

Jan 13/77

Planning Department
December 19, 1977

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: ANTRIM-IRMIN STREET EXTENSION

During the October 24, 1977 regular meeting of Council the Planning Department was requested to review the proposed extension of Antrim Avenue to connect with Irmin Street relative to the street function of the existing Beresford Street south of the B. C. Hydro Railway; and the Planning Department was to include information as to the future road widths of Beresford Street, north and south of the railway right-of-way.

The Planning Department has reviewed the Antrim-Irmin Street link relative to its function in the industrial street system, and the potential of Beresford Street south of the railway to provide the same function as the proposed Antrim-Irmin link.

With regard to Beresford Street, although it is acknowledged that this street exists between Royal Oak and a point just east of Buller Avenue, south of the B. C. Hydro railway, it is recognized that the constructed road and right-of-way are very narrow, i. e., the right-of-way is 10.0 m (33 feet) wide, while the roadway has an asphalt "capped" pavement approximately 6.5 m (20 feet) wide with no curbs and no walking facility. In future, should it become necessary to widen Beresford to provide an industrial standard facility, the Planning Department would note that there is no prospect for doing so without either obtaining

widening from the B. C. Hydro Railway right-of-way, which does not appear feasible, or entering into a program of major acquisitions of industrial land and improvements with disruption to the operation of numerous well established industrial firms. Approximately 790 m (2600 lineal feet) of industrial frontage would need to be acquired as would portions of five large industrial buildings fronting Beresford Street east of Antrim Avenue, the point where the proposed Antrim-Irmin link would turn southward on an existing full standard right-of-way, 20.0 m (66 feet) wide. Further, Beresford Street is crossed by six railway spur tracks which serve various industrial establishments to the south of the B. C. Hydro railway. Although each of the railway spurs is recognized as being a vital asset for industry in the area, each is also seen to be a potential impediment to good traffic circulation and accessibility to the area.

In reviewing the matter further, consideration was given to establishing a one-way "couplet" using Beresford Street on the north and south of the B. C. Hydro railway as two narrow one-way streets westbound and eastbound respectively. This option was believed to be impractical as a long range solution, however, because numerous crossings of the main line railway would be needed in the system of streets in order to complete the circulation concept of the one-way "couplet". Further, it is believed that if an isolated one-way "couplet" were instituted between MacPherson and Buller Avenues only, where rights-of-way exist north and south of the railway, the unidirectional travel pattern would place an unnecessary restriction on the operation of firms on Beresford where two-way accessibility is desirable and currently available to all firms in the area.

In view of the above factors the Antrim-Irmin link was proposed in the system to provide the alternative route which would avoid these anticipated problem areas. The existing Beresford Street south of the railway could remain for local industrial access purposes only with potential pavement width for one travel lane in each direction and no parking. The latter would be precluded due to the need for the widest possible travel surface for vehicle manoeuvring and clear sight distance for vehicles entering the roadway from the industrial sites along Beresford.

With regard to the future width of the Beresford Streets north and south of the B. C. Hydro railway, the Planning Department believes all the rights-of-way necessary to establish an industrial standard roadway should be obtained when industrial properties are being assembled or advanced for Preliminary Plan Approval. The attached Sketch 1 illustrates where rights-of-way would need to be obtained or widened in order to permit development of a standard roadway and Sketch 2 illustrates the street circulation pattern concept using the Antrim-Irmin link.

As industrial development is further advanced, provision of adequate rights-of-way from each site will become the key to the success or failure of establishing industrial streets that will provide adequate levels of service, access and linkage to established arterial streets surrounding the area. In most cases, along Beresford south of the railway, and east of the Antrim-Irmin link where the narrower right-of-way exists, it would appear that additional rights-of-way could not be obtained until the firms in the area individually are motivated to consider redevelopment.

While Beresford Street north of the B. C. Hydro Railway between MacPherson Avenue and a point just east of Gilley Avenue currently has a variable right-of-way width, the Planning Department would propose that in the longer range view although additional right-of-way would be desirable in the narrower sections, the currently developed standard of Beresford Street as a local access facility, does not require further widening or upgrading at this time.

