

ITEM 14
MANAGER'S REPORT NO. 29
COUNCIL MEETING 86/04/28

RE: EDMONDS TOWN CENTRE SOUTH AREA BOUNDED BY
RUMBLE STREET, GRIFFITHS AVENUE, HART STREET AND RON McLEAN PARK
MUNICIPAL MANAGER'S RECOMMENDATION:

1. *THAT the recommendation of the Director Planning & Building
Inspection be adopted.*

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TO: MUNICIPAL MANAGER 1986 APRIL 11
FROM: DIRECTOR PLANNING &
BUILDING INSPECTION
RE: EDMONDS TOWN CENTRE SOUTH
AREA BOUNDED BY RUMBLE STREET, GRIFFITHS AVENUE,
HART STREET AND RON McLEAN PARK

RECOMMENDATIONS:

1. THAT the subject sites indicated on the attached sketches and as discussed in this report be included in the Residential Development Concept for the Edmonds Town Centre South Area as adopted on 1986 January 13.
2. THAT copies of this report be sent to the owners of the subject properties.

REPORT

1.0 INTRODUCTION:

On 1986 January 13 Council adopted a concept plan for development of a residential area in the Stride area (see sketch 2). A draft Community Plan is in the process of being prepared based on the concept plan.

The Planning & Building Inspection Department has received letters from owners and representatives of the properties bounded by Rumble Street, Griffiths Avenue, Hart Street and Ron McLean Park (6670, 6700, 6770, 6826 Rumble Street, 6771, 6825, 6855 Hart Street and 7671 Griffiths Avenue as shown on the attached sketch 1) proposing multi-family residential use of these sites.

2.0 DISCUSSION:

The subject properties total approximately 4.9 ha (12 acres) in area, and are currently zoned M2 General Industrial District. The Spear and Jackson plant is located at 6700 Rumble Street, and a multi-tenant industrial building is located at 6670 Rumble Street. There is also one older dwelling on the subject site.

The subject properties form a relatively isolated enclave, being surrounded by Ron McLean and Byrne Creek Parks to the south and west, and by the Rumble Street/Railway/SkyTrain/B.C. Parkway alignments to the north and east. This enclave is separate and distinct from the nearest industrial lands which are north of Rumble Street.

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Upon consideration of the subject site's setting bounded by natural buffering areas such as the B.C. Parkway, Ron McLean Park and the Byrne Creek Ravine, as well as its proximity and good pedestrian accessibility to the Edmonds SkyTrain Station, its development for multi-family residential use would appear to have merit. This land use change would result in development of a homogeneous residential community in this area between Rumble Street and Marine Drive. This can also be supported from a community wide supply and demand perspective, which presently suggests that by the turn of the century, the Municipality's residential land use inventory will tend to be closer to saturation than its industrial land inventory. Therefore in view of each of the contributing factors, the future residential development of these lands can be supported.

Preliminary indications are that most services are available in reasonable proximity to this overall site. A major sanitary sewer trunk line traverses the southern edge of the site and would remain. New storm sewer outfalls into Byrne Creek would have to be determined and require coordination with the federal and provincial fisheries departments. An internal dedicated road access off Rumble Street will likely be required to serve the created sites and to avoid direct accesses into individual sites from Rumble Street, a major collector, particularly in the western half of the site which slopes steeply down from Rumble Street. Municipal property ownerships within the site would assist in achieving this internal road access. An appropriate conifer buffering and screening setback should be maintained between Rumble Street and proposed multiple family development. This site is generally midway between Clinton and Stride Elementary Schools both of which have sufficient excess capacity to accommodate this development.

An analysis of the subject site in relationship to the multi-family residential land use distribution provided for by the Council-adopted plan concept for the Edmonds Town Centre South/Stride Avenue (Domglas) area (see attached sketch #2) as well as its location relative to the Edmonds SkyTrain Station, suggests that the appropriate form of multi-family residential development would be a mix of low-rise apartments and garden apartments.

The northerly portion of the site would be suitable for garden apartments at a maximum density of approximately 60 units per ha (25 units per acres) and a maximum Floor Area Ratio of 0.6 based on the provision of underground parking, while the southerly portion of the site would be suitable for low-rise apartments at a maximum density of approximately 100 units per ha (40 units per acre) with a maximum Floor Area Ratio of 0.9 based on the provision of underground parking. These guidelines would be applicable to net development sites. The maximum capacity of the subject properties would be in the order of 340 units.

