

ITEM 11  
MANAGER'S REPORT NO. 49  
COUNCIL MEETING 87/08/10

RE: PROPOSED EDMONDS STATION AREA PLAN

--TRIANGULAR AREA BOUNDED BY BERESFORD STREET, EDMONDS STREET,  
NINETEENTH STREET AND GRIFFITHS AVENUE

--EDMONDS STREET RIGHT-OF-WAY REQUIREMENTS

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1987 JULY 31  
FROM: DIRECTOR PLANNING &  
BUILDING INSPECTION

SUBJECT: PROPOSED EDMONDS STATION AREA PLAN

- TRIANGULAR AREA BOUNDED BY BERESFORD STREET, EDMONDS STREET,  
NINETEENTH STREET AND GRIFFITHS AVENUE
- EDMONDS STREET RIGHT-OF-WAY REQUIREMENTS

RECOMMENDATIONS:

1. THAT the land use designation for the triangular area bounded by Beresford Street, Edmonds Street, Nineteenth Street and Griffiths Avenue as shown on the attached Edmonds Station Area Plan sketch be approved, on the understanding that a further report will be submitted regarding the designation of 6945 and 6967 Twenty-First Avenue.
2. THAT the adjustment to the required Edmonds Street right-of-way as shown on the attached Edmonds Station Area Plan sketch be approved.

REPORT

1.0 BACKGROUND:

On 1987 July 13, Council adopted the proposed Edmonds Station Area Plan with the exception of the triangular area bounded by Beresford Street, Edmonds Street, Nineteenth Street and Griffiths Avenue, which was referred back to staff for review and a further report.

The area in question includes redevelopment sites between Twenty-First Avenue and Edmonds Street (to the west of Salisbury Avenue) as well as sites to the east of Salisbury Avenue. These sites were previously on the periphery of the Edmonds Town Centre area and were designated for medium density low-rise multi-family residential (RM3) development by the Kingsway/Edmonds Area Plan (Community Plan Six) adopted by Council on 1980 March 31.

With the development of the Edmonds SkyTrain Station at the foot of Eighteenth Avenue, an opportunity was perceived to extend the core of the Edmonds Town Centre southward to link the existing commercial and high density residential centre on Kingsway with the new Station. The central location of the sites at the Salisbury Avenue and Edmonds Street intersection between these two nodes was reflected by their designation for high-rise multi-family residential redevelopment in the proposed Edmonds ALRT Station Area Plan Concept presented to Council on 1984 December 03. Although this Plan Concept was not approved or adopted by Council, it was this Department's understanding that Council's concerns with it focused on elements of the proposed road pattern and that there were no expressed major concerns regarding the Concept's proposed land use aspects.

2.0 EDMONDS STATION AREA PLAN:

On 1986 July 07 Council adopted a motion authorizing staff to commence work on a plan for the Station area, and following further staff review a report containing a draft Plan for the Edmonds Station Area was submitted on 1987 March 16. This draft Plan, as recommended by staff and endorsed by Council for presentation at an Open House, designated the areas in question as four high-rise multi-family residential (RM4) redevelopment sites. As in the earlier Plan Concept, these sites formed part of a high density link between the Station and the existing high density Town Centre core along Kingsway, and provided for increased apartment accommodation within easy walking distance of both the SkyTrain Station and the commercial facilities on Kingsway.

The largest number of comments received regarding the draft Edmonds Station Area Plan as a result of the Open House held on 1987 May 27 expressed concerns regarding the impact of proposed RM4 High-Rise developments on two existing RM3 condominium developments at 7055 Wilma Street/7377 Salisbury Avenue and 7151 Edmonds Street. In response to specific concerns expressed regarding potential loss of privacy, blocking of existing views and loss of sunlight due to overshadowing, staff undertook an urban design study for the area in question, as described in our report submitted 1987 July 13. This included guidelines that the high-rise buildings be sited to maximize view corridors and be limited to a maximum height of 14 stories (reflecting the fact that although RM4 zoning regulations limit building heights to 30 m, increased heights for more slender towers to improve view corridors are permitted for comprehensive development projects). Based on view corridor and shadow studies it was considered that all four of the designated RM4 sites could be maintained with minimal impact on the existing apartment developments in the area. Responding to the apartment residents' concerns, however, the two redevelopment sites to the east of Salisbury Avenue (which were the only proposed RM4 sites directly abutting one of the existing RM3 developments and could be considered as forming part of an RM3 band of development) were recommended for redesignation as RM3 sites.

