

# Edmonds Town Centre Community Plan

## Phase 1 Public Consultation:

Preliminary visioning, goals and plan directions

Spring/summer 2023



**This discussion guide** provides information about the following topics to help you better understand the planning process for phase 1 of the Edmonds Town Centre Community Plan:

1. Preliminary visioning
2. Preliminary goals and sub-goals
3. Preliminary plan directions:
  - » Plan area boundary
  - » Land use framework
  - » Mobility and public space directions





# 1. Preliminary visioning

Vision statements establish a set of broad-level goals and aspirations for a community's future. In phase 1, we're seeking input on important aspects and values that the community believes should be part of the vision for the new plan. A formal vision statement for the Edmonds plan will be established later in the process. Some of these aspects and values include:

- » facilitating diversity, inclusivity and community resiliency\*
- » promoting safe, accessible and well-connected public spaces and streets
- » fostering a distinct neighborhood character and identity
- » enabling a broad range of housing and employment options
- » enhancing the ecological function and public enjoyment of natural spaces and streams like Byrne Creek
- » improving access to recreation, nature and cultural amenities

Your input will help guide the development of a formal vision statement that will be included in the new Edmonds plan.

*\*Community resiliency: A strong, connected and well-served community supports a neighbourhood's resiliency and capacity to respond to future challenges or adversity. In general, resiliency is the capacity of people, communities, organizations and the built and natural environments to prepare, withstand, adapt and bounce forward regardless of social, environmental and economic changes, uncertainties and challenges.*



## 2. Preliminary goals and sub-goals

We're introducing a set of preliminary goals and sub-goals to help inform discussion and garner meaningful input on the future of the Edmonds community.

### Goal 1: Town Centre housing

Provide a diverse range of Town Centre housing types, forms and rental or ownership options across Edmonds, complemented by high-quality community amenities and services.

#### Sub-goals:

- » Focus high-density residential and mixed-use forms around the Edmonds SkyTrain station (Station Area node), the intersection of Kingsway and Edmonds Street (Town Centre node) and Southgate Village (Southgate Village node) (see 3b. Preliminary Plan Directions: Land Use Framework).
- » Provide medium-density, mid-rise mixed-use forms along the Kingsway corridor.
- » Other residential areas in the community will provide low- to mid-rise apartment forms, as well as missing middle forms such as townhouses and rowhouses, to create thoughtful building height and structural transitions throughout the Town Centre between lower and higher density areas.
- » Apply the City's existing housing policies (e.g. the Rental Use Zoning Policy and the Tenant Assistance Policy) to ensure the provision of rental housing in future developments and protection for existing residential tenants during redevelopment.
- » Facilitate development of non-profit and supportive housing within the Town Centre through leveraging City-owned sites.
- » Continue to expand the range of community amenities, services and commercial uses that are needed to serve a growing and diverse Town Centre community.

### Goal 2: Major public space connections

Develop usable, comfortable and accessible urban public spaces and streets throughout the Edmonds Town Centre.

#### Sub-goals:

- » Active public spaces should be a prominent feature around key destinations in the Town Centre, including near the Edmonds SkyTrain station (Station Area node) and the intersection of Kingsway and Edmonds Street (Town Centre node).
- » All streetscapes should employ the City's Town Centre Standards and incorporate key features such as landscaping, stormwater management measures including green infrastructure, high-quality paving, seating and separated pedestrian and bicycle lanes, where achievable.
- » Integrate urban public spaces that enhance and promote climate resilience, such as greenways, seasonal flooding areas, demonstration gardens and emergency hubs.
- » Engage in Smart City Technologies (e.g. public electric vehicle charging stations, real-time transit information panels, digital wayfinding features) to make moving and travelling around the Edmonds community easier and more accessible.



### Goal 3: Green connections and environmental preservation

Connect residents to nature by preserving, enhancing and expanding the community's parks, green spaces, trails, watercourse and riparian habitats, green corridors and other environmental assets.

#### Sub-goals:

- » Improve pedestrian, bicycle and public transit connections to parks and green spaces throughout the Town Centre, using existing trails like the BC Parkway and Highland Park Line, as well as new trails, streets and green connections.
- » Commit to expanding and improving existing parks, green spaces and green corridors in Edmonds. Protect, and where feasible, restore watercourses to their natural condition, providing green connections to parks such as Ernie Winch Park and Mary Avenue Park.
- » New developments and land use policy should integrate riparian habitat protection, maintenance and enhancement as a key priority.
- » Promote public education and stewardship of environmentally-protected areas such as the Byrne Creek watershed. Identify locations and develop policies that support nature-based solutions (i.e. multi-use water quality/natural wetland facilities) for improving rainwater management, water quality and overall watershed health.

### Goal 4: Economy and employment

Establish Edmonds as an economically thriving regional Town Centre centered around several mixed-use nodes (see 3b. Preliminary Plan Directions: Land Use Framework) that encourage business and social enterprise and offer a range of employment opportunities.

#### Sub-goals:

- » Consider creative employment or creative economy uses in industrial areas that may be implemented incrementally over time.
- » Establish vibrant and active commercial cores with ground-level retail and service uses near the SkyTrain station (Station Area node) and the intersection of Kingsway and Edmonds Street (Town Centre node). Commercial uses should also extend along Kingsway to reinforce its commercial high street character.
- » Encourage accessory non-profit social enterprises, community spaces and childcare centres in mixed-use developments to support employees and residents.
- » Promote office and hospitality uses in the Town Centre and station area nodes to diversify and strengthen the local economic base and enhance Edmond's position as a regional Town Centre.

## Goal 5: Climate action and resiliency

Strive for a future Edmonds community that advances Burnaby's goals and targets for climate action and community resiliency.

