

# Edmonds Community Plan





**Burnaby is located on the ancestral and unceded territories of the hə́n̓qə́m̓iṇəm̓ and Sk̓wx̓wú7mesh Sníchim speaking peoples. We are grateful for the opportunity to be on this territory.**

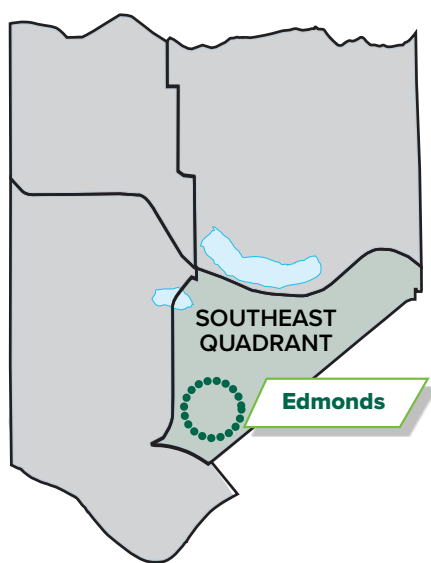
Since 2016, the City of Burnaby has been working toward truth and reconciliation, in response to the Truth and Reconciliation Commission of Canada’s “Calls to Action” for Local Government. This encompasses the initiation of government-to-government relationships with the host First Nations on whose traditional and unceded territory the City of Burnaby is now located, including the xʷməθkʷəy̓əm (Musqueam), Sk̓wx̓wú7mesh Úxwumixw (Squamish Nation), səliłwətał (Tsleil-Waututh Nation), and kʷikʷəłəm (Kwikwetlem First Nation) Peoples. The City seeks to improve engagement with host First Nations, establish and maintain positive and effective working relationships and advance reconciliation. As the original stewards of the lands on which Burnaby is now located, and as knowledge keepers on land use and environmental protection, host First Nations have a unique connection to and understanding of these lands. The City recognizes host Nations’ traditional knowledge and the value it brings to future land use decisions.

In recognition of ongoing Truth and Reconciliation efforts and the City’s commitment to working in consultation and collaboration with Indigenous peoples, the community planning process has included the following steps:

- » Using public consultation methods, documents and materials as an opportunity to acknowledge and educate the wider community about the value and importance of Truth and Reconciliation, and the role of Indigenous Peoples in shaping Burnaby’s history, heritage and future;
- » Facilitating communication and engagement with host First Nations with an open invitation to collaborate and provide feedback at various stages of the community planning process; and
- » Providing cultural competency and sensitivity training for the project team and other staff involved in the community planning process.

As the Edmonds Community Plan (“Edmonds Plan” or “the Plan”) is implemented, the City is committed to continued collaboration with the host First Nations as part of ongoing Truth and Reconciliation efforts.





# Table of Contents

## **Part 1: Overview of the Edmonds Plan**

- 1.1** Big Moves and Opportunities
- 1.2** Vision, Key Values and Goals
- 1.3** The Community Planning Process

## **Part 2: Context and History**

- 2.1** Community Plan Area Boundary
- 2.2** Community Plan Context
- 2.3** History and Heritage of Edmonds
- 2.4** Community Snapshot

## **Part 3: Land Use and Development**

- 3.1** Land Use Map and Designations
- 3.2** Neighbourhood Area Descriptions
- 3.3** Future Building Height Ranges

## **Part 4: Public Space and Mobility**

- 4.1** Blue-Green Space\* Network
- 4.2** Plazas\* and Character Streets\*
- 4.3** Transportation Mobility Networks

## **Part 5: Housing and Community Building**

- 5.1** A Comprehensive Approach to Housing
- 5.2** Civic and Community Uses in Edmonds
- 5.3** Sense of Place\* and Community Identity
- 5.4** Employment and Local Economy

## **Part 6: Plan Implementation and Monitoring**

- 6.1** Implementing the Edmonds Plan
- 6.2** Monitoring the Edmonds Plan

## **Appendix:** Glossary - *words with asterisks (\*)*

# List of Figures

- Figure 1** Big Moves and Opportunities for the Edmonds Plan
- Figure 2** Vision, Key Values and Goals for the Edmonds Plan
- Figure 3** The Community Planning Process
- Figure 4** Plan Area Boundary
- Figure 5** Edmonds Context
- Figure 6** Edmonds Land Use Map
- Figure 7** Edmonds Land Use Designations Table
- Figure 8** Edmonds Neighbourhood Area Descriptions
- Figure 8a Central Edmonds*
- Figure 8b South Edmonds*
- Figure 8c Station District*
- Figure 8d West Edmonds*
- Figure 8e Northwest Edmonds*
- Figure 8f East Edmonds*
- Figure 9** Existing Building Height Ranges in Edmonds (2024)
- Figure 10** Future Building Height Ranges in Edmonds
- Figure 11** Edmonds Future Blue-Green Space\* Network Map
- Figure 12** Edmonds Plazas\* and Character Streets\*
- Figure 13** Edmonds Comprehensive Public Realm Vision
- Figure 14** Edmonds Pedestrian Network Map
- Figure 15** Edmonds Cycling Network Map
- Figure 16** Edmonds Public Transit Network Map
- Figure 17** Edmonds Street Network Map



## PART 1

# OVERVIEW OF THE EDMONDS PLAN



Concept sketch of the future Edmonds Community  
Centre Plaza and Edmonds Character Street







## 1.2 Vision, Key Values and Goals

The vision statement for the Edmonds Plan establishes broad-level aspirations for the community's future and is further supplemented by a list of key values and goals that guide the community plan in achieving its vision. Together, the vision, key values and goals are reflected in the rest of the Edmonds Plan within various policy directions that will shape future land use and development, public space and mobility, and housing and community building in Edmonds.