Since that time, staff have met with a number of residents of the area, some of whom have also appeared as delegations to Council. Opinions are sharply divided on the question of the most appropriate form of apartment development within the "triangle", with some residents suggesting that all four sites should be developed at RM4 densities as previously proposed, and other residents suggesting that all four sites should be developed at RM3, RM2 or RM1 densities.

Resident concern has also been expressed that land use designations in this area should ensure the provision of needed housing opportunities. This issue is directly related to one of this Department's objectives in preparing the Edmonds Station Area and Edmonds Town Centre South Plans, which was provision of a balanced variety of housing opportunities in appropriate locations within the Edmonds Town Centre area. Table 1 attached represents a summary of the housing types and capacities provided by the two Plans, and is considered to confirm that this objective has been achieved.

Based on a review of all the considerations outlined above, staff would reaffirm its previous recommendation regarding land use within the "triangle": i.e. that the two sites east of Salisbury Avenue be developed at RM3 densities while the two sites between Edmonds Street and Twenty-First Avenue be developed at RM4 densities.

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SUMMARY OF PLANNED HOUSING TYPES  
Edmonds Station Area Plan  
Edmonds Town Centre South Plan

TABLE 1

		Edmonds Station Area Plan		Edmonds Town Centre South		Total	
	Units	Acres	Units	Acres	Units (%)	Acres (%)	
High Rise Apartments (RM4; 80 upa)	744	9.3	1050	13.2	1794 (36%)	22.5 (18%)	
Low Rise Apartments (RM3/RM2; 40-50 upa)	1048	21.7	640	12.8	1688 (34%)	34.5 (27%)	
Garden Apartments (RM1; 25 upa)	--	--	755	30.5	755 (15%)	30.5 (24%)	
Future Expansion Areas (RM2/RM1;25-40 upa)	390	12	--	--	390 (8%)	12 (9%)	
Townhousing (10 to 12 upa)	--	--	336	28	336 (7%)	28 (22%)	
<b>TOTAL</b>	<b>2182</b>	<b>43</b>	<b>2781</b>	<b>84.5</b>	<b>4963 (100%)</b>	<b>127.5 (100%)</b>	

- NOTE: 1. Figures for the Edmonds Station Area Plan are based on the recommendations contained within this report.  
 2. Figures for the Edmonds Town Centre South Plan reflect current rezoning proposals.  
 3. All figures are estimates and subject to revision as specific rezoning and development proposals proceed.  
 4. Maximum units developable per net acre are shown as upa.

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3.0 TAX IMPLICATIONS:

Staff have been requested to provide comparative estimates of the tax revenue which would be generated by RM3 or RM4 redevelopment within the "triangle" area. For RM3 development future assessed value has been estimated at \$2.9 million per developed net acre (based on an estimated site value of \$12,000 per apartment unit plus construction costs of \$48 per square foot of gross floor area). For RM4 development the future assessed value is estimated at \$5.3 million per developed net acre (based on an estimated site value of \$9,000 per apartment unit plus construction costs of \$62 per square foot of gross floor area). The table below summarizes hypothetical 1987 tax revenues under various forms of redevelopment for the four sites in question which have a total net area of approximately 5.2 acres.

Table 2

HYPOTHETICAL 1987 TAX REVENUES

Four Redevelopment Sites Within the Edmonds Station Area "Triangle"

Form of Development	No. of Units	Estimated Assessed Value	Estimated Tax Revenue
Four RM3 Sites	260	\$15.1 million	\$228,424
Two RM3 Sites; Two RM4 Sites (Recommended Plan)	341	\$21.6 million	\$324,350
Four RM4 Sites	416	\$27.6 million	\$412,915

4.0 POWERHOUSE PARK:

The land use designation for 6945 and 6967 Twenty-First Avenue represents another outstanding issue within the "triangle" area under discussion. At its meeting on 1987 June 29 Council adopted a motion referring the question of retaining these two lots as an apartment site, instead of including them within Powerhouse Park, to the Parks and Recreation Commission. Parks and Recreation Department staff are reviewing this issue for consideration by the Commission at its meeting on 1987 September 16, following which a report will be submitted to Council.