### Sub-goals:

- » Establish climate action strategies that are specific to the Edmonds neighbourhood and in line with citywide strategies in areas such as land use, transportation, public spaces and urban design.
- » Require green buildings to maximize energy and water conservation and minimize waste and greenhouse gas emissions.
- » Facilitate District Energy Utility (DEU) connections for existing and new multi-family residential developments as well as for commercial, industrial and other uses as this option becomes available.
- » Build community resilience in Edmonds to enable the community to withstand, adapt to and rebound from challenges and events (e.g. floods, heat waves, pandemics) with minimal impact.
- » Emphasize community safety as a key aspect of the urban design which will help build community identity in Edmonds.
- » Work with Burnaby's Host Nations and members of Burnaby's urban Indigenous communities on strategies specific to Edmonds that will help advance the City's Truth and Reconciliation efforts. These may include strategies related to signage, building community identity and place-naming, public art, housing, social and environmental sustainability, architecture and urban design.
- » Preserve and enhance significant heritage assets in the Edmonds community. Where feasible, incorporate heritage assets (including buildings, natural heritage features and objects) as part of new developments.
- » Celebrate cultural diversity in Edmonds and continue to focus on cultivating an inclusive community where people from all cultures and backgrounds feel at home.

## Goal 6: Fostering community

Foster an Edmonds community distinct from other town centres in Burnaby allowing it to remain a unique place where people are proud to live, work and recreate in.

### Sub-goals:

- » Encourage contextually relevant public art that reflects the history, heritage and identity of Edmonds.
- » Promote high-quality urban design for all aspects of new developments, including building design, site layout, public spaces and accessibility.
- » Recognize historic transportation routes through interpretive strategies such as signage and banners.





As part of phase 1, we're presenting ideas and options for how the Edmonds plan area boundary may be amended through the community plan process to achieve various objectives, including:

- » providing additional opportunities for missing middle housing (e.g. townhouses, rowhouses, multiplexes) that are located close to transit (i.e. within 400-800 metres of the Edmonds SkyTrain station) and that create gradual transitions between the Town Centre and surrounding neighbourhoods, in coordination with the ongoing Housing Choices Program
- » providing better continuity between the Edmonds community and adjacent neighbourhoods
- » enabling better mobility connections and improving public space in a wider area of the community for the benefit of more residents and visitors
- » enabling the possible expansion of park and public use spaces as the community grows

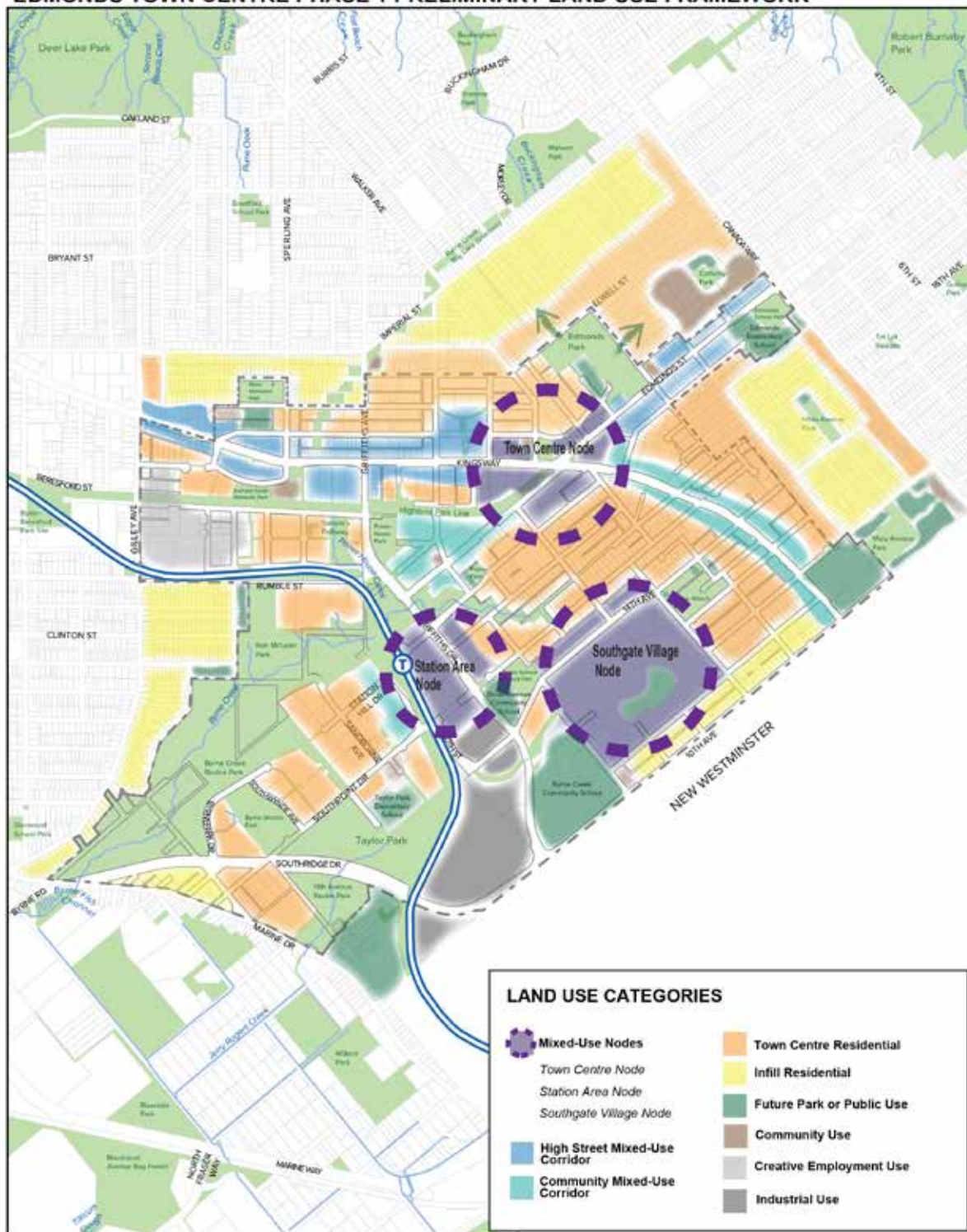
Your input now will help shape further discussions during phases 2 and 3 and contribute to developing the proposed plan area boundary for the new Edmonds plan.





