

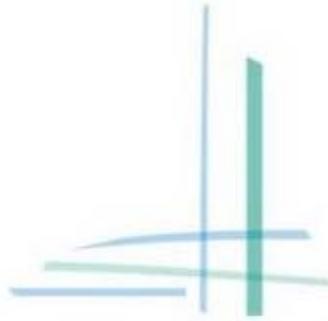
Southgate Village - Precedence and Community Island 1 & 2

[Photos](#)

[Map View](#)

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PRECEDENCE





An excellent new opportunity is coming to the Burnaby Edmonds area. Located close to the Expo SkyTrain line and only two stops east from Metrotown, Ledinham McAllister is developing a new masterplan community known as Southgate Village. Sales are expected to begin shortly at this 48 acre master plan Southgate Village community in Burnaby which is expected to include approximately 20 residential towers between 19 -



46 storeys and an additional 200,000 square feet of new commercial space. The entire build out is expected to take 15 to 20 years.

The pioneering presale development has been branded as Precedence which will include a 32 storey concrete tower as well as a 4 storey woodframe condo building including a total of 351 residential homes. The phase is expected to include a solid mix of homes; 94 one bedroom homes, 205 two bedroom homes, and 16 three bedrooms homes. The first tower will soar over 330 feet in the air. With this developer recently launching and selling one of Burnaby's fastest selling towers of 2016 called [Escala Brentwood](#), demand is expected to pour over to this new Southgate Village community.

Expected to be released shortly after Precedence, the next phase will be known as Community Island 1 and 2. Similar to Precedence, this residential presale will include a 30 storey concrete tower and a 4 storey woodframe apartment building including a total of 280 units. The unit mix is expected to include a solid mix of homes; 69 one bedroom homes, 207 two bedroom homes, and 6 three bedrooms homes. This particular phase will be adjacent to a newly developed park.

If you're looking for more information on Precedence or Community Island or other future phases within Southgate Village and would like to be among the first to receive information as it becomes available please contact The Wallace & Green team today and we will keep you up-to-date!

Scott Wallace

New Home Sales Expert
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(604) 377-4551

Carson Green

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(604) 506-5364

E. & O. E. This is not an offering for sale. An offering for sale may only be made after filing a Disclosure Statement under the Real Estate Development Marketing Act

Address	7205 11th Avenue
Area	Burnaby South
Sub Area	Highgate

Vancouvermarket.ca

First Two Towers of Southgate Village Approved for Rezoning

Posted on [March 23, 2016](#)

The first phases of Ledingham McAllister's Southgate Village project are moving forward through the rezoning process, with City of Burnaby council approval this week to go to public hearing.

Ledingham acquired the 48-acre former distribution centre in 2012 and [received approval of a multi-phase master plan for the site in 2015](#), including 5.9 Million square feet of density (2.86 FAR). The master plan consists of five neighbourhoods, and the first two towers will be located in two of these neighbourhoods, each of which will be constructed in several phases.

The first two tower phases include:

“Precedence” (Gateway Neighbourhood)

- a 32-storey apartment tower and 4-storey lowrise
- 351 units
- 94 one-bedrooms, 205 two-bedrooms, 16 three-bedrooms
- tower height of 330.5 ft
- 401 underground parking spaces



“Southgate Community Island 1 & 2” (Island Neighbourhood)

- a 30-storey tower and 4-storey lowrise
- 282 units
- 69 one-bedrooms, 207 two-bedrooms, 6 three-bedrooms
- a small park
- 310 parking spaces

A new east-west public road will be built as part of this phase and will connect 18th Street to 12th Avenue.



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This entry was posted in [Development](#) and tagged [Burnaby](#), [Ledingham McAllister](#), [Master Plan](#), [Rezoning](#), [Southgate Village](#) by david.taylor@colliers.com. Bookmark the [permalink \[http://www.vancouvermarket.ca/2016/03/23/first-two-towers-of-southgate-village-approved-for-rezoning/\]](http://www.vancouvermarket.ca/2016/03/23/first-two-towers-of-southgate-village-approved-for-rezoning/).

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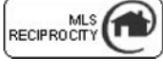
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Click here to request more information regarding active listings in Southgate Village - Prescedence and Community Island 1 & 2

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TO: CITY MANAGER 2014 August 20

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #14-25
Southgate Master Plan
Edmonds Town Centre Development Plan

ADDRESS: 7650, 7701, 7702 Eighteenth Street, Portion of 7679 Eighteenth Street, and 7105, 7205 Eleventh Avenue (see Sketches #1 and #2 *attached*)

LEGAL: Schedule A (*attached*)

FROM: M1 Manufacturing District, M2 General Industrial District and R5 Residential District

TO: CD Comprehensive Development District (based on the RM5 and RM1 Multiple Family Residential Districts, C2 Community Commercial District, and the development plan entitled “Southgate Master Plan Concept Book and Design Guidelines” prepared by IBI Group and PWL Partnership)

APPLICANT: Southgate Village Homes Ltd.
3rd Floor, 1285 West Pender Street
Vancouver, BC V6E 4B1
(*Attention: Robert Estey*)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2014 September 30.

RECOMMENDATIONS:

1. **THAT** the amendment to the Edmonds Town Centre Development Plan, as outlined in Section 4.4 of this report be approved, to take effect upon the granting by Council of Second Reading of the Rezoning Bylaw related to the subject site.
2. **THAT** Council endorse the further public information display on the Southgate Master Plan, as outlined in Section 5.0 of this report.
3. **THAT** a copy of this report be sent to the applicant.
4. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2014 September 08 and to a Public Hearing on 2014 September 30 at 7:00 p.m.

5. **THAT** the following be established as prerequisites to the completion of the rezoning:
- a) The submission of a suitable plan of development.
 - b) The consolidation of the properties at 7650 and 7702 Eighteenth Street, 7105 and 7205 Eleventh Avenue into a single legal parcel.
 - c) The granting of any necessary covenants, including, but not necessarily limited to, Section 219 Covenants for allocating development densities on the overall site, achieving a Gold Neighbourhood District rating (or equivalent) under the Leadership in Energy and Environmental Design (LEED) program, provision of a Master Servicing Plan, provision of a Master Transportation Plan, provision of a Master Stormwater Management Plan; and, provision of a future Master Park Plan.
 - d) The submission of an approved Servicing Master Plan.
 - e) The submission of an approved on-site Stormwater Management System Master Plan.
 - f) The submission of an approved Solid Waste and Recycling Master Plan.
 - g) The submission of an approved Transportation Master Plan.
 - h) The submission of a Site Profile and resolution of any arising requirements.
 - i) Submission of the applicant's schedule for the anticipated construction access and phasing of development of the subject site.

REPORT

1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to establish a Master Plan for the subject site, which would guide further site specific rezoning applications for the development of a multi-phased, mixed-use, multiple-family residential neighbourhood. No specific development or new construction is being sought under the subject rezoning application.

2.0 BACKGROUND

2.1 On 2014 July 21, Council received the report of the Planning and Building Department regarding the rezoning of the subject site and authorized the Department to work with the

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Southgate Master Plan

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applicant toward the preparation of a suitable plan of development with the understanding that a further and more detailed report would be submitted at a later date.

- 2.2 The subject site is comprised of six parcels: 7650 and 7702 Eighteenth Street, 7105 and 7205 Eleventh Avenue, and two City-owned lots at 7679 (portion of) and 7701 Eighteenth Street. The properties at 7650 and 7702 Eighteenth Street and 7105 and 7205 Eleventh Avenue were previously occupied by the food retailer, Canada Safeway Ltd., who used the site for a food distribution complex and dairy plant for their Western Canada operations. The site, which is characterized by a gently sloping topography in a northwesterly direction, currently accommodates five main industrial-warehouse buildings supported by several smaller facilities. The site is predominantly paved, except for a portion of 7702 Eighteenth Street, which is covered with grass and shrubs. The perimeter of the site is screened with landscaping, including coniferous trees, shrubs, and fencing.

The two City-owned lots, which comprise a portion of 7679 Eighteenth Street and 7701 Eighteenth Street, are currently vacant with the perimeter of the site screened with shrubs and fencing.

- 2.3 Over the past two years, work has been undertaken with the land owner, their architects, and consultants on the concepts, vision and guiding principles for the proposed Southgate Neighbourhood. Council also endorsed two public consultation processes (April 2013 and June 2014) to seek feedback on the work undertaken thus far and to further refine the concepts and vision for the proposed Southgate neighbourhood.

The result of that work is a Master Plan document for the redevelopment of the subject site, which is conceptualized in Figure 1, below. The Master Plan concept for the proposed Southgate neighbourhood involves the transformation, over time, of the existing industrial site into a community of complete neighbourhood areas, which are integrated and accessible to the surrounding neighbourhoods and broader Edmonds Town Centre.

At the heart of the proposed Southgate neighbourhood is a five-acre central park, which stretches through the center of the subject site. The park, to be completed by the development, will be City-owned. This central park, which will be named by the Parks Commission and Council in the future, is a balance of naturalized open space, park and urban public open spaces and features that provide a diversity of community experiences, ranging from contemplative and passive leisure to active urban recreation. Surrounding the central park, are also a variety of parks and open spaces, which provide contiguous connections throughout the various neighbourhoods to the surrounding community. These parks and open spaces will not only define and characterize the individual neighbourhood areas, which make up the proposed Southgate neighbourhood, but will also lend the broader area a cohesive and distinct sense of place.

