

ITEM	7
MANAGER'S REPORT NO.	25
COUNCIL MEETING	1980 03 31

RE: KINGSWAY/EDMONDS AREA PLAN

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

RECOMMENDATIONS:

1. THAT the report of the Parks and Recreation Commission which was tabled on 1980 March 10, and the report of the Advisory Planning Commission which was tabled on 1980 March 17 be lifted from the table; and
2. THAT the recommendations of the Director of Planning be adopted; and
3. THAT a copy of this report be sent to all persons who have corresponded with Council on this matter.

* * * * *

TO:	MUNICIPAL MANAGER	DATE:	1980 March 24
FROM:	DIRECTOR OF PLANNING	OUR FILE:	15.148
SUBJECT:	<u>Kingsway/Edmonds Area Plan</u>		

RECOMMENDATIONS:

1. THAT Council adopt the amended plan for the Kingsway/Edmonds Area as illustrated on the attached sketch, and described in the report entitled Kingsway/Edmonds Area Plan.
2. THAT Council adopt the recommendations of the Parks and Recreation Commission as referred in Manager's Report No. 19, Item 5, 1980 March 10.
3. THAT Council adopt the following motion of the Advisory Planning Commission:

"That the provision of public washrooms, complete with appropriate facilities for handicapped people, be made a condition of approval for any future redevelopment applications received from the management of the Middlegate Shopping Centre".

Continued.....

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REPORT

1.0 INTRODUCTION

The Council, Advisory Planning Commission and Parks and Recreation Commission have considered the Kingsway/Edmonds Area Plan at a number of their meetings. The plan has been presented to and discussed by the public at a public information meeting, presentations to Council and the Commissions and discussions with Planning Department staff. Arising out of these discussions and meetings, a number of motions and recommendations have been made and referred to staff for comment. Also, two items of correspondence have been referred for comment. These items are attached to this report.

The motions and recommendations are outlined below.

Council on 1980 February 04 adopted the following motions:

1. THAT with reference to the RM5 sites at Middlegate Shopping Centre, Walker Avenue and Arcola Street or Vista Crescent, and Nineteenth Avenue, be reconsidered in the plan and referred to the Advisory Planning Commission and to the Parks and Recreation Commission.
2. THAT the item of a southern exit from the area Griffiths Avenue, Kingsway, the Edmonds Loop and Beresford Street, by way of Salisbury Avenue or Beresford Street be further considered by the Advisory Planning Commission and the Parks and Recreation Commission.
3. THAT reconsideration be given by the Advisory Planning Commission and the Parks and Recreation Commission to the institutional use on Edmonds Street and Sixteenth Street.
4. THAT reconsideration be given by the Advisory Planning Commission and the Parks and Recreation Commission to the proposed land use on the New Westminster side of Edmonds Street from Nineteenth Street to Sixteenth Street.
5. THAT Mr. J. G. McAtee's concerns as expressed to Council this evening be referred to the Advisory Planning Commission and to the Parks and Recreation Commission.

Council further agreed that people who attended the public meeting at Edmonds School and people who have written to Council on this subject be notified of the meetings of the Advisory Planning Commission and the Parks and Recreation Commission at which these subjects will be discussed.

The Parks and Recreation Commission on 1980 March 05 adopted the following recommendations:

1. THAT the Commission approve the trail link between Stride Avenue Ravine Park and Powerhouse Park as illustrated on Attachment No. 1 of this report.
2. THAT upon approval of the Kingsway/Edmonds area plan, staff be requested to negotiate an agreement with B. C. Hydro for the utilization of the Hydro right-of-way between Edmonds and Griffiths for trail purposes.
3. THAT the Municipal Solicitor be directed to consider purchase of the properties required for the expansion of Powerhouse Park as such properties become available, providing that funds for purchase are available in the Parkland Acquisition Levy for Area #34.

Continued....

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4. THAT staff be requested to review the development priority of the existing Powerhouse Park site.
5. THAT the Commission so recommend to Council.

The first three recommendations of the Commission were referred to Council for ratification in Manager's Report No. 19, Item 5, 1980 March 10. These recommendations were tabled pending a report from the Advisory Planning Commission and a further report from the Planning Department.

The Advisory Planning Commission on 1980 March 06 adopted the following motions:

- a) "THAT council adopt the Kingsway/Edmonds Area Plan as illustrated on sketch 1 of Manager's Report No. 9, Item 5 and described in the Report entitled Kingsway/Edmonds Area Plan with the amended park trail connection to Powerhouse Park as illustrated on the Planning Department Design Sketch with the following additional considerations:
 - i) That further consideration be given to constructing Beresford Street west to Griffiths Avenue with the retention of the trees within the current road allowance being incorporated into the park strip.
 - ii) That Council express concern to the Provincial Government regarding the lack of use of designated apartment parking spaces and that there be no future apartment development allowed in the Municipality of Burnaby until appropriate amendments have been made to the Municipal Act to include the parking rental fee within the rental agreement to ensure the provided apartment parking spaces are utilized.
 - iii) That the provision of public washrooms, complete with appropriate facilities for handicapped people, be made a condition of approval for any future redevelopment applications received from the management of the Middlegate Shopping Centre.
 - iv) That the area south of Edmonds Street to 18th Avenue, from 19th Street east to the Safeway parking lot (Kingsway) be included in the Kingsway/Edmonds Area Plan and designated as a buffer zone in the form of RM2 low rise apartment development.
- b) THAT Council concur with the recommendations of the Parks and Recreation Commission related to the Kingsway/Edmonds Area Plan and noted in Item 5, Municipal Manager's Report No. 19, Council Meeting 1980 March 10."