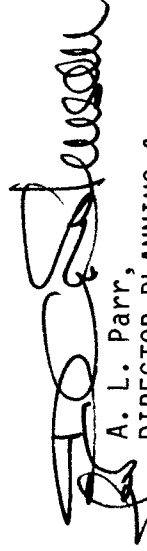
In summary, the site can provide an attractive setting for lower density multiple family development of an RM1 and RM2 type character, oriented to the existing natural open space elements to the west, south, and east and compatible with the existing residential community south of Rumble Street to the west.

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3.0 CONCLUSION

In accordance with the above it is recommended that the subject properties be included in the Residential Development Concept for the Edmonds Town Centre South Area as adopted on 1986 January 13. This area would then be incorporated into staff's current work towards preparation of a draft community plan to guide specific development throughout this area, as previously authorized by Council.

RR
RR/gj

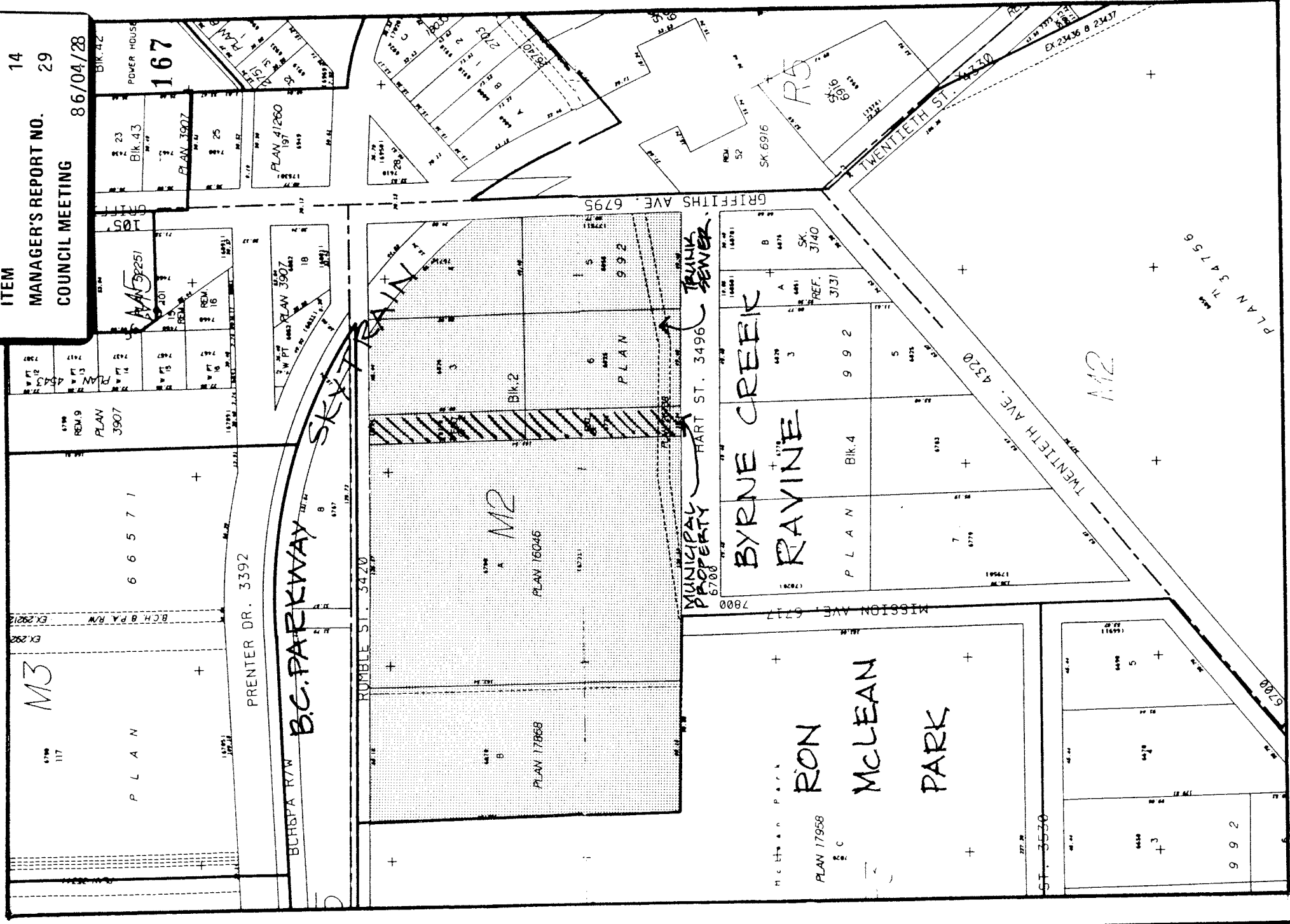

A. L. Parr,
DIRECTOR PLANNING &
BUILDING INSPECTION

cc: Director Engineering
Director Recreation & Cultural Services

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Burnaby Planning Department

Date

1986 APRIL

Scale

1:2500

Drawn By

SUBJECT PROPERTIES
 PROPOSED RESIDENTIAL ADDITION
 TO EDMONDS TOWN CENTRE
 SOUTH PLAN CONCEPT.

