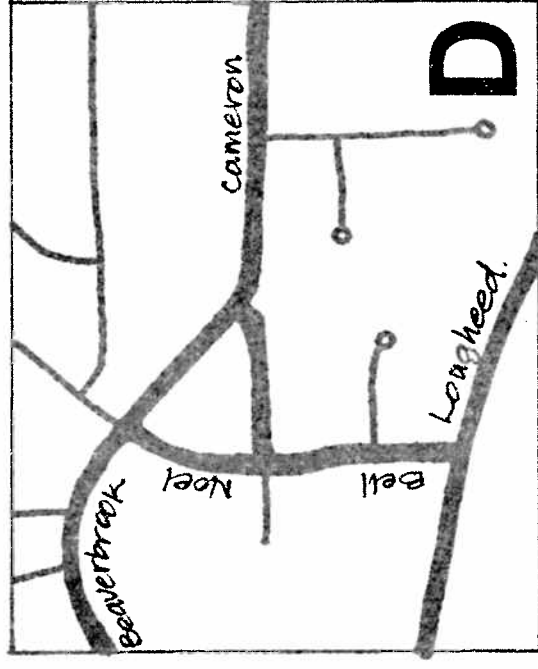
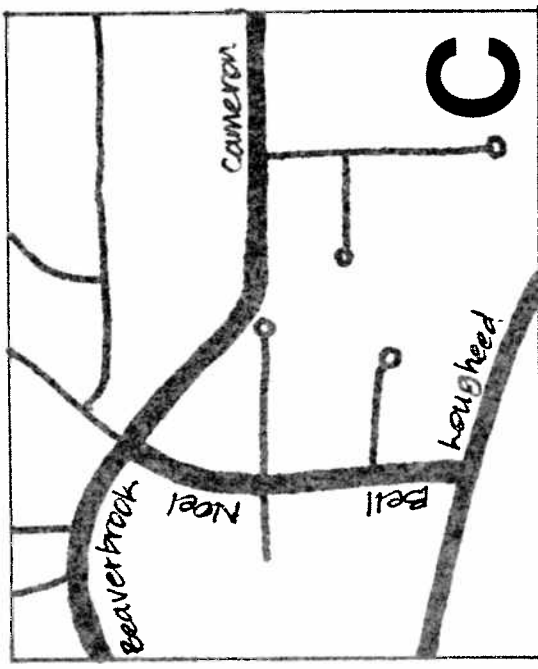
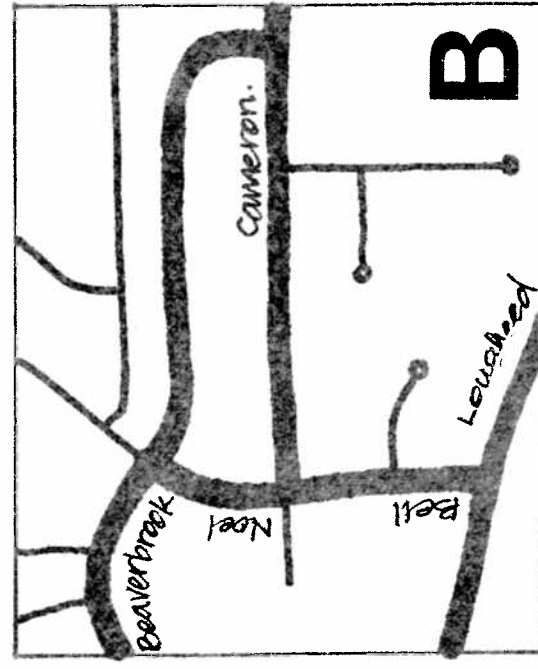