## 3b. Preliminary plan directions: Land use framework

EDMONDS TOWN CENTRE PHASE 1 PRELIMINARY LAND USE FRAMEWORK



--- EXISTING PLAN AREA BOUNDARY

EXISTING PARK SPACE

OPEN WATERCOURSES

SKYTRAIN STATION

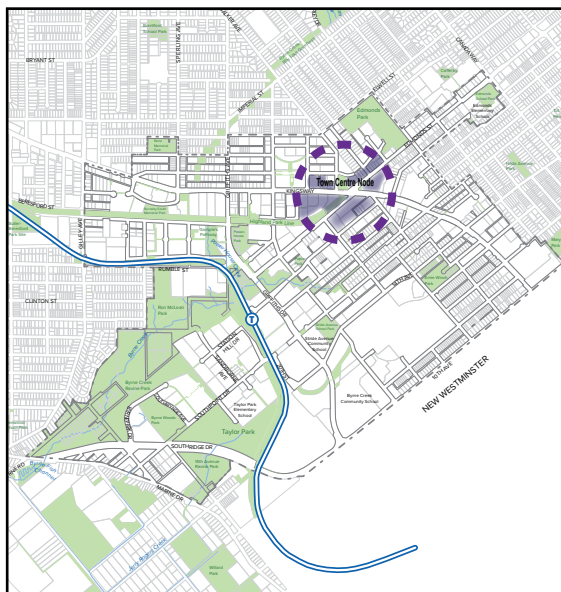
POTENTIAL EDMONDS PARK EXPANSION

The original Edmonds Town Centre Community Plan (1994) supported the development of an Edmonds community with focused commercial cores, varied housing forms, linked parks, expanded open space, a pedestrian and cyclist-friendly transportation network and facilities and services to meet local and community needs. Since 1994, different forms and scales of development have taken shape in various areas of the neighbourhood.

The preliminary land use framework presents concepts that build on the ideas established in the original plan while looking forward to the longer-term future of the Edmonds community. It also takes into account current and anticipated priorities, trends and community needs for a growing and evolving regional Town Centre.

Your input on the preliminary land use framework will help shape more detailed land use concepts and land use designations for properties within Edmonds. These will be presented during future phases and in the new Edmonds Town Centre Community Plan.

Please note the commentary presented on potential building forms and heights are intended as guidelines only and may be revised based on input we receive during phase 1.



### Mixed-use nodes: Town Centre node

**Description:** The Town Centre node is centered around the intersection of Kingsway and Edmonds Street. It's home to several major recent developments and community resources such as the Kings Crossing development and the Tommy Douglas Library, marking this area as a high-density, mixed-use focal point in Edmonds.

The phase 1 preliminary land use framework envisions that this area would continue to evolve into a central mixed-use node that would accommodate similar forms of development and be characterized by prominent open public spaces (e.g. pedestrian plazas, courtyards) surrounding and activated by ground-level retail and commercial uses. The framework also envisions enhanced

public space connections that will establish this node as a multi-modal hub with access to transit options, major roads, the Highland Park Line and safe pedestrian and cycling routes.



**Potential building form and urban design considerations:** The phase 1 preliminary land use framework considers further high-density mixed-use forms in the Town Centre node to complement existing development and to reinforce this area as a mixed-use node with landmark buildings atop commercial podiums\* that frame this key intersection.

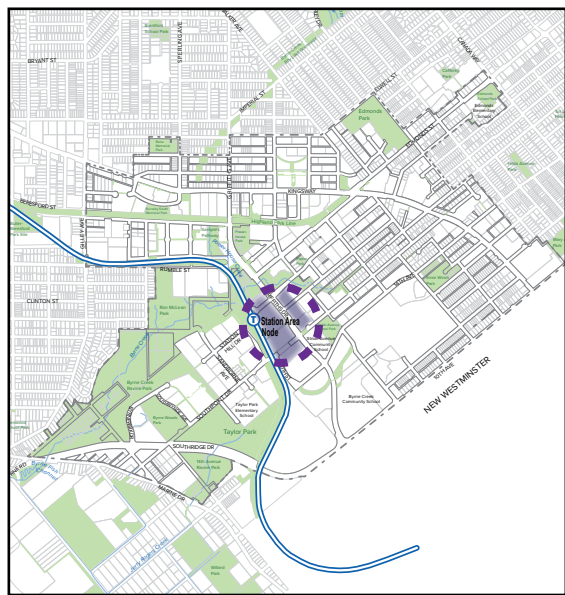
Building heights are envisioned to taper down south of Kingsway and east of Edmonds Street, providing a thoughtful transition to the surrounding area.

*\*Commercial podiums are the bottom level(s) of a mixed-use building. These levels commonly facilitate commercial uses, including ground-level retail and service uses (e.g. grocery stores, retail stores, personal service establishments, restaurants, cafes) and upper-level office uses in higher-density settings. Residential uses are commonly situated above commercial podiums in mixed-use buildings.*

Point-tower and podium forms feature a smaller podium and taller tower form and are appropriate in contexts such as higher-density areas. Larger podium forms allow a building to achieve alternative urban design objectives, such as lower building heights, while accommodating similar levels of density.

**Potential zoning districts:** RM5s/RM5r (north of Kingsway), RM4s/RM4r (south of Kingsway and east of Edmonds Street), C2, C3, P2.

**Potential building height ranges:** Approximately 35-50+ storeys.



### Mixed-use nodes: Station Area node

**Description:** This area along Griffiths Drive, adjacent to Edmonds SkyTrain station, currently consists of residential and institutional uses as well as several undeveloped sites. The phase 1 preliminary land use framework envisions future opportunities to reinforce the area as a gateway to the Town Centre with a combination of high-density multi-family residential and mixed uses flowing out from the station.