Attached to this report, for the information of Council, is a copy of the design sketch of the amended park trail connection to Powerhouse Park as approved by the Advisory Planning Commission and Parks and Recreation Commission.

In addition to the above-cited motions, Council directed staff to comment on the impact of Annacis traffic on the Plan.

2.0 SUMMARY OF UNRESOLVED ISSUES

The Plan has met with general acceptance. Some issues remain unresolved. These are summarized below.

1. What is the appropriate density for apartment development for the triangular site at Walker and Arcola, the site between Nineteenth and Edmonds and, as long term option, the Middlegate site in combination with commercial redevelopment?

2. Should Beresford be connected through to Griffiths?
3. Should the apartment area be expanded to include a portion of the area south-east of Edmonds Street between Nineteenth Street and Sixteenth Street?
4. What is the appropriate use for the site east of the Edmonds and Sixteenth Street intersection?
5. Detailed matters of parks development, a trail link and implementation as discussed by an interested citizen.
6. Advisory Planning Commission comments related to parking and rent.
7. Advisory Planning Commission comments related to washrooms in Middlegate.
8. Impact of Annacis traffic on the Plan.

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3.0 DISCUSSION OF UNRESOLVED ISSUES

Many of the unresolved issues have been discussed in past reports to Council. Two reports, Manager's Report No. 3, Item 11 and Manager's Report No. 9, Item 5, are attached for convenient reference. Members of Council have the main report, Kingsway/Edmonds Area Plan. These reports are referenced in the discussion below.

3.1 Appropriate density for apartment development for the triangular site at Walker and Arcola, the site between Nineteenth and Edmonds and Middlegate.

Our comments related to higher density development on the triangular site at Walker Avenue and Arcola, the site between Edmonds and Nineteenth and, as a long term option, upon redevelopment in a comprehensive manner, the Middlegate site have been outlined in past reports. (Refer to Manager's Report No. 9, Item 5, Section 1). While the comments in the report refer directly to the Middlegate and Walker sites, they are similarly applicable to the Edmonds/Nineteenth site. Upon further reconsideration, we continue to be of the opinion that the recommended density is the most appropriate; however, if Council directs, we are prepared to work with developers towards lower density forms.

3.2 Should Beresford be connected through to Griffiths Avenue?

The connection of Beresford through to Griffiths has been discussed in Manager's Report No. 3, Item 11, Section 2.1 and Manager's Report No. 9, Item 5, Section 2. Further, the connection was reviewed when Community Plan Six was adopted in 1972. We continue to be of the opinion that the currently proposed road pattern is, on balance, the most desirable. In summary, the reasons are minimal separation of apartments from Powerhouse Park, retention and incorporation of a good stand of evergreens within the park and elimination of through traffic from Griffiths through the residential area to Kingsway eastbound. However, if Council directs, we will work towards the preparation of a design for this connection upon obtaining the necessary land from B. C. Hydro.

3.3 Should the apartment area be expanded to include a portion of the area south-east of Edmonds Street between Nineteenth Street and Sixteenth Street?

Continued.....

Residential development within the Kingsway/Edmonds area is discussed in Section 5.2 of the report entitled Kingsway/Edmonds Area Plan (pp 27-29).

For the following reasons, it is our opinion that Edmonds Street should be maintained as the apartment area boundary:

(a) It is desirable to maintain and protect the character of the single family and duplex neighbourhood south-east of Edmonds. Efforts in this regard have been made through the N.I.P. and R.R.A.P. programmes. Apartment expansion into this area would contradict these efforts.

(b) Edmonds is a clear and identifiable boundary. It is desirable to maintain firm boundaries to avoid speculation around the perimeters of apartment areas.

(c) A street is a better boundary than a lane as less disruption to privacy results through traffic and overlooking into private rear garden areas. Expanding apartment development through to Eighteenth Avenue would disrupt the character of the residential area.

(d) The majority of infilling should occur within the existing boundaries prior to consideration being given to any expansion. This approach will avoid a dispersed development pattern, reduce the transition(redevelopment) period within the presently designated area and will permit expansion if it eventually occurs, to be in co-ordination with support facilities (open space and community facilities).

(e) Taking an overall view, other areas may well be more appropriate for future expansion due to their proximity to shopping, services, and community facilities than is the case with the area below Edmonds.

3.4 Use of the site east of the Edmonds and Sixteenth intersection.

This site has been designated in the currently proposed Plan for institutional use. This designation is discussed on page 33 of the Kingsway/Edmonds Area Plan report. The site is at the edge of the commercial core. Service oriented uses which meet the needs of area residents would be ideally located at this location. Such uses would include those permitted in the institutional districts, for example, banks, business and professional offices, health centres and churches.

