

ITEM	11
MANAGER'S REPORT NO.	3
COUNCIL MEETING	1980 01 14

RE: KINGSWAY/EDMONDS AREA PLAN

Following is a report from the Director of Planning regarding the Kingsway/Edmonds Area Plan.

Also attached is a sketch which shows the originally proposed amended Community Plan (see sketch 3).

RECOMMENDATION:

1. THAT the recommendations of the Director of Planning be adopted.

* * * * *

TO: MUNICIPAL MANAGER PLANNING DEPARTMENT
1980 January 08
FROM: DIRECTOR OF PLANNING Our File: 15.148 "0"
SUBJECT: KINGSWAY/EDMONDS AREA PLAN

RECOMMENDATIONS:

1. THAT Council adopt the Plan for the Kingsway/Edmonds Area as illustrated on Sketch 1 (attached) and described in the report entitled Kingsway/Edmonds Area Plan with the amendments noted in this report.
2. THAT a copy of this report be sent to the Advisory Planning Commission, Parks and Recreation Commission and citizens who have expressed an interest.

REPORT

1.0 BACKGROUND

Council first received the Kingsway/Edmonds Area Plan report on 1979 August 27. The proposed Plan was subsequently presented at a public information meeting held in Edmonds House on 1979 October 11. A report on the meeting including public and Planning Department comments was received by Council on 1979 October 29 and referred to the Advisory Planning and Parks and Recreation Commissions along with the Plan. The report was also distributed to known delegations to the public information meeting for their information and comments.

After the public meeting, two interested citizens living in the area met with Department staff and suggested that Twenty-first (21st) Street be terminated with a cul-de-sac at Nineteenth Street to eliminate traffic travelling through this local area and that the link between Powerhouse Park and the park south of Edmonds Street be enhanced. The citizens indicated that the vast majority of residents currently living in the area agreed with this proposal.

The Advisory Planning Commission met on 1979 November 30 to review the Plan. The Commission approved the Plan in principle and requested the Planning Department to review the desirability of constructing Beresford Street west to Griffiths Avenue and providing cul-de-sacs on Salisbury and Acorn at Kingsway. The Commission also suggested that staff consider building a simple block model of the Plan area.

The Parks and Recreation Commission met on 1979 December 19 and reviewed the Plan. The Commission endorsed the park and trail aspects of the Plan with the exception of the proposed new park site at Seventeenth Avenue and Humphries Avenue.

This report discusses the comments of the two Commissions and the interested citizen, and puts forward a recommendation to adopt an amended Plan.

2.0 COMMENTS OF ADVISORY PLANNING COMMISSION

2.1 Planning and Engineering Department staff have reviewed the idea of constructing Beresford Street west to Griffiths Avenue and providing cul-de-sacs on Greenford, Salisbury and Acorn Avenues at Kingsway.

The area bounded by Griffiths, Kingsway and Beresford will ultimately contain approximately 1,800 dwelling units plus commercial space. This area is the higher density core of the Community Plan. Due to the number of vehicular trips expected of this density of development, two accesses to the area should be provided. These accesses could be provided either by connecting Beresford to Griffiths and connecting Salisbury or Acorn to Kingsway while providing cul-de-sacs on Greenford and either Salisbury or Acorn; or by the approach shown on the proposed Plan. The approach shown on the Plan is favoured as it will cause less separation of the apartments from the park, a good stand of evergreens within the Beresford road allowance can be retained and incorporated into the park and access to commercial development parking can be better achieved with minimum disruption to the residential area and to traffic flows on Kingsway. Further, the connection of Beresford to Griffiths would result in through traffic in this residential area which can otherwise be eliminated. While it may be possible, upon obtaining the B.C. Hydro right-of-way, to divert Beresford to the south to retain the trees within the current road allowance, it would be more desirable to incorporate this treed area into the park strip. This approach is reflected on the proposed amended Plan which is the same in this respect as the currently adopted Community Plan Six.

2.2 The idea of building a block model of the area has merit. The model would be particularly useful as an aid to studying building relationships, shadow casting, etc., within the core of the Plan area. The model would show sites currently developed in accordance with the Plan and development proposed by the Plan. As new developments occurred, the proposed developments on the model would be replaced with approved developments. It is recommended that such a model be prepared for the core area only, as beyond the core development will be relatively uniform. Modelling a smaller area will enable us to use a larger scale and show greater detail. The area proposed to be included in the model is shown on Sketch 2, attached.

