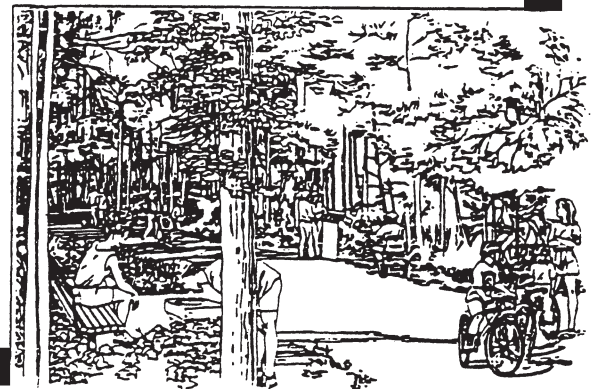


## EDMONDS TOWN CENTRE PLAN



*Adopted by  
Burnaby City Council  
1994 September 26*

*Based on  
Recommendations  
from the  
Edmonds Area  
Advisory Committee*



## **1.0 OVERVIEW OF THE EDMONDS TOWN CENTRE COMMUNITY PLAN**

### **1.1 Development Framework**

The Plan establishes a framework for an Edmonds community with improved and more focused commercial cores, a varied mix of housing forms, linked parks, expanded open space, a transportation network including pedestrian/bicycle routes and neighbourhood protection, and facility and services to meet local and community needs.

The physical expression of this development framework is illustrated on sketch #1.

### **1.2 General Policies and Guidelines**

Growth in the Edmonds Town Centre should be guided by the following policies and guidelines:

#### **A Town Centre Within the City**

The Edmonds Town Centre should serve the south-east area of the City and help meet the growth management objectives of the City by:

- Providing a mix of housing, a variety of shops and businesses, employment opportunities, schools, recreation facilities, and parks to provide for the daily needs of area residents and to fulfil its town centre role.
- Improving road and transit service to meet local needs and to provide better connections to other parts of the City and region.
- Directing traffic onto major arterial roads to protect residential neighbourhoods from through traffic.
- Establishing a distinct identity for the Town Centre.
- Protecting municipally significant natural areas while providing for development opportunities.
- Providing for physical improvements and community services to re-establish a strong sense of community, meet the needs of residents, and to plan for future growth.

#### **A Community of Neighbourhoods**

The Edmonds Town Centre should have distinct neighbourhoods which support the development of a retail core, and provide for a range of housing types by:

- Providing a distinct identity for three types of neighbourhoods of differing character identified in this plan as the Urban Neighbourhood, the Woods Neighbourhood and the Ground Oriented Neighbourhood.

- Establishing the Middlegate area and the Edmonds Station/Office Centre as core areas for higher density residential, retail, and office development.
- Providing for a diversity of housing types to enable people of different incomes and age groups to live within the Town Centre.
- Providing for additional housing units through the use of various housing forms ranging from high rise to single and two-family small lot development.
- Locating shops, services and recreational facilities throughout the community to reduce the use of cars and establish a stronger sense of neighbourhood.

### **A Community for Pedestrians**

The Edmonds Town Centre should provide a network of public spaces, and safe and attractive pedestrian and cycle routes that can serve as a convenient alternative to the automobile, by:

- Providing pedestrian and cycle routes to link neighbourhoods to one another and to the core areas.
- Emphasizing the development of people-oriented uses, squares, and small parks within the core retail areas.
- Introducing a mix of residential and commercial uses in the retail core areas to establish a vibrant, pedestrian friendly environment.
- Providing pedestrian routes and other public spaces that are safe and attractive to use day or night.
- Locating higher density apartments within easy walking distance of the core areas.

### **A Liveable Community**

The Edmonds Town Centre should develop in a manner that recognizes the importance of the interdependence of the environment, housing, shopping, work, schools, parks and community facilities in creating a complete, liveable and integrated community by:

- Protecting natural resources and environmentally sensitive areas by incorporating them into parks and conservation areas.
- Maintaining environmentally sensitive areas in their natural state.
- Providing a range of recreational facilities and amenities in appropriate areas.
- Minimizing the negative impacts of development through the encouragement of creative site design, architecture, energy efficient design, and ecologically sound management of vegetation and pests.

- Developing and maintaining a level of community services and facilities that will help ensure the physical, social, and mental well-being of area residents.
- Promoting active involvement of area residents, businesses, and youth in shaping their community.

### **Community Involvement**

Continued community involvement is considered necessary to maintain the momentum and trust gained and the desire to continue local involvement in the improvement of their community by:

- establishing a community based advisory committee approach to provide ongoing input and assistance in implementing the new community plan for the Edmonds area.

## 2.0 LAND USE AND DEVELOPMENT

The overall land use plan for the Edmonds Town Centre is illustrated on Sketch #2. A summary of approximate land areas and residential unit capacities for each type of land use is provided in Table 1. Details of the various types of land are provided below.

### 2.1 Commercial Development

Commercial development is to be strengthened and revitalized by creating a Town Centre Core, a Station Core, and a Secondary Core. These core areas are to be pedestrian oriented and linked to the surrounding residential areas. The commercial concept is shown on Sketch #3.

- **Town Centre Core:** The existing commercial area surrounding the Middlegate Mall will be reinforced through a mix of street front retail stores and high rise apartments along both sides of Kingsway and Edmonds between Griffiths and Humphries. The future redevelopment of the Middlegate Mall will strengthen this site as the focus for this core and include a significant anchor store and major food store, as well as street-oriented retail shops as part of mixed-use redevelopments. Illustration 1 is a depiction of the Plan's vision for the Town Centre Core.
- **Station Core:** The B.C. Hydro site, the Edmonds SkyTrain Station area, and 18th Avenue south of 19th Street is to accommodate a variety of high rise offices, restaurants, a medical clinic, stores, and other local services.
- **Secondary Core:** Development of a Secondary Core is provided for along both sides of Edmonds Street, generally between Humphries and Canada Way, consisting of street front retail with low rise apartments above. The apartments on the south side of Edmonds would face onto 19th Avenue. An illustrative example of this development concept along Edmonds Street is depicted in Illustration 2.
- **Local Retail:** Local retail services as part of mixed use developments are provided for on Station Hill Drive, and on the Kingsway frontage at the intersections of Sperling Avenue (Diego's site), Edmonds Street (Lumberland and Pioneer Credit Union site), 14th Avenue and 10th Avenue.
- Pedestrian improvements in the Town Centre and Secondary Core areas include: setbacks for storefronts, overhanging canopies for weather protection, wider sidewalks, street furniture and benches, street trees, small pocket parks, appropriate lighting, and improved pedestrian crossings.
- A system of urban trails, and pedestrian and cycle routes will be provided between the core areas and the surrounding residential areas.
- The following major existing commercial sites are designated as follows:

Value Village site - high rise (high density) apartments with street front retail on Edmonds

North-east corner of Kingsway & Edmonds - high rise (high density) apartments on Arcola/Vista with street front retail on Edmonds & Kingsway

Lumberland and Pioneer Credit Union site - ground oriented townhouses and apartments with local street front retail on Kingsway

## **2.2 Residential Development**

A range of housing types is designated in the Town Centre to provide a diversity of living opportunities, to support the redevelopment of the Town Centre and Secondary Core areas, and to address overall City needs for housing units. The residential concept is shown on Sketch #4.

### **High Rise Apartments**

High rise apartments are the most dense form of residential development of about 10 to 20 stories. Relatively slender apartment towers are encouraged to maximize areas for landscaping and to increase views between buildings.

