

TO: CITY MANAGER 1993 OCTOBER 27

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: PUBLIC HEARING CONCERN  
REZONING REFERENCE #11/93  
2695 BAINBRIDGE AVENUE  
APARTMENT STUDY AREA "F"

PURPOSE: To inform Council about concerns raised at the 1993 October 26 Public Hearing.

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**RECOMMENDATION:**

1. **THAT** this report be received for information purposes.

**R E P O R T**

At the 1993 October 26 Public Hearing, a concern was raised about the feasibility of creating cul-de-sacs for the two uncompleted ends of Ellerslie Avenue as an alternative to constructing the remaining unfinished portion through the subject site to link the two constructed ends. Staff were requested to report on this matter.

The subject rezoning proposes to divide 2695 Bainbridge into six single family lots, five of which will have vehicular access off Bainbridge Avenue, while preserving the existing creek and constructing the connecting link of Ellerslie Avenue.

Some neighbours expressed concern that the completion of Ellerslie Avenue would increase considerably the volume of traffic passing in front of their dwellings and it was suggested that consideration be given to the construction of two cul-de-sacs.

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For clarification, the access points of all the new subdivisions and rezoned land within this area have been developed in accordance with Apartment Study Area F, reference date 1969 April and updated 1981 October, which clearly shows Ellerslie Avenue being connected. Over the years, assurances have been given to Ellerslie residents experiencing delivery problems owing to discontinuous addresses that the road would be connected once this sole remaining site was redeveloped. In the meanwhile, the Engineering Department has installed block number indicators on the street signs. In addition, having a choice of exit directions along Ellerslie Avenue in light of a steeper section to the north facilitates access in poor weather.

The suggestion of creating two cul-de-sacs poses problems of substandard final roadworks. The present western end of the cul-de-sac is longer than the standard 500 feet and given that the road allowance is only the normal 66 feet in width, neither end offers enough space for proper turning radii, especially given the necessary setbacks for the creek.

Fortunately, the new development has only one dwelling accessed from Ellerslie Avenue which would contribute only minimal additional traffic while no significant change from existing traffic patterns is likely once the road is opened since it will function as a loop serving only local traffic with no specific destination likely to generate an imbalance in traffic.

Thus, given that developments in the area have taken into account the eventual, planned configuration of Ellerslie Avenue, that the loop pattern improves clarity of access including the safety aspect of secondary access and provides a better choice of approach while adding a negligible amount of vehicles, and that insufficient land exists for full standard, safe cul-de-sacs, it is considered appropriate that this development continue to proceed on the basis of the adopted plan for the area.

This is for the information of Council.

  
D. G. Stenson, Director  
Planning and Building

FA:lf  
cc: Director Engineering