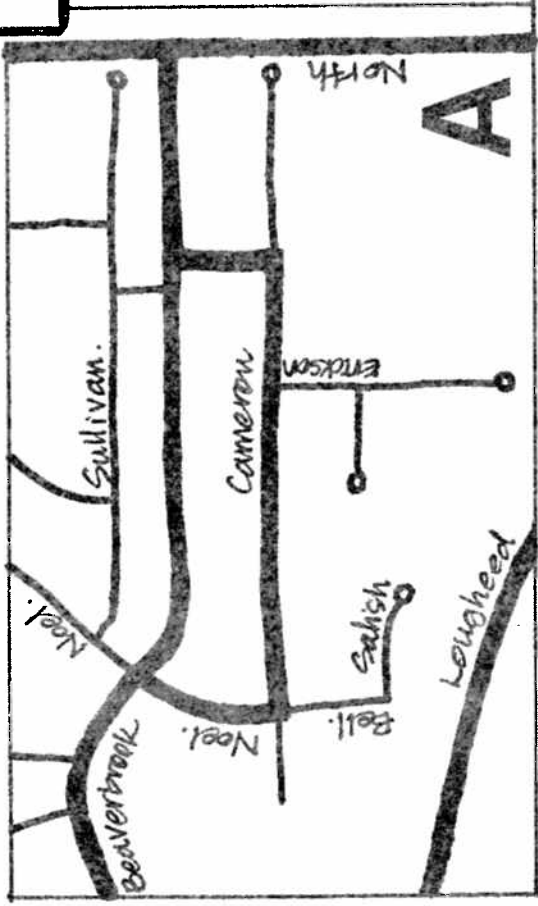
RELATED TO:  
NOEL/CAMERON/BEAVERBROOK  
TRIANGLE