- High rise apartments are located in proximity to the Town Centre Core, above commercial developments in this core, and near the Station Core.
- Mixed use high rise apartment areas in the Town Centre Core include the Kingsway side of the Middlegate Mall site, the site bounded by Kingsway, Sperling and Arcola (Diego' site), the Value Village Site, and the north-west corner of the intersection of Kingsway and Edmonds, as well as a site near the SkyTrain Station.

### **Low Rise Apartments**

Low rise apartments are generally three or four stories with parking typically provided underground to maximize space for landscaping and other amenities.

- Low rise apartments provide a transition between the high rise apartment areas and ground oriented housing and single family neighbourhoods. They are also provided above commercial developments in the Secondary Core.

### **Ground Oriented Multiple Family Housing**

Ground oriented multiple family housing consists of townhousing or other forms of multiple family units where access is provided to each unit from the ground outside, sometimes by stairs. Within the Town Centre these developments will generally have underground parking. An illustrative example of ground oriented multiple family housing is depicted as Illustration 3.

- Ground oriented housing is located in areas further away from the core areas, providing a transition to adjacent single and two-family neighbourhoods.
- Provisions for ground oriented housing areas include:
  - the Lumberland site
  - Kingsway frontage between 10th and 16th Avenues

- the block bounded by Sixteenth Street & Britton Street and Eighteenth Avenue and Sixteenth Avenue
- the existing gravel pit area and an area adjacent to the Southpoint extension
- the area below the proposed Marine/10th Connector, above Marine Drive, between the Southpoint extension and the Stride Avenue Ravine
- Provisions for additional ground oriented housing in the longer term include:
  - B.C. Tel. lands
  - Safeway lands
  - immediately adjacent to the above lands at 14th Avenue and 19th Street

### **Single and Two-Family Infill / Intensification**

Single and two-family infill / intensification areas provide opportunities for additional housing units through smaller lot subdivision, more duplexes or additional suites within dwellings. This will only occur if desired by the local community as determined through a further community review process for an area rezoning.

- the area around Ernie Winch Park between Kingsway & Fifteenth Street and 10th Avenue & Seventeenth Avenue will be retained as primarily a single and two-family area subject to a further community review process to identify potential areas for infill. This area does not include the Kingsway frontage.
- the area below the proposed Marine/10th Connector, above Marine Drive, and to the west of the Southpoint extension remains as single and two-family residential with potential infill development.

## **2.3 Parks and Open Spaces**

Existing parks and open spaces in the Edmonds area are to be enhanced. The Parks and Open Space/Pedestrian and Bicycle Linkages concept is shown on Sketch #5.

- Byrne Creek Ravine Park is expanded to include about 19 acres of the Byrne woods, which will connect it to the adjacent proposed open space and Taylor Park.
- The additional area for the expanded Byrne Creek Ravine Park and the area identified as the 14th Avenue Ravine Park are to be dedicated as park land, once the lands have been assembled.
- Improvements to Byrne Creek Ravine Park will emphasize and enhance the natural character of the ravine area and include interpretative signs for educational purposes. An illustrative example of an urban trail development within the ravine park area is depicted as Illustration 4.
- The City is to develop a drainage / runoff control plan for new and existing developments in the Edmonds Town Centre to reduce potential impacts on Byrne Creek.

- As part of the development of the proposed residential sites east of Byrne Creek Ravine Park, a more detailed environmental assessment should be conducted to ensure development is undertaken in a manner sensitive to Byrne Creek Ravine Park.
- The existing Stride Avenue Park and Stride Community School site is to be increased in size through a future realignment of 14th Avenue when the B.C. Tel / Safeway sites are redeveloped in the longer term.
- Other smaller park areas noted on the map of parks and open spaces are included in the community plan for the Edmonds area.
- Outdoor recreation areas and facilities should be developed for a range of age groups by including a variety of play fields, and picnic areas.
- The City will develop a detailed closure plan for the Stride landfill site, including a gas migration and leachate control program.
- Neighbourhood parks should accommodate youth activities by providing safe, soft, green, grassy play areas, adventure play areas for a range of ages, age specific courts and fields, and places for youth to ride bikes away from traffic.
- A network of pedestrian and cycle routes is to be provided to link areas of the Town Centre.

#### **2.4 Industrial Employment Opportunities**

Industrial employment opportunities are to be supported in the Town Centre area. An industrial base contributes to the economic viability of the community and provides opportunities for a greater range of jobs.

- The existing Weiser Lock industrial site is to be retained for industrial uses with reconsideration given to this designation as part of the current Residential Growth Management Strategy that will be assessing the longer term use of the industrial areas on the Kingsway ridge.
- The industrial lands associated with B.C. Hydro and SkyTrain maintenance facility will be retained in the Town Centre.



### 3.0 TRANSPORTATION NETWORK

The proposed transportation network is shown on Sketch #6. The Edmonds Town Centre Plan supports the objectives of the draft Burnaby Transportation Plan to:

*move people and goods efficiently by road; reduce the overall need to travel by car; promote alternative modes of travel, especially transit, pedestrian and bicycle travel; and to protect the environment and community livability.*

#### 3.1 Roads

- The pedestrian orientation of Kingsway in the Town Centre Core should be improved through greater building setbacks, street trees, area banners, street front retail, and appropriate pedestrian crossings.
- Commuter and through traffic, including trucks, should be accommodated on major arterial roads to minimize the impact on residential areas.
- The Marine / 10th Connector should be given priority for completion.
- The previously proposed Byrne Park Drive will not be constructed.
- Local access should be provided between 19th Street and the proposed Marine / 10th Connector. This route (Southpoint Drive extension) should be constructed as a neighbourhood route with appropriate signing, traffic control, and traffic calming measures to discourage through traffic.
- The Southpoint Drive extension should connect to Marine Drive.
- A community transportation planning process should be undertaken for neighbourhoods in the Edmonds Town Centre.

#### 3.2 Public Transit

- B.C. Transit should develop an Edmonds Transit Area Plan with appropriate public input.
- A shuttle bus (jitney) service should be established to provide service within the Town Centre.

#### 3.3 Pedestrian and Bicycle Linkages

A network of pedestrian and cycle routes as shown on Sketch #5 will be provided to link areas of the Town Centre and to reduce the use of cars.

- An urban trail should be developed from the town centre core along Vista/Arcola, Salisbury/18th Street and 18th Avenue to the SkyTrain Station with a link to the B.C. Parkway and a crossing of the Byrne Creek Ravine at Sandborne and/or Mission Avenue.

- Pedestrian and cycle routes, with appropriate amenities such as rest stops and drinking fountains, should be provided throughout the town centre to serve local areas and to connect to the major urban trails.
- A pedestrian walkway, with appropriate lighting, benches and other features, should be provided from the B.C. Parkway/Highland Line at 16th Street adjacent to the Edmonds Senior Centre to the Hall Avenue pedestrian signal on Kingsway.
- The core areas should have a strong pedestrian orientation that would include: improved pedestrian crossings, wider sidewalks, trees, benches, setbacks, and canopies.

#### **3.4 Street Improvements**

Sidewalk, street lighting and pedestrian crossings are to be improved to create pedestrian friendly streets that are safe to use day and night. The street improvement initiatives are shown on Sketch #7.

- The illustrated lighting, sidewalk, pedestrian crossing and other needed street improvements should be included as an element of the community plan implementation.
- An implementation strategy should be developed to ensure that identified street improvements are undertaken on a phased basis.