Upon review, it has been determined that a number of commercial uses could be supported on this site which would serve the residential area. The Neighbourhood Commercial District (C1) would accommodate the types of shops and services which would benefit the local area and provide for suitable landscaped setbacks.

As many of the uses in both the Institutional and Neighbourhood Commercial Districts are desirable for this site, it is recommended that the site be designated in the Plan as suitable for both uses. At the time of rezoning, a specific use and building design would be approved. This designation is shown on the attached amended sketch

3.5 Detailed matters of park development, trail link and implementation.

We concur with the recommendations as adopted by the Parks and Recreation Commission and recommend adoption by Council. With respect to the park trail link within the B. C. Hydro right-of-way, it is recommended

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that Salisbury be closed in conjunction with the implementation of the park trail subject to detailed review by the Traffic Safety Committee. This implementation step was recommended by an interested citizen living in the area and we believe it has merit.

3.6 Advisory Planning Commission comments related to parking and rent.

This section refers to recommendation a.(ii) of the Advisory Planning Commission. The recommendation does not relate to this area specifically but rather to overall policy. Therefore, the Plan should be considered independently of any debate on this matter.

We do not feel it is practical to put a moratorium on development of apartments pending an amendment to the Municipal Act. This matter could be brought up again by Council at the next meeting of the U.B.C.M.

3.7 Advisory Planning Commission comments related to washrooms in Middlegate.

We concur that upon major redevelopment of Middlegate, public washroom should be provided in a location accessible to handicapped people.

3.8 Impact of Annacis traffic on the Plan.

Questions have been raised regarding the impact of Annacis traffic using Griffiths/19th/20th as a connector route to Kingsway. As pointed out in the Council report on Annacis (Manager's Report 19 Item No. 5, 1980 March 10) the effect of Annacis traffic on roads can only be assessed after more refined estimates of future travel demand are made. However the Griffiths/19th/20th connection between Kingsway and the Queensborough Bridgehead is designated as a secondary arterial and it is therefore expected to have adequate capacity to handle the additional traffic arising from the new crossing. Griffiths/19th abuts the Kingsway/Edmonds Plan area and would be buffered from the residential area by Powerhouse Park and a park-trail link.

It is not expected that this volume of traffic will be substantial because vehicles using this route will probably have localized destinations in the general area of Kingsway and Edmonds.

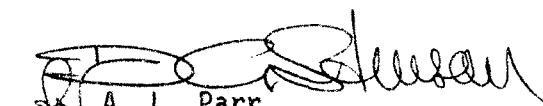
3.9 The correspondence of Mrs. Walls is addressed in Section 2.3 of this report. We discussed this matter with Mrs. Walls on March 18.

3.10 We discussed the concerns of the St. Thomas More School with Brother Carrothers. These concerns were related to a sketch in the Parks and Recreation Administrator's report of 1980 March 05, which apparently was misunderstood by Brother Carrothers. The roads noted with routes for pedestrian use only are not to be closed. The sketch was prepared within the context of the trail study and distinguishes these routes from equestrian routes.

4.0 CONCLUSION

The Plan has been prepared by the Planning Department with input from the public, Council, the Advisory Planning Commission and the Parks and Recreation Commission. The issues raised have been fully considered and positions have been recommended by the Planning Department. The Plan is now appropriate 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.