3.0 COMMENTS OF PARKS AND RECREATION COMMISSION

We have further reviewed the proposed park at Seventeenth Avenue and Humphries Avenue. We continue to be of the opinion that a park at this location would be desirable. Park space is necessary in apartment areas to balance the effects of increased building and population densities. However, it is recognized that, in this instance, the park is not absolutely essential and that other means can be sought to meet the general needs for open space. The Parks and Recreation Department has indicated that, if future needs so dictate, Hilda Park can be expanded. Also, it will be ensured that family-oriented developments provide tot play spaces and play space for older children (for example, a sandbox, a swing, climbing equipment and a basketball hoop). It is therefore proposed that the park be eliminated from the Plan and that the site be designated for RM2 development as noted on the attached revised Plan sketch on the understanding that park needs in this area will be monitored with a view to expanding Hilda Park if warranted.

4.0 COMMENTS OF INTERESTED CITIZEN

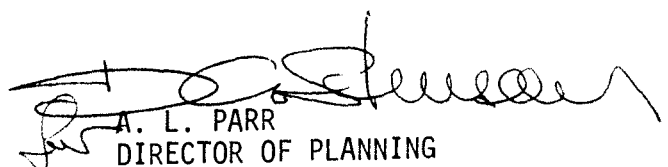
We have reviewed Mr. McAtee's proposal related to providing a cul-de-sac on Twenty-first Street at Nineteenth Street.

As Nineteenth Street is to form a portion of a secondary arterial in accordance with the approved Conceptual Transportation Plan, the idea of the cul-de-sac has merit. Upon construction of the cul-de-sac, traffic will leave the residential area via Salisbury (a local street) to Edmonds (a collector). This relationship of roads is in keeping with the relationship outlined on page 22 of A Comprehensive Transportation Plan for Burnaby. Such a road pattern will eliminate ingress and egress from this residential enclave at a potentially dangerous location on a secondary arterial between two intersections.

It is proposed that the cul-de-sac be located approximately one hundred twenty feet back from the Nineteenth Street road allowance to avoid building an unnecessary length of road. Thirty-three feet of the redundant road allowance will be provided to the site to the north while the southerly thirty-three feet will be retained for a public walkway and fire truck access if needed by the Fire Department. Access from the park-trail system south of Edmonds Street to Powerhouse Park will be accommodated by a sidewalk on Nineteenth Street which is separated from the road by a planted boulevard (see attached Sketch #1).