#### **3.5 Parking**

Neighbourhood parking concerns related to SkyTrain users and B.C. Hydro employees should be addressed to ensure that adequate parking is available for residents, businesses, and visitors.

- The City should undertake a review of 'resident permit parking' for the area around SkyTrain Station.
- The City should enter into discussions with B.C. Hydro on possible approaches to encourage their employees to use company parking spaces.
- Adequate off-street parking should be provided in new developments in the town centre and secondary core areas.
- The City should review the concept of shared parking lots for public use in the town centre core through payments provided by individual developers.
- On-street parking should be allowed on Kingsway during off-peak traffic hours.

## **4.0 COMMUNITY FACILITIES AND SERVICES**

### **4.1 Recreational Facilities**

The City should review options for locating recreational centres and services in the core areas and the three neighbourhood areas over the medium and long term including:

- an open air / informal leisure ice skating & roller skating venue as a focal point within the Town Centre Core, possibly as part of a private development.
- a satellite community centre adjacent to Stride School or Taylor Park.
- a community hall at the 1914 Burnaby South School building.
- an expansion of the Kingsway Branch Library.
- an indoor pool.

### **4.2 Community Services**

Adequate community services are to be provided to meet local needs.

- A survey of community service needs should be undertaken by the City or other appropriate agency.
- The City should pursue measures to encourage the provision of some basic community social services from recreation centres, i.e. Eastburn.
- Some space in the Edmonds North Wing community resource centre should be reserved for local community based services such as services for youth, child care, and services for new immigrants.
- There should be some degree of focusing of community services/facilities in the Town Centre Core area.

### **4.3 Crime Prevention & Public Safety**

Actions are to be undertaken to improve public safety and prevent crime in the area.

- The RCMP should implement community policing, on a pilot basis, in the Edmonds area.
- The RCMP and other service agencies should provide preventative education sessions to area youth and parents on criminal/gang issues.
- A program should be developed to address teen/youth issues, including counselling, emergency shelter, health and other service needs.

## **5.0 COMMUNITY INVOLVEMENT**

Continued community involvement is considered necessary to ensure that the Edmonds Town Centre Plan is implemented in the most effective manner.

### **5.1 Advisory Committee**

- A community based advisory committee approach for the Edmonds area will be established to provide ongoing input and assistance in implementing this plan.
- The Committee should be appointed annually at Council's inaugural meeting to assist in the implementation of the Edmonds Town Centre Community Plan.

### **5.2 Youth**

Youth need to be actively involved in improving the quality of life of the overall community. To ensure ongoing youth involvement, youth are to be provided with an opportunity for direct input that produces visible results on youth issues.

- An Edmonds Area Youth Advisory Council should be established to represent the views of area youth and provide direction to service providers, businesses, community members, and others on youth and community issues.
- Youth should be involved in the development of youth recreation programs that support leadership skills, improve access to recreation, reach out to youth-at-risk, and provide high interest activities.
- Community service providers should be requested to consult with the proposed Youth Advisory Council on ways to improve the delivery of health and other services to youth in the community.
- A place for youth (e.g. drop-in centre) should be developed to provide a comfortable, safe, and supportive environment in which youth aged 13 - 18 can 'hang out', and have access to community services.
- Low cost improvements to parks and recreation facilities, as identified by youth, should be undertaken in the immediate future.

## 6.0 SUMMARY

The Edmonds Town Centre Plan is intended to reverse a series of undesirable trends in the area, rekindle community pride, actively involve the community, and encourage redevelopment activity.

Table 1 following presents figures for estimated residential units at capacity and approximate land areas for each type of land use designated in the Plan. The following points summarize the major principles of the Edmonds Town Centre Plan.

- Provide for a mix of housing through the development of three distinct types of neighbourhoods termed "urban", "woods", and "ground-oriented".
- Establish the Middlegate Mall area as the primary core area for shopping, working, living, socializing and community services.
- Establish the Edmonds Station area as a second core area for public transit, office, residential and supporting retail.
- Establish the Edmonds Street area, north of Kingsway, as a secondary retail/residential core.
- Protect the existing 58 acre Byrne Creek Ravine Park and add an additional 19 acres of the forested area to the east of the ravine to the Ravine Park.
- Develop pedestrian and cycle routes to connect residential neighbourhoods, activity centres, and parks.
- Develop a plan for street improvements and for the development of community facilities in keeping with the growth of the Town Centre.
- Promote the active involvement of area residents, businesses, and youth in their community.

**TABLE 1****SUMMARY FIGURES OF PROPOSED LAND USE AND RESIDENTIAL UNITS.**

|                                 | <b>Land Area (in acres)</b> | <b>Number of Units</b> |
|---------------------------------|-----------------------------|------------------------|
| Town Centre Core                | 28                          | 2200                   |
| Station Core                    | 14                          | --                     |
| Secondary Core                  | 11                          | 330                    |
| Local Commercial                | 3                           | --                     |
| Service Commercial              | 4                           | --                     |
| High Rise Apartments            | 32                          | 2550                   |
| Low Rise Apartments             | 75                          | 4540                   |
| Ground Oriented Multiple Family | 87                          | 4700                   |
| Single and Two Family\Infill    | 59                          | 510                    |
| Industrial                      | 80                          | --                     |
| Institutional                   | 20                          | --                     |
| Park & Open Space               | 186                         | --                     |
| <b>TOTAL</b>                    | <b>708<sup>1</sup></b>      | <b>14,830</b>          |

(1) Including area for roads; 918 acres.

This table shows approximate land areas in acres and approximate residential unit counts at capacity in the Edmonds Town Centre Plan.