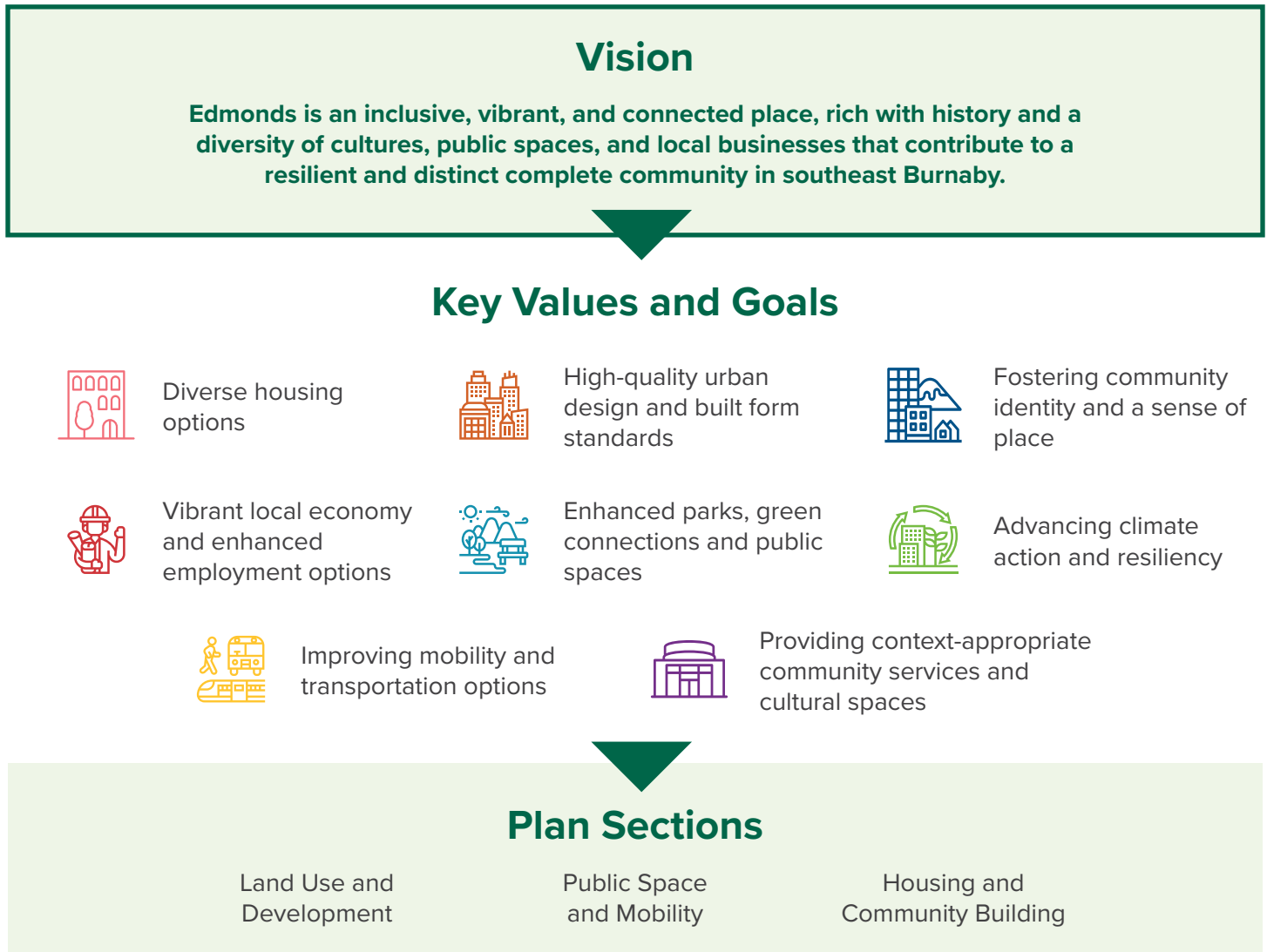


Figure 2. Vision, Key Values and Goals for the Edmonds Plan

## 1.3 The Community Planning Process

The Edmonds Plan was developed through a multi-phased process involving several rounds of extensive public consultation and engagement with host Nations as well as area residents, various community groups, partners and organizations and other members of the public. Key highlights and milestones for each of the public consultation phases are outlined below.



Figure 3. The Community Planning Process

During the entire community planning process, a Gender Based Analysis Plus (GBA+)\* approach was applied to various public consultation methods, events, tools and strategies. This allowed us to reach out to as many people as possible and encourage their active participation in shaping the Edmonds Plan.



PART 2

# CONTEXT AND HISTORY



## 2.1 Community Plan Area Boundary

Figure 4 below outlines the plan area boundary, or the geographical scope, of the Edmonds Plan. The area is bounded generally by Imperial Street to the north, Canada Way to the east, 10th Avenue to the south, and Gilley Avenue/Marine Drive to the west. All lands within the plan area boundary are considered part of Edmonds under which future directions and strategies around land use and development, public space and

mobility, and housing and community building will be considered in the wider context of the Edmonds community.

The City will continue to work with Metro Vancouver as needed to align both agencies' understanding and interpretation of the Edmonds plan area boundary, to ensure consistency in future data tracking of key information such as population and housing growth and trends.