As a primary multi-modal hub, the Station Area node would provide a variety of public spaces surrounding the station area with active commercial uses at street level to serve residents and visitors, coupled with improved pedestrian, cyclist and public transit connections to other areas of the Town

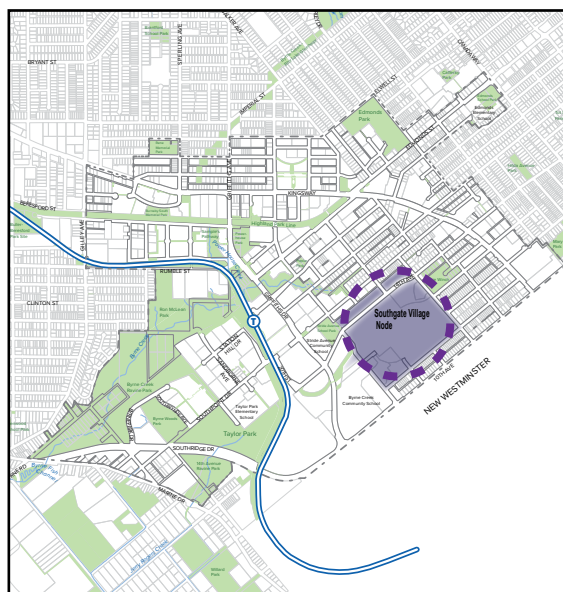
Centre. Additional analysis is needed to determine the feasibility of development sites where environmental assets (e.g. Byrne Creek) may be impacted.

**Potential building form and urban design considerations:** The phase 1 preliminary land use framework envisions primarily high-density residential and mixed uses for this area with a focus on active ground floor commercial uses along Griffiths Drive to support transit users. Feasibility of new developments will be dependent on various factors such as environmental conservation and riparian habitat enhancement.

Unlike the point-tower and podium forms that are more characteristic of the Town Centre node, future building forms in the station area node are envisioned to incorporate larger podiums and slightly lower building heights. These types of buildings will provide opportunities to frame the public spaces around them and will support the context of the surrounding built and natural environment. The SkyTrain guideway forms a strong boundary to this node as the area west of the SkyTrain guideway has already developed its own distinct character surrounded by a wealth of green spaces in a park-like setting.

**Potential zoning districts:** RM4s/RM5, C2/C3, P2.

**Potential building height ranges:** Approximately 20-40 storeys.



### Mixed-use nodes: Southgate Village node

**Description:** The Southgate Village Master Plan was adopted by Council in 2014. Once completed, the Southgate Village neighbourhood will consist of medium- to high-density residential and mixed-use developments within distinct neighbourhoods, oriented around a five-acre central park.

The phase 1 preliminary land use framework generally envisions similar land uses and building forms for this area as those supported under the adopted Master Plan, noting that future amendments to the Master Plan may still be considered.

Building further on the Southgate Village Master Plan, the phase 1 framework land use and urban design policy direction aims to ensure proper

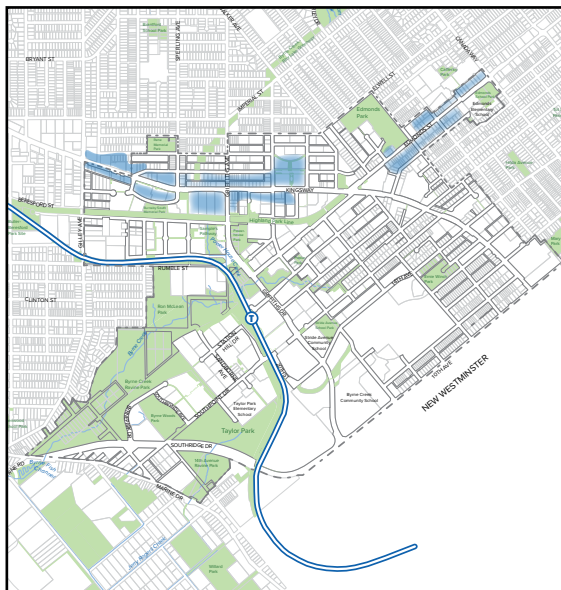
building scale and structural transitions between developments in Southgate and surrounding neighbourhoods. It also envisions a concentration of commercial uses as well as local community amenities and services to serve this complete neighbourhood.

**Potential building form and urban design considerations:** The approved Southgate Village Master Plan supports a range of mid- to high-rise forms. Building forms abutting the street edge along 11th Avenue and 18th Street transition to mid- and low-rise building forms to respect the surrounding single- and two-family neighbourhoods to the south. The heart of the site is defined by mid- and high-rise forms with street-level retail abutting the central park, with sophisticated and elegant residential towers that respect view corridors and surrounding neighbourhood areas.

**Potential zoning districts:** RM1, RM5, RM5r, C2.

**Potential building height ranges:** As per Southgate Master Plan rezoning.





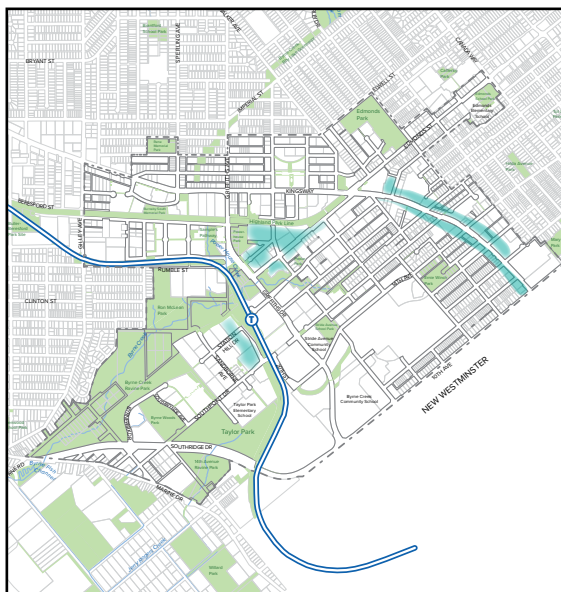
## High street mixed-use corridors

**Description:** Kingsway (west of the Town Centre node) and Edmonds Street (east of the Town Centre node) already serve as major commercial corridors in the Edmonds Town Centre with a variety of retail, restaurant and service businesses that line both sides of these streets. A notable existing commercial development includes the Highgate Village Shopping Centre.