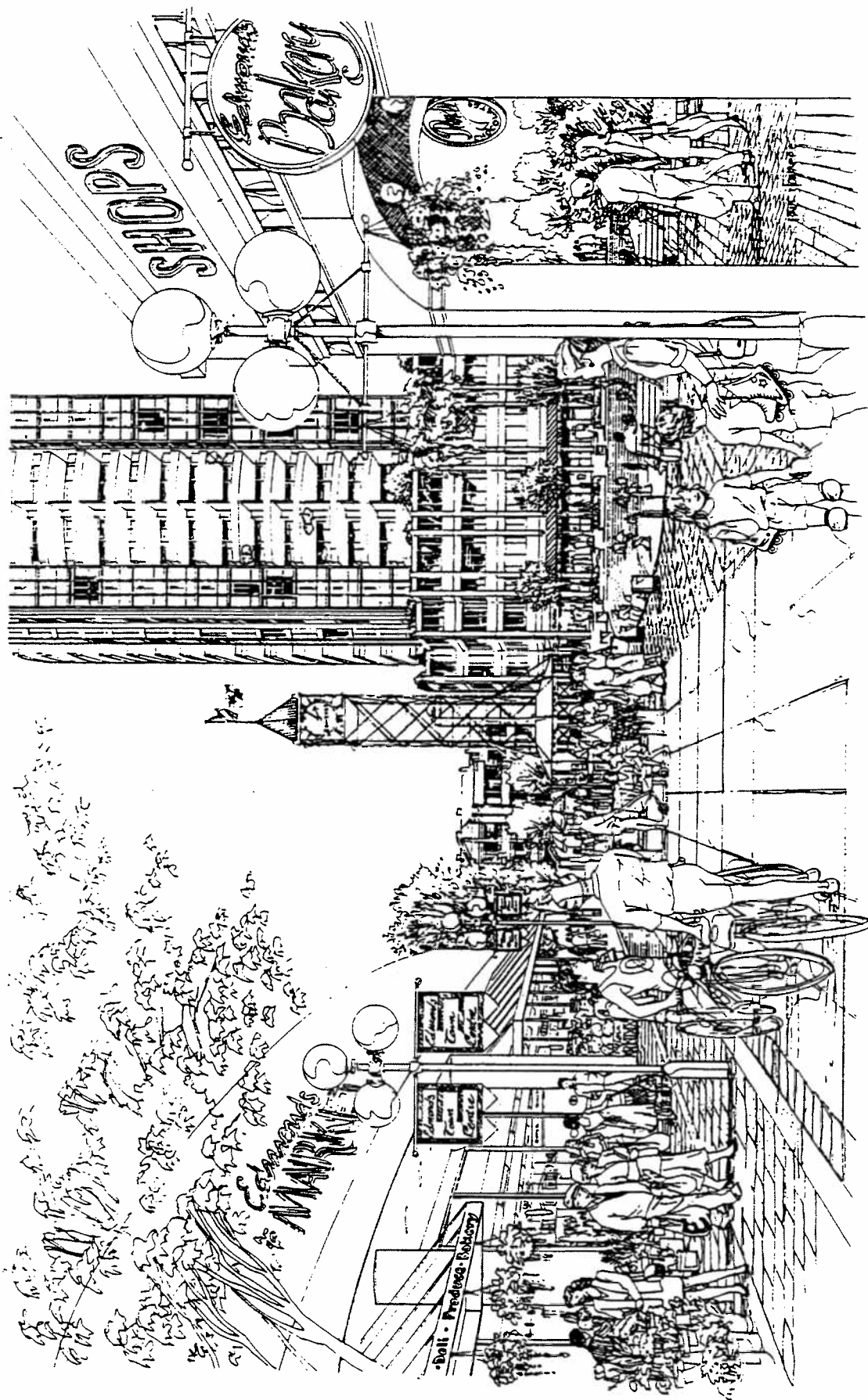


ILLUSTRATION 1

Town Centre Core  
(Middlegate Area)

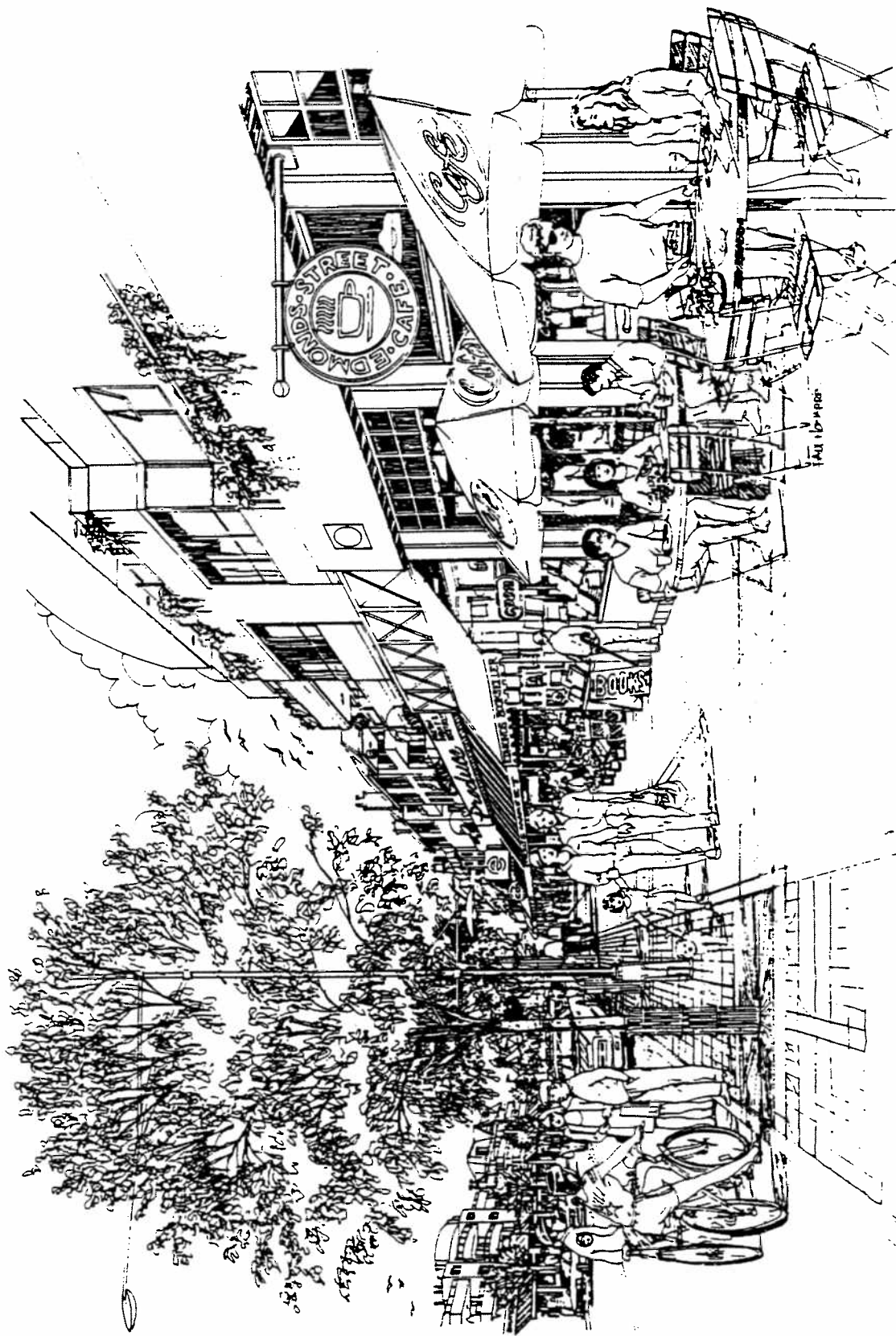


ILLUSTRATION 2

Secondary Core  
(Edmonds Street)