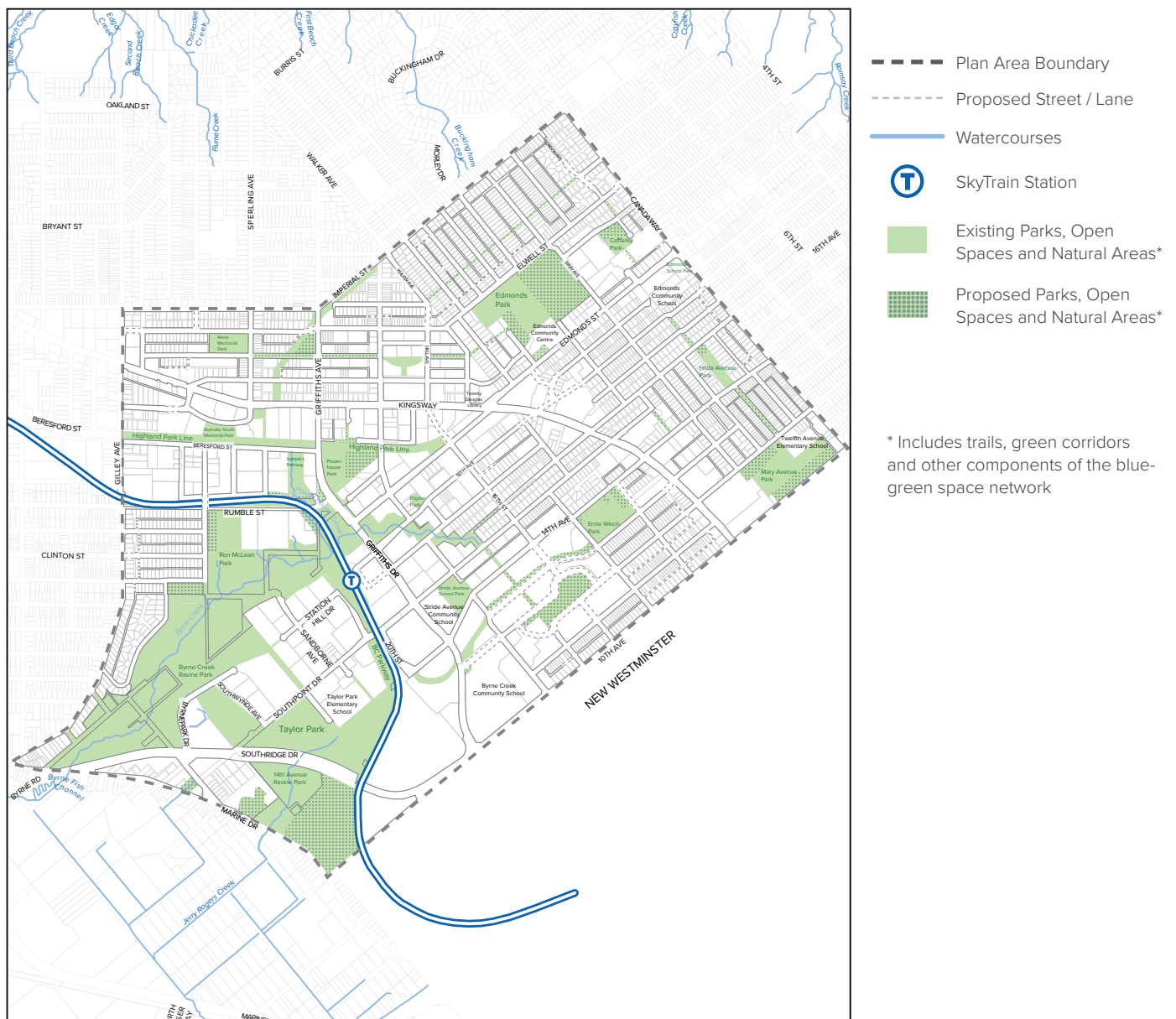


Figure 4. Plan Area Boundary



## 2.2 Community Plan Context

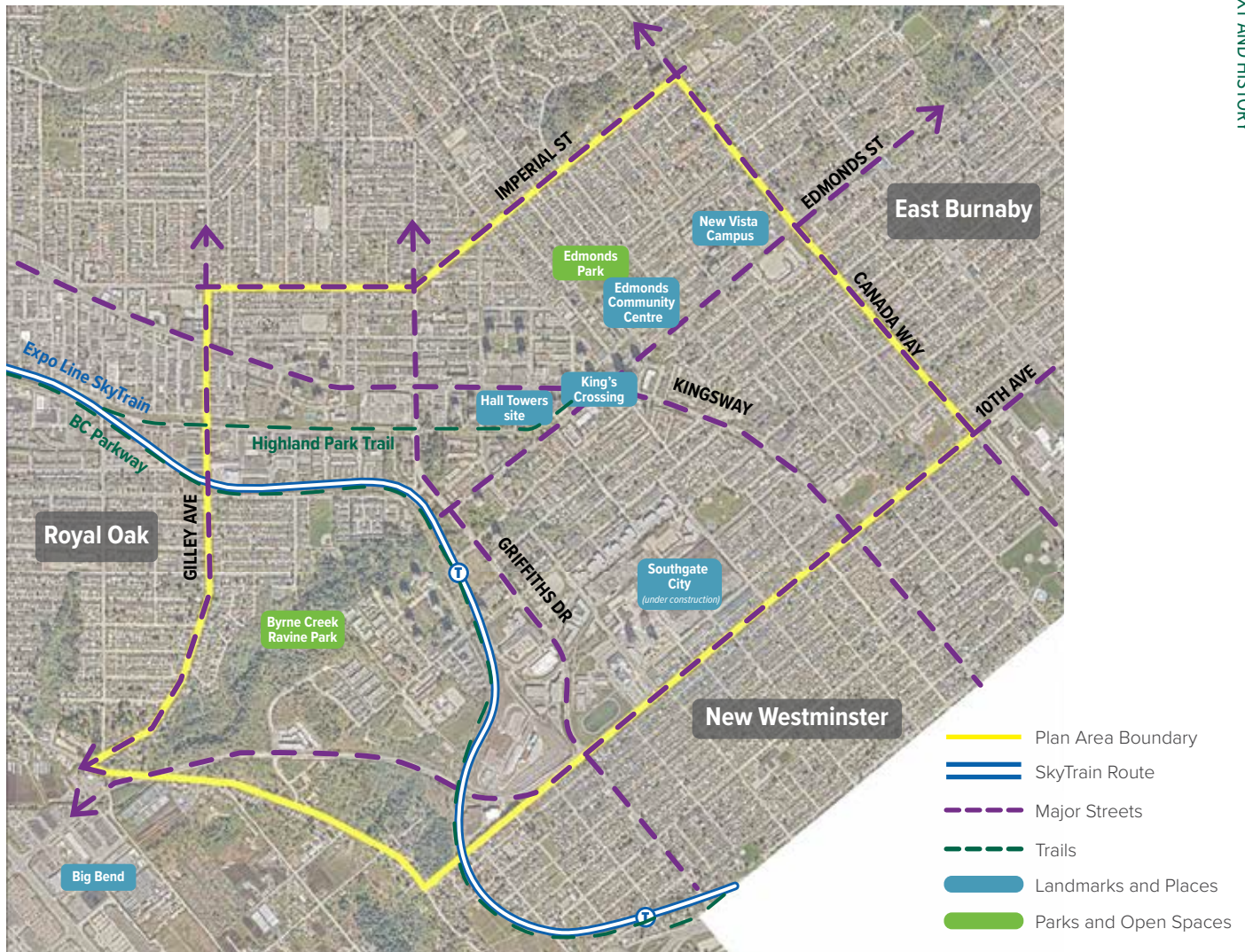
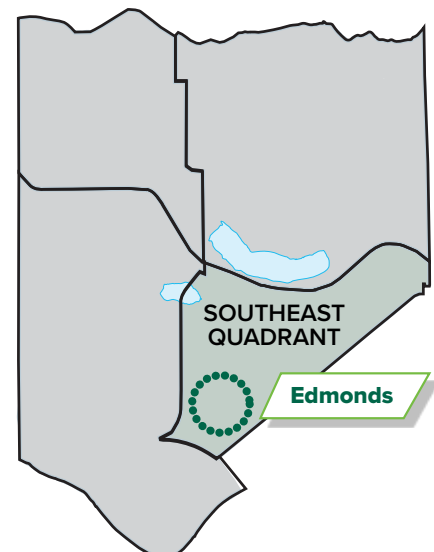