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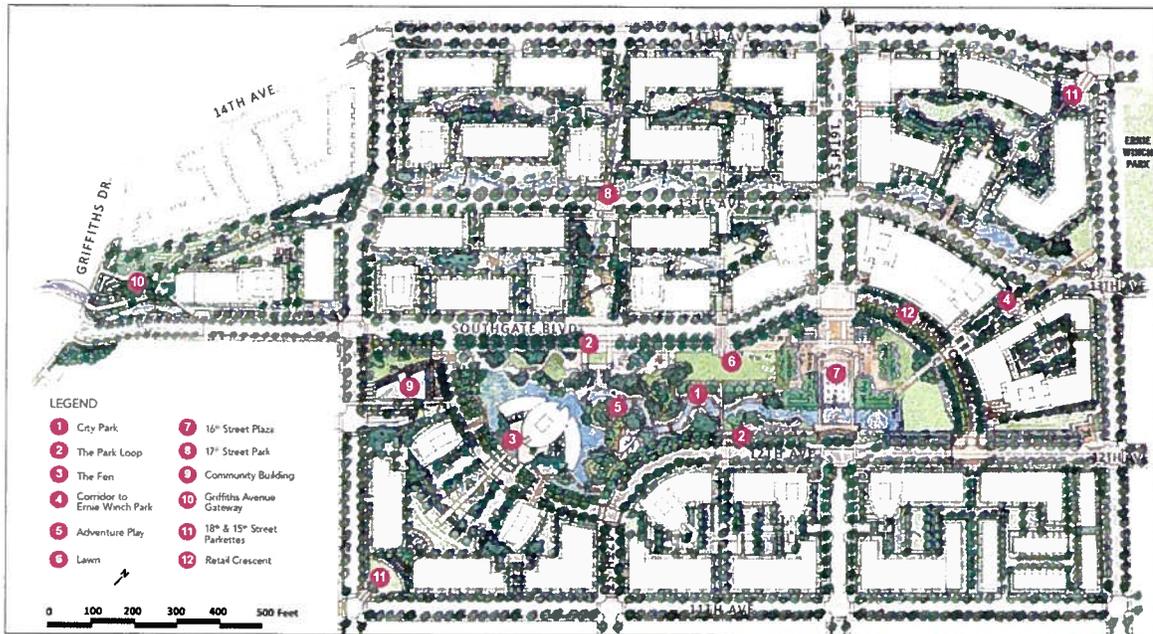


Figure 1. Concept Plan for the proposed Southgate neighbourhood. The proposed Southgate neighbourhood is comprised of five neighbourhood areas, as well as a five-acre central park that will be dedicated to the City as a public park in the future. Within the neighbourhood are a variety of parks and open spaces, establishing a distinct character and sense of place within each of the neighbourhood areas.

The Master Plan for the Southgate neighbourhood proposes an overall residential density of 2.86 F.A.R. on the site's gross site area, of which 0.26 is reserved for affordable/non-market housing (i.e. co-op, non-market housing, purpose-built rental housing). This translates to approximately 5.88 million square feet of market residential gross floor area; and, 588,365 sq. ft. of affordable/non-market housing gross floor area. The Plan also proposes up to 200,000 sq. ft. of commercial space along Sixteenth Street and the proposed Southgate Crescent to meet the retail needs of the neighbourhood and the local Town Centre community, as well as to accommodate minor commercial uses at strategic locations within the neighbourhood.

Density will be distributed across the 51-acre site in a way that is respectful of the surrounding neighbourhood context. Lower densities are proposed where there is a direct relationship to single- and two-family areas. Building forms are also scaled to ensure a strong relationship to the street and framing of various public spaces. Higher densities are proposed more centrally within the proposed neighbourhood, including the discrete siting of residential towers, and where there is an established relationship to either multi-family or park uses.

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It is noted that some parcels may have higher Floor Area Ratios based on net site areas, but the cumulative densities of each individual parcel must not exceed 2.86 F.A.R. (6,468,365 sq. ft.), inclusive of the affordable/non-market housing component for the overall site. As such, an amendment to the Edmonds Town Centre Plan is necessary in order to advance the Master Plan for the proposed Southgate neighbourhood, which indicates a higher density than is currently permitted under the Town Centre Plan.

The community benefits which would be achieved through the redevelopment of the proposed Southgate neighbourhood include a new five-acre City-owned park site; a 20,000 sq. ft. (approximate) community building; and, an integrated parks and open space system within this portion of the Edmonds Town Centre that would greatly enhance local pedestrian and cycle connections. Community benefits achieved through the redevelopment of the proposed Southgate neighbourhood also include contributions received through density bonusing, resulting in community benefits that may include on-site amenities, such as extraordinary public realm improvements, child care facilities, non-profit offices, or affordable housing, or a cash in-lieu contribution. The value and nature of these contributions will be determined at the time of rezoning of individual parcels, consistent with the Council-adopted policy on density bonuses.

As noted in this report, redevelopment of the existing industrial site and its eventual transformation into the proposed Southgate neighbourhood is envisioned to occur over time. It is anticipated that full development of the neighbourhood will occur over a period of 15-20 years. Notwithstanding the above, each phase of development is intended to comprise buildings, networks and connections (roads), services, and public amenities such that each phase of development is able to function independently. It is noted that each phase of development will require rezoning approval by Council, including advancement of the proposal and its associated amendment bylaw to a Public Hearing.

- 2.4 After considerable design and development review, the applicant has now submitted a proposed plan of development in the form of a Master Plan document, which comprises a Concept Book and Design Guidelines, suitable for presentation to a Public Hearing.

3.0 SCOPE OF THE REZONING

3.1 Concepts and Vision for the Proposed Southgate Neighbourhood

The concepts for the proposed Southgate neighbourhood are premised on the development of a neighbourhood-scale community node or core of development within the southeast area of the Town Centre, in line with community planning objectives and under the direction of the Burnaby Official Community Plan. The concept is structured around the two existing nodes of core development in Edmonds Town Centre: the primary node centred on Kingsway - Highgate

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Village; and, a secondary node centred on the Edmonds SkyTrain Station – City in the Park – BC Hydro. Redevelopment of the subject industrial site presents an opportunity to create a third node of core development within the Edmonds Town Centre that connects to the two existing nodes (as noted above) through an enhanced network of streets; transit; cycle and pedestrian linkages; community amenities and open space; well-defined neighbourhood areas; and, a broad range of commercial services that serve the needs of the Edmonds Town Centre.

The proposed Southgate neighbourhood provides an opportunity to bring greater cohesion to the Edmonds Town Centre, and more broadly, the City. In view of the broad vision and concepts for the proposed Southgate neighbourhood to connect to the two existing nodes of core development within the Edmonds Town Centre, two connections/linkages have been identified as being necessary to achieve this: a north-south connection from the Southgate site to Kingsway and an east-west connection from the site to Griffiths Avenue. Sixteenth Street, which extends from the Southgate site to Edmonds Street and the Highland Park Line, is identified as the desired north-south connection to the civic and commercial node centred around Kingsway and Highgate Village. This connection would be achieved in the future through the property at 7121 Fourteenth Avenue (BC Housing site). The development of a new road (or extension of Twelfth Avenue) through the Southgate site to Griffiths Avenue has been identified as the desired east-west connection from the proposed neighbourhood to the node centred around the Edmonds SkyTrain Station – City in the Park – BC Hydro. The desired road connection would be achieved through the dedication of a portion of City-owned property at 7701 Eighteenth Street (see *attached* Sketches #1 and 2).

The City-owned property at 7701 Eighteenth Street forms part of a two-lot development assembly with the abutting City-owned property at 7679 Eighteenth Street (see *attached* Sketch #1). It is proposed that the subject City-owned properties be included in the proposed Southgate Neighbourhood development site area in order to facilitate the development of the above noted east-west connection. The inclusion of the subject City-owned properties into the larger redevelopment site would also provide the proposed Southgate neighbourhood a physical presence and connection to this key gateway entry into the southeast area of the Edmonds Town Centre, as well as improved connections to the South Spur Urban Trail and to the secondary node centred around the Edmonds SkyTrain Station. Figure 2, below, illustrates the proposed connections/linkages from the Southgate neighbourhood to the two existing nodes of core development within the Edmonds Town Centre.



Figure 2. Two nodes of development have emerged in the Edmonds Town Centre: to the north is the primary node of development that has occurred around Kingsway – Highgate Village. This primary node serves as the civic and commercial core of the Town Centre. To the southwest is a secondary node of development around the Edmonds SkyTrain Station – City in the Park – BC Hydro, as a transit-oriented neighbourhood. The two nodes of development within the Edmonds Town Centre are supported by a network of road, cycle, urban trail and pedestrian linkages, which strengthen the relationship between the two nodes. The redevelopment of the Southgate neighbourhood presents an opportunity to strengthen the cohesion of the Edmonds Town Centre as a complete urban centre supported by nodes of civic and commercial developments, transit and complete neighbourhood communities.

3.2 Tenets and Principles

A series of tenets and principles have guided the Master Plan process for the subject site, which are also intended to guide future phases of site specific development with the view of creating a pedestrian-oriented, transit-connected neighbourhood that is both diverse and inclusive, and which is fully integrated with the surrounding community. At its heart, is a memorable gathering place comprised of various unique spaces that are accessible to people of all ages and abilities. The tenets include:

- a) Reinforce and enhance the positive characteristics of the surrounding community and the Edmonds Town Centre;

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- b) Integrate with the existing neighbourhood and Town Centre;
- c) Bring more cohesion to the Edmonds Town Centre;
- d) Contribute to a diverse and inclusive community;
- e) Contribute to a creative city;
- f) Provide leadership in real sustainable development;
- g) Building a livable community and a unique place;
- h) Deliver exceptional urban design and architecture;
- i) Design a neighbourhood gathering place where people want to be; and,
- j) Create a beautiful and memorable place.

As such, these tenets have continued to guide the development of the Master Plan that is being advanced through this report.

The planning principles, which are intended to guide the detailed site concepts for the proposed Southgate neighbourhood, have been refined in order to respond to the input received through the public consultation process and build on the work completed to date. The refined planning principles are summarized below:

Circulation and Movement – Site circulation and movement within the proposed Southgate neighbourhood is based on a transportation hierarchy that gives priority to pedestrian movement (walking), followed by cycling, public transit and vehicular movement. Spatial clarity and orientation, and simple and clear way-finding, with special attention to safe and pedestrian-oriented connections are key criteria of the transportation hierarchy. The provision of extensive recreational trails, and pedestrian and cycle networks to enhance the pedestrian and cyclist experience within the neighbourhood is also a key.