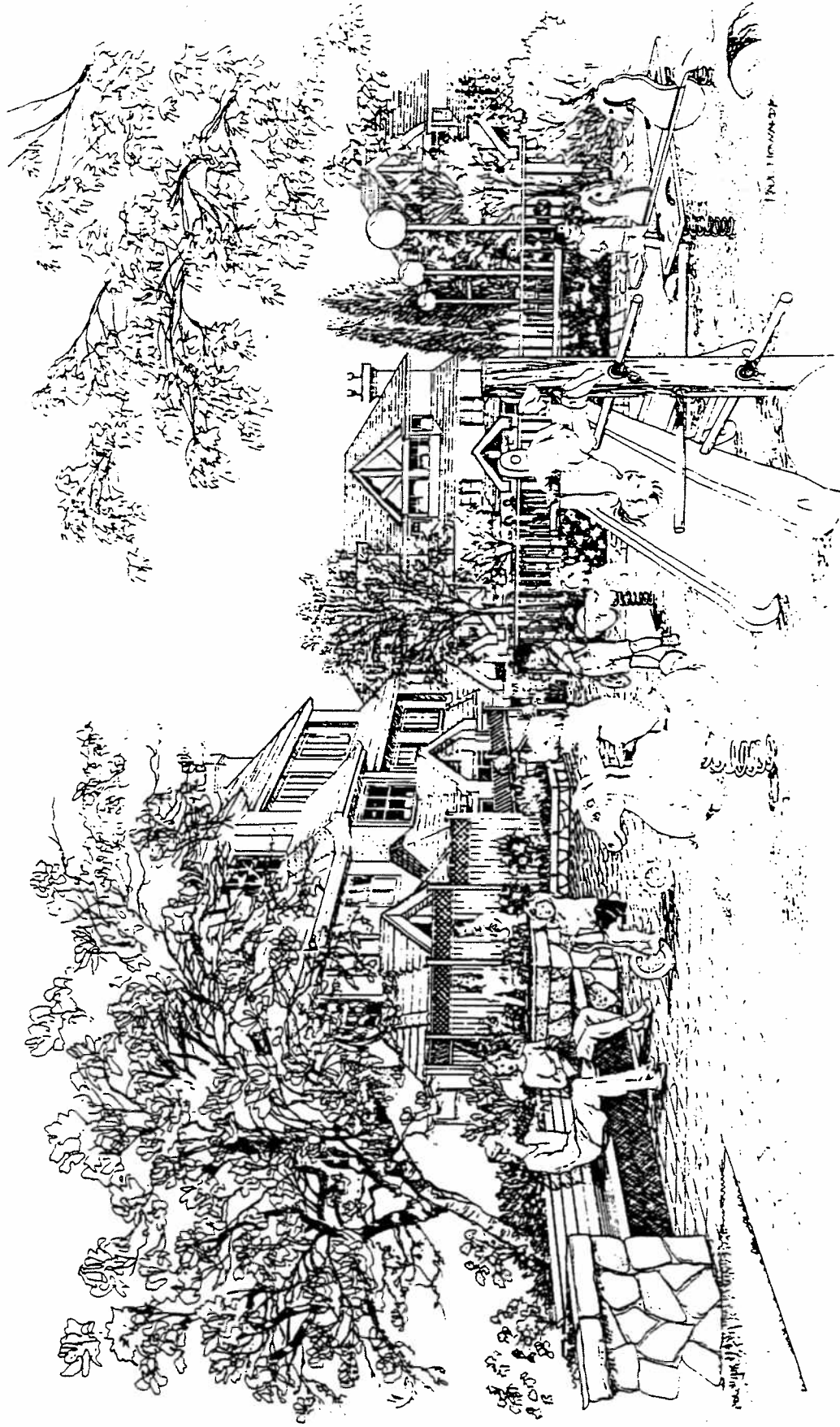


ILLUSTRATION 3

Ground Oriented  
Multiple Family Housing

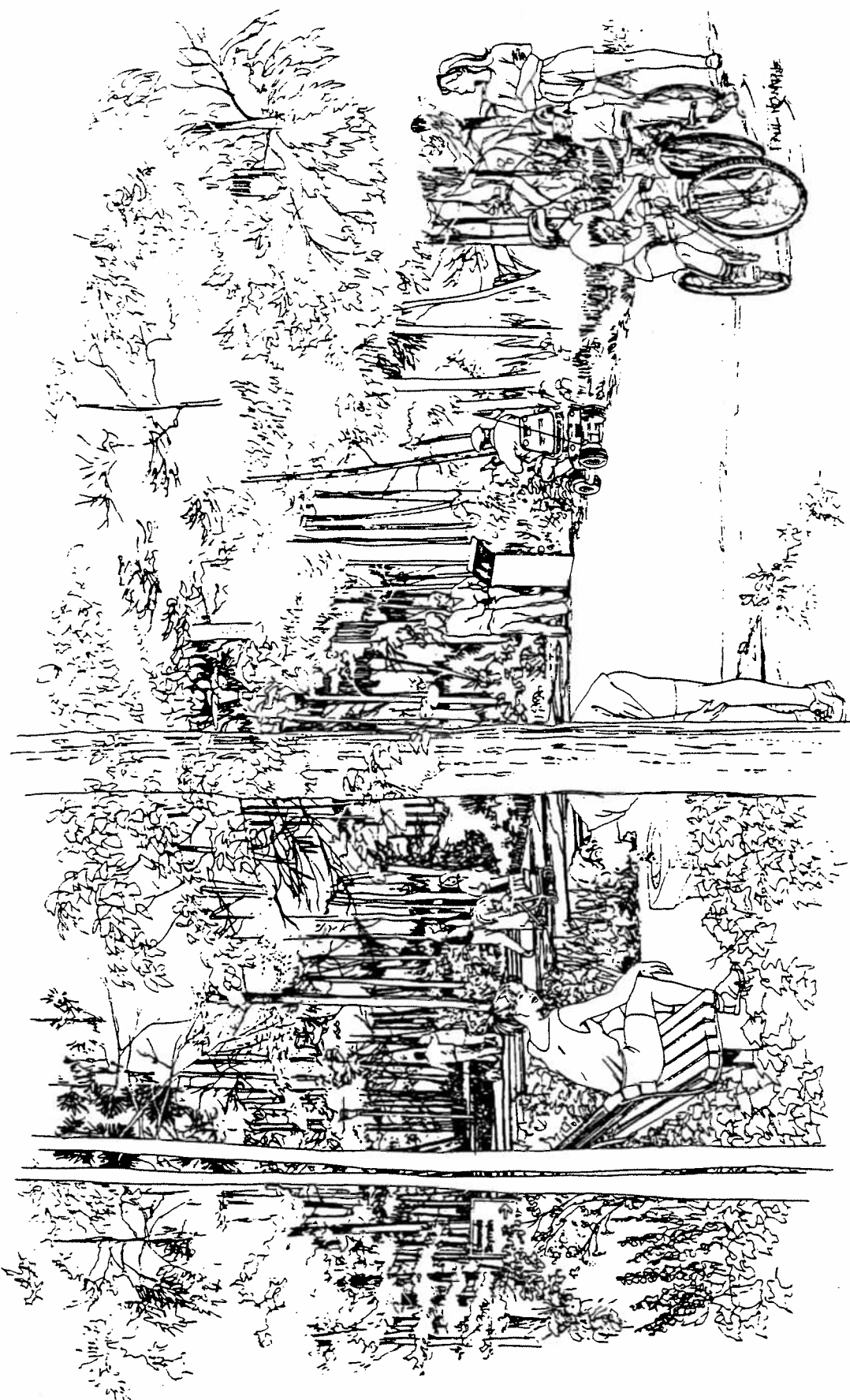
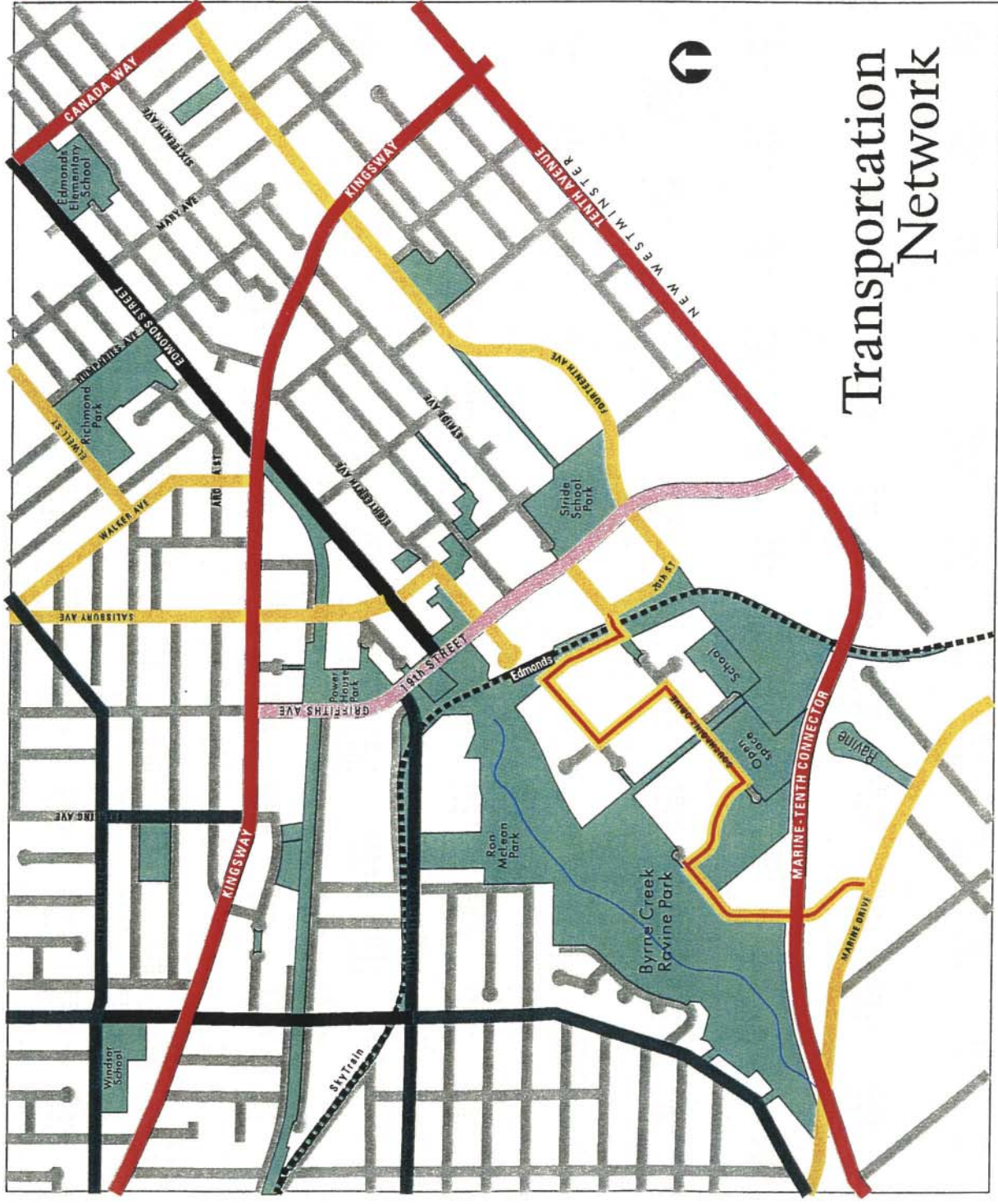