Figure 5. Edmonds Context

Figure 5 above shows the surrounding context of Edmonds. The community is located in the southeast quadrant of Burnaby and is surrounded by the Royal Oak community to the west/northwest, the City of New Westminster to the southeast, the Big Bend area to the south and East Burnaby further east.

The context of Edmonds and many of its existing features and connections will continue to play a critical role in shaping the future of this community.



## 2.3 History and Heritage of Edmonds

For generations, the rich resources of these lands have been accessed by hən̓q̓əmi̓nəm̓ and Skwxwú7mesh Sníchim speaking peoples. Today, their descendants continue to live in Burnaby and the adjacent municipalities that developed within their traditional ancestral and unceded territories.

### Trails to transit: transportation shaped the development of Edmonds

The Edmonds neighbourhood was built around transportation corridors, including Douglas Road (Canada Way) and Kingsway, which have their origin as Indigenous trails used for thousands of years by hən̓q̓əmi̓nəm̓ and Skwxwú7mesh Sníchim speaking peoples.



Edmonds neighbourhood homes and gardens in 1911, north of Kingsway. Edmonds Street is the road that can be seen in the background.



Farmers loading berries onto an interurban freight car at the Douglas Road Station (located at present-day Canada Way and Edmonds Street) in 1894. City of Burnaby Archives, 477-938

### Intersections: early development happened in places where transportation corridors crossed

The Kingsway and Edmonds Street intersection became an important core in Burnaby in the early 20th century. It served as a commercial and administrative centre and as a transportation hub.



Edmonds Triangle Block, 1911 (looking north down Edmonds Street). City of Burnaby Archives 449-006. A landmark “flatiron” style building was constructed on the north-east corner of Kingsway and Edmonds Street.



Burnaby's second municipal hall, constructed in 1911 near Kingsway and Edmonds Street. City of Burnaby Archives, 032-001

**Building community:**  
the post-war era brought  
social infrastructure and  
more cultural diversity to  
Edmonds

Big changes came to Edmonds after the Second World War, including the closing of the interurban tram's passenger service in 1953 and Burnaby's Municipal Hall moving to central Burnaby in 1956.



Social housing for seniors was constructed by the New Vista Society on Vista Crescent in the late 1940s. City of Burnaby Archives 514-005



The Yangtze Market at the corner of Edmonds Street and Humphries Avenue in 1976, City of Burnaby Archives 556-160. Edmonds Street was the chosen home of many new community members who supported shops and institutions consistent with their cultural origins.

The Edmonds Plan provides policy directions to preserve and enhance various heritage assets as part of the mid to long-term future and to continue to highlight the neighbourhood's diverse history through various placemaking\* and community building strategies. See [Section 5.3](#) for more details.

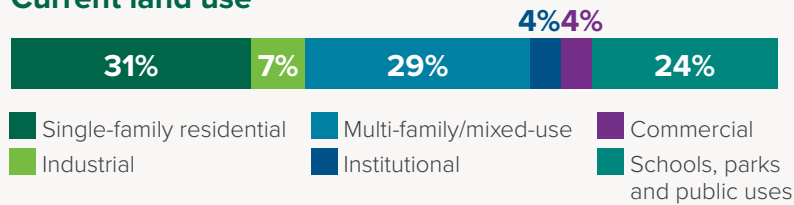


## 2.4 Community Snapshot

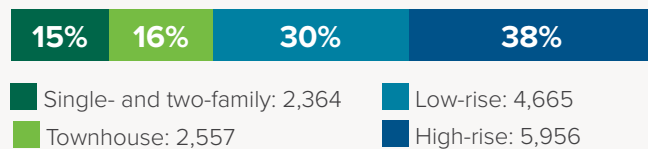
Edmonds is one of the most diverse neighbourhoods in Burnaby with a dynamic mix of residents of all ages, income levels and backgrounds. It also benefits from a large network of open spaces and a rich history as Burnaby's original downtown. See a snapshot of the community below.