AP
CBR/r1p

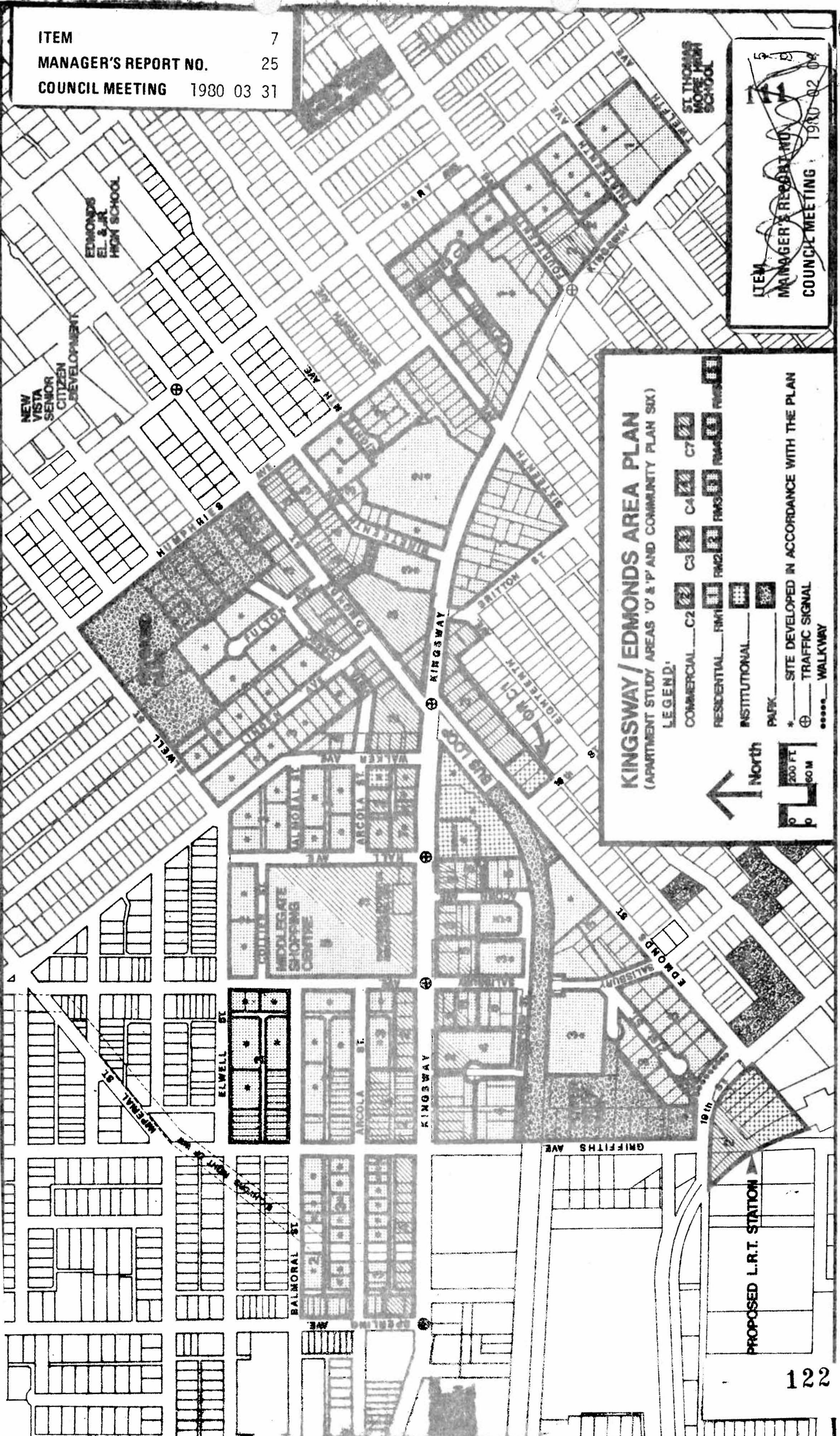
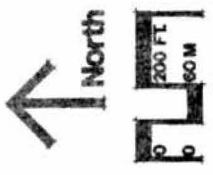

A. L. Parr
DIRECTOR OF PLANNING

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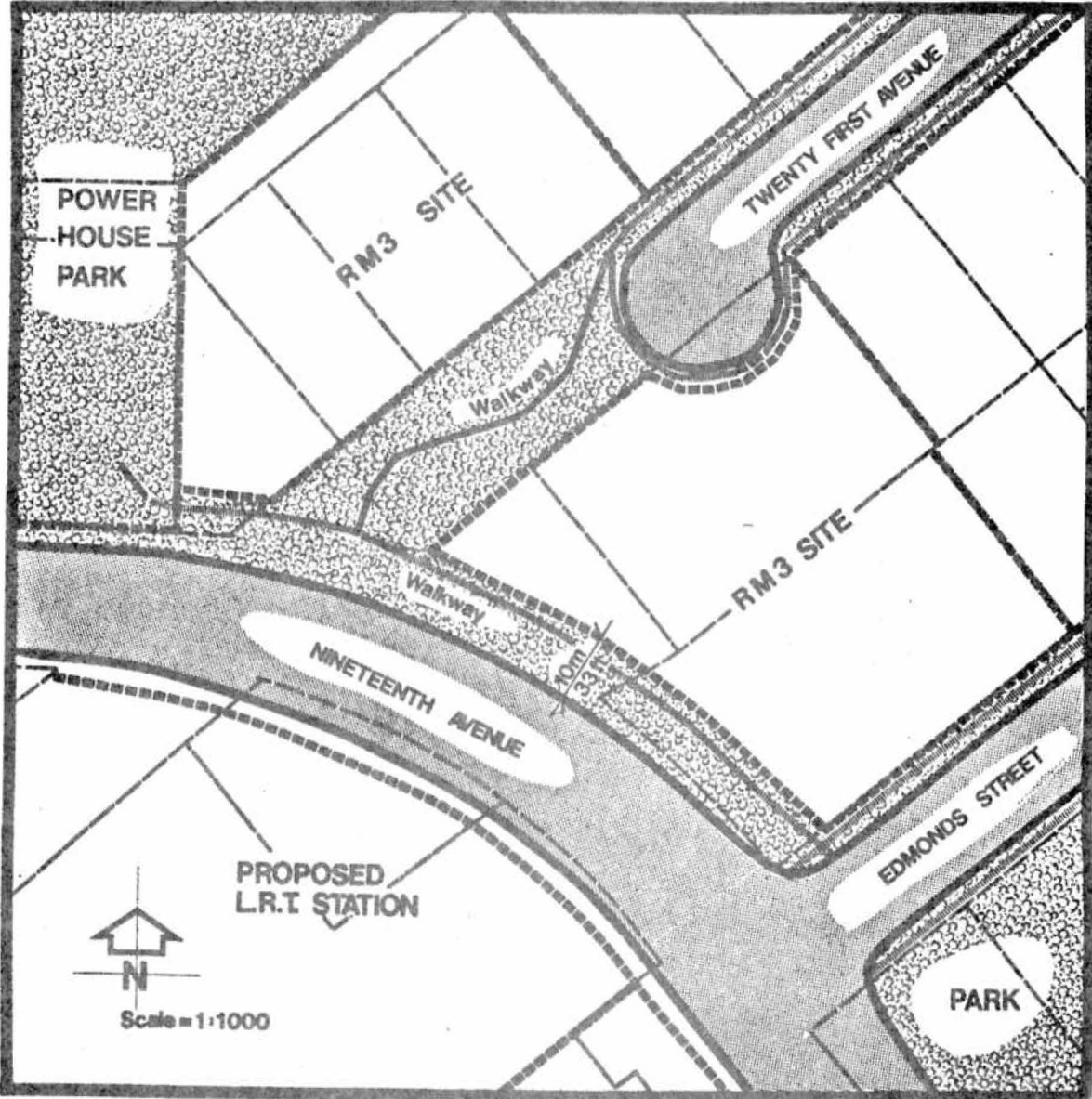
KINGSWAY / EDMONDS AREA PLAN
 (APARTMENT STUDY AREAS 'O' & 'P' AND COMMUNITY PLAN SIX)