ILLUSTRATION 4

Edmonds Urban Trail

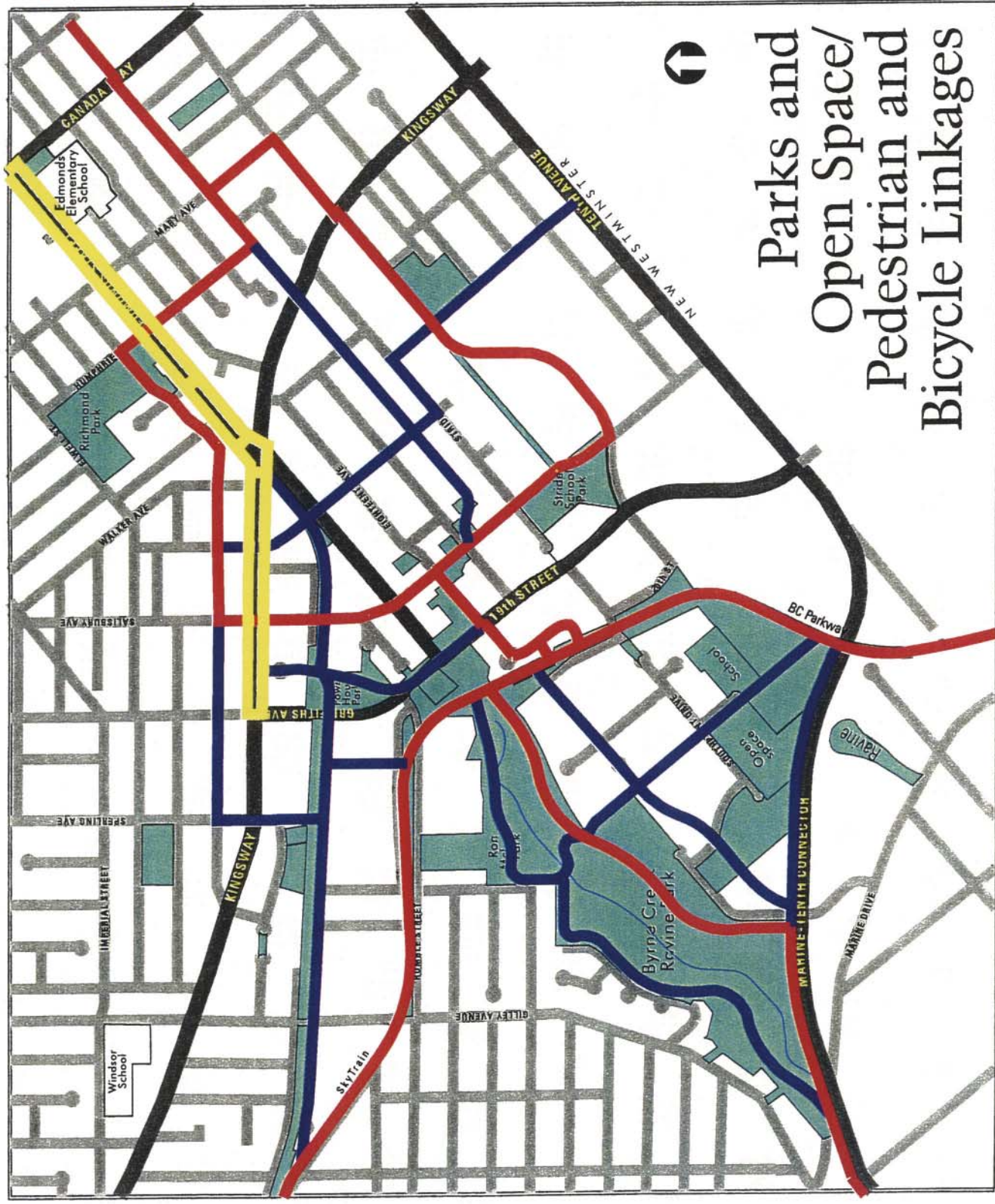


# Transportation Network

SKETCH #6



- Urban Trail
- Neighbourhood routes
- Pedestrian core

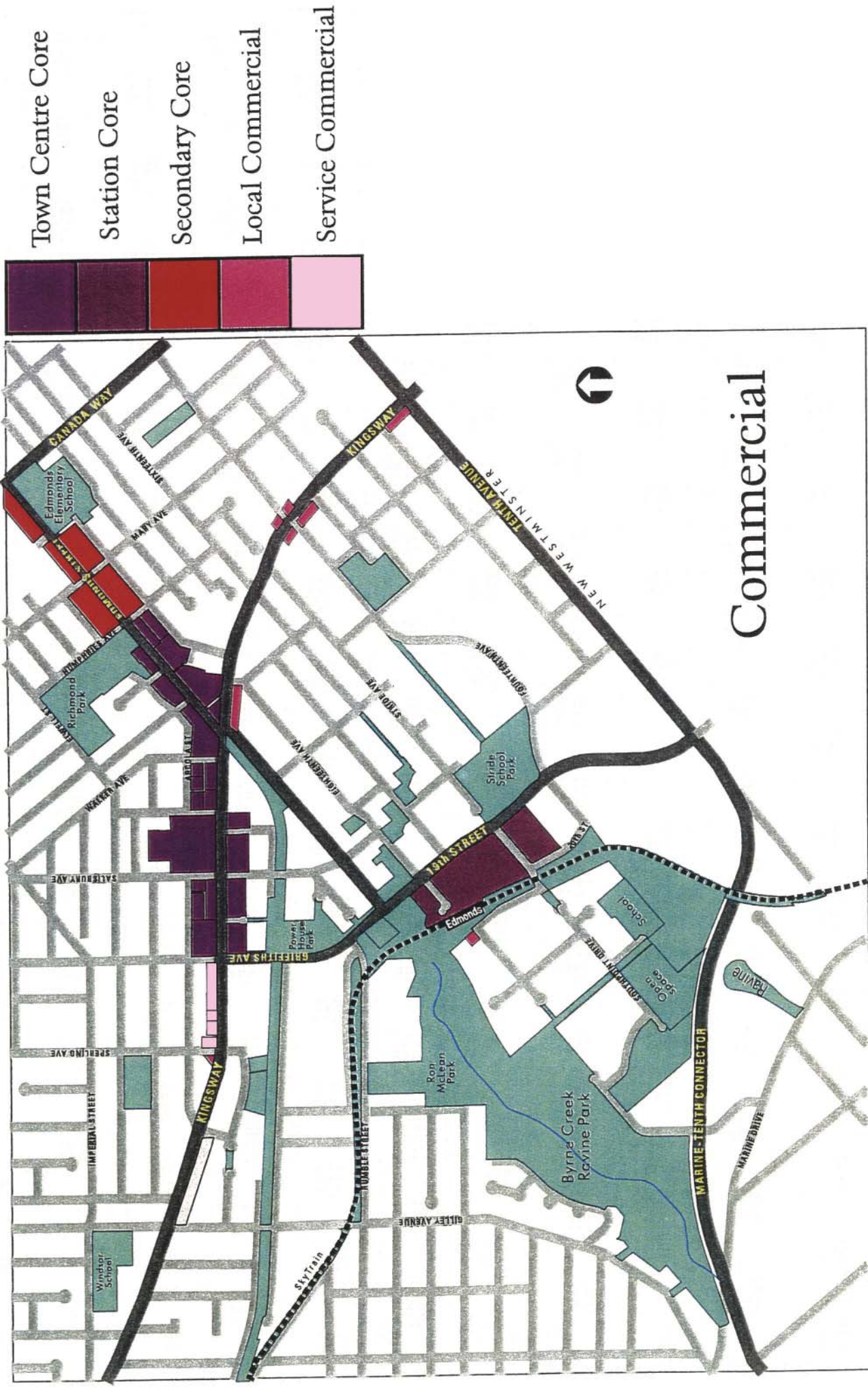


# Parks and Open Space/ Pedestrian and Bicycle Linkages



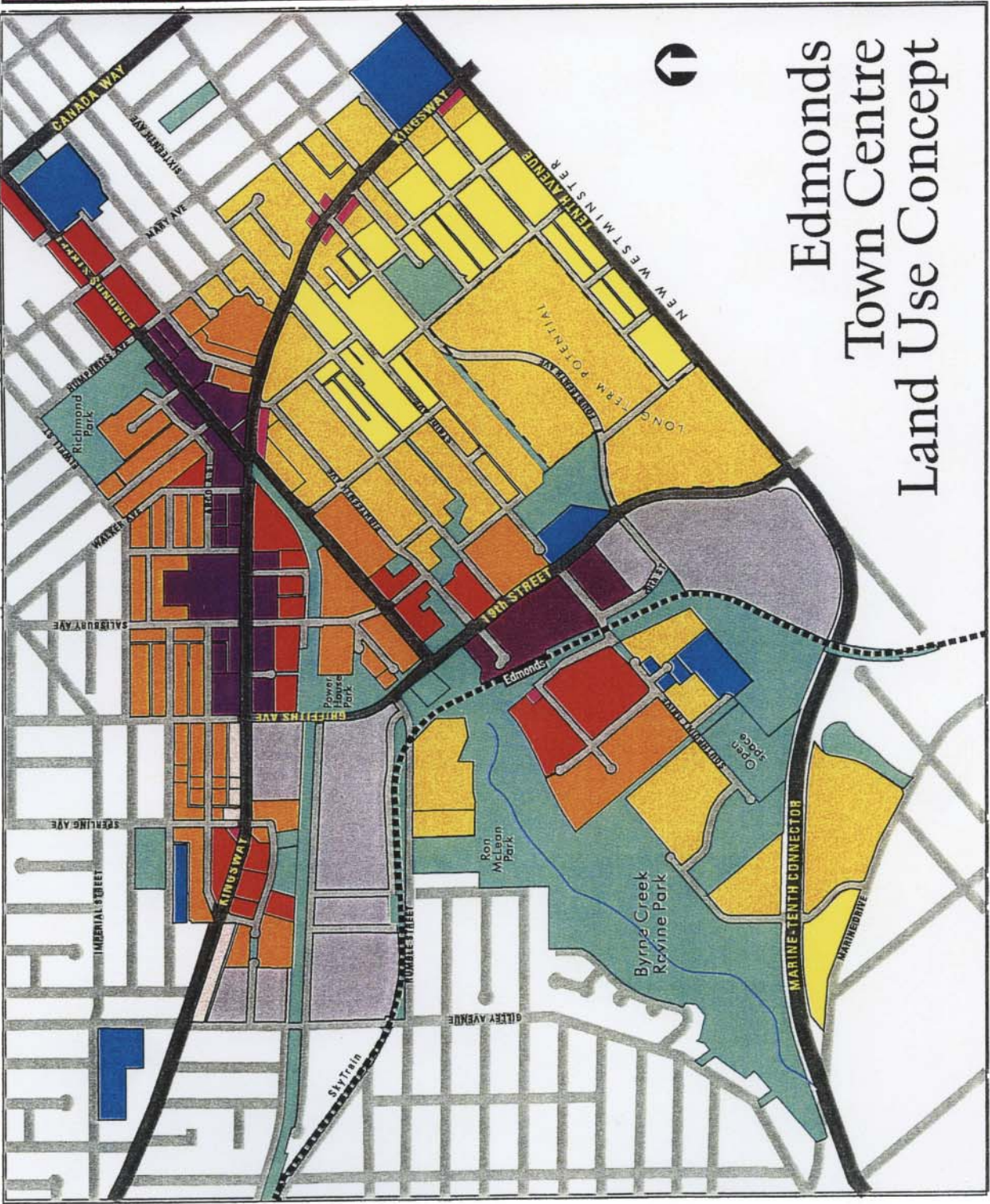