Edges and Connections – The seamless integration of the proposed Southgate neighbourhood with the surrounding community, and more broadly the Edmonds Town Centre, is a key planning principle. The intent is to develop a neighbourhood community that is accessible and permeable, both visually and physically, to the surrounding community with existing streets extending into and through the proposed Southgate neighbourhood. The entrances to the proposed neighbourhood, pedestrian and vehicular, are to be inviting and compelling, with key gateway entries to provide a great sense of arrival. Building forms are intended to be respectful of the varied adjacent land uses.

Transit-Oriented Development - The concept is for a transit-oriented neighbourhood, one with linkages to the Edmonds SkyTrain Station and bus transit system.

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Environment – A key principle for the proposed development is for it to demonstrate leadership in environmental sustainability and stewardship by committing to achieve Leadership in Energy and Environmental Design Neighbourhood Development (LEED ND) Gold rating or equivalent; provide a variety of parks and street trees to improve the urban environment; enhance and improve water quality of Byrne Creek; and, other green best practices.

Public Realm and Community Heart - Part of the place-making ingredients of a truly special place/neighbourhood is a public realm that invites people to gather and spend time, thereby contributing to a strong sense of place and community. Given the large size of the site, the concept is to develop a variety of public and semi-public spaces, each with its own purpose, but important parts to a whole that creates a distinct overall character. These spaces are intended to create vibrancy and serendipity for all ages and physical abilities. Attention is to be given to ensuring that these spaces are activated throughout the day/evening throughout the year.

Distinct Neighbourhoods - The concept is to create distinct neighbourhood areas, each defined by the character of their surrounding public realm, architectural and landscape expressions, in order to create a sense of identity. These neighbourhood areas are to be supported by accessible community-oriented services and amenities so as to meet the diverse needs of the community.

3.3 Sustainability Goals

In line with the City’s Economic Development (2007), Social Sustainability (2011), and Environmental Sustainability Strategies (under development), a significant component of the proposed Southgate neighbourhood is the delivery of social, economic, and environmental sustainability in a meaningful way. Below is a summary of the sustainability goals which would be pursued as part of the site’s proposed redevelopment:

Economic Sustainability Goals - The concept is to create a vibrant neighbourhood-scale commercial area, providing opportunities for locally-based businesses within commercial and mixed-use buildings that are simple and cost effective to maintain.

Social Sustainability Goals (Public Realm) - The concept is to create a “heart” for the neighbourhood. The public realm is to provide a variety of active and contemplative public and semi-public spaces and community buildings which are flexible for a variety of community uses (i.e. child care, youth centres, seniors’ centres, and space for other hobbies and interests). The incorporation of passive and interactive water features is proposed as a major component of the public realm, and is identified as a key element in defining (semi-public and public) spaces within the proposed Southgate neighbourhood.

Social Sustainability Goals (Housing Diversity) – The concept is to provide a variety of affordable home ownership and rental choices.

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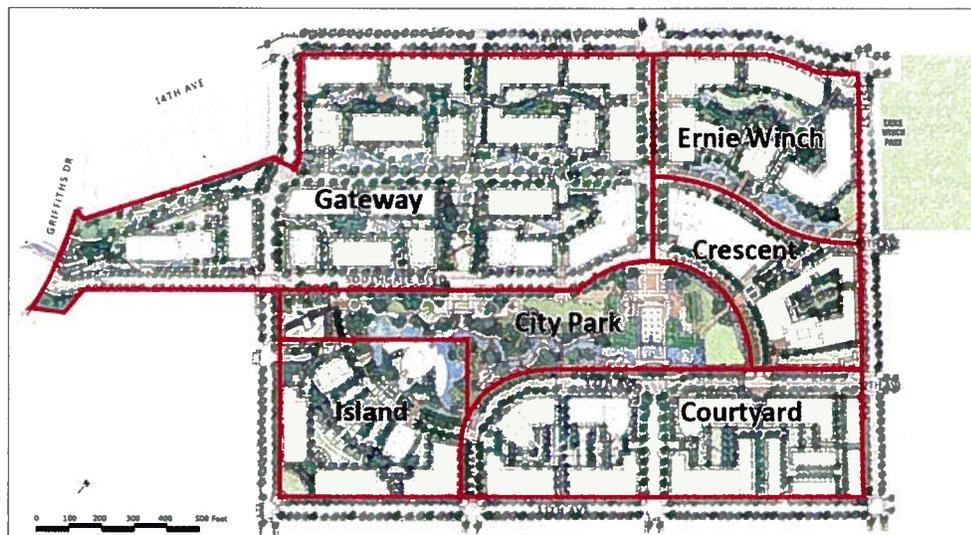
Environmental Sustainability Goals – The concept is based on the development of higher density, transit-oriented neighbourhoods in which key goals are to minimize building footprint, promote green buildings, and support and enhance watershed hydrology and biodiversity, including the incorporation of water features which provide an environmental enhancement function.

3.4 Southgate Master Plan

As noted in this report, the applicant is seeking to establish a Master Plan for the subject site. This Master Plan, which consists of a Concept Book and compendium Design Guidelines, are intended to provide the policy framework and general development guidelines which will inform future detailed rezoning applications for specific phases of development within the proposed Southgate neighbourhood. In this regard, the Master Plan establishes general networks and connections, land use and density, built form, public realm character and landscape expression, park and open space, site servicing, and phasing pattern for the proposed neighbourhood.

As also noted, the overall concept for the proposed Master Plan is to transform the existing industrial site, over time, into a community of complete neighbourhood areas, which are integrated and accessible to the surrounding neighbourhoods and broader Edmonds Town Centre. At the heart of the proposed neighbourhood is a five-acre central park, which is to be City-owned in the future, is intended to be a neighbourhood-oriented park enjoyed by the residents of the proposed Southgate neighbourhood and surrounding Edmonds Town Centre.

The Master Plan proposes the development of five neighbourhood areas, each distinct in character and function, but integrated by a contiguous park and open space system and use of water features, which connect across the various neighbourhoods. The following subsections detail the five neighbourhood areas of the proposed Southgate site. Figure 3, below, illustrates the five neighbourhood areas.



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Figure 3. *Southgate Neighbourhood Areas. The distinct character of each neighbourhood area is established through the neighbourhood’s architectural and landscape expressions, urban design, land uses and built form. Of particular note is the extensive use of water features, both in formal and informal settings, to establish character and sense of place.*

3.4.1 Gateway Neighbourhood Area

The Gateway neighbourhood area, which is generally located in the northwest portion of the proposed Southgate neighbourhood, is the formal gateway into the proposed neighbourhood. It is characterized by the east-west (Southgate Boulevard) connection from Griffiths Avenue and the Griffiths Avenue public realm corridor (pedestrian and cycle corridor that connects to the South Spur Urban Trail), and its secondary north-south connection via the Seventeenth Street linear park (pedestrian and cycle corridor that connects to Fourteenth Avenue). It is also characterized by a meandering stream feature that runs parallel to the proposed private road that connects to Thirteenth Avenue. The predominant land use of the subject neighbourhood area is residential. Commercial opportunities are provided along its Sixteenth Street edge, as well as a minor retail component that interfaces with the Fourteenth Avenue street edge, which is the existing location of the dairy plant. More specifically, a retail outlet is desired at this location during the interim retention of the dairy plant, in order to provide for better integration of this industrial use with the surrounding community. Building form and architectural expression within this neighbourhood area are mid- to low-rise forms which respect the surrounding street edge conditions, as well as frame the above noted public realm spaces and linear park corridors, and the strategic siting of iconic residential towers, which punctuate entry into the proposed Southgate neighbourhood.

With respect to land use and density, the proposed market residential gross floor area for the neighbourhood area ranges from 2,510,037 sq. ft. – 2,886,543 sq. ft.; and, the proposed commercial gross floor area is approximately 45,000 sq. ft. There is also opportunity to provide for and integrate alternative residential housing within the neighbourhood area. Figure 4, below, illustrates the resulting built form, massing, and key urban design elements of the proposed Gateway neighbourhood area.

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Looking North



Precedent - patios and building entrances at water's edge



Inspirational Imagery



Inspirational Imagery

Figure 4. Gateway Neighbourhood Area. These images illustrate the proposed built form, massing and key urban design elements of the proposed Gateway neighbourhood area. A strong street wall is proposed along the neighbourhood area’s street edges (Southgate Boulevard and Sixteenth Street). It is noted that 8 residential towers are proposed within this neighbourhood area that range from 26 storeys to 44 storeys in height.