COMMUNITY PLAN 5 - AREA "G"



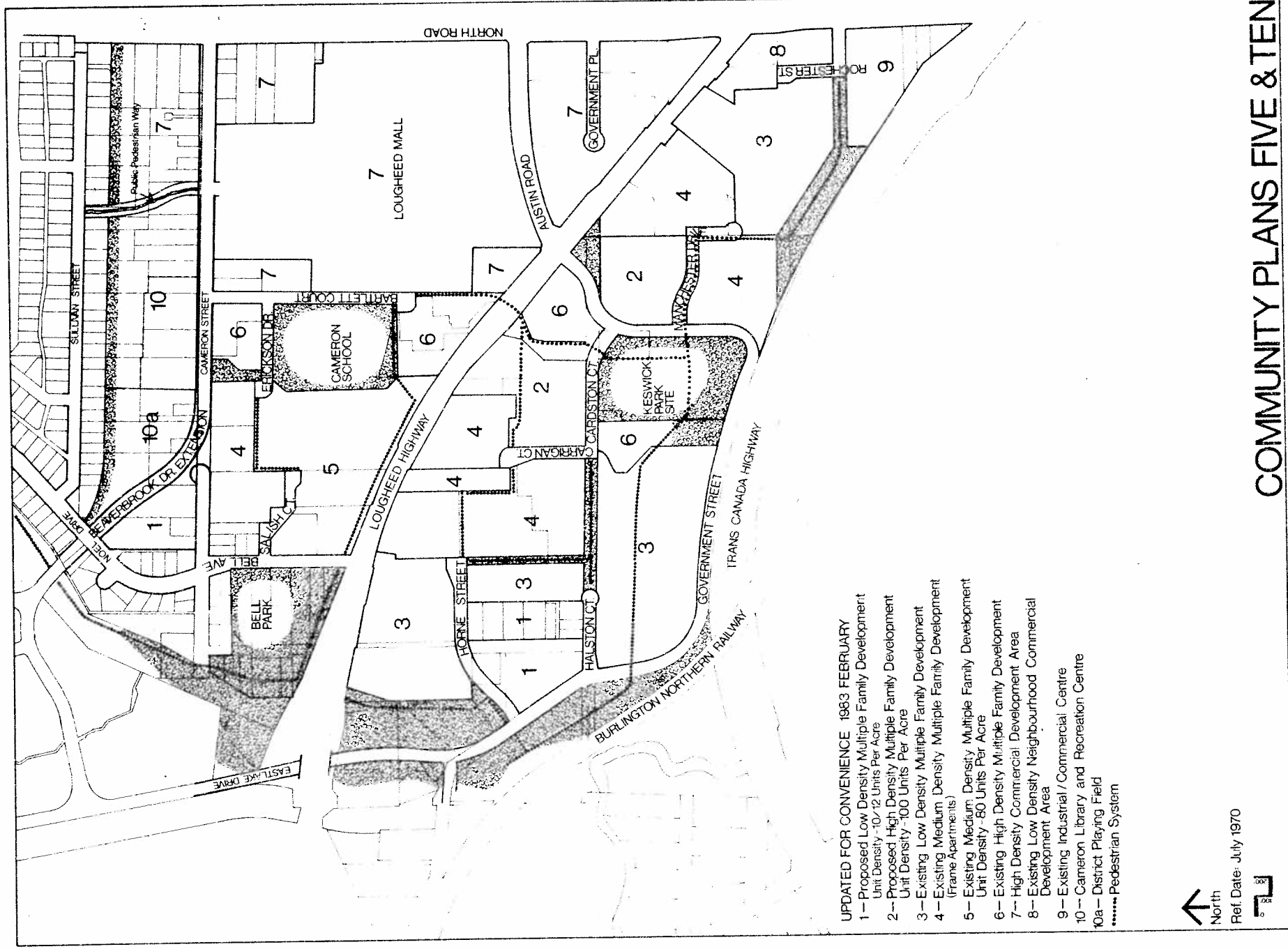
SKETCH 1

83.04





ITEM 9  
 MANAGER'S REPORT NO. 34  
 COUNCIL MEETING 1983 05 09



SKETCH 3



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.*

\* \* \* \* \*

ITEM	8
MANAGER'S REPORT NO.	15
COUNCIL MEETING	1983 02 28
ITEM	9
MANAGER'S REPORT NO.	34
COUNCIL MEETING	1983 05 09

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."

ITEM	9	ITEM	8
MANAGER'S REPORT NO.	34	MANAGER'S REPORT NO.	15
COUNCIL MEETING	1983 05 09	COUNCIL MEETING	1983 02 28

Staff is of the opinion that a future interchange at Lougheed Highway and Gagliardi Way is remote.

148

- 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 Lougheed 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 Lougheed Highway and the Municipality would be responsible for upgrading Bell Avenue to the required standard between the Lougheed 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 Lougheed 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/Lougheed 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 Lougheed Highway and towards Bell Avenue as compared to the other options.
- e) The desired access off the Lougheed 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 Lougheed Highway at Bell Avenue. The upgrading of Bell Avenue between the Lougheed Highway and Salish Court would be scheduled for inclusion in the Capital Improvement Program.