The phase 1 framework builds on these existing conditions and envisions a Kingsway-Edmonds Street mixed-use corridor where ground-level commercial uses continue to activate the streetscape, contained within medium-density, mid-rise forms along both sides of the street.

Opportunities to enhance the pedestrian environment along these traditionally car-oriented, high-traffic corridors will be prioritized and explored, including opportunities to incorporate street trees, weather protection, public plazas and landscaping where possible.

**Potential building form and urban design considerations:** Building forms along the high street mixed-use corridor will be characterized by mid-rise forms flanking both sides of key streets and corridors, including Kingsway and Edmonds. The architecture of buildings in this area will differ from those in the mixed-use nodes with a focus on forming a terraced street-wall along both sides of the street.



## Community mixed-use corridors

**Description:** Sections of Kingsway (east of the Town Centre node) and Edmonds Street (west of the Town Centre node) within the Town Centre accommodate mostly residential uses. The phase 1 framework envisions these areas as community mixed-use corridors that would continue to primarily provide for residential uses, with pockets of live-work, creative economy or other lower-intensity ground-level neighbourhood commercial uses considered at strategic locations.

**Potential building form and urban design considerations:** The phase 1 framework envisions primarily mid-rise residential forms along both sides of the street, with ground-level commercial, creative economy or live-work uses where feasible. Building

heights would be noticeably shorter than those along high street mixed-use corridors, with more pronounced terracing and more emphasis on inviting and ground-level residential frontages (e.g. separate townhouse-style entries).

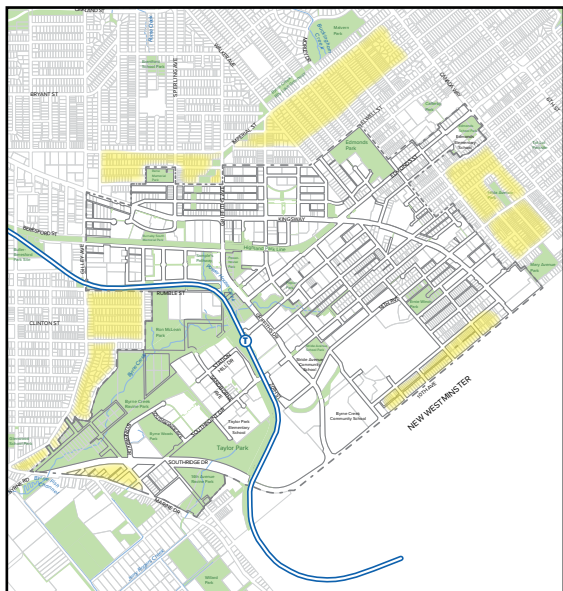


## Town Centre residential

**Description:** The phase 1 framework envisions a range of housing options in the Town Centre residential areas, including market and non-market housing rental or ownership options. The varied housing options would reflect the neighbourhood's existing diversity and residential development in these areas would consider aspects that promote building community identity and fostering community participation and stewardship. This includes connections in public spaces to nature (e.g. through open green spaces and links to parks, trails and green spaces) and food security (e.g. through the provision of community garden spaces).

**Potential building form and urban design considerations:** Building forms would vary highly

in these areas, dependent on the surrounding context and adjacent forms/uses. The tallest forms would be adjacent to the mixed-use nodes and high street mixed-use corridors, transitioning to lower forms adjacent to the infill residential areas. Flexibility in building heights can be considered in areas east of Byrne Creek Ravine Park and west of the station area node, where some tower forms already exist. Other areas may be limited to mid-rise forms, transitioning down to townhouse and other missing middle housing forms.



## Infill residential

**Description:** The phase 1 framework envisions various ground-oriented multi-family housing options for these areas, focused around the edges of the Town Centre community and adjacent to locally-scaled park spaces. These areas are key to creating gradual building form and height transitions between the central areas of the Town Centre and neighbouring, lower-density neighbourhoods.

**Potential building form and urban design considerations:** The phase 1 framework envisions three- to four-storey forms such as townhouses and rowhouses with secondary suites. Alignment with the Housing Choices Program is a key consideration for these areas.



### Future park or public use

**Description:** These areas provide capacity to improve and expand parks and other green spaces (e.g. sports fields, picnic areas). Where feasible, these areas may also facilitate smaller-scale community uses such as daycares, schools, recreational facilities or non-market housing.

The phase 1 framework also identifies further potential expansion of Edmonds Park (marked by the green arrows in the preliminary land use framework map) that will be explored in phase 1 and following phases of the community planning process.

### Potential building form and urban design

**considerations:** Building heights and forms will vary depending on the type of community use amenity proposed but will generally be low- to mid-rise.



### Community use

**Description:** Community uses are broadly defined and may include schools, recreational facilities, daycares, places of worship, hospitals or care facilities. Residential uses may also be considered for sites identified for community use, provided the densities are in keeping with surrounding residential uses.

### Potential building form and urban design

**considerations:** Building heights and forms for community uses will vary depending on their location and the nature of the community use.





## Creative employment

**Description:** These areas are designated under the current (1994) Edmonds plan for industrial use. The phase 1 framework envisions that this area will continue to focus on facilitating a range of light industrial, commercial and employment uses. These uses could include creative employment uses such as flex-industrial spaces, live-work units, arts and craft studios, workshops, galleries and other similar uses.

**Potential building form and urban design considerations:** Building heights in this area would generally be low-rise, consistent with existing forms, with slightly taller building heights considered in strategic locations where specific creative economy uses (e.g. office) are considered.