ITEM	6
MANAGER'S REPORT NO.	1
COUNCIL MEETING	Jan. 3/78

With regard to the road standards proposed for other streets in the general area south of the Imperial-Kingsway northern boundary to the area, the Planning Department would comment that until recently, a street width standard of 10.0 m (36 feet) between curbs on a 20.0 m (66 feet) wide right-of-way was being constructed in the area. This standard was observed to be too narrow in lateral clearances between moving and parked vehicles on the street and turning manoeuvres for normal operations in an industrial area. This width was subsequently amended by the Planning Department and the current local industrial road standard of 14.0 m (46 feet) between curbs was adopted as being a more realistic, functional and acceptable standard. The 14.0 m standard will be applied to all existing and any new streets in the area where the minimum right-of-way available is 20.0 m and the streets are currently in the interim (capped pavement) stage of development. Most streets in the area are currently in this latter category of development.

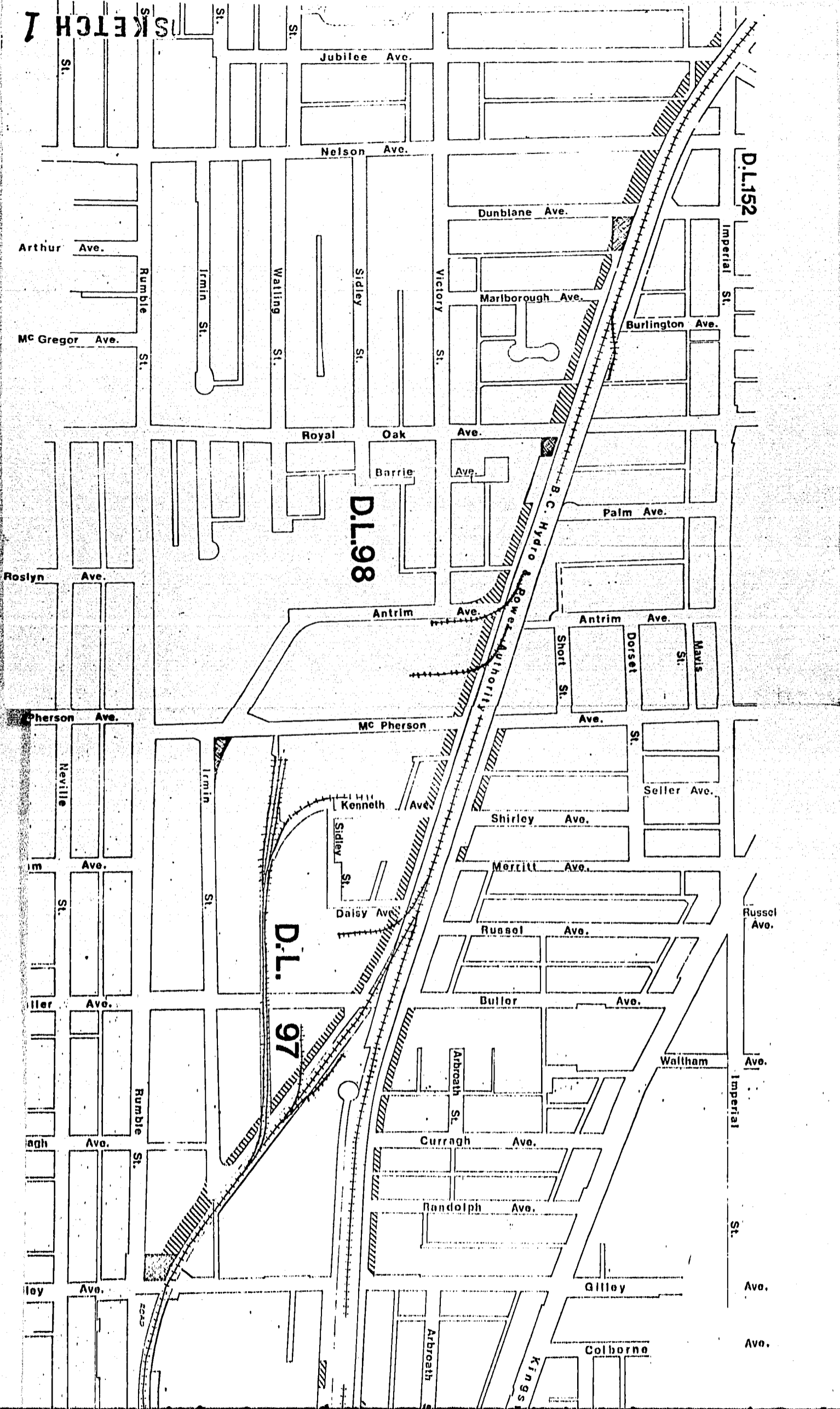
This report is for the information of Council.


A. L. Parr,
DIRECTOR OF PLANNING

WSS/hf

Attach.