3.4.2 Ernie Winch Neighbourhood Area

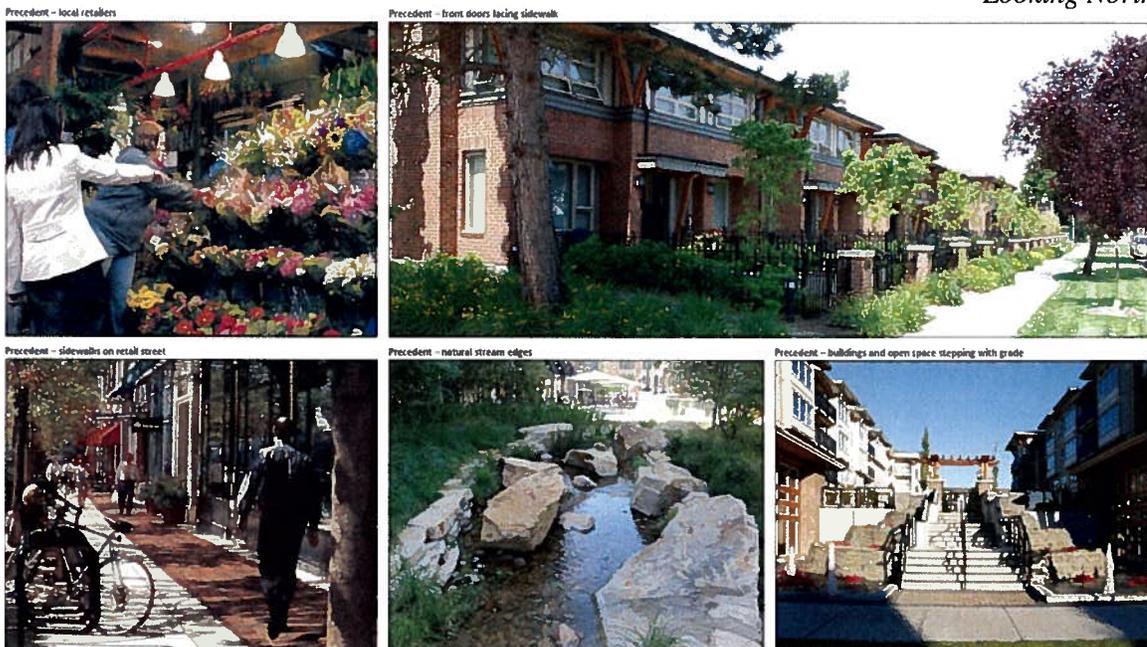
The Ernie Winch neighbourhood area, which is generally located in the northeast portion of the proposed Southgate neighbourhood is a mixed-use neighbourhood area. The western edge of the neighbourhood area is defined as the neighbourhood retail entry via the Sixteenth Street commercial corridor. This commercial corridor also provides a physical and visual access into the proposed Southgate Neighbourhood, and more specifically to the Sixteenth Street Plaza that forms part of the central park, the heart of the neighbourhood. Like the Gateway neighbourhood area, this area is also characterized by a meandering stream feature that runs parallel to the proposed private road which connects to Thirteenth Avenue across the site. Building form and architectural expression within this neighbourhood area include high-rise residential towers, and mid-to low-rise building forms, which respect the surrounding street edge condition and the adjacent Ernie Winch Park (to the east).

With respect to land use and density, the proposed market residential gross floor area for the neighbourhood area ranges from 516,969 sq. ft. – 595,515 sq. ft.; and, the proposed commercial gross floor area is approximately 15,000 sq. ft. There is also opportunity to provide for and integrate alternative residential housing within the neighbourhood area.

Figure 5, below, illustrates the resulting built form, massing, and key urban design elements of the proposed Ernie Winch neighbourhood area.



Looking North



Inspirational Imagery

Figure 5. Ernie Winch Neighbourhood Area. These images illustrate the proposed built form, massing and key urban design elements of the proposed Ernie Winch neighbourhood area. This residential neighbourhood is characterized by its lower scale buildings and generous landscape gardens. It is noted that the Sixteenth Street commercial edge of the neighbourhood is characterized by a continuous street wall and pedestrian-oriented public realm. It is noted that one residential tower (with the option to develop two towers in this neighbourhood area, subject

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to meeting design guidelines and density allocation requirements of the Master Plan) is proposed within this neighbourhood area, which range from 26 to 30 storeys in height.

3.4.3 Island Neighbourhood Area

The Island neighbourhood area, located in the southwest portion of the proposed Southgate neighbourhood, is predominantly a residential neighbourhood. The neighbourhood area is characterized by an iconic residential tower located on an island feature, surrounded by water and a naturalized public realm environment (fen). This neighbourhood area is highly integrated and inter-related with the central park. Building forms abutting the street edge along Eleventh Avenue and Eighteenth Street transition to mid- and low-rise building forms, which respect the surrounding single and two family residential neighbourhoods to the south, across Eleventh Avenue. It is noted that the northwest corner of the neighbourhood area also provides for the development of a community building that is neighbourhood-oriented and intended to provide for civic-oriented uses. The community building may also include modest retail and service-oriented commercial uses (i.e. restaurant). The developer also intends to use a portion of the community building as a sales centre for the development in the interim.

With respect to land use and density, the proposed market residential gross floor area for the neighbourhood area ranges from 806,633 sq. ft. – 927,628 sq. ft.; and, the proposed commercial gross floor area is approximately 20,000 sq. ft. There is also opportunity to provide for and integrate alternative residential housing within the neighbourhood area. Figure 6, below, illustrates the resulting built form, massing, and key urban design elements of the proposed Ernie Winch neighbourhood area.



Looking North



Inspirational Imagery

Figure 6. *Island Neighbourhood Area.* These images illustrate the proposed built form, massing and key urban design elements of the proposed Island neighbourhood area. The area is characterized by a more naturalized landscape expression by this neighbourhood area’s relationship to the fen and central City-owned park. The neighbourhood area is also punctuated by an iconic “island” tower. A total of three high-rise residential towers are proposed in this neighbourhood area, which range from 26 storeys to 38 storeys in height.

3.4.4 Crescent Neighbourhood Area

The Crescent neighbourhood area, is located south of the Ernie Winch neighbourhood area and is the heart of the proposed Southgate neighbourhood. It is characterized by the crescent promenade that abuts the central park and is envisioned as a place for people to gather, interact and socialize. The range of retail and commercial amenities along the crescent include cafes, restaurants, and other commercial-retail services. The Crescent neighbourhood area is also characterized as an eastern gateway to the proposed neighbourhood, via the extension of Twelfth Avenue - Southgate Boulevard into the site. Building forms include mid- and high-rise forms, with sophisticated and elegant residential towers, which respect view corridors, and surrounding neighbourhood areas. The public realm character within this space is highly urban, and provides both a visual and pedestrian/cycle corridor to Ernie Winch Park. The south side of the Crescent juxtaposes this urban landscape with a great lawn area for passive leisure and recreation within the central park.

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With respect to land use and density, the proposed market residential gross floor area for the neighbourhood area ranges from 1,014,461 sq. ft. – 1,166,630 sq. ft.; and, the proposed commercial gross floor area is approximately 55,000 sq. ft. There is also an opportunity to provide for and integrate alternative residential housing within the neighbourhood area. Figure 7, below, illustrates the resulting built form, massing, and key urban design elements of the proposed Crescent neighbourhood area.



Looking North



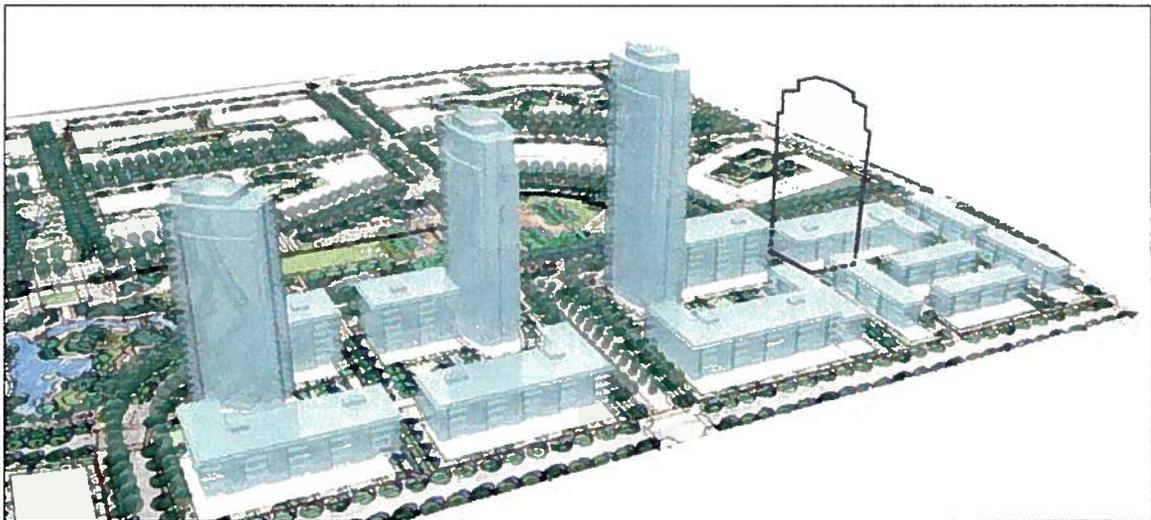
Inspirational Imagery

Figure 7. Crescent Neighbourhood Area. These images illustrate the proposed built form, massing and key urban design elements of the proposed Crescent Neighbourhood Area. The Crescent is the heart of the community. A total of three high-rise residential towers are proposed in this neighbourhood area, which range from 38 storey and 46 storeys in height.

3.4.5 Courtyard Neighbourhood Area

The Courtyard neighbourhood area is generally located along the southeast portion of the proposed Southgate neighbourhood and is characterized by high-rise residential towers, mid- and low-residential building forms which respect the existing single- and two-family residential neighbourhoods along Eleventh Avenue and Fifteenth Street. An urban and formalized public realm characterizes the Courtyard neighbourhood area. Of particular note is the formal water features that define the southwest part of the central park.

With respect to land use and density, the proposed market residential gross floor area for the neighbourhood area ranges from 1,035,578 sq. ft. – 1,190,914 sq. ft. There is also opportunity to provide for and integrate alternative residential housing within the neighbourhood area. Figure 8, below, illustrates the resulting built form, building heights, and key urban design elements of the proposed Crescent neighbourhood area.



Looking North



Inspirational Imagery

Figure 8. Courtyard Neighbourhood Area. These images illustrate the proposed built form, building heights and key urban design elements of the proposed Courtyard neighbourhood area. The Eleventh Avenue and Fifteenth Street edges of the neighbourhood are low-scale (up to four storeys), respectful of the surrounding single- and two-family neighbourhoods. A total of three high-rise residential towers are proposed in this neighbourhood area, which range from 24 storeys to 32 storeys in height. There is an option to develop four towers in this neighbourhood area, subject to meeting design guidelines and density allocation requirements of the Master Plan.