## Industrial

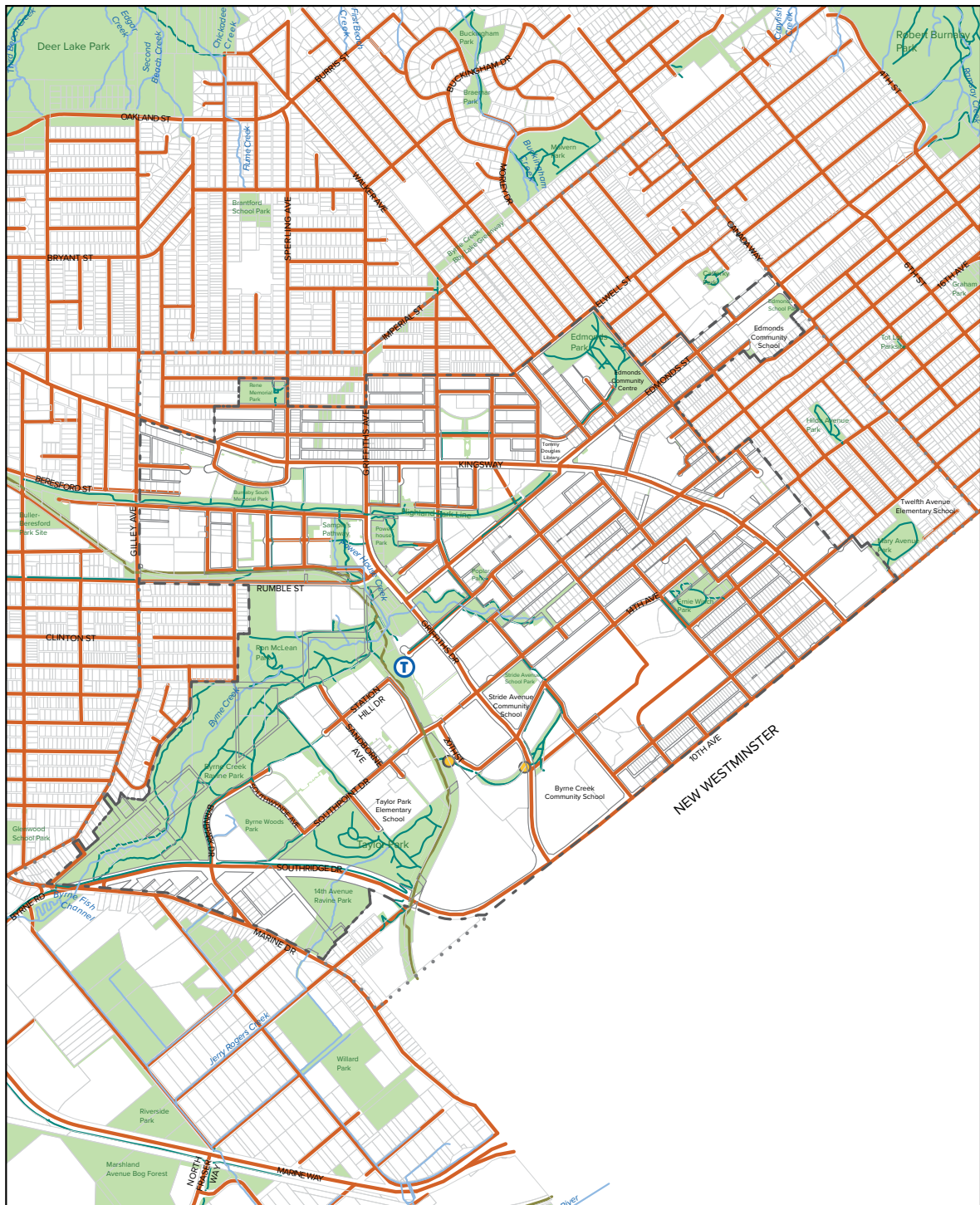
**Description:** These areas are designated under the current (1994) Edmonds plan for industrial use, with some sites (e.g. BC Rapid Transit headquarters) serving key functions. Further public consultation through the community planning process would be beneficial to determine whether it is appropriate to maintain these areas for industrial use in the longer term under the new Edmonds plan or whether alternative uses may be considered.

### 3c. Preliminary plan directions: Mobility, public spaces and green space connections

As part of phase 1, we're presenting ideas for how mobility, public spaces and green space connections may be enhanced. These will provide a more interconnected Town Centre that provides safe, easy, accessible and convenient ways to move around in the community, to access public transit and connect with nature. The following maps reflect the future pedestrian, cycling, transit and driving network based on *Connecting Burnaby: Burnaby's Transportation Plan* and the community's network of trails and green spaces. Use these maps as a starting point to consider how we might enhance mobility and public spaces in Edmonds over the mid- to long-term future.