SKETCH 1



D.L.152

D.L.98

D.L. 97

B.C. Hydro & Power Authority

St.

Arthur Ave.

Mc Gregor Ave.

Roslyn Ave.

Pherson Ave.

im Ave.

ller Ave.

agh Ave.

loy Ave.

Jubilee Ave.

Nelson Ave.

Dunblane Ave.

Mariborough Ave.

Burlington Ave.

Royal Oak Ave.

Barrie Ave.

Palm Ave.

Antrim Ave.

Antrim Ave.

MC Pherson Ave.

Kenneth Ave.

Shirley Ave.

Merritt Ave.

Russel Ave.

Buller Ave.

Curragh Ave.

Randolph Ave.

Gilloy Ave.

Colborne Ave.

Imperial St.

Russel Ave.

Waltham Ave.

Imperial St.

St.

Ave.

Ave.

St.

Rumble St.

Irmin St.

Walling St.

Sidley St.

Victory St.

Irmin St.

Rumble St.

Neville St.

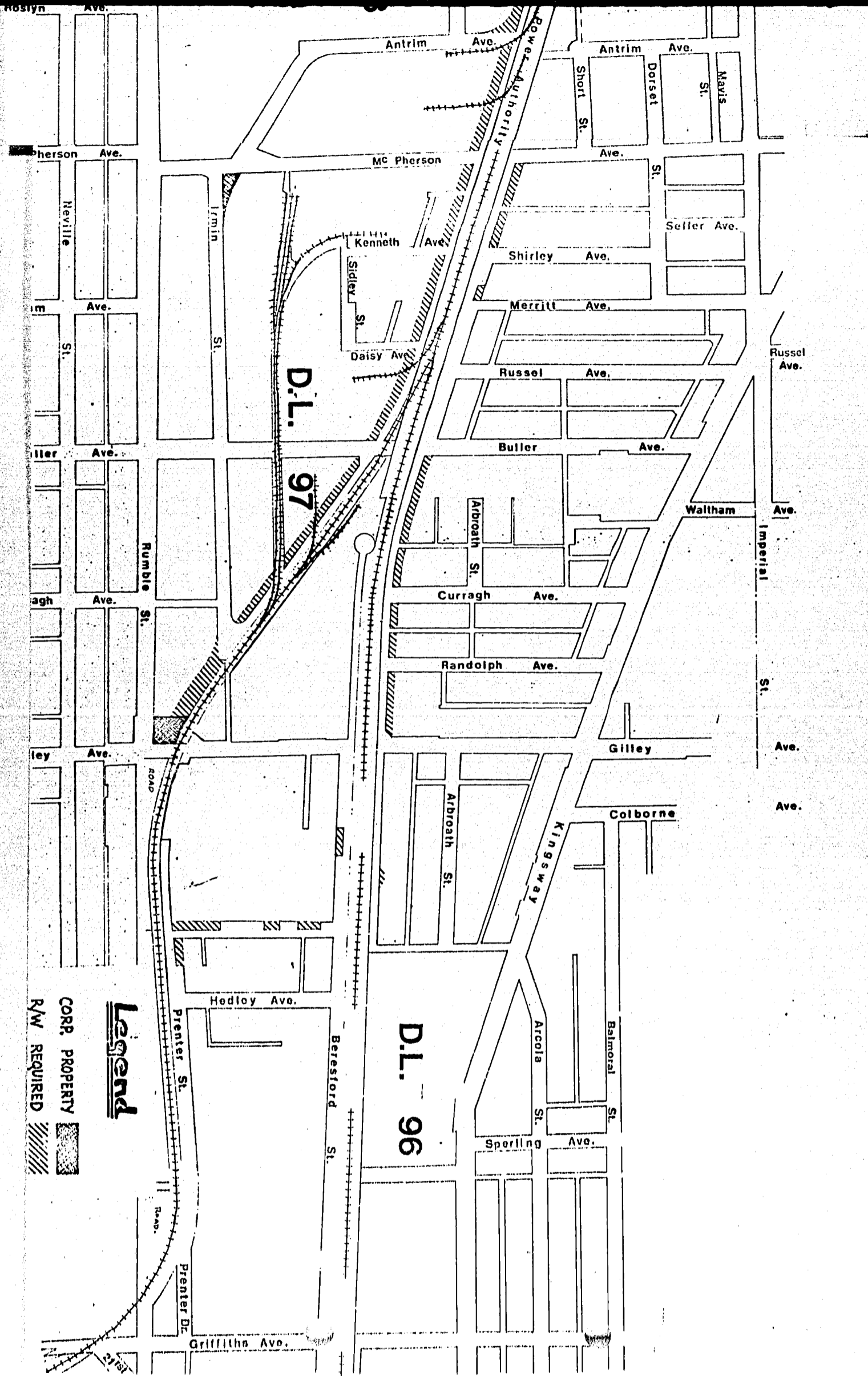
St.