3.5 Summary of Neighbourhood Area Land Use and Density

The predominant land use for the subject site is multiple-family residential. Built form and unit sizes are intended to accommodate singles, couples, families, seniors, and people with disabilities, in an urban setting. As noted in this report, the Master Plan for the Southgate neighbourhood proposes an overall residential density of 2.86 F.A.R. on the gross site area, of which 0.26 is reserved for affordable/non-market housing (i.e. co-op, non-market housing, purpose-built rental housing). The allocation of residential density is further detailed in the subsections below:

3.5.1 Market Residential Density

Of the overall market residential density (2.6 F.A.R), 0.4 F.A.R. is bonused. The overall market residential density translates into 5.88 million square feet of market residential gross floor area, which is distributed over the five neighbourhood areas, as shown in Table 1, below.

TABLE 1. PROPOSED SOUTHGATE NEIGHBOURHOOD DISTRIBUTION OF MARKET RESIDENTIAL DENSITY (2.6 F.A.R.)

Neighbourhood Area		Base Density		Bonus Density		Total Density
Name	Neighbourhood Area (sq. ft.)	GFA (sq. ft.)	% of total neighbourhood GFA	GFA (sq. ft.)	% of total neighbourhood GFA	GFA (sq. ft.)
Gateway	731,285	2,123,878	84.62%	386,159	15.38%	2,510,037
Ernie Winch	222,923	437,435	84.62%	79,534	15.38%	516,969
Island	284,290	682,536	84.62%	124,097	15.38%	806,633
Crescent	213,013	858,390	84.62%	156,071	15.38%	1,014,461
Courtyard	323,173	876,258	84.62%	159,320	15.38%	1,035,578
Total Site	2,262,953	4,978,498	2.2 FAR	905,180	0.4 FAR	5,883,678

The density within an individual neighbourhood area may be varied by up to 15% by shifting density from one neighbourhood to another, provided that the maximum allowable F.A.R. of 2.6 for the overall site is not exceeded and that all guidelines are met as it relates to massing, height, and other design considerations. A density allocation covenant will guide each future phase of development in accordance with Table 1, above. This covenant will be established as a prerequisite of the Master Plan rezoning, as well as at the rezoning of each individual parcel.

The proposed Southgate neighbourhood, based on the above noted density, would provide for up to 20 residential towers, between 24 and 46 storeys in height, and a variety of mid- and low-rise built forms. With respect to the proposed market residential unit mix, approximately 10% of the dwelling units are intended to be accommodated in ground-oriented housing; 25% are intended to be accommodated in low-rise apartment buildings (up to 6 storeys); and, 65% are intended to be accommodated in mid- and high-rise apartment buildings. Unit sizes will range from 400 sq. ft. to 1,200 sq. ft. in area, with the average unit size being 800 sq. ft. It is noted that units oriented towards families with children will typically have larger living space and better relationship to the building's amenities. The total number of units expected for the overall development is between 5,800 to 6,400 units.

3.5.2 Alternative Housing Residential Density

As noted in this report, 0.26 F.A.R. is reserved for affordable/non-market housing (i.e. co-op, non-market housing, purpose-built rental housing), translating into 588,365 sq. ft. of affordable/non-market housing gross floor area. The opportunity to accommodate for the provision of the above noted alternative housing gross floor area is available at any phase of the development, including over multiple phases/sites. The desire is to

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accommodate the alternative housing gross floor area in a manner that is integrated with the overall development, and is not concentrated in any one neighbourhood. Alternative housing opportunities should also be aligned with the diverse demographics of the Town Centre, and include opportunities for family, seniors and accessible housing.

3.5.3 Commercial Density

The Master Plan also proposes up to 200,000 sq. ft. of commercial space to be accommodated within the subject site, particularly along the north portion of Sixteenth Street and along Southgate Crescent to meet the retail needs of the neighbourhood. The Master Plan also proposes to accommodate minor commercial uses at strategic locations within the neighbourhood, including the community building within the Island neighbourhood area and a retail component to the milk plant site (Gateway neighbourhood area) as an interim treatment until it redevelops.

3.6 Design Guidelines

As noted in this report, the Master Plan also includes a compendium set of Design Guidelines. The guidelines are required to provide consistency over the multiple phases and many years it is anticipated to complete the site's redevelopment, but more importantly facilitate the realization of the intended character and function of each neighbourhood area – both with respect to the built form and the surrounding public realm. The Design Guidelines are also intended to promote high quality architectural design, building materiality and landscape expression. Design guidelines, include minimum standards for the following:

- Building Placement (setbacks, build to line, building separation)
- Building Massing (floor plate size, length, height)
- Residential Tower Footprints
- Building Character (materiality, decks balconies and projections, lighting)
- Parking and Loading
- Green Building Features
- Public and Private Road Widths, Character and Function
- Plaza Sizes and Configuration
- Commercial Flex Zones
- Signage Types and Sizes
- Landscape Treatment
- Universal Accessibility
- Crime Prevention Through Environmental Design

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These standards are not intended to restrict the architectural expression of the project as design aesthetics will change over time. They are, however, intended to encourage a language of unifying elements amongst the architecture, landscape architecture and signage that will guide individual designs for the site regardless of the designer, owner or applicant in the future.

3.7 Phasing

Redevelopment of the existing industrial site and its eventual transformation into the proposed Southgate neighbourhood is envisioned to occur over time, over multiple phases of development, in which the full development of the neighbourhood will occur over an anticipated period of 15-20 years. Notwithstanding the above, each phase of development is intended to comprise of buildings, networks and connections (roads), services, and public amenities such that each phase of development is able to function independently. It is noted that each phase of development will require rezoning approval by Council, including advancement to a Public Hearing.

A key component of the subject site's development and construction phasing is the phased dedication and provision of the central park to the City. Specifically, a portion of the future public park is to be provided for and constructed at the first three phases of development. The dedication and provision of the future public park is to be secured by way of development agreements and no-build covenants at the time of the first phase site-specific rezoning and at each subsequent phase of site specific rezoning, over the remainder portion of the site to ensure its provision. It is noted that the operations and maintenance of the future public park is the responsibility of the development until the dedication and construction of the overall park site is complete and suitable for transfer to full City-ownership and operation, which will be secured by way of development agreement and covenant at the first phase site specific rezoning over the consolidated development site.

A detailed Master Park Plan, including an operations, maintenance and replacement manual, will also be required as a prerequisite of the first phase site-specific rezoning, and secured by way of a no build covenant over the remaining consolidated development site area. Figure 9 illustrates a general phasing of the subject site over the next 20 years.

Phase 1 (years 1-5)



Phase 2 (years 6-10)