SKETCH #3



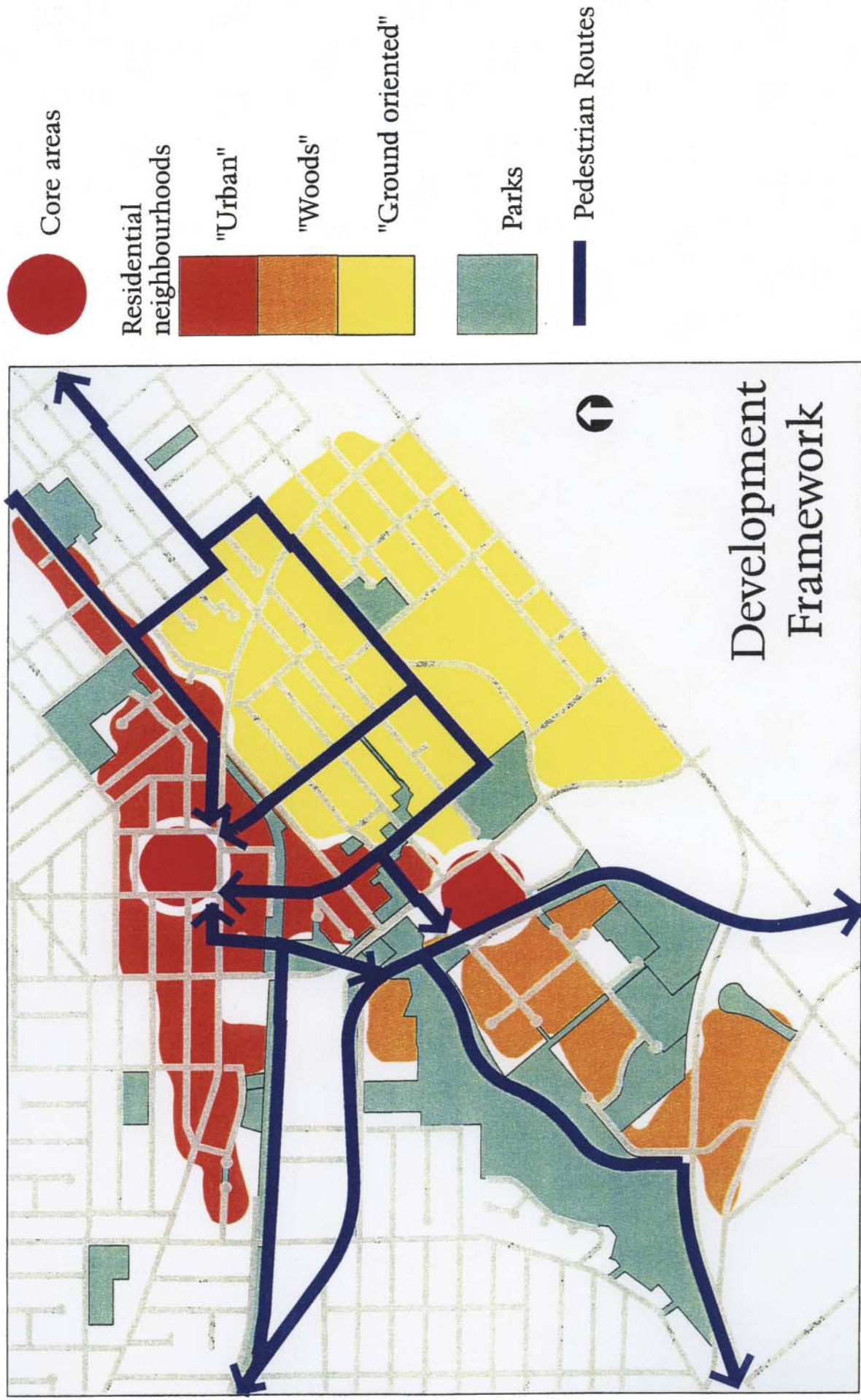


# Edmonds Town Centre Land Use Concept

- Town Centre Core
- Station Core
- Secondary Core
- Local Commercial (mixed use)
- Service Commercial
- High Rise Apartments
- Low Rise Apartments
- Ground Oriented Multiple Family
- Single and Two Family (infill)