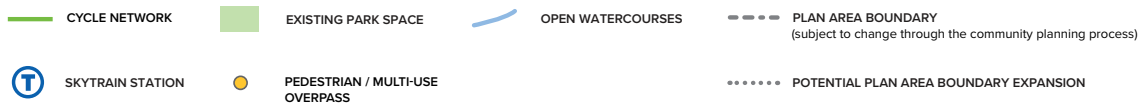
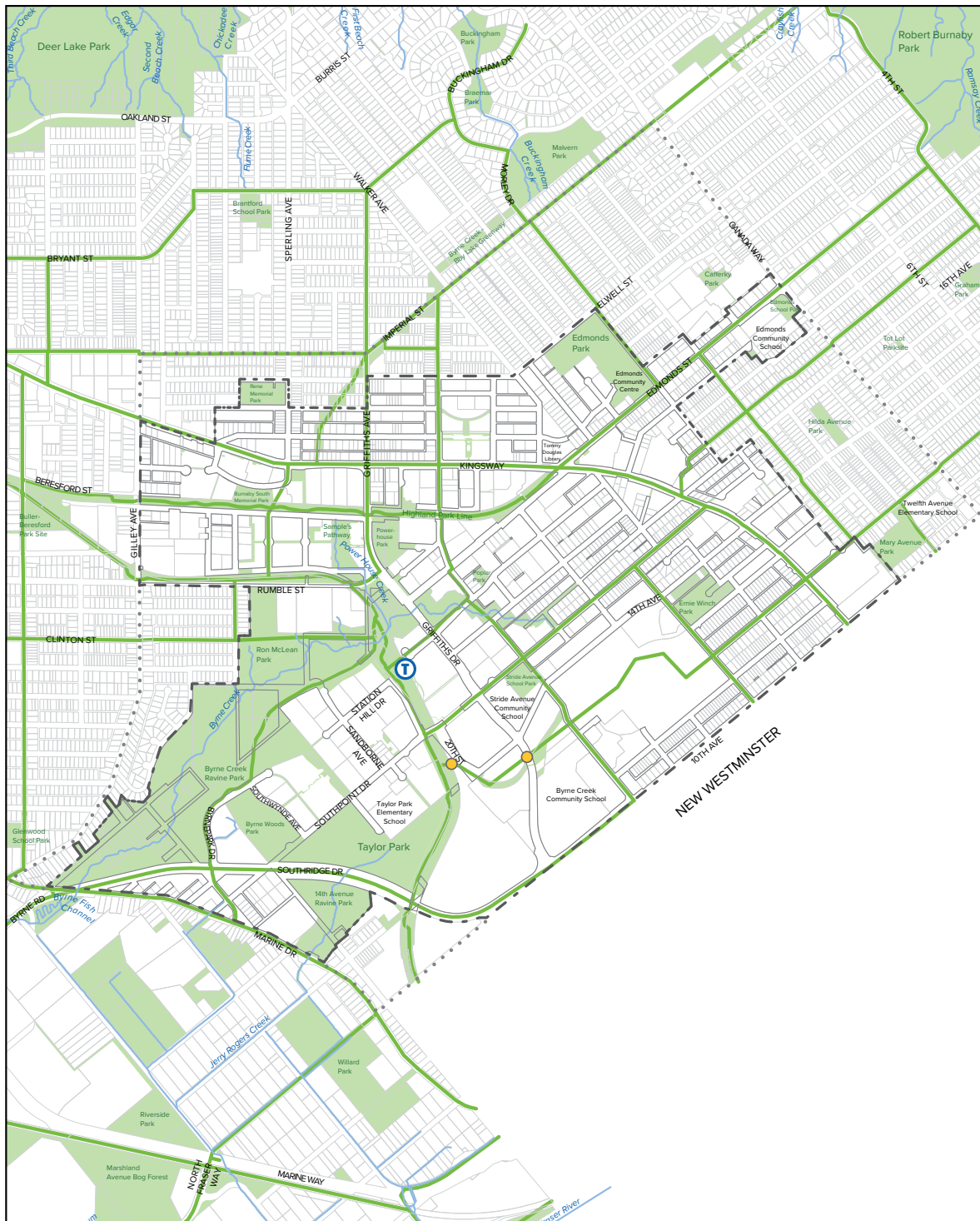
## Long range pedestrian network



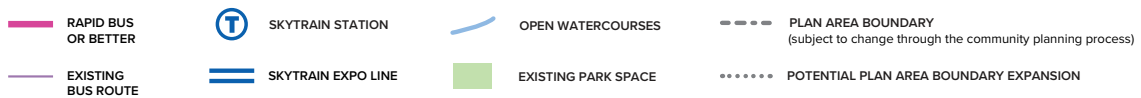
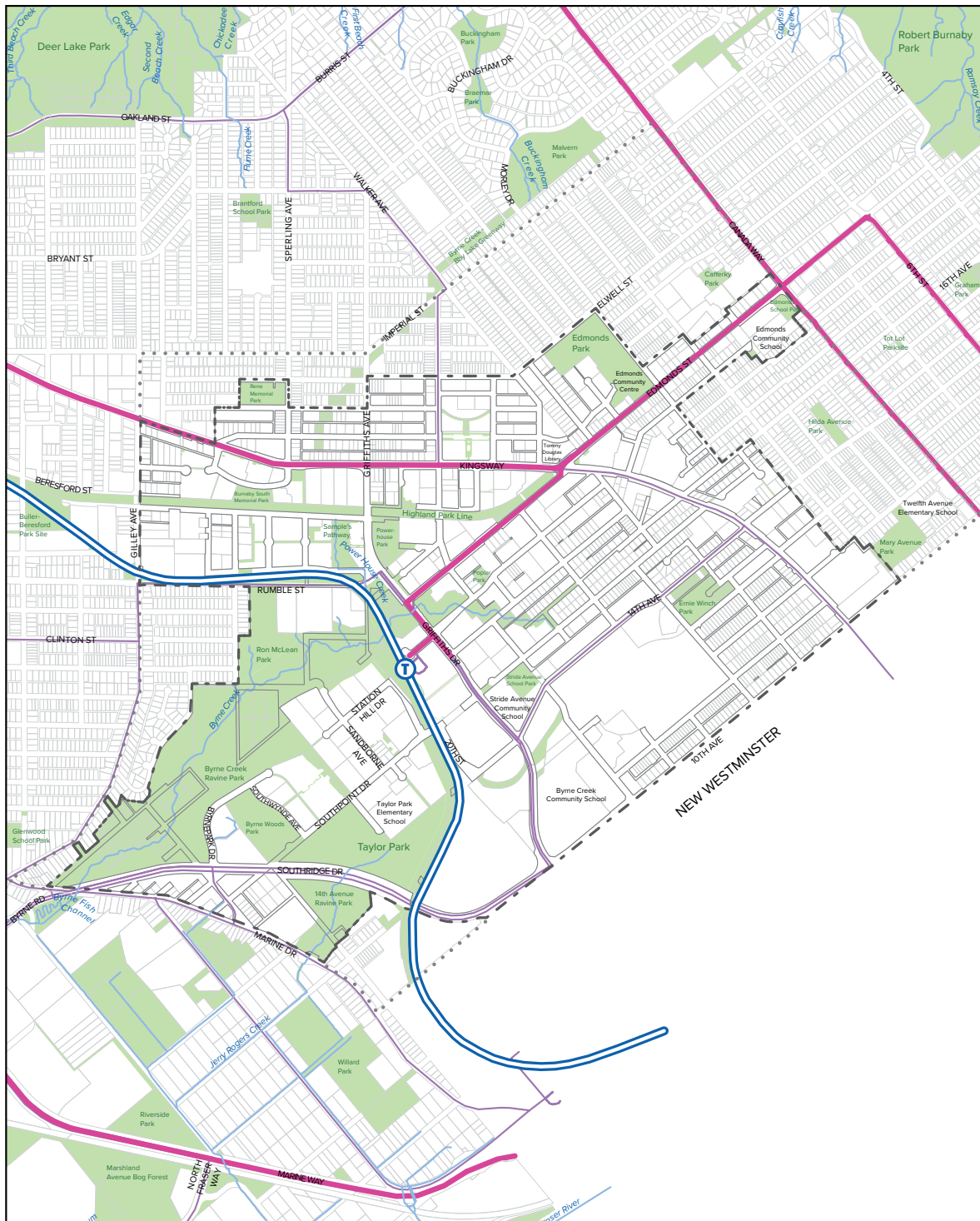
- SIDEWALK NETWORK
- REGIONAL GREENWAY
- T SKYTRAIN STATION
- OPEN WATERCOURSES
- EXISTING PARK TRAIL SYSTEM
- PEDESTRIAN / MULTI-USE OVERPASS
- EXISTING PARK SPACE
- PLAN AREA BOUNDARY (subject to change through the community planning process)
- ..... POTENTIAL PLAN AREA BOUNDARY EXPANSION