### Existing Land Uses and Housing

#### Current land use



#### Housing by type



### Demographics

#### Population

**35,849** (14% of Burnaby's population)

Source: 2021 Census Data

#### Languages spoken at home

**42%** of residents spoke a language other than English at home

Source: 2021 Census Data

### Transportation



Kingsway, Griffiths Drive and Edmonds Street are the major vehicle routes through Edmonds



The Highland Park Line is a pedestrian and cycling trail that runs through the Edmonds community



Existing public transit allows for travel from Edmonds to Royal Oak, Metrotown, Vancouver, New Westminster and Surrey in 30 minutes

### Community Amenities & Open Space



Edmonds consists of a variety of parks and trails such as Byrne Creek Ravine Park, Ron McLean Park, Ernie Winch Park, Edmonds Park, Taylor Park, 14th Avenue Park, Stride Avenue School Park, Poplar Park, Powerhouse Park, Rene Memorial Park and Burnaby South Memorial Park



Community facilities include the Tommy Douglas Library, the Edmonds Resource Centre, Rosemary Brown Recreation Centre and Edmonds Community Centre



Taylor Park Elementary, Twelfth Avenue Elementary, Edmonds Elementary, Stride Avenue Community and Byrne Creek Community Schools are all within Edmonds

PART 3

















# LAND USE AND DEVELOPMENT







Figure 7. Edmonds Land Use Designations Table

	Land Use Designation	Permitted <sup>1</sup> Building Height Range	Land Use and Built Form
<b>Residential</b>	 Townhouse	4 storeys	Ground-oriented residential townhouse form
	 Low-Rise Apartment 1	4 storeys	Low-rise residential apartment form with ground-oriented residential <sup>2</sup>
	 Low-Rise Apartment 2	6-8 storeys	Low-rise residential apartment form with ground-oriented residential <sup>2</sup>
	 Mid-Rise Apartment 1	12 storeys	Mid-rise residential apartment form with ground-oriented residential <sup>2</sup>
	 Mid-Rise Apartment 2	20 storeys	Mid-rise residential apartment form with ground-oriented residential <sup>2</sup>
	 High-Rise Apartment 1	30 storeys	High-rise residential apartment use - may accommodate larger, terraced podiums dependent on location and context, with ground-oriented residential <sup>2</sup>
	 High-Rise Apartment 2	40 storeys	High-rise residential apartment use, commonly in point-tower and podium form, with ground-oriented residential
	 High-Rise Apartment 3	50+ storeys	High-rise residential apartment use, commonly in point-tower and podium form, with ground-oriented residential
	 Rental Only	Variable	Market and non-market rental housing uses only (height range and built form in accordance with base residential designation)
	 Future RGS Amendment	Variable	Supplementary rental residential uses located above Employment uses <sup>3</sup>
<b>Commercial</b>	 Neighbourhood Commercial	Variable	Commercial uses provided at a scale and intensity that meets the day-to-day needs of several blocks <sup>4</sup>
	 General Commercial	Variable	Commercial uses provided at a scale and intensity that meets the needs of multiple communities <sup>4</sup>
<b>Employment</b>	 Employment	Variable	Light industrial and creative employment uses
<b>Industrial</b>	 Industrial	Variable	Industrial uses
<b>Institutional</b>	 Institutional	Variable	Institutional, cultural and recreation uses at various scales and intensities
<b>Parks, Open Spaces and Natural Areas</b>	 Parks, Open Spaces and Natural Areas	Variable	Parks, natural areas, open spaces and related uses provided at various scales



<sup>1</sup> The Zoning Bylaw accommodates additional supported height beyond the permitted height range in certain circumstances. The heights outlined above may also be subject to change and may be amended from time to time in the Zoning Bylaw. Refer to the Zoning Bylaw for more up to date information.

<sup>2</sup> May also include ground-oriented and upper-level commercial uses if combined with Neighbourhood Commercial or General Commercial designation (ie. a mixed-use development). No additional height is supported in these cases and the building height range of the base residential designation takes precedence.

<sup>3</sup> Supported building height range of base Employment designation takes precedence.

<sup>4</sup> Commercial uses are generally integrated within a mixed-use development but may be in standalone form under specific circumstances.

Together, the Land Use Map and Land Use Designations Table provide parcel-specific information on the potential future land uses and development potential for each property in the Edmonds community. They also present a framework for how Edmonds can develop into an interconnected, regionally significant neighbourhood with a variety of housing and employment options as well as community amenities and services.

### **Supplementary Notes to Figure 6. Edmonds Land Use Map and Figure 7. Edmonds Land Use Designations Table**

1. Maximum development potential may not be achievable for all sites, particularly where challenging site configurations or environmental constraints exist, or where development proposals do not use the full building heights permitted. Sites located within or near watercourse or riparian areas, for instance, may be subject to stream-side development restrictions and guidelines as outlined in the Official Community Plan (OCP) and other policies.
2. Sites with multiple designations may be developed such that supported building height ranges are distributed across the full site in a way that is generally consistent with the community plan and other urban design goals as determined at the site-specific development proposal stage.
3. The supported building height ranges indicated in *Figures 6 and 7* are provided as guidelines. During the site-specific development stage, slight variances to final building heights for proposed developments may be possible, accounting for various factors such as alignment with Zoning Bylaw regulations.
4. The supported building height ranges are inclusive of requirements for the provision of non-market rental units. Future apartment or mixed-use developments involving a residential component may be obligated to provide a non-market rental unit component as stipulated in the Zoning Bylaw.
5. Lands designated for Institutional Use may be developed or integrated into larger adjacent development sites, subject to the development delivering new or significantly enhanced public spaces or community amenities.
6. On lands designated for Institutional Use with a residential use overlay, development at a taller height and higher residential land use designation than originally assigned may be supported if the development exclusively provides significant public or community benefit uses, including market and non-market rental housing only, community gathering and/or programming space, and commercial and/or childcare use space. Support for taller height and higher residential land use designation for a new development would be assessed on a case-by-case basis during the site-specific development stage, taking into account the site's location within the neighbourhood, urban design context, and the land use designation of adjacent and nearby lands. In cases where a proposed development meets these conditions and additional height is supported, the site-specific development application may be processed without an Official Community Plan (OCP) Amendment application, though support would still be subject to Council discretion and approval.
7. Proposed streets, lanes, green corridors\* and other linkages shown in this plan are conceptual and may be changed to reflect site-specific development proposals, land assemblies and specific mobility options to be accommodated such as vehicles, pedestrian and cycling.