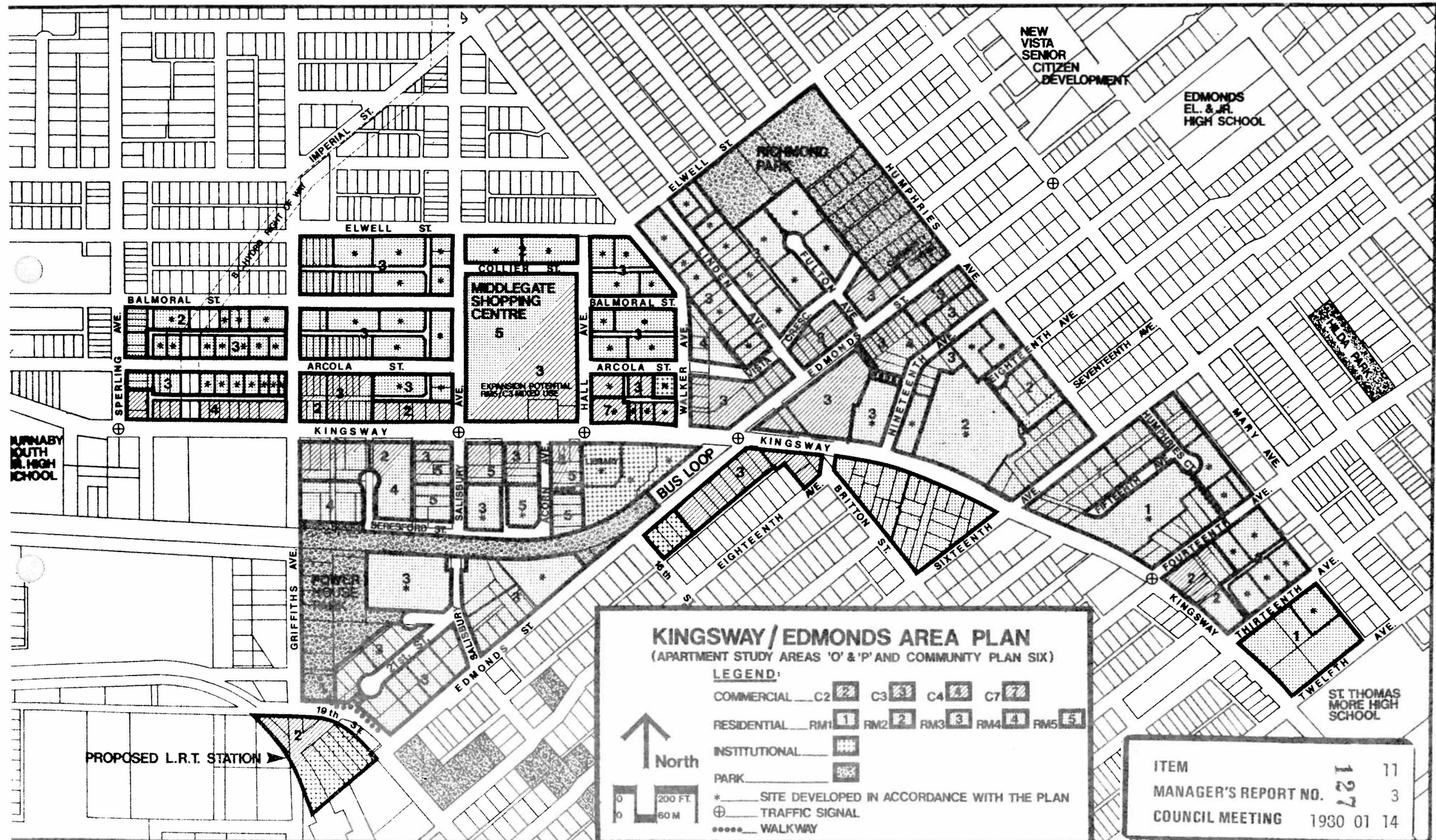
5.0 CONCLUSION

As the Plan has been prepared and considered by Council, the public, the Parks and Recreation Commission and the Advisory Planning Commission and as the points raised have been fully considered and appropriate revisions have been made to the proposed Plan, it is now suitable for final consideration by Council and adoption as the amended Community Plan for the area, to serve as a guide to development and future planning decisions in the area.


A. L. PARR
DIRECTOR OF PLANNING

CBR:lf

cc: Parks and Recreation Administrator
Municipal Engineer
Attachments



KINGSWAY / EDMONDS AREA PLAN

(APARTMENT STUDY AREAS 'O' & 'P' AND COMMUNITY PLAN SIX)