A. L. PARR  
DIRECTOR PLANNING &  
BUILDING INSPECTION

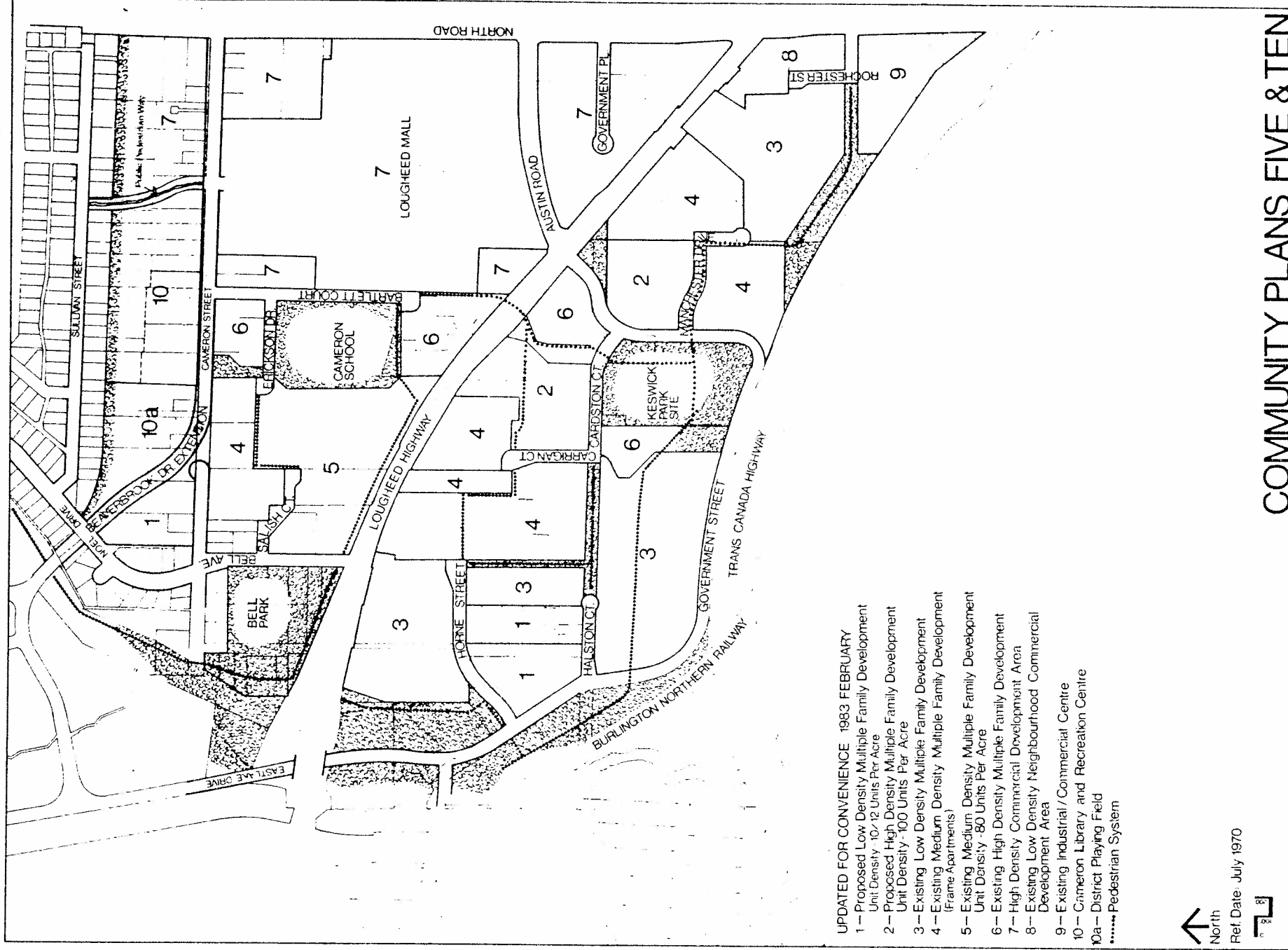
KL:lf

Attachments

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

ITEM 9  
 MANAGER'S REPORT NO. 34  
 COUNCIL MEETING 1983 05 09

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



- UPDATED FOR CONVENIENCE 1983 FEBRUARY
- 1—Proposed Low Density Multiple Family Development  
Unit Density - 10/12 Units Per Acre
  - 2—Proposed High Density Multiple Family Development  
Unit Density - 100 Units Per Acre
  - 3—Existing Low Density Multiple Family Development
  - 4—Existing Medium Density Multiple Family Development  
(Frame Apartments)
  - 5—Existing Medium Density Multiple Family Development  
Unit Density - 80 Units Per Acre
  - 6—Existing High Density Multiple Family Development
  - 7—High Density Commercial Development Area
  - 8—Existing Low Density Neighbourhood Commercial  
Development Area
  - 9—Existing Industrial/Commercial Centre
  - 10—Cameron Library and Recreation Centre
  - 10a—District Playing Field
  - ..... Pedestrian System