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



SKETCH 1

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AMENDED PARK-TRAIL CONNECTION TO
 POWER HOUSE PARK. - PLANNING DEPARTMENT
 DESIGN SKETCH.

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.

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COUNCIL MEETING 1980 03 31

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

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.

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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.

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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.

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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.

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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).

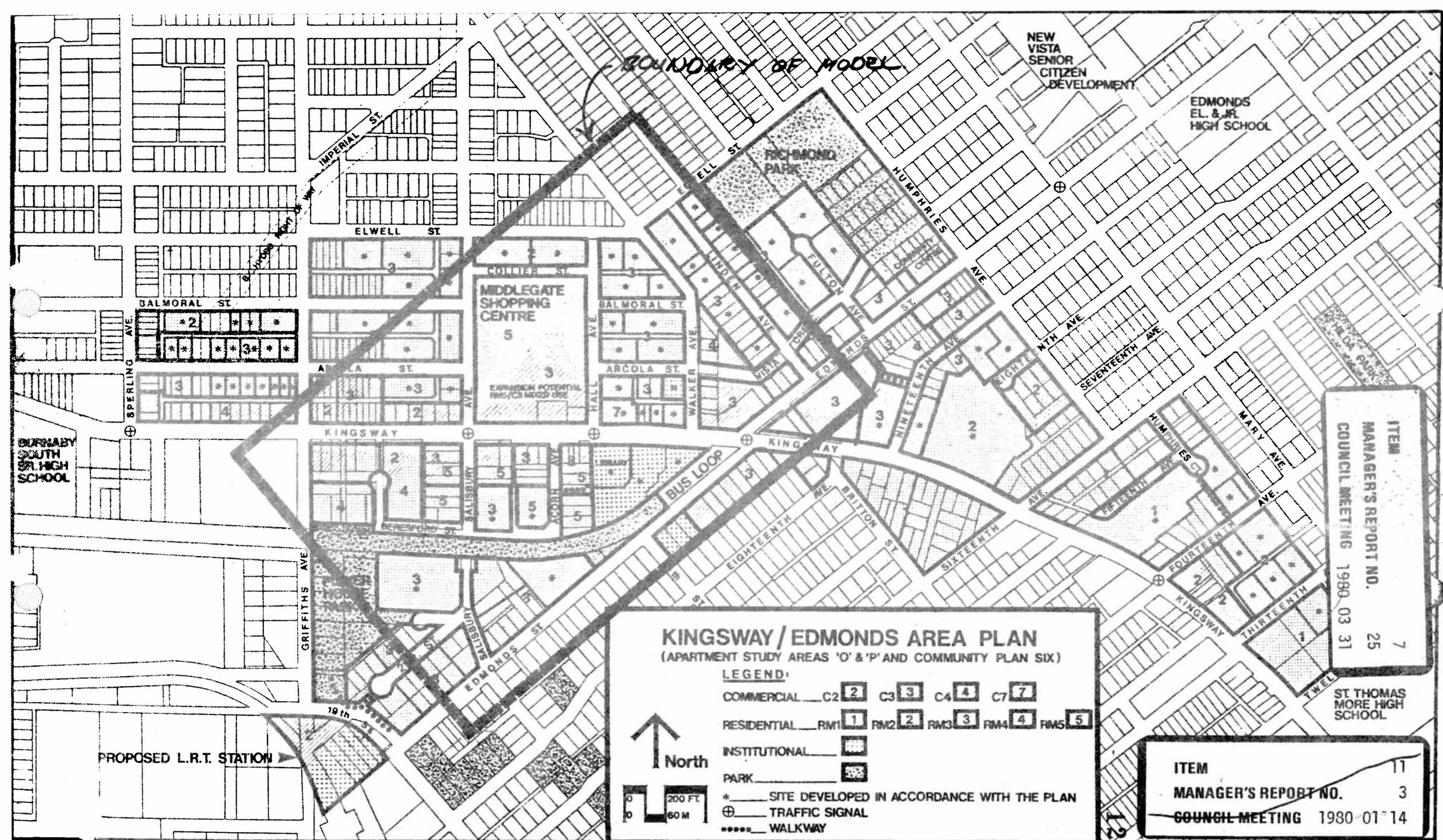
5.0 CONCLUSION

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.