## Supplementary Notes to *Figure 6. Edmonds Land Use Map* and *Figure 7. Edmonds Land Use Designations Table* (cont'd)

8. New streets, lanes and green corridors will typically be achieved through land dedication to the City as redevelopment occurs.
  9. Lands that are dedicated or secured to construct a proposed street, lane, green corridor or other public space are assigned the same land use designation as the subject development site for the purposes of calculating maximum development potential of the site.
  10. The decision of whether new public space is dedicated to the City, or access is provided via statutory right-of-way will be determined at the time of site-specific development application.
  11. Professional assessments (e.g. environmental, riparian\*, geotechnical) may be required to determine the developable area of development sites within the plan.
  12. Future potential park expansions shown on this map may require a future land acquisition strategy in which the City will need to purchase and acquire existing residential private properties to achieve the park space expansion goals outlined in the community plan. For properties designated for future park or public use in the new community plan, there is no obligation for an owner to sell their property to the City. The owner's existing land-use rights and current zoning designation for the property remain as is. Should an owner wish to sell their property in the future, the City would inquire about potentially making a fair market value offer to purchase the property, based on highest and best land use, to make sure that the homeowner is fairly compensated at the time of the sale and that the community is able to obtain necessary public lands. An owner is under no obligation to sell to the City and may sell to another interested party although there may be other advantages for owners to sell to the City, such as timeline flexibility.
  13. Neighbourhood commercial opportunities may be supported anywhere within the plan area boundary on a case-by-case basis, with a preference for such opportunities at significant intersections, fronting parks and other public spaces.
  14. Mid-block green corridors\*\* are to be a minimum of 8m in width, with access provided via statutory right-of-way unless otherwise determined at the time of development application. Final cross section widths are to be determined at the time of development application.
- \*\*See section 4.1 for further definition and explanation of green corridors in the context of the Edmonds Plan.*
15. Proposed stream daylighting areas and riparian habitat setbacks shown in the plan are conceptual in nature and would be determined at the site specific development stage.
  16. On sites designated for "future RGS Amendment," the community plan supports exploring additional rental residential uses located above creative employment\* or light industrial uses, where they are compatible. This could be achieved either through a future separate City or neighbourhood-wide policy initiative, or a site-specific development proposal. A proposed amendment to the Regional Growth Strategy (RGS) and further coordination with Metro Vancouver would be required as part of this process. Residential floor area in these cases should not exceed 50% of the total floor area of these future developments to ensure that industrial or creative employment uses remain as significant uses on these sites. A future RGS amendment to the Newell Substation site (7260 Mission Avenue) could also explore the potential to incorporate future commercial, institutional and/or community uses as additional uses.



## Supplementary Notes to *Figure 6. Edmonds Land Use Map* and *Figure 7. Edmonds Land Use Designations Table* (cont'd)

17. The supported development potential/ building height ranges identified for each corresponding land use designation in *Figures 6 and 7*, as well as the future proposed building heights discussed in Section 3.2 Neighbourhood Area Descriptions and Section 3.3 Future Building Height Ranges are consistent with provincially mandated and established minimum height requirements in Transit-Oriented Areas (TOAs). These minimum height requirements will help to create complete communities\* in Burnaby and the wider Metro Vancouver region. By concentrating residential densities and increasing housing diversity and options close to public transit, these requirements improve access to transit, multi-modal\* mobility options, local employment, businesses and community amenities and services for residents.
18. In 'Rental Only' designated sites, only market or non-market rental housing tenures\* are supported through future development (with supported height ranges and built forms in accordance with the base residential designation). This supplementary "Rental Only" designation is intended to encourage rental housing development projects in strategic areas, including lands that are currently publicly-owned, proximate to transit and/or lands where the city supports additional housing options for specific population groups (e.g. seniors housing).
19. Where the 'Rental-Only' designation is supplementary to an industrial or employment land use designation, a residential land use designation overlay is also indicated. The intent for these lands is to explore options to allow market and non-market rental housing to be developed as an accessory use to employment or industrial uses. The location, feasibility, design, and quantity of future rental residential uses in these lands would be further explored on a case-by-case basis during the site-specific development stage, in accordance with the residential land use designation overlay indicated.
20. The City will continue to coordinate with the Burnaby School District to identify future new school sites in Edmonds, and to look for creative solutions to build additional school capacity as population growth continues. As part of the Edmonds Plan, two new potential future school sites are identified (one north of Ernie Winch Park, and the second further north on the lands bounded by Imperial Street, Walker Avenue and McBride Street). Developing these school sites will require a school acquisition strategy in which the School District will need to purchase and acquire existing residential properties.
21. Where amendments to existing proposed/ approved master plans are requested to bring the master plan development site under the proposed Height-Based Framework being implemented as part of the Burnaby Zoning Bylaw rewrite, proposed amendments to building heights, site layout and other aspects are subject to further detailed staff review and assessment.