- Industrial
- Institutional
- Park

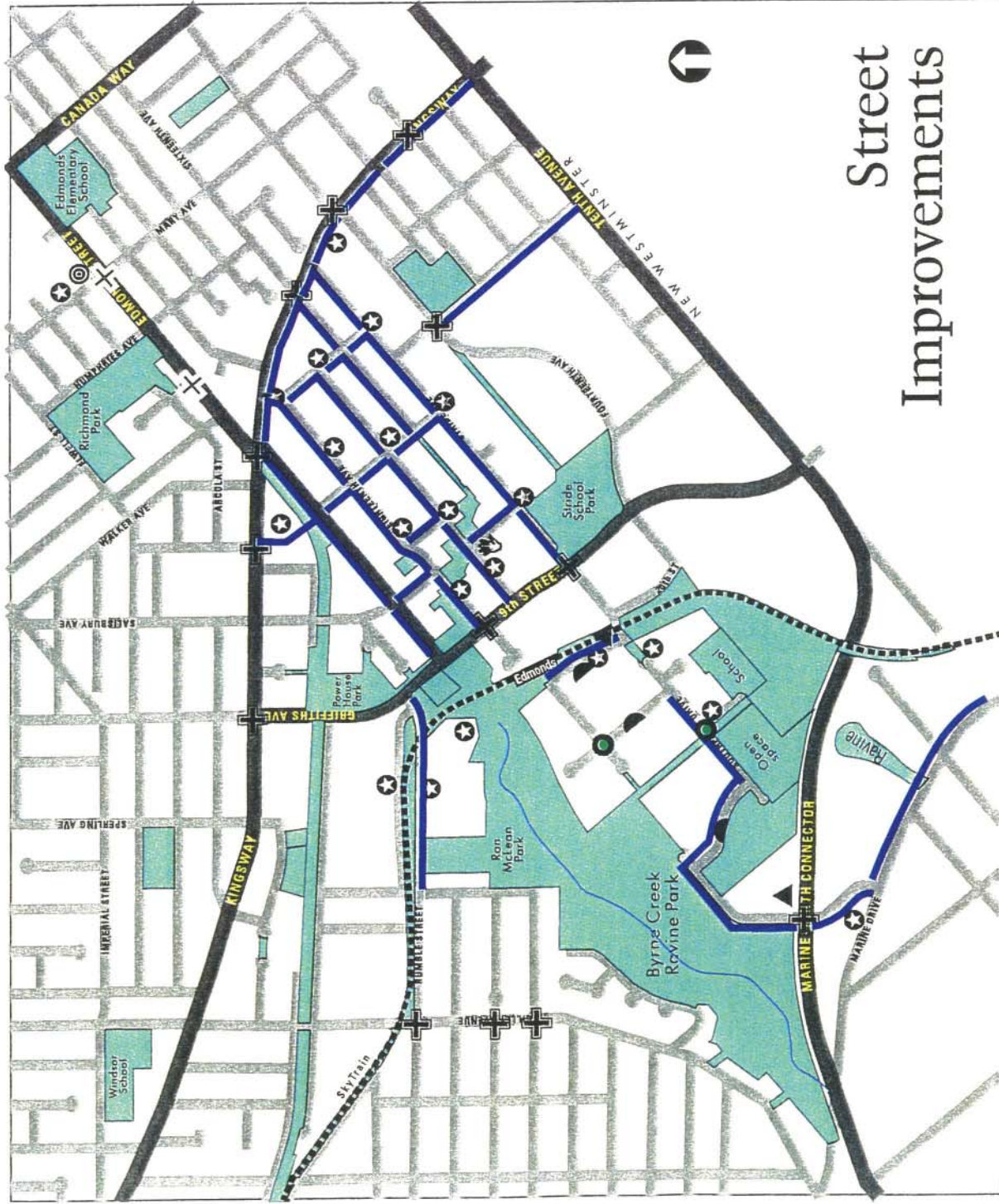
SKETCH #2





SKETCH #1





- ▲ Neighbourhood entry signs
- Traffic circles
- Road undulations
- + Intersection/pedestrian crossing improvements
- ★ Lighting improvements
- Sidewalk improvements
- 🛑 Stop sign
- 🗣️ Audible signal

SKETCH #7