R. A. L. PARR
DIRECTOR OF PLANNING

CBR:lf

cc: Parks and Recreation Administrator
Municipal Engineer
Attachments



BOUNDARY OF MODEL

NEW VISTA SENIOR CITIZEN DEVELOPMENT

EDMONDS EL. & JR. HIGH SCHOOL

RICHMOND PARK

MIDDLEGATE SHOPPING CENTRE

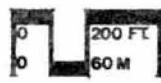
EXPANDED POTENTIAL RES./CS MIXED USE

KINGSWAY / EDMONDS AREA PLAN

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

LEGEND:

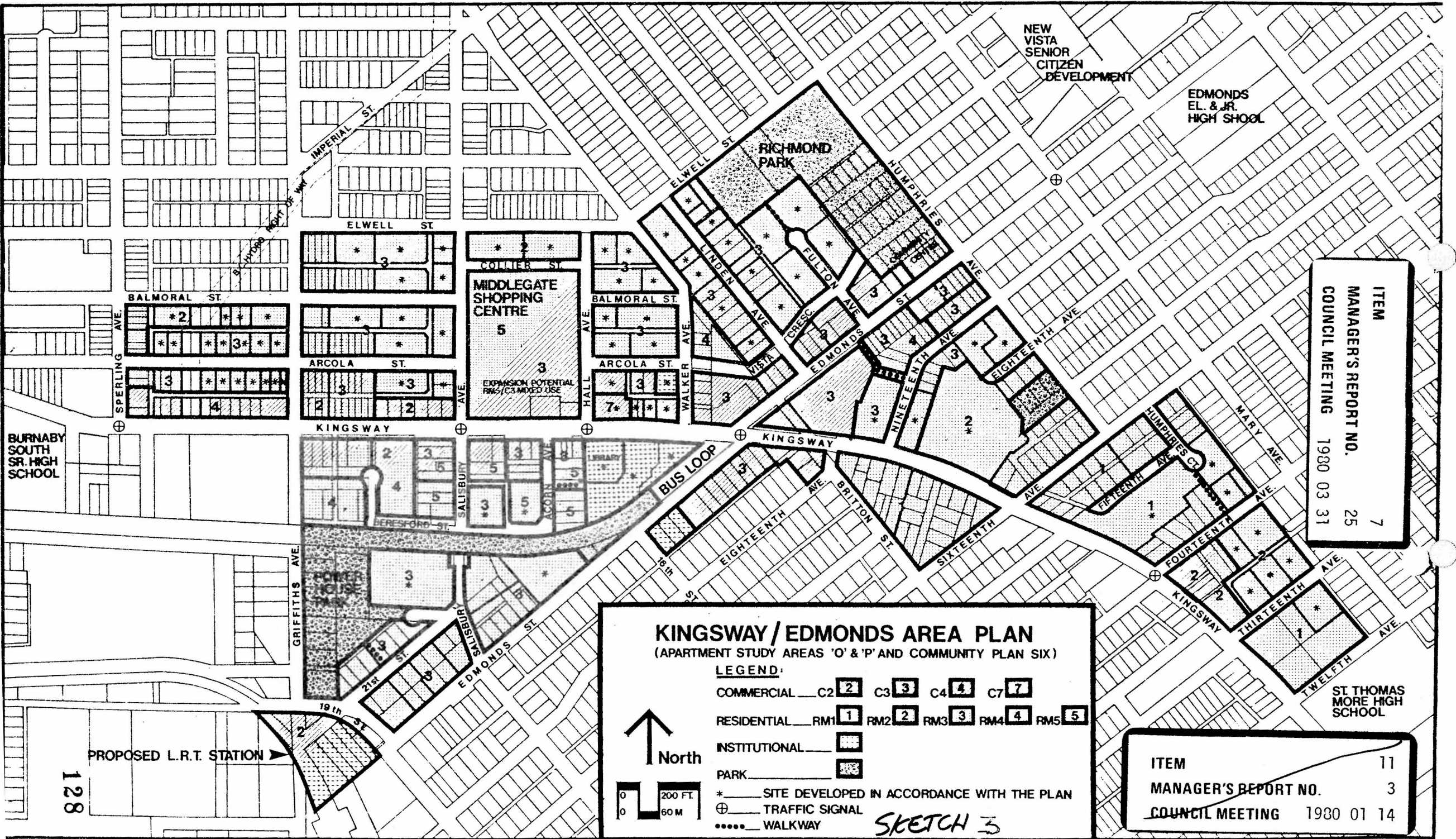
- COMMERCIAL ___ C2 2 C3 3 C4 4 C7 7
- RESIDENTIAL ___ RM1 1 RM2 2 RM3 3 RM4 4 RM5 5
- INSTITUTIONAL ___
- PARK ___
- * ___ SITE DEVELOPED IN ACCORDANCE WITH THE PLAN
- ⊕ ___ TRAFFIC SIGNAL
- WALKWAY