The Edmonds SkyTrain Station area is one of several designated TOAs in Burnaby where future residential growth and development will be concentrated.

## 3.2 Neighbourhood Area Descriptions

Edmonds consists of several distinct neighbourhood areas, each playing a unique role in creating and supporting a cohesive, complete community. Each Neighbourhood Area serves a specific purpose and creates a unique sense of place through its built form\*, urban design and public realm\* characteristics (see *Figure 8*).

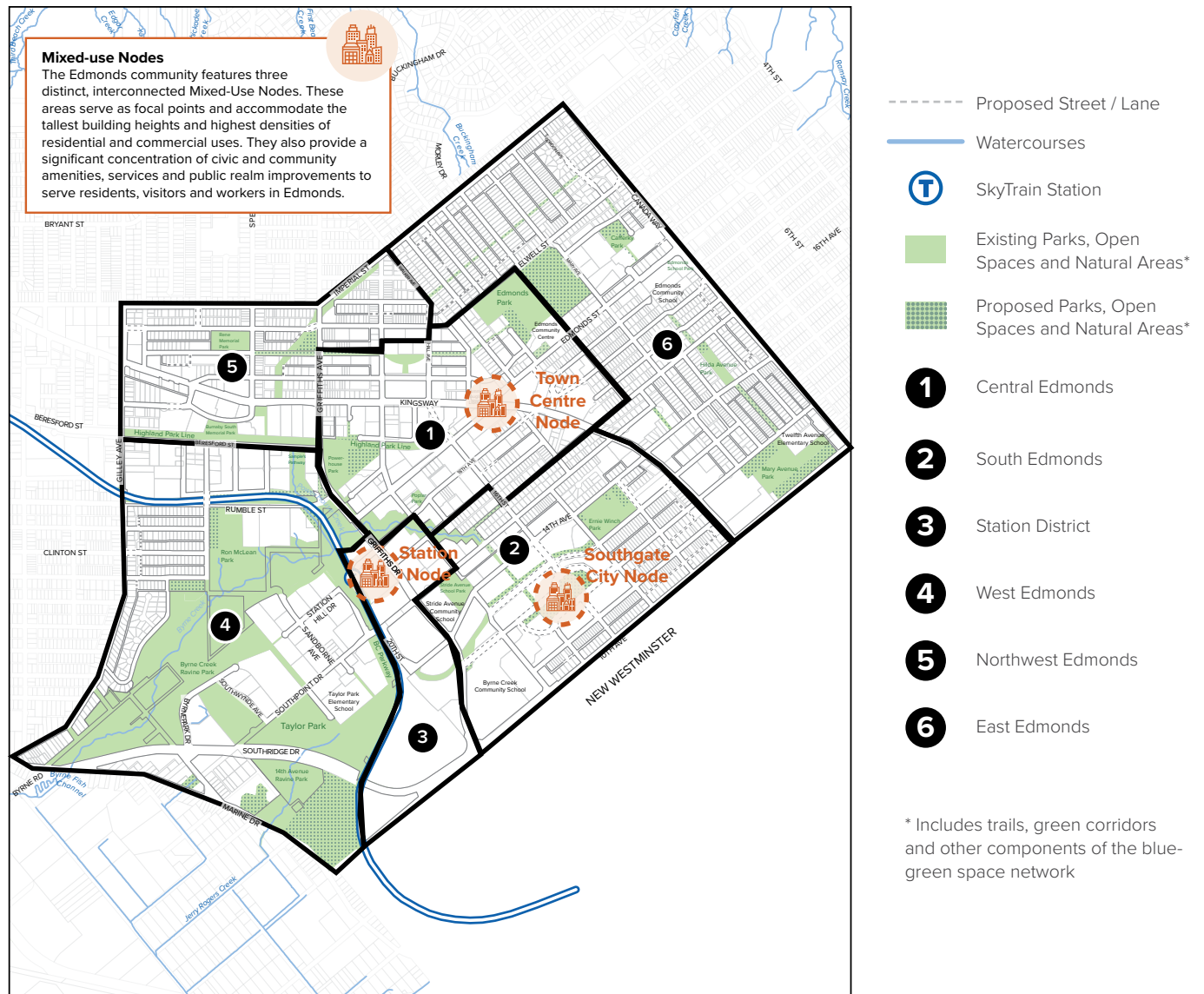


Figure 8. Edmonds Neighbourhood Area Descriptions



## Central Edmonds

### Overview:

Central Edmonds features the Town Centre node, strategically located at the intersection of Kingsway and Edmonds Street. This mixed-use node\* and the wider neighbourhood features some of the highest densities and tallest building forms\* in Edmonds and serves as the community's main civic, cultural and commercial mixed-use destination hub.

### Location:

Central Edmonds is generally bounded by Griffiths Avenue to the west, Humphries Avenue to the east, Elwell Street/Balmoral Street to the north and 16th Avenue/18th Avenue to the south.