## Long range cycling network

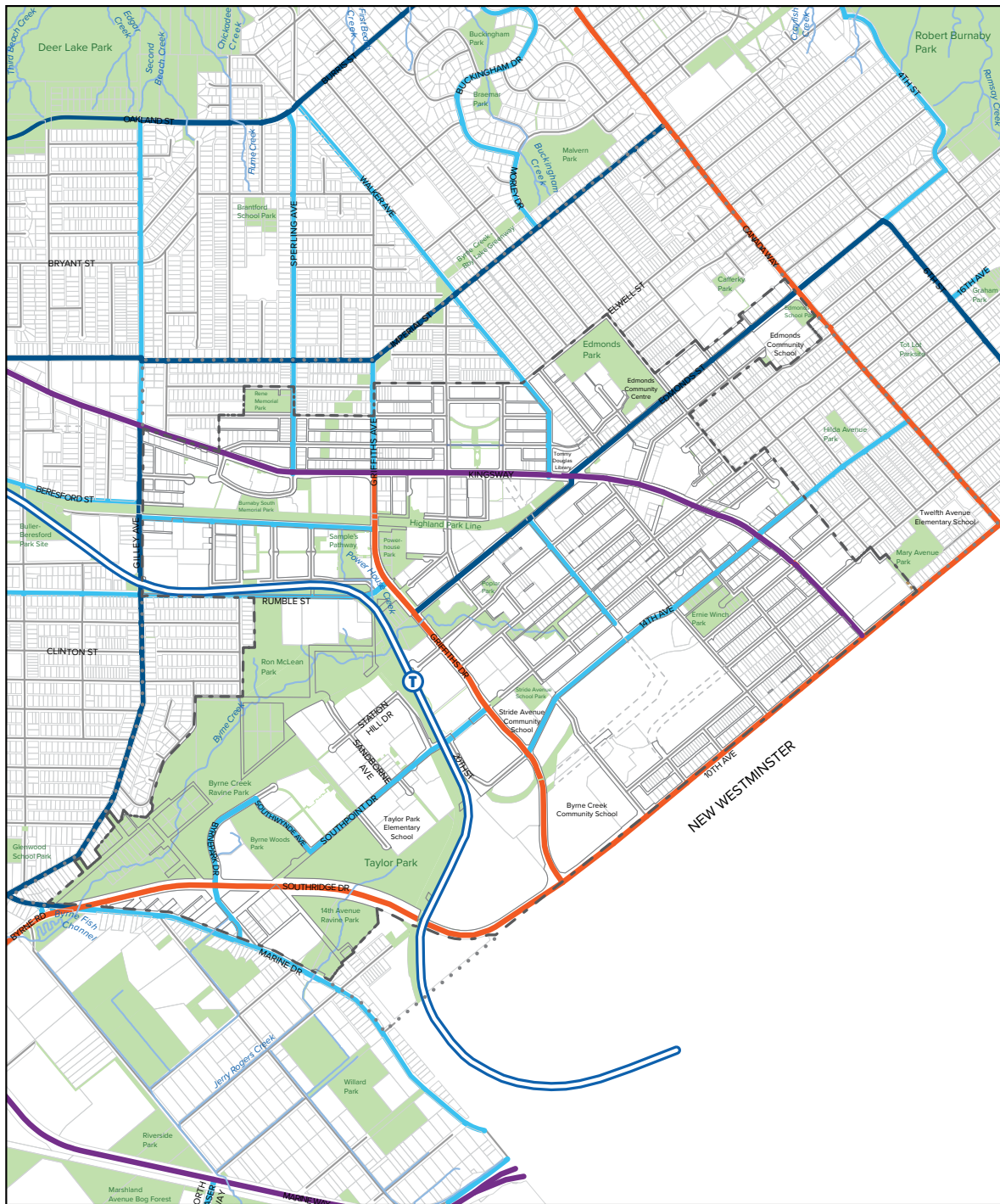


## Long range public transit network





## Long range driving network



- MAJOR ARTERIAL
- MINOR ARTERIAL
- LOCAL STREET
- OPEN WATERCOURSES
- PLAN AREA BOUNDARY (subject to change through the community planning process)
- MAJOR COLLECTOR
- MINOR COLLECTOR
- PRIVATE STREET
- EXISTING PARK SPACE
- POTENTIAL PLAN AREA BOUNDARY EXPANSION
- POTENTIAL NEW ROAD
- SKYTRAIN STATION