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ITEM 11
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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
 - INSTITUTIONAL — [Pattern]
 - PARK — [Pattern]
 - * — SITE DEVELOPED IN ACCORDANCE WITH THE PLAN
 - ⊕ — TRAFFIC SIGNAL
 - WALKWAY



SKETCH 3

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ITEM 11
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BURNABY SOUTH SR. HIGH SCHOOL

NEW VISTA SENIOR CITIZEN DEVELOPMENT

EDMONDS EL. & JR. HIGH SCHOOL

RICHMOND PARK

MIDDLEGATE SHOPPING CENTRE

ST THOMAS MORE HIGH SCHOOL

PROPOSED L.R.T. STATION

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RE: KINGSWAY/EDMONDS AREA PLAN
(ITEM 11, REPORT NO. 3, 1980 JANUARY 14)

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

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RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER PLANNING DEPARTMENT
1980 JANUARY 24

FROM: DIRECTOR OF PLANNING FILE: 15.148 AREA "0"

SUBJECT: KINGSWAY/EDMONDS AREA PLAN
COUNCIL DISCUSSION OF 1980 JANUARY 14

RECOMMENDATIONS:

1. THAT this matter be lifted from the table.
2. 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 Manager's Report No. 3, Item 11, 1980 January 14.
3. THAT a copy of this report and Manager's Report No. 3, Item 11, 1980 January 14, be sent to the Advisory Planning Commission, the Parks and Recreation Commission and citizens who have expressed an interest.

REPORT

Council on 1980 January 14 received the Manager's Report No. 3, Item 11, which recommended adoption of the Kingsway/Edmonds Area Plan as amended by that report. The attached sketch illustrates the recommended plan. Council tabled the report for three weeks and directed staff to answer questions raised in the meeting. This report addresses these questions.

- 1) Why are higher density apartments recommended within the Middlegate Shopping Centre site and the triangular site bounded by Walker Avenue, the proposed extension of Arcola Street and existing RM3 development?

Both of these sites are within the centre of the Community Plan area where higher density housing should generally be located to create an identifiable central area with a strong image and intensity of activity and to accommodate more residents near core area shops and facilities, thereby improving energy efficiency and providing support for a greater diversity of shops and facilities. Higher density development within core areas permits suitable transitional densities down to surrounding single family areas.

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ITEM	5
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PLANNING DEPARTMENT
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The owners of Middlegate have indicated in past discussions with staff that they ultimately wish to redevelop the shopping centre. This redevelopment would be a long term option, as they are currently pursuing more modest upgrading. We believe the most appropriate redevelopment would include a residential component. A residential component would be compatible with housing to the west, north and east, would keep the site "alive" for twenty-four hours per day rather than just during shopping hours and would enhance the economic viability of the site. The density recommended (RM5) is consistent with the site's location in the core and a desire to minimize site coverage thereby maximizing setbacks, plaza and landscaped areas. The major issue which members of the public raised with respect to the redevelopment of Middlegate in the public information meeting, was a desire to maintain open space on the site. Redevelopment involving low site coverage and some underground parking will maintain open space, which is particularly desirable in this area of uniform three-storey apartment buildings with their higher coverage.

Higher density (RM4) housing is recommended for the site north-east of Walker Avenue and Arcola Street largely due to its central location. The triangular shaped site lends itself to development with a point block building form rather than with a three-storey frame building. The resultant development will have low site coverage in an area of higher site coverage and will provide variety of form in the area which is uniformly developed with three-storey frame apartments.

2) Why not connect Beresford Street through to Griffiths Avenue?

As noted in Manager's Report No. 3, Item 11 Section 2.1, two accesses to the area bounded by Griffiths, Kingsway and Beresford will be necessary to accommodate the number of vehicle trips expected to be generated by the population of the area. The approach to providing these accesses shown on the Plan is favoured as it minimizes the separation of apartments from the park and a good stand of evergreens within the Beresford road allowance can be retained and incorporated into the park. Further, the connection of Beresford to Griffiths would result in through traffic which could otherwise be avoided in this residential area adjacent the park. While it may be possible, upon obtaining the B.C. Hydro right-of-way, to relocate Beresford to the south to retain trees within the current road allowance and include the area in a development site, 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.

3) Should a traffic signal be installed at Griffiths Avenue and Kingsway?

A signal at this intersection may well be warranted upon implementation of the Transportation Plan. It is not warranted at this time due to limited traffic volumes.