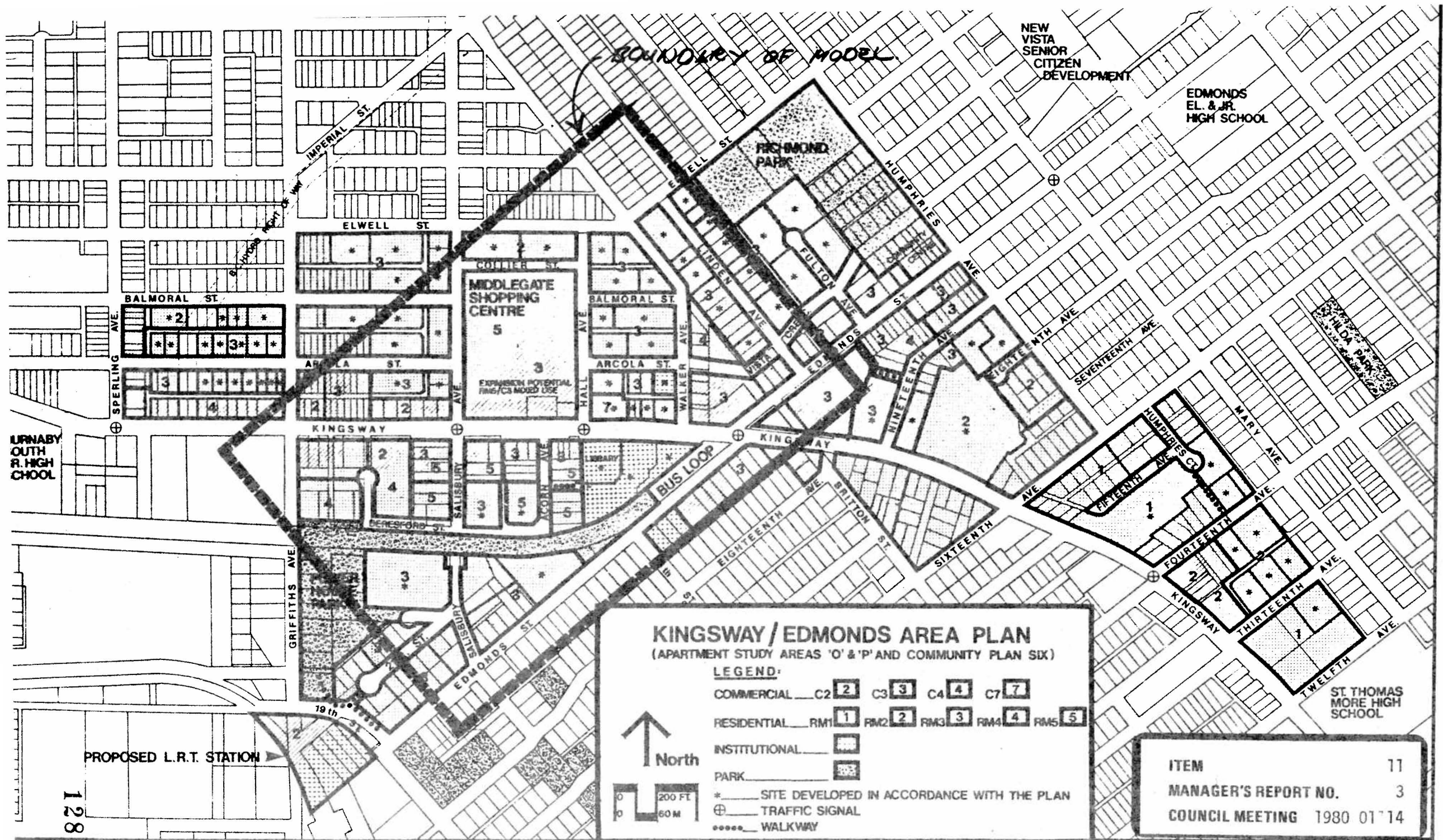
LEGEND:

- COMMERCIAL... C2 [diagonal hatching] C3 [cross-hatching] C4 [vertical hatching] C7 [horizontal hatching]
- RESIDENTIAL... RM1 [horizontal hatching] RM2 [vertical hatching] RM3 [diagonal hatching] RM4 [cross-hatching] RM5 [wavy hatching]
- INSTITUTIONAL... [vertical hatching]
- PARK... [wavy hatching]
- *... SITE DEVELOPED IN ACCORDANCE WITH THE PLAN
- ⊕... TRAFFIC SIGNAL
- WALKWAY



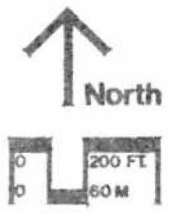
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SKETCH 1