North  
 Ref. Date: July 1970

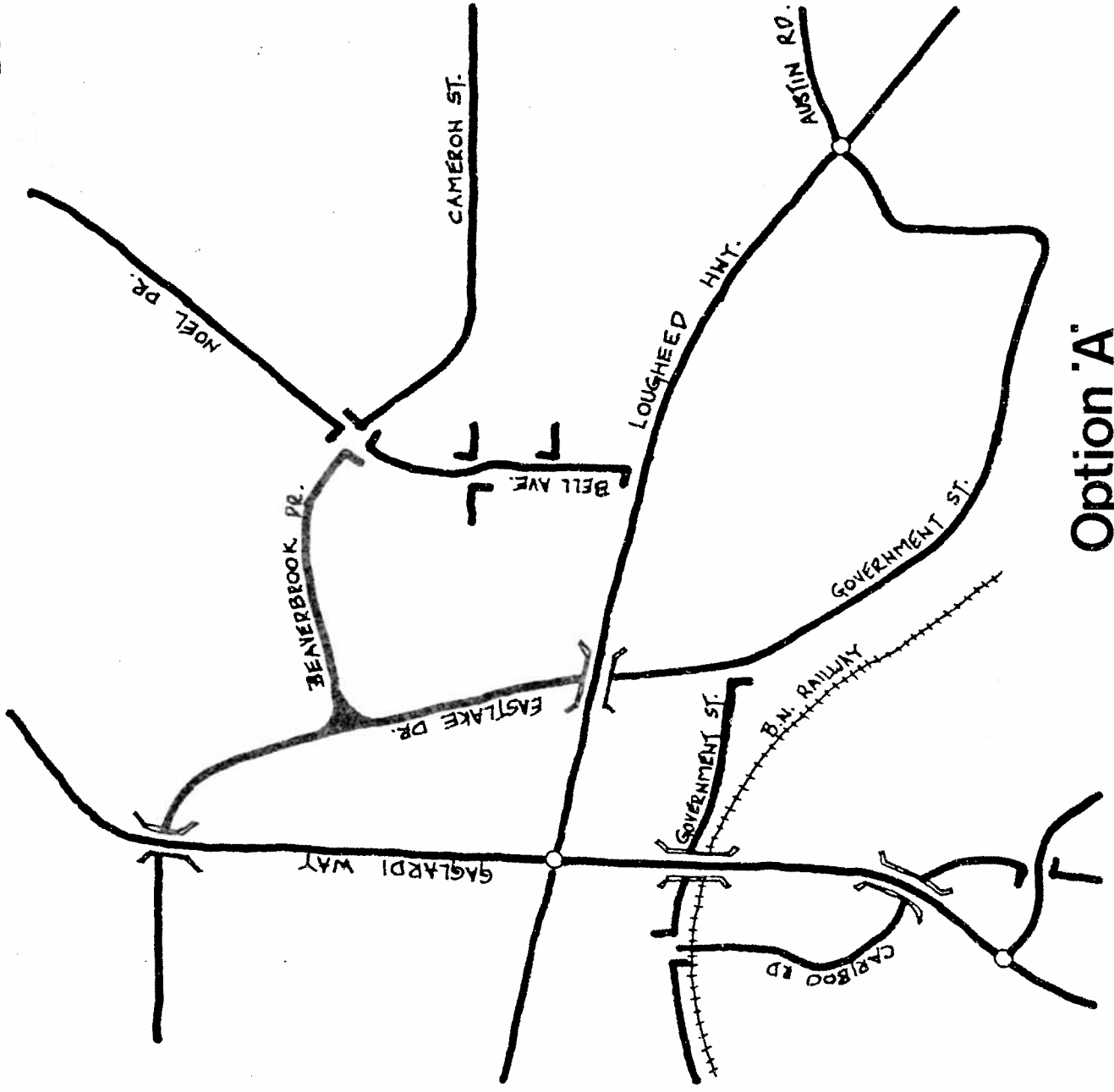
COMMUNITY PLANS FIVE & TEN

SKETCH 1

ITEM	9
MANAGER'S REPORT NO.	34
COUNCIL MEETING	1983 05 09

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

150



### Option 'A'

- 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.