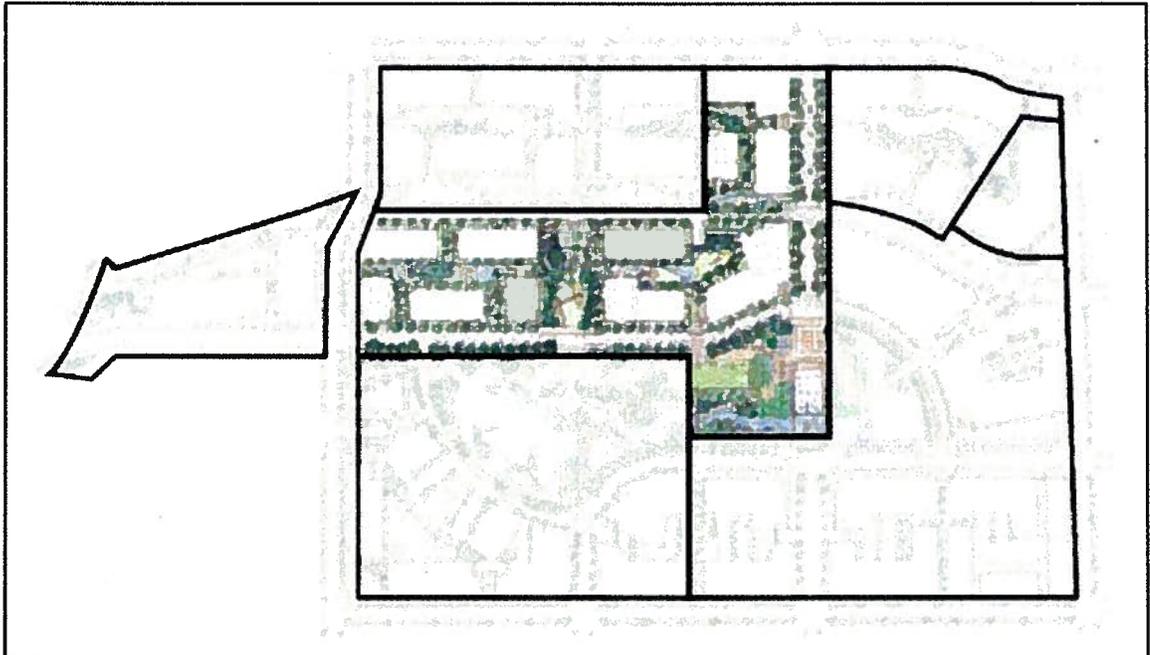


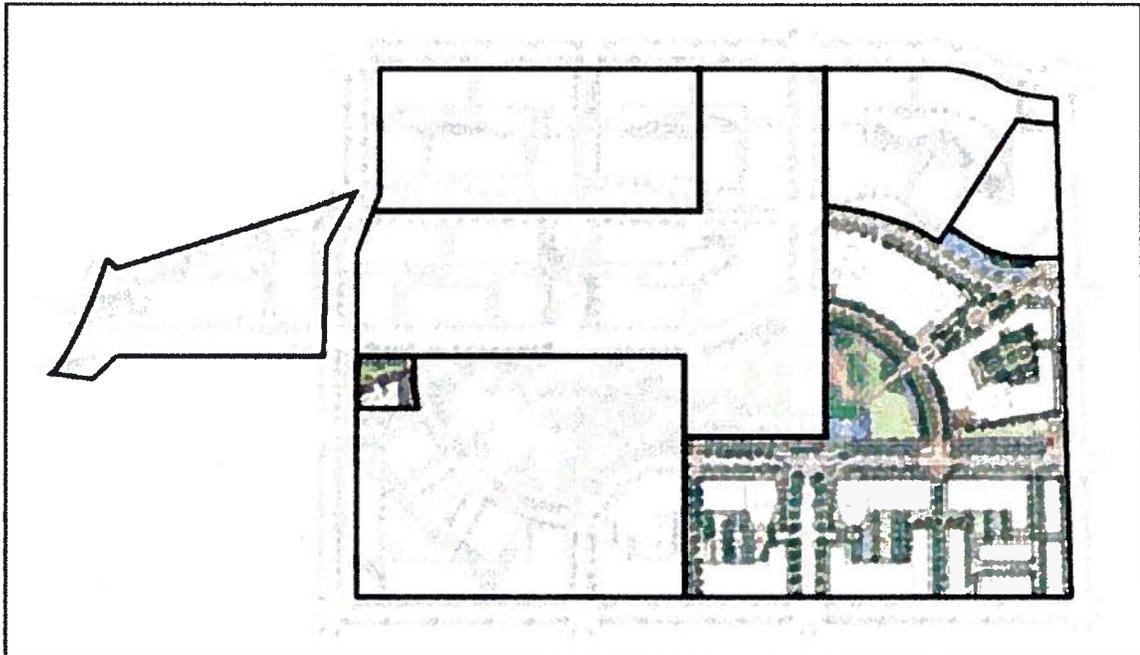
Figure 9. General Construction Phasing. These plans illustrate the proposed four phases of construction of the proposed Southgate neighbourhood over the next 20 years. It is noted that at each phase of construction, the development intends to provide a portion of the future City-owned central park. It is also noted that an interim park at the west portion of the subject site is

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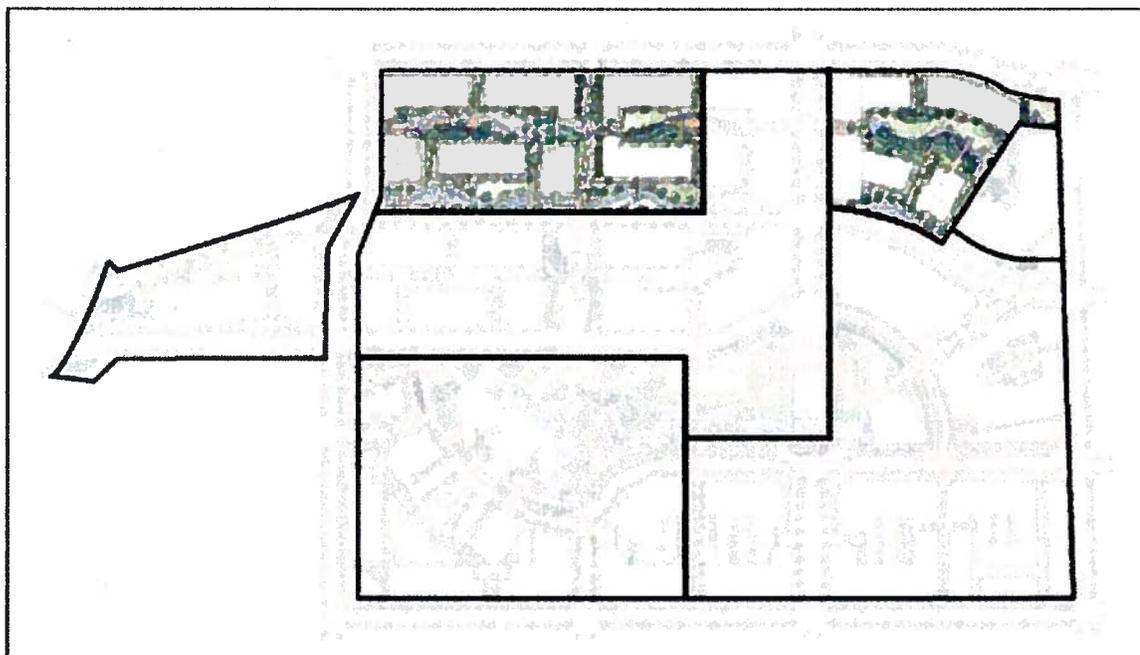
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proposed within the first phase to provide for a sizeable recreational space for new residents and the surrounding neighbourhoods, until the permanent park lawn and plaza are provided in the future.

Phase 3 (years 11-15)



Phase 4 (years 16-20)



4.0 GENERAL COMMENTS

4.1 The foundation of the Master Plan concept is premised on the creation of a superior public realm, which is designed with the intent of creating a neighbourhood “heart” for this area of the Town Centre – a place where people of all ages and abilities will want to live, work, shop and play. The public realm is complemented by the surrounding built form, which is proposed to comprise up to 20 residential towers ranging in height from 24 storeys to 46 storeys, a variety of mid- and low-rise built forms that relate to the street and surrounding neighbourhoods, and neighbourhood-scale commercial opportunities at strategic locations within the proposed neighbourhood. At the heart of the site and the broader neighbourhood is a five acre City-owned central park that provides a variety of opportunities for people to gather, socialize and interact with nature.

All required residential parking will be located underground with vehicular access via internal dedicated and private roads, as well as the abounding streets. Residential parking is provided at a ratio of 1.1 spaces per unit (0.1 of which is for visitor parking). The developer has committed to pursuing specific Transportation Demand Management (TDM) strategies in relation to the noted parking ratio. The TDM strategies will be further detailed as part of the Master Transportation Plan, which will be established as a prerequisite of the rezoning prior to Final Adoption, as well as through each subsequent site specific rezoning. In general, the developer committed TDMs will include the provision of double the bicycle storage requirements; provision of electric vehicle charging stations; establishment of a residential car-share program; and, transit pass subsidy. All required commercial parking is to be underground. Commercial loading facilities will also be located underground, where possible.

4.2 As noted in this report, the applicant is proposing to utilize the amenity density bonus provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an overall residential density of 2.6 FAR of which 0.4 FAR is bonus (exclusive of the affordable/non-market housing components of the 0.26 FAR). The bonused density translates into 905,180 additional sq. ft. of floor area for the overall development site, and as noted in this report is to be proportionately distributed over each neighbourhood area. In line with standard density bonus procedure, staff would advance a specific report to the Community Development Committee concerning the requested Amenity Density Bonus with the negotiated value and the use of funds for its consideration as part of the processing of future applications.

As the site will be developed over four primary phases, and given the sizable value of the amenity bonus, the developer has agreed to an approach in which the amenity bonus applicable to each phase will be collected at the time of each phase’s development. The developer is seeking to enter into an agreement with the City, which would establish the value of the first two phases of development, the value of which is to be established at the first site-specific rezoning application within the subject site. In line with the City’s established approach on other larger sites which involve a density bonus component, the City

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would have a charge over the remaining phase one and two sites for the outstanding amount of the density bonus at an interest rate set by the City (generally Royal Bank prime plus 2%). Quarterly interest payments to the City would be paid by the developer. The developer proposes to use the future market value for the bonus density for the latter phase three and four at the time of rezoning of those portions of the site.

- 4.3 The developer has committed to pursue green building practices by committing to achieve a Gold Neighbourhood District rating under the Leadership in Energy and Environmental Design (LEED) program.
- 4.4 Under the adopted Edmonds Town Centre Plan, the subject site is designated for ground-oriented multiple-family residential redevelopment, based on the RM1/RM2/RM3 Multiple Family Residential Districts, and for related park and open space. As such, an amendment to the adopted Plan is required to facilitate the implementation of the proposed Master Plan, to take effect upon the granting by Council of Second Reading of the Rezoning Bylaw related to the subject site.
- 4.5 No specific development rights are being provided by this Master Plan rezoning. As part of each site specific rezoning application, the Director Engineering will be requested to provide an estimate of all necessary services required in connection with that phase of development, including, but not necessarily limited to:
 - Construction of Fifteenth Street to local road standard and designated bicycle route with front boulevard, street trees, street lighting, single direction cycle facilities with granite rumble strip, sidewalk and pedestrian lighting;
 - Construction of Sixteenth Street (north) to local road standard with separated cycle facilities, boulevards and rainwater management amenities (RMAs), street lighting, street trees, separated sidewalk, and pedestrian lighting;
 - Construction of Seventeenth Street (south) to local road standard with separated cycle facilities, boulevards and RMAs, street lighting, street trees, separated sidewalk and pedestrian lighting on the west side; and boulevards and rain water amenities, street lighting, street trees, separated sidewalk and pedestrian lighting on the east side;
 - Construction of Eighteenth Street to local road standard with front boulevard and RMAs, street lighting, street trees, single direction cycle facilities with granite rumble strip, sidewalk, and pedestrian lighting on the west side; and, boulevards and RMAs, street lighting, street trees, single direction cycle facilities with granite rumble strip, sidewalk;
 - Construction of Eleventh Avenue to local road standard with boulevards and RMAs, street lighting, street trees, separated sidewalk, and pedestrian lighting on the north side; and, with front boulevard and RMAs, street lighting, street trees, separated sidewalk, rear boulevard and pedestrian lighting on the south side;