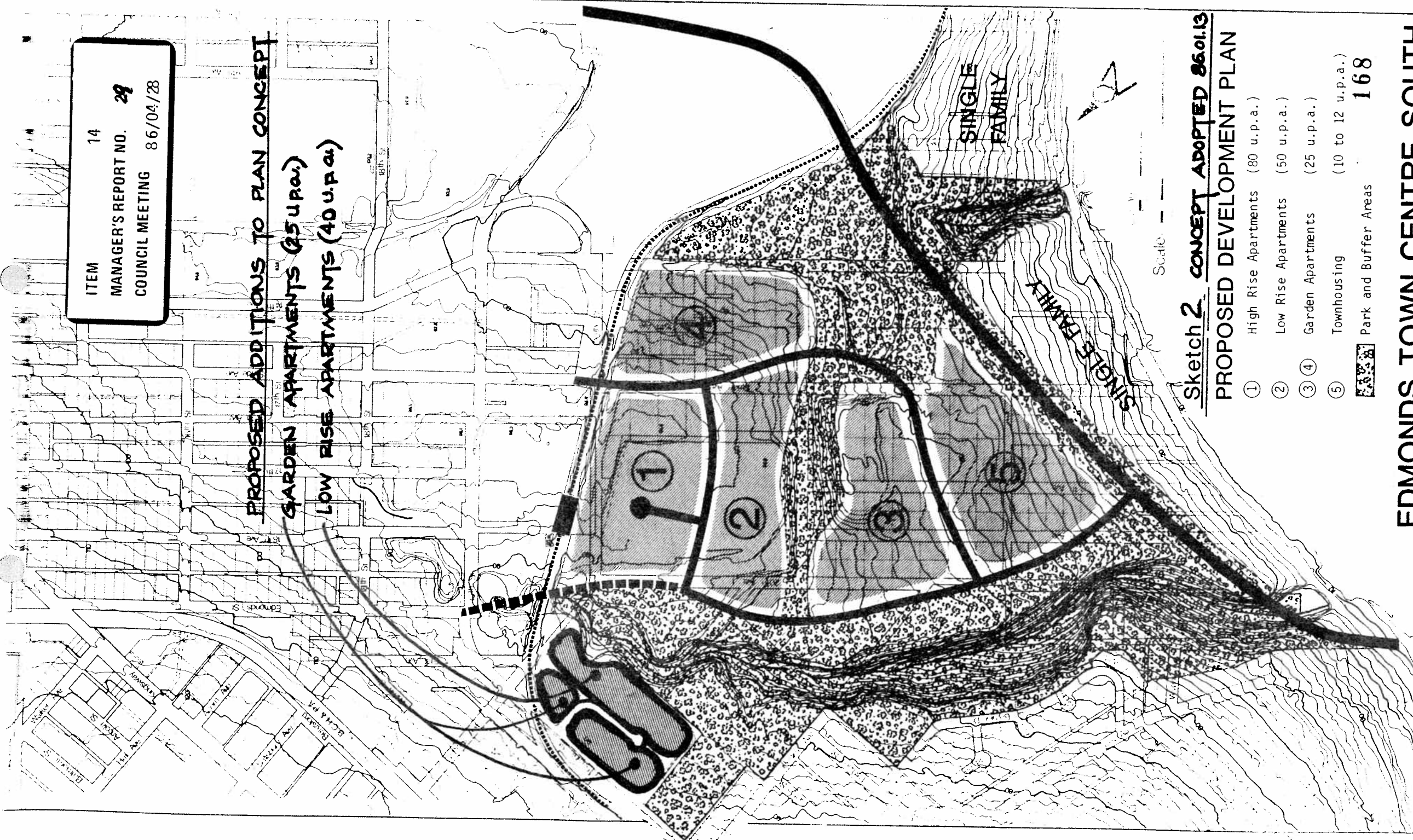
SKETCH 1

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PROPOSED ADDITIONS TO PLAN CONCEPT

GARDEN APARTMENTS (25 u.p.a.)

LOW RISE APARTMENTS (40 u.p.a.)



Scale: ---

Sketch 2 CONCEPT ADOPTED 06.01.13

PROPOSED DEVELOPMENT PLAN

- ① High Rise Apartments (80 u.p.a.)
- ② Low Rise Apartments (50 u.p.a.)
- ③ ④ Garden Apartments (25 u.p.a.)
- ⑤ Townhousing (10 to 12 u.p.a.)

Park and Buffer Areas 168