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

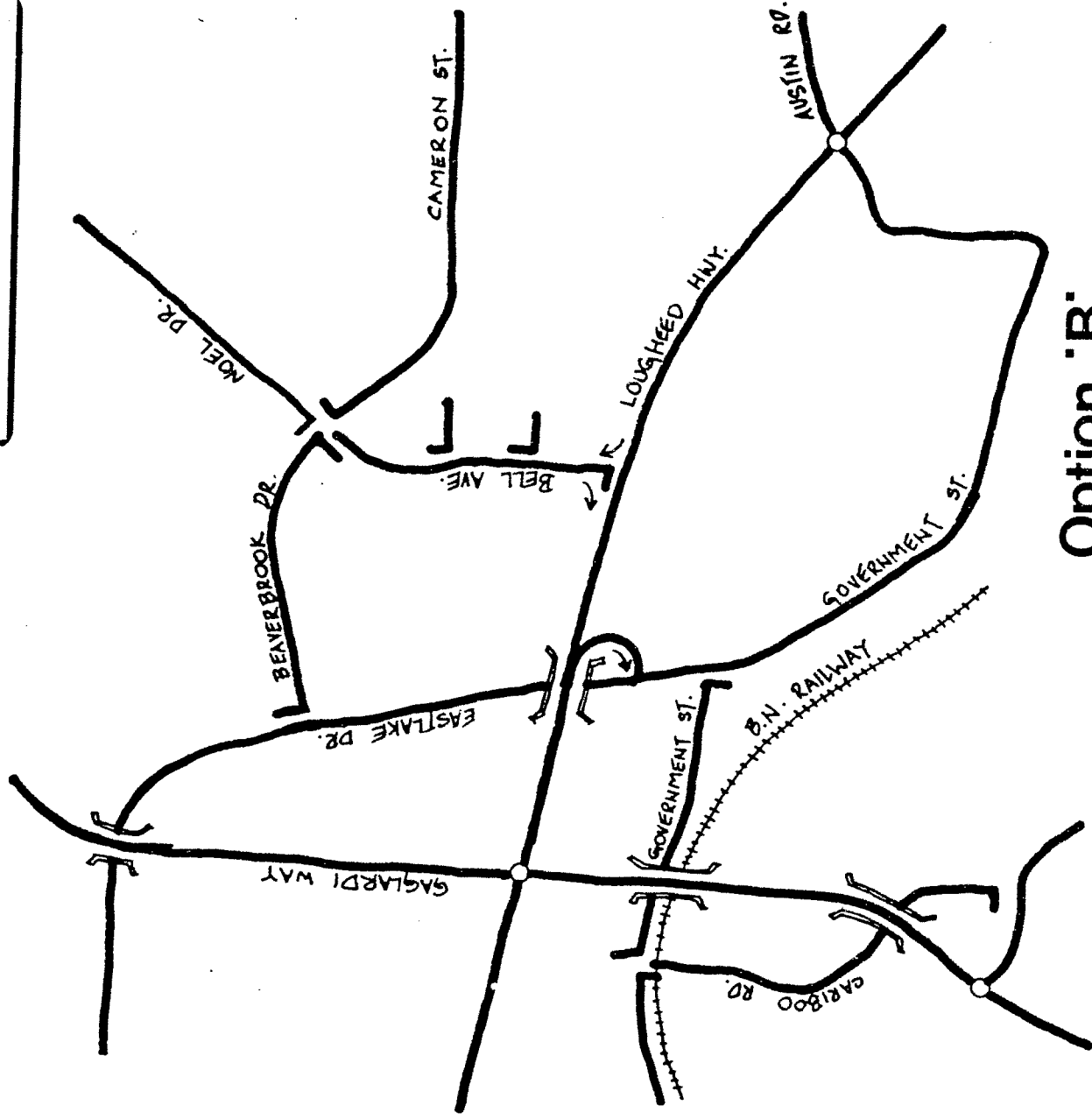
North ↑ Date: February 1983

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

Sketch \* 2

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

ITEM	9