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- Construction of Twelfth Avenue to local road standard with separated cycle facilities, boulevards and RMAs, street lighting, street trees separated sidewalk and pedestrian lighting on the north side; and, front boulevard and RMAs, street trees and separated sidewalk on the south side of the street;
 - Construction of Fourteenth Avenue to local collector and designated bicycle and bus route standards with boulevards and RMAs; street trees, street lighting, single direction cycle facilities with granite rumble strip, sidewalk and pedestrian lighting;
 - Construction of Southgate Boulevard (west to proposed mid-block crossing) to local road standard with front boulevard, street trees, street lighting, and separated sidewalk;
 - Construction of Southgate Boulevard (east of mid-block crossing to Eighteenth Street) to local road standard with boulevards, single direction cycle facilities, separated sidewalk, street trees, street lighting and pedestrian lighting;
 - Construction of Southgate Boulevard (Eighteenth Street to Sixteenth Street) to local road standard with boulevards and RMAs, street lighting, street trees, separated sidewalk and pedestrian lighting on the north side; and, separated cycle facilities, boulevards and RMAs, street lighting, street trees, separated sidewalk and pedestrian lighting on the south side;
 - Construction of the Griffiths Avenue – Southgate Boulevard intersection to its final standard;
 - Construction of the Griffiths Overpass Southgate Boulevard connection; and,
 - Storm, water, sanitary, sewer improvements as identified in the Master Servicing Plan established for the development.
- 4.6 To support the foregoing servicing requirements, a 21.8 m road dedication is required for the new public roads through the subject site. Minor dedications may also be required for the streets abounding the development site. It is noted that road dedications will be further detailed and pursued at each site specific rezoning application in connection with that phase of development to its logical point of connection.
- 4.7 The overall development site comprises of the following parcels: 7650 and 7702 Eighteenth Street, 7105 and 7205 Eleventh Avenue, and two City-owned lots at 7679 (portion of) and 7701 Eighteenth Street. This Master Plan rezoning requires the consolidation of the parcels at 7650 and 7702 Eighteenth Street, 7105 and 7205 Eleventh Avenue into a single parcel. No dedication is required in relation to this rezoning application. The creation of specific development sites would be accommodated through individual subdivision applications, advanced concurrently with each site-specific rezoning application.

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It is acknowledged that any existing industrial uses and buildings retained within the site will be legal non-conforming with respect to use (and/or building) upon Final Adoption of the subject rezoning application, subject to Zoning Bylaw, Building Code and all other relevant bylaws, statutes and regulations.

With respect to the City-owned lots at 7679 (portion of) and 7701 Eighteenth Street, the conditions and value of the sale of the subject City-owned lots will be established at the time of the site specific rezoning for these parcels. Also at that time, the subject City-owned lots will be subdivided and consolidated, as a prerequisite of the rezoning application, into a single legal parcel.

- 4.8 Any necessary easements, statutory rights-of-way and covenants for the site are to be provided, including, but not necessarily limited:
- Covenant and development agreement allocating densities within the proposed quadrants;
 - Covenant for the provision and implementation of a Master Servicing Plan;
 - Covenant for the achievement of a Gold Neighbourhood District rating under the Leadership in Energy and Environmental Design (LEED) program;
 - Covenant for the provision and implementation of a Master Transportation Plan;
 - Covenant for the provision and maintenance of a Master Stormwater Management Plan; and,
 - Covenant for the provision of a future Master Park Plan, to be provided as part of the first phase site-specific rezoning over the consolidated development site.
- 4.9 Given the site's current industrial uses, a site profile application and resolution of any resultant conditions is required.
- 4.10 A suitable engineered master on-site stormwater management system design, to the approval of the Director Engineering will be required, as well as a Section 219 Covenant to guarantee its provision and continuing operation. Further individual stormwater management system plans will be required in conjunction with each phase of development.
- 4.11 Development Cost Charges including the Burnaby School Site Acquisition Charge, Parkland Acquisition Charge and GVS&DD Sewerage Charge will be required in conjunction with each individual phase of development.

5.0 PUBLIC CONSULTATION

- 5.1 On 2013 April 18, City staff initiated the public input process for the proposed Southgate neighbourhood which involved an Open House at Byrne Creek Secondary; a static display at the Tommy Douglas Library; a questionnaire; and, an information brochure

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mailed out to residents within the boundaries of Kingsway (north and east), Griffiths Avenue (west) and Tenth Avenue (south), and made available at City Hall and civic facilities within the Edmonds Town Centre. The information panels for the Open House and survey were also made available online through the City's website.

Input from the public was sought on the preliminary concepts and vision for the proposed Southgate neighbourhood, as well as the tenets and planning principles which guide them. Approximately 200 people attended the Open House for the proposed Southgate neighbourhood. The City also received 21 written responses to the survey questionnaire.

The feedback received at the Open House and survey questionnaires indicated general public support for the concepts and vision for the proposed Southgate neighbourhood. Four key themes were identified in the feedback received, which are summarized below:

- a desire for an identifiable neighbourhood heart within the proposed Southgate neighbourhood, a heart where people meet, gather, celebrate, and interact;
- a desire for improved connections between the proposed Southgate neighbourhood, and surrounding neighbourhoods to the Edmonds Town Centre (all modes of transportation – walking, cycling, transit and car);
- a desire for the proposed neighbourhood to demonstrate leadership in sustainability (economic, environmental, and social); and,
- a desire for place-making/community building within the proposed neighbourhood, including but not limited to, the establishment of identifiable neighbourhood areas, the provision of a range of housing types and tenures, the provision of community space, and the provision of a range of active and passive parks and open space.

Following the initial public input process City staff continued to work with the developer, architect and consultants towards a refinement of the concepts and vision for the proposed Southgate neighbourhood – this work is articulated in the draft Concept Plan, which was presented to the public at the subsequent public input process.

- 5.2 On 2014 June 26, Council approved a second public input process for the proposed Southgate neighbourhood. The consultation process involved an Open House at the Alan Emmott Centre, Burnaby; an information postcard mailed out to residents within the boundaries of Kingsway (north and east), Griffiths Avenue (west) and Tenth Avenue (south), and information was made available at City Hall and civic facilities within the Edmonds Town Centre including a survey questionnaire. The information panels for the Open House and survey were also made available online through the City's website.

Input from the public was sought on the draft Concept Plan for the proposed Southgate neighbourhood. Approximately 150 people attended the Open House. The City also received 61 written responses to the survey questionnaire.



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The survey questionnaire consisted of seven questions requesting respondents to indicate their level of support for the following:

- planning principles that inform and guide the transformation of the site into the proposed Southgate neighbourhood;
- idea of a new public (City-owned) park and community building;
- general public realm concepts – such as integrated parks, play areas, and open plaza;
- general built form concepts;
- economic sustainability;
- environmental sustainability; and,
- social sustainability.

In general, the respondents indicated broad public support for the draft Concept Plan for the proposed Southgate neighbourhood. Potential issues from the proposed neighbourhood development, which were identified by respondents included the following:

- housing – the provision of a range of housing options (families, couples, singles, disabled, and seniors), tenures and affordability levels;
- building form - the establishment of building height and scale that is compatible with the surrounding neighbourhood context;
- traffic – the mitigation of traffic impacts from the proposed neighbourhood on to the surrounding neighbourhoods; and,
- sustainability – demonstration of leadership in economic, environmental and social sustainability through the development of the proposed neighbourhood.

These issues are fully addressed in the proposed Master Plan, for which a summary is provided below:

- housing – As noted in this report, the predominant land use envisioned by the Master Plan is multiple-family residential oriented towards singles, couples and families. The Master Plan document provides for such housing opportunities in ground-oriented/low-rise, mid- and high-rise built forms, which is further detailed by the Design Guidelines with respect to dwelling unit sizes, orientation and design to ensure a range of housing options. A portion of the overall density for the subject development site (0.26 F.A.R. or 588,365 sq. ft.) is also reserved for affordable/non-market housing opportunities, including accessible and seniors' housing to support a range of housing tenure and affordability levels. In addition, Council will also have the opportunity to allocate community benefits derived through the utilized density bonusing within the development towards alternative housing opportunities.



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- building form - As noted in this report, the Master Plan document includes a compendium Design Guidelines which is intended to guide and inform site specific rezoning applications as it relates to the built form to ensure an appropriate relationship to the surrounding neighbourhoods.
- traffic – A Master Transportation Plan is required as a prerequisite of this Master Plan rezoning, which will guide and inform implementation measures for the mitigation of increased traffic within the area. In line with the sustainability objectives of this Plan, each site specific rezoning is also anticipated to provide for a range of Transportation Demand Management Strategies, which are also intended to reduce vehicular use.
- Sustainability – As part of the Master Plan document is a component which relates to sustainability (economic, environmental and social). Each subsequent site-specific phase of rezoning will be required to demonstrate its meeting of the sustainability goals and principles outlined in the Master Plan.

5.3 To complete the public input process, it is proposed that in advance of the Public Hearing, a staffed display at the Edmonds Community Centre and City Hall be established for the public to view the proposed Master Plan. It is also proposed that the consulted area for the previous two public input processes be notified of this opportunity via post-card mail out. In addition, the opportunity to view the Master Plan at the Edmonds Community Centre and City Hall would be advertised in two local newspapers and on-line through the City website. Consistent with the City's Public Hearing process, the Master Plan will also be made available for viewing at the Planning Department.

6.0 CONCLUSION

An amendment to the current adopted Edmonds Town Centre Plan is necessary to advance the Master Plan presented in this report. The Plan amendment will provide the framework necessary to advance the Master Plan rezoning for the site, which itself will guide each subsequent development application. This Master Plan is proposing general development guidelines, no specific development is sought for approval by the subject rezoning application. Subsequent approval by Council for specific development proposals in line with the Master Plan is required, including the submission of subsequent proposals to a Public Hearing.

The subject rezoning proposes a Master Plan for subject site (proposed Southgate Neighbourhood) within the Edmonds Town Centre. Given the significant size of the site and strategic location within the Edmonds Town Centre, redevelopment of the site presents a significant opportunity to infuse the surrounding neighbourhoods, and more broadly the Town Centre, with a strong sense of identity and cohesion, and to develop a new exemplary neighbourhood community within the City that demonstrates not only architectural excellence, but leadership in sustainability (economic, environmental and social), exceptional urban design, and a significant public amenity contribution to the broader neighbourhood and Edmonds Town

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Centre. More importantly still, it is an opportunity to create a truly special neighbourhood community within the Town Centre where people want to live, work, play, and gather.