PLANNING DEPARTMENT
KINGSWAY/EDMONDS AREA PLAN
1980 JANUARY 28 - PAGE 3 (Three)

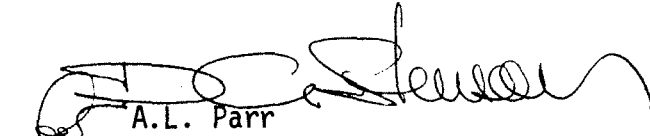
ITEM	5
MANAGER'S REPORT NO.	9
COUNCIL MEETING	1980 02 04

ITEM	7
MANAGER'S REPORT NO.	25
COUNCIL MEETING	1980 03 31

In conclusion, the Plan is suitable for final consideration and adoption as the amended Community Plan for the area, to serve as a guide to development and future planning decisions.

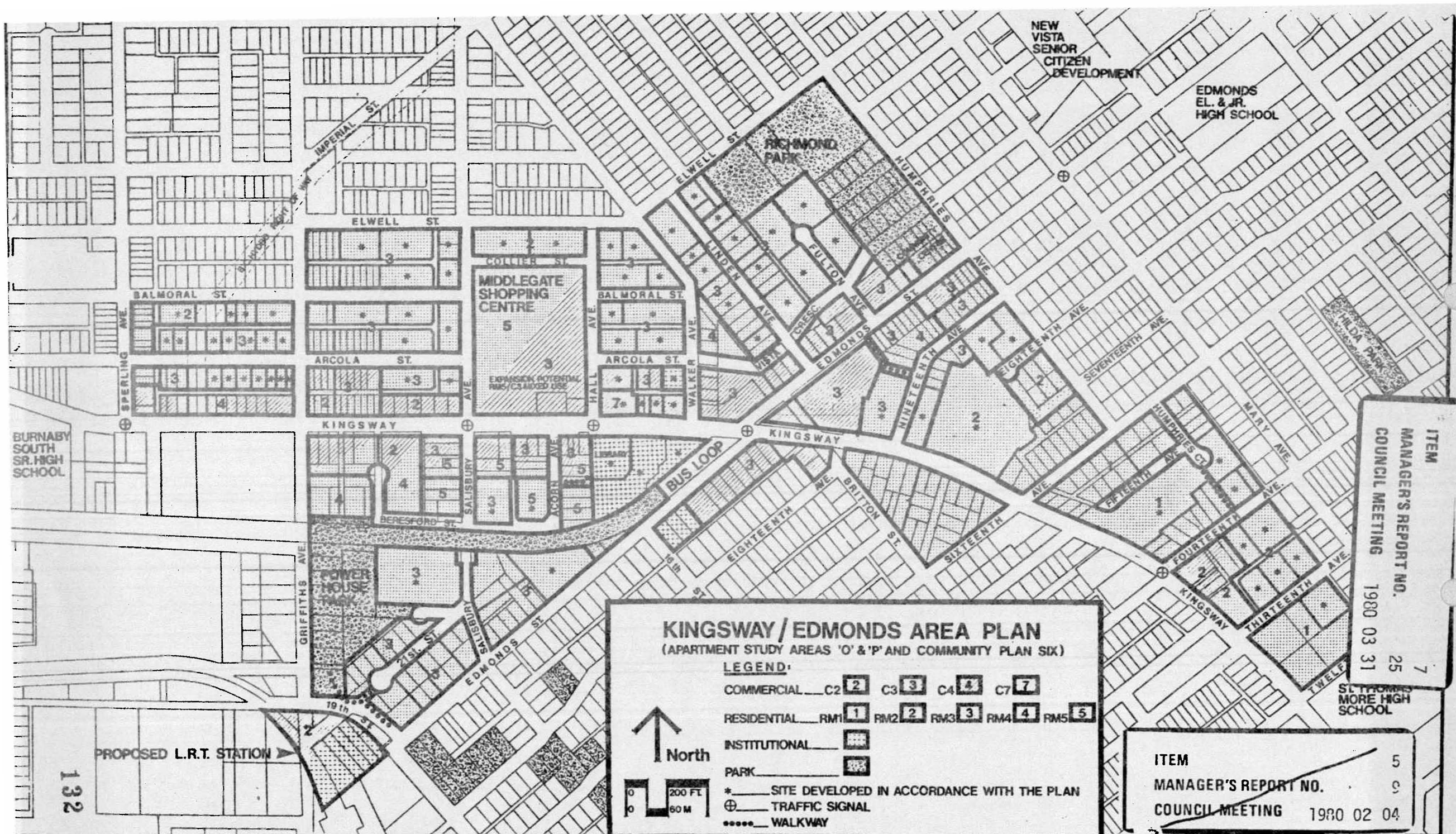
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ALP
CBR/rlp


A.L. Parr
DIRECTOR OF PLANNING

Attachment

cc: Parks and Recreation Administrator
Municipal Clerk



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**

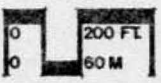
INSTITUTIONAL

PARK

* SITE DEVELOPED IN ACCORDANCE WITH THE PLAN

⊕ TRAFFIC SIGNAL

..... WALKWAY



ITEM 7
 MANAGER'S REPORT NO. 25
 COUNCIL MEETING 1980 03 31

ITEM 5
 MANAGER'S REPORT NO. 9
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SKETCH 1

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