5.0 EDMONDS STREET RIGHT-OF-WAY

Edmonds Street widening requirements between Nineteenth Street and Kingsway have been reviewed in light of its recent reclassification from a major collector to a secondary arterial. Widening requirements are also related to the objective of improving the residential environment of the neighbourhood as apartment redevelopment continues to take place.

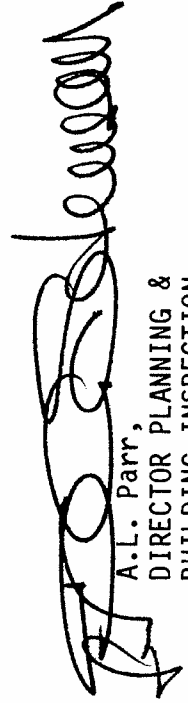
On the south side of Edmonds Street the adopted Plan had shown 6.1 m (20 ft.) widening between Nineteenth and Eighteenth Streets, with a taper to 1.8 m (6 ft.) beyond Eighteenth Street. It has now been determined that the widening between Eighteenth Street and Sixteenth Street should also be 6.1 m (20 ft.) in order to permit the construction of a 14 m (46 ft.) roadway with separated sidewalks, and a boulevard buffer area that will provide greater separation between traffic and new residential development in the neighbourhood and reduce or eliminate the requirement to install retaining walls due to elevation differentials. As redevelopment proceeds the required dedications could be obtained through Highway Exchange Bylaws involving the lane to the south of Edmonds Street which is to be closed. A number of corner truncations are also required and shown on the attached Sketch Plan. No changes are proposed to the required dedication of 4.27 m (14 ft.) on the north side of Edmonds Street.

It is recommended that Council approve the resulting adjustment to the planned Edmonds Street right-of-way as illustrated on the attached Edmonds Station Area Plan sketch.

6.0 SUMMARY:

Planning staff have reviewed the issue of land use within the triangular area bounded by Beresford Street, Edmonds Street, Nineteenth Street and Griffiths Avenue. As a result we would reaffirm our previous recommendation that the two sites east of Salisbury Avenue should be designated for redevelopment at RM3 densities while the two sites between Twenty-First Avenue and Edmonds Street should be designated for redevelopment at RM4 densities (as indicated on the attached Plan sketch). A further report regarding the land use designation for 6945 and 6967 Twenty-First Avenue will be submitted following consideration of this issue by the Parks and Recreation Commission. In the interim it is recommended that these lots be indicated as under study.

Edmonds Street road widening requirements have also been reviewed and it is recommended that Council approve the resulting adjustment to the Edmonds Station Area Plan as indicated on the attached Plan sketch. This represents the only change to the Plan Sketch from that contained in our previous report of 1987 July 13.