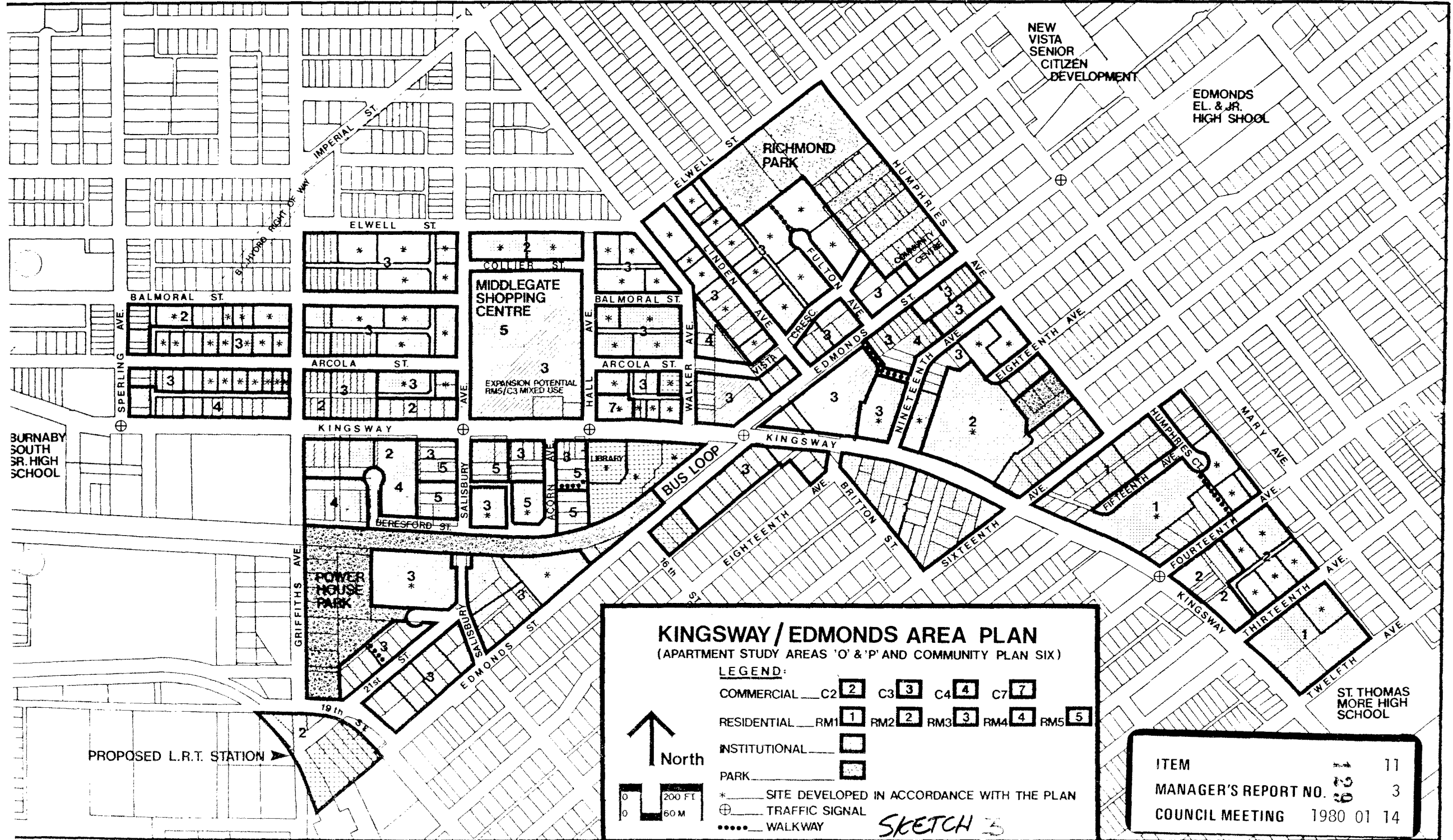
KINGSWAY / EDMONDS AREA PLAN
 (APARTMENT STUDY AREAS 'O' & 'P' AND COMMUNITY PLAN SIX)

- LEGEND:**
- COMMERCIAL ___ C2 2 C3 3 C4 4 C7 7
 - RESIDENTIAL ___ RM1 1 RM2 2 RM3 3 RM4 4 RM5 5
 - INSTITUTIONAL ___
 - PARK ___
 - * ___ SITE DEVELOPED IN ACCORDANCE WITH THE PLAN
 - ⊕ ___ TRAFFIC SIGNAL
 - WALKWAY



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SKETCH 2

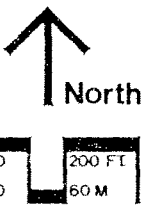


KINGSWAY / EDMONDS AREA PLAN

(APARTMENT STUDY AREAS 'O' & 'P' AND COMMUNITY PLAN SIX)

LEGEND:

- COMMERCIAL ___ C2 2 C3 3 C4 4 C7 7
- RESIDENTIAL ___ RM1 1 RM2 2 RM3 3 RM4 4 RM5 5
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SKETCH 3

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