MANAGER'S REPORT NO.	34
COUNCIL MEETING	1983-05-09



## 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

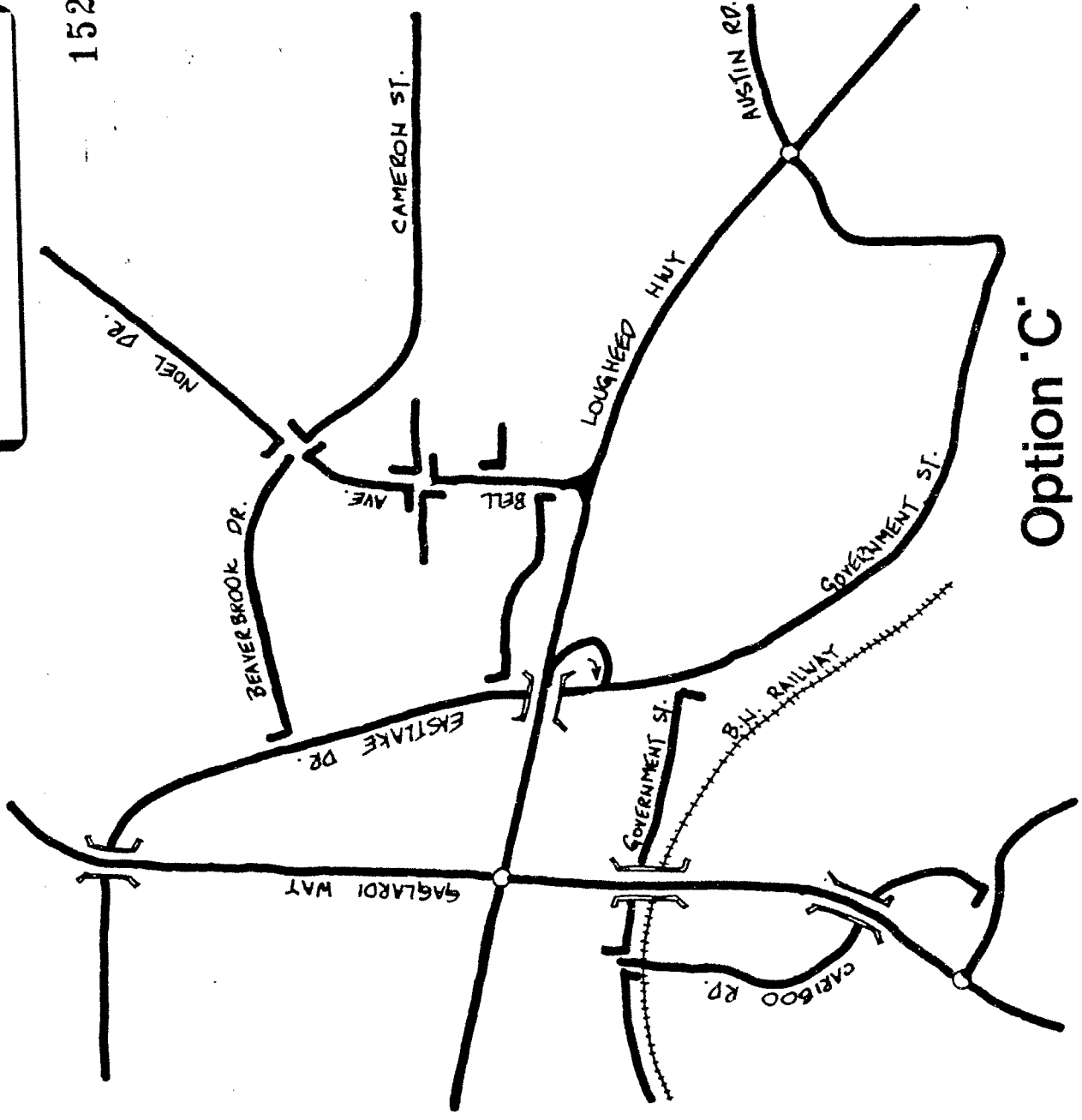
EASTLAKE DRIVE UNDERPASS OF LOUGHEED  
 - WESTBOUND - no turns.  
 - EASTBOUND - right-turn-in Loop.