The foundation of the Master Plan concept is premised on the creation of a superior public realm, which is designed with the intent of creating a neighbourhood “heart” for this area of the Town Centre – a place where people of all ages and abilities will want to live, work, shop and play. At the heart of the site and the broader neighbourhood is a five acre City-owned central park that provides a variety of opportunities for people to gather and socialize and interact with nature.

This report recommends that the Master Plan for the proposed Southgate neighbourhood advance to a Public Hearing.



Lou Pelletier, Director
PLANNING AND BUILDING

ZT:spf/tn

Attachments

cc: Director Engineering
City Solicitor
City Clerk

P:\REZONING\Applications\2014\14-25\PL - PH Report.Docx

SCHEDULE A
REZONING 14-25

Address	Legal Description	Zoning
7650 Eighteenth Street	Lot 68 Except: Part On Plan 34711, D.L. 53, Group 1, NWD Plan 33863	R5
7679 Eighteenth Street	Lot 42, D.L. 53, Group 1, NWD Plan 28569 Except Plans 49756, BCP7569 & BCP34566	M1, M2
7701 Eighteenth Street	Lot 2 Except: Part Dedicated Road On Plan BCP7569, D.L. 53, Group 1, NWD Plan LMP44380	M1
7702 Eighteenth Street	Parcel "A" (Statutory Right of Way 34711), Lot 68, D.L. 53, Group 1, NWD Plan 33863	M1
7105 Eleventh Avenue	Westerly 200.43 Feet Lot "E", D.L. 53, Group 1, NWD Plan 14210 Having A Frontage On Eleventh Avenue By The Uniform Full Depth & Adjoining The Said Westerly Boundary Except: Part Dedicated Road On Plan BCP9577	M1
7205 Eleventh Avenue	Block "E" Except: The Westerly 200.43 Feet Having A Frontage Of 200.43 Feet On Eleventh Avenue By The Uniform Full Depth Of Block "E" & Adjoining The Said Westerly Boundary, D.L. 53, Group 1, NWD Plan 14210	M1



- | | |
|---|---|
| 1 Single and Two Family Residential | 9 Industrial |
| 3 Medium Density Multiple Family Residential | 10 Institutional |
| 4 High Density Multiple Family Residential | 12 Park and Public Use/Public School |
| 5 Commercial | 17 Low or Medium Density Multiple Family Residential (Ground Oriented) |
| 6 Medium Density Mixed Use | 22 Low/Medium Density Mixed Use |
| 7 High Density Mixed Use | |

Edmonds Town Centre Plan Development Guidelines

The MAC Scoop

Dishing up the latest in real estate news and neighbourhoods



Marketing Solutions

Volume 22, September 2015



Kings Crossing by Cressey is a mixed-use development, consisting of three residential towers, retail and office space, that will transform Kingsway and Edmonds.

Neighbourhood Profile

Edmonds – The Place To Be in Burnaby

Edmonds Burnaby is one of the best-kept secrets in the Lower Mainland. With a strong sense of community and history, beautiful views, parks and trails, recreational amenities, and a thriving business district all within walking distance, this neighbourhood is the place to be.

Located in the southeastern quadrant of Burnaby, and anchored by Edmonds Town Centre, Edmonds is roughly delineated by Gilley Avenue to the west, Elwell Street to the north, Canada Way to the east, and 10th Avenue to the south.

Edmonds district was one of the first areas to be settled in Burnaby. Burnaby's first municipal hall was built in 1899 at Kingsway and Edmonds, conveniently located on the famed Interurban tram line, making it a connecting city between Vancouver and New Westminster. Fast-forward to today and Edmonds continues to be a

transit-oriented community with the Expo Line's Edmonds SkyTrain Station centrally located within the neighbourhood.

Today, the area is undergoing a thoughtful transformation. HighGate Village, with its open space market and friendly shopping experience, adds an abundance of new shops and services. The recently opened Edmonds Community Centre brings brand new amenities including both a swimming and leisure pool, gymnasium, preschool and daycare, a youth lounge and more.

The City of Burnaby can be commended for its ongoing commitment to supporting and growing a vibrant parks and recreation system. The area of Edmonds is currently seeing an increased level of development that is following a similar pattern of growth to both Metrotown and Brentwood

Did you know...

- Edmonds district was one of the first areas to be settled in Burnaby.
- The first school in Burnaby opened in the Edmonds neighbourhood on January 22, 1894.
- Burnaby's first municipal hall was built in 1899 at Kingsway and Edmonds.



Within Edmonds, each new development site is typically located within a 1-2 block radius from a public park space or recreation centre. And there is something for everyone. From large development sites like the Cressey-owned Kings Crossing at Kingsway and Edmonds, Amacon's nearly sold out RedBrick at 14th Avenue and Griffiths, and Ledingham McAllister's Southgate Village site, a master planned community at 15th Street and 11th Avenue, there are small infill sites dotting the Edmonds community as well (such

as Otivo Development Group's Ivory Mews). Coming soon is THIND Properties' mixed-use project, Pixel, at Kingsway and Gilley and many others along Canada Way, Royal Oak and Sixth Street.

With 1,000+ new homes coming to market in the next couple of years (and 7,500 more homes at the Southgate Village site in 15–20 years), Edmonds is a neighbourhood to keep on your radar!

MAP	CURRENT & COMING PROJECTS (DEVELOPER)	HOMES
1	Pixel (THIND)	101
2	RedBrick (Amacon)	245
3	Southgate Village (Ledingham McAllister)	7500
4	Ivory Mews (Otivo)	27
5	Kings Crossing (Cressey)	803
6	7670 Kingsway (1011 Ventures Inc)	20
7	7320 Canada Way	30
8	Sixth Street & 7873 Sixteenth Ave (Sian Development)	27
9	7604 Sixth Street	20
		8773



◆ NOW SELLING ■ COMING SOON ● DEVELOPMENT APPLICATIONS

Real Estate Hot Topic

Vancouver's Fiery Summer Market

Without a doubt, the past summer has been one to remember. Metro Vancouver not only experienced some of the hottest summer temperatures on record but also broke real estate records with the most active market in the last decade. Major news headlines such as "Summer Heat Doesn't Slow Home Buyer Activity" and "Metro Vancouver Home Sales Set Record Pace in June" were just some of the many that grabbed our collective attention.

METRO VANCOUVER	JUNE 2015	JULY 2015	AUGUST 2015
TOTAL LISTINGS	12,181	11,505	10,897
MONTHLY TOTAL SALES	4,375	3,978	3,362
SALES TO ACTIVE LISTINGS RATIO	35.9%	34.6%	30.9%
BENCHMARK PRICE	\$694,000	\$700,500	\$708,500
PERCENT GREATER THAN 10 YEAR AVERAGE	29.10%	33.50%	27.90%

Between June and August, home sales soared 25%–34% higher than the ten-year sales average, specifically with July experiencing one of the most active markets in recent history. To elaborate, July saw tremendous sales activity: 33.5% above the 10-year sales average with a 34.6% sales to active listings ratio (a >20% ratio is considered a seller's market). With these record breaking numbers,

July's sales volumes were the highest since May 2009 and the fourth highest since 1988. This trend stayed relatively consistent for the duration of the summer months. With a low number of listings compared to demand, the ratio stayed north of 30% creating an extremely busy seller's market and putting pressure on prices. According to the Greater Vancouver Real Estate Board (GVREB), average composite (detached, attached, townhomes) benchmark home prices have risen from \$694,000 to \$708,500 in the summer months (June to August). To provide further context, when analyzing year-over-year summer market trends between June to August, summer 2015 reported strong indicators showing Metro Vancouver's imbalance of supply and demand.

June to August Average Year-Over-Year Percent Change:

- Total Listings: -25.5% ▼
- Total Sales: +26.6% ▲
- Benchmark Price: +12.2% ▲

There is no denying that the Fall weather is returning, however, it doesn't look like our housing market is ready to lose its summer heat just yet. With the 3-month summer trend of diminishing home listings and continued strong sales activity, it looks as though the latter half of 2015 won't be cooling off anytime soon.

Note: REBGV data includes sales in Metro Vancouver area but excludes the Fraser Valley Region (Surrey, Langley, Abbotsford, Chilliwack, and Hope).

For information on MAC Communities, News and Special Offerings, join the **MAC CLUB** at macmarketingsolutions.com

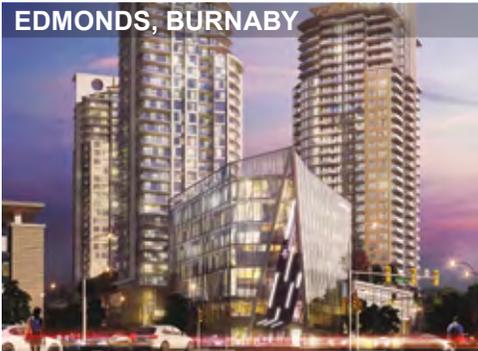
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MAC Communities



Marketing Solutions



EDMONDS, BURNABY

Kings Crossing by Cressey

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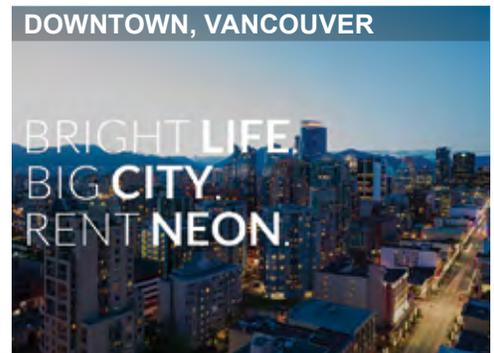


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* Prices subject to change without notice. This i



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BELLEVUE

DUNDAVE

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Portfolio Rental Apartments

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