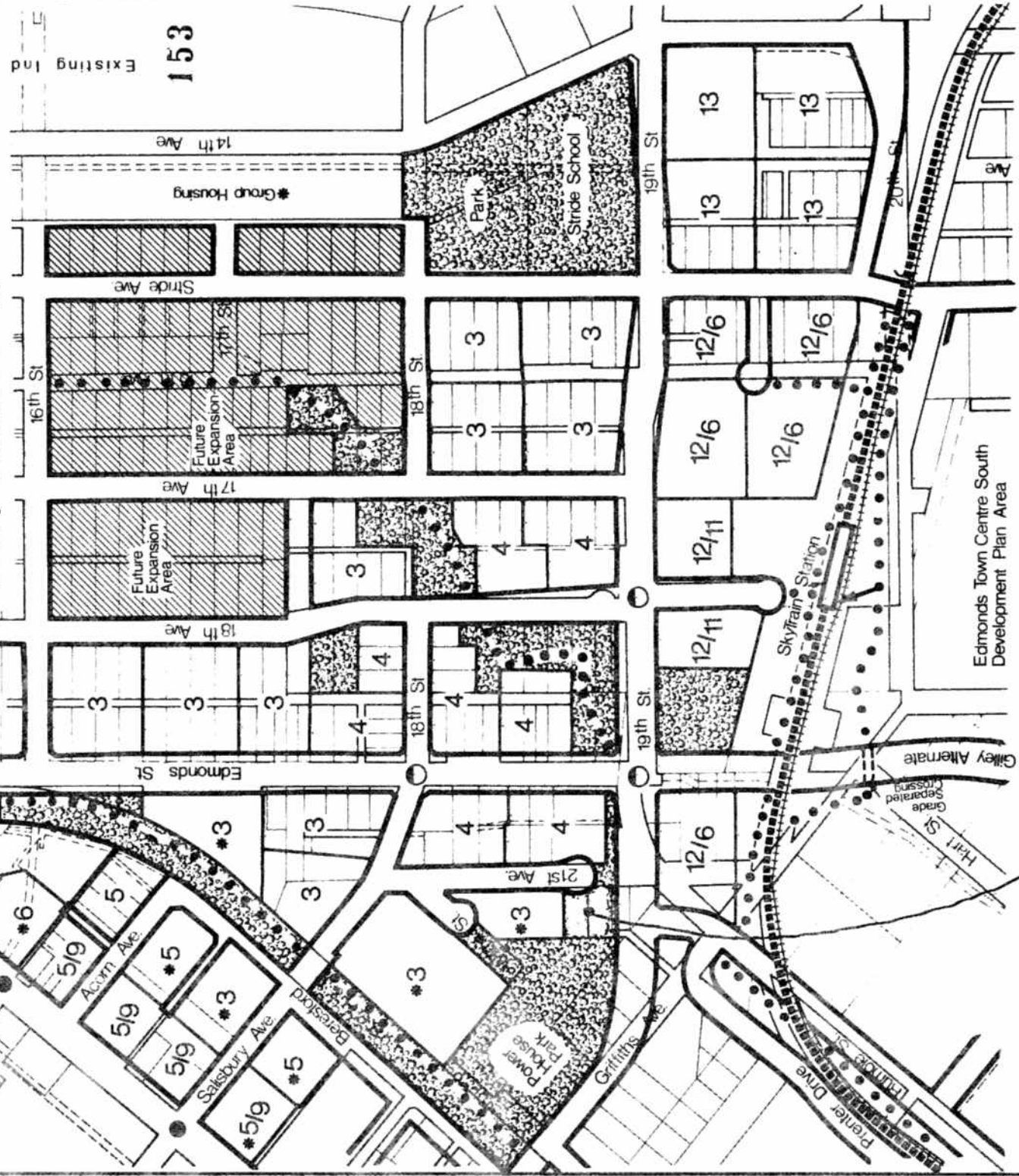
A.L. Parr,  
DIRECTOR PLANNING &  
BUILDING INSPECTION

RR/js

Attachments

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**PLAN ADOPTED 1987 JULY 13**  
 SHOWING RECOMMENDATIONS  
 FOR EDMONDS ST. R.O.W. &  
 BERESFORD/GRIFFITHS/19TH/  
 EDMONDS TRIANGLE.  
 1987 AUGUST 10



UNDER STUDY

**LEGEND:**

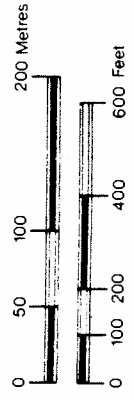
- 2▲ Low Rise Multi Family Residential — (RM2 — 40 UPA)
- 3▲ Low Rise Multi Family Residential — (RM3 — 50 UPA)
- 4▲ High Rise Multi Family Residential — (RM4 — 80 UPA)
- 5▲ High Rise Multi Family Residential — (RM5 — 100 UPA)

- 6▲ Institutional — (C3)
- 9▲ Commercial — (C1)
- 11▲ Commercial — (C1)

- 12▲ Low / Medium Density Office — (M5 Guidelines)
- 13▲ Light Industrial — (M5 Guidelines)

▲ Future Low Rise Multi Family Residential Expansion Area — (RM2 & RM1)

- ▲ Park, School, Trail And Ravine Areas
- Walkways / Trails
- \*▲ Developed
- ▲ Existing Traffic Signals
- ▲ Potential Traffic Signals



# Edmonds Station Area Plan

Expansion Of Community Plan City