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

Sketch \* 3

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

ITEM	9
MANAGER'S REPORT NO.	34
COUNCIL MEETING	1983 05 09



### Option 'C'

Lougheed 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

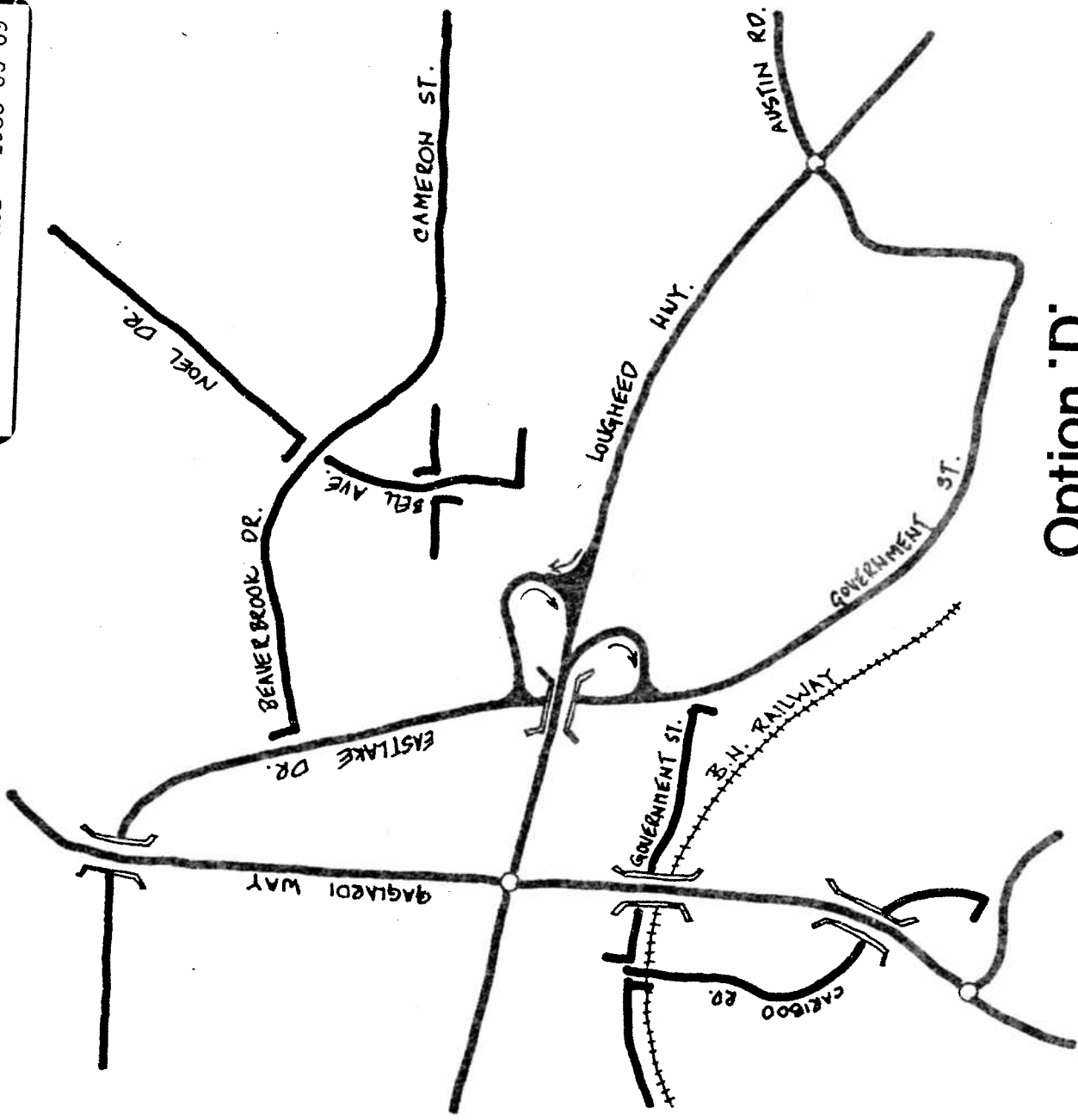
To relieve some of the expected traffic pressure on Beaverbrook Drive in the Simon Fraser Hills/Village area.

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



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

ITEM	9
MANAGER'S REPORT NO.	34
COUNCIL MEETING	1983 05 09



## 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.

Lougheed Highway Access  
 (BELL AVE. AND EASTLAKE DRIVE)



North Date: February 1983

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

Sketch # 5