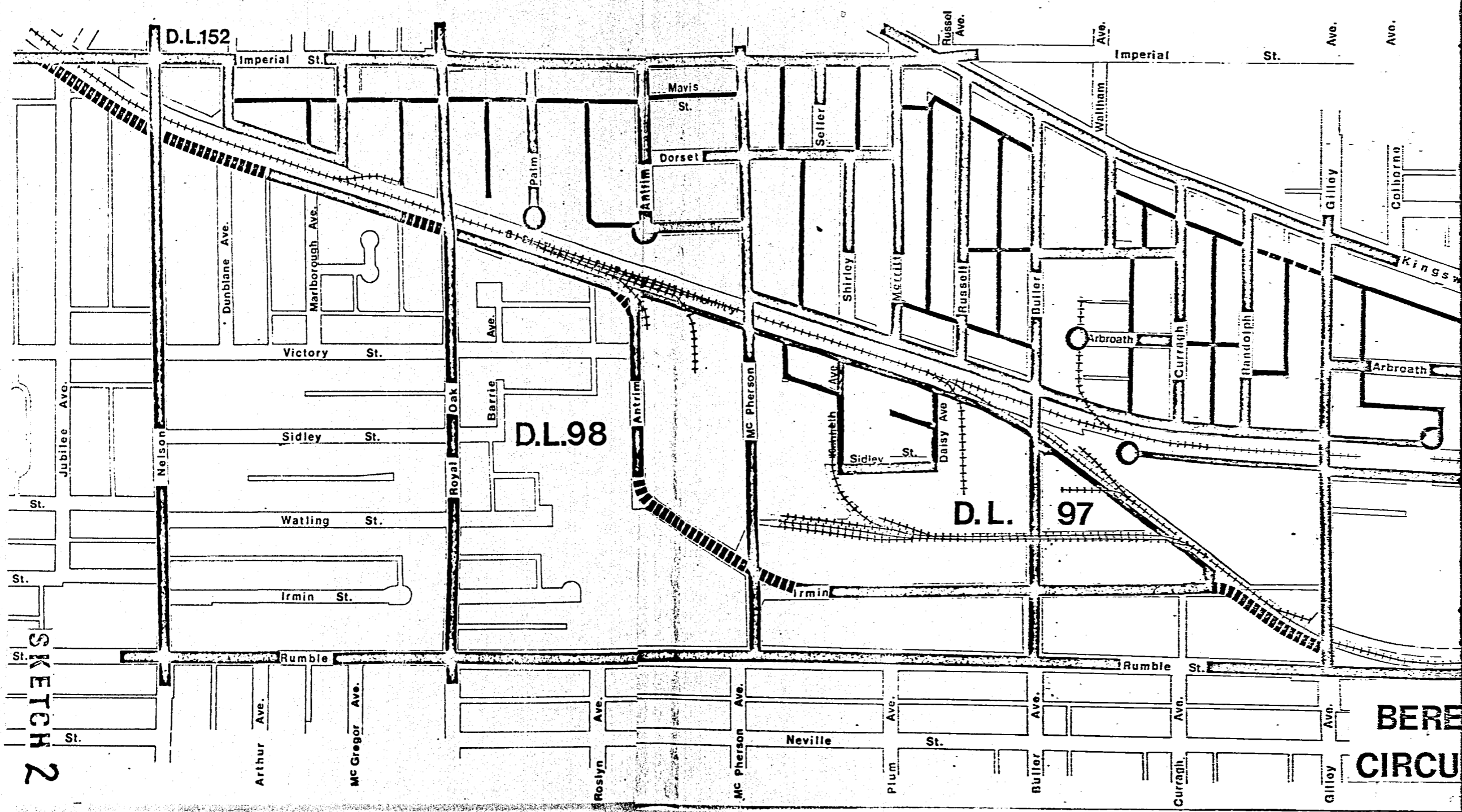
St.

St.

Arbroath St.

Kings St.





D.L.152

D.L.98

D.L. 97

SKETCH 2

BERE CIRCUI

**BERESFORD INDUSTRIAL AREA
CIRCULATION PATTERN CONCEPT**