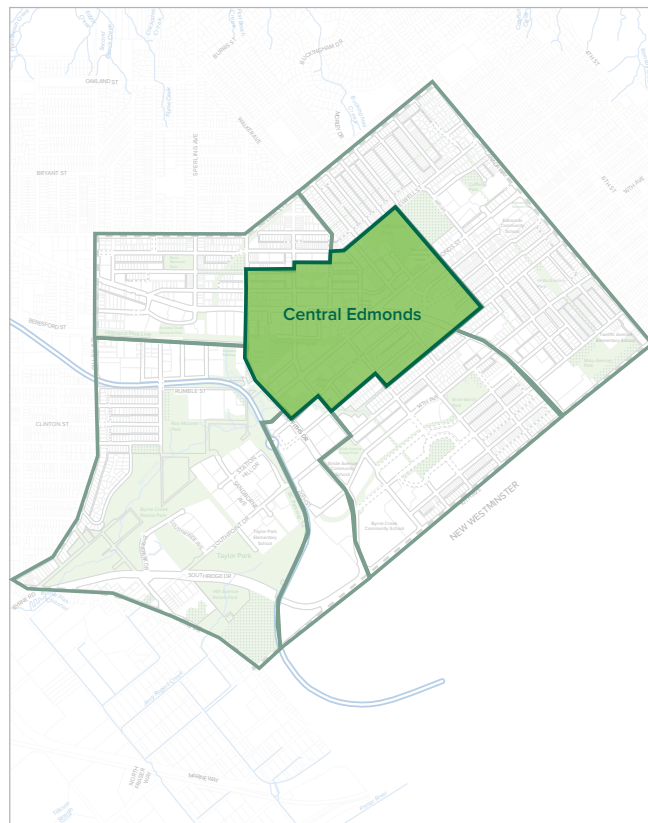


Figure 8a. Central Edmonds



Rendering of Kingsway with an enhanced pedestrian-oriented streetscape

## Central Edmonds (cont'd)

### Key Features:

- » Ground-level retail/service uses and community amenity areas facing Kingsway and Edmonds Street, with upper-level office uses and residential uses above in high-density, mixed-use building forms.
- » Significant improvements to the public realm, including enhancements to the Kingsway streetscape, the development of Edmonds Street as a pedestrian-oriented character street, and the establishment of strategically-located public plazas in key sites.
- » Opportunities to enhance and expand upon existing parks and community and cultural facilities, like Edmonds Park, Edmonds Community Centre and Tommy Douglas Library, may be considered as future development progresses.
- » A combination of Green Street\* sections along Balmoral Avenue and mid-block pedestrian/cyclist green connections provide better linkages between Edmonds Park and Rene Memorial Park to the west.
- » Edmonds Street/Griffiths Drive and 16th Street act as main connectors between Central Edmonds and other key areas in Edmonds.

### Building Forms and Height Ranges:

- » The tallest mixed-use tower-podium building forms are supported at the intersection of Kingsway and Edmonds Street (50+ storeys).
- » Building heights begin to transition downwards from the Kingsway/Edmonds Street intersection ranging between approximately 30-storey forms along Kingsway and to the north and south of this main intersection, to 20, 12 and 6-8 storey forms further out.



Existing high-rise tower forms in Central Edmonds



Examples of mixed-use buildings with ground-level retail and upper-level commercial/office uses in Central Lonsdale, North Vancouver



## South Edmonds

### Overview:

South Edmonds features the Southgate City mixed-use node where higher-density residential and commercial uses are situated. Outside of this node, south Edmonds is a primarily residential hub featuring low to mid-rise forms transitioning north towards Central Edmonds and south towards New Westminster.

### Location:

- » South Edmonds is generally bound by Griffiths Drive to the west, Kingsway to the east, Stride Avenue/18th Avenue/17th Avenue to the north and 10th Avenue to the south.
- » The neighbourhood is located at the southern extent of Edmonds and includes the Southgate City master planned community as well as surrounding parks, schools, amenities and residential areas.

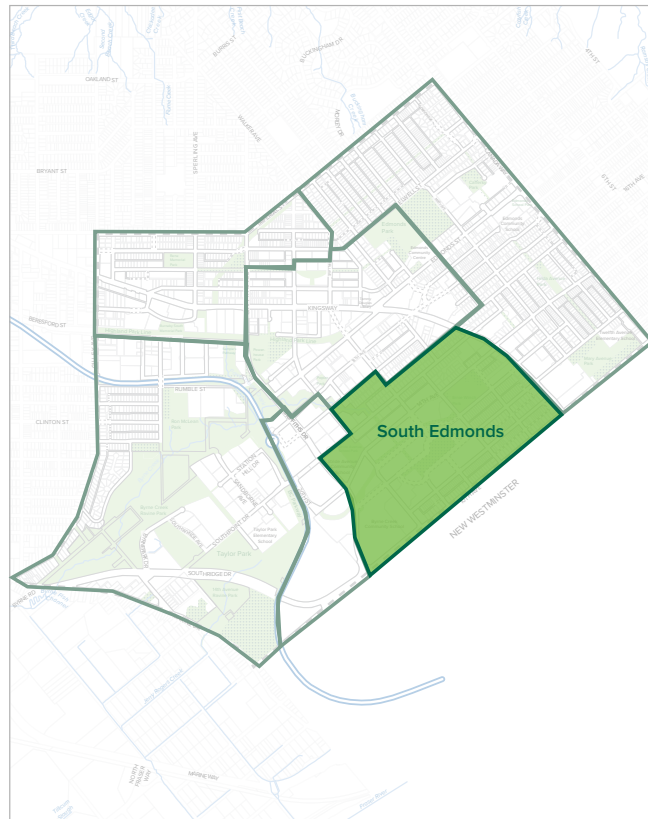


Figure 8b. South Edmonds



Existing low-rise multi-family residential forms in Edmonds



## South Edmonds *(cont'd)*

### Key Features:

- » Existing schools (Stride Avenue Community School and Byrne Creek Community School) are located in this neighbourhood, as well as Rosemary Brown Arena, Ernie Winch Park, Stride Avenue School Park and Stride Avenue Ravine Park. As construction in Southgate City continues, the master-planned community will feature a publicly accessible central park surrounded by a mix of residential and commercial uses.
- » A green street\* along 13th Avenue between 18th Street and Mary Avenue provides key connections between Mary Avenue Park further east and Southgate City (see Section 4.1).
- » A character street\* bordering the central park in Southgate City is supported, linking residential, commercial and park uses together (see Section 4.2).
- » To meet future school needs, lands north of Ernie Winch Park are identified as a future new elementary school site. Further assessment, in coordination with the Burnaby School District and other groups, will be required to determine the feasibility of a new school site in this location.

### Building Forms and Height Ranges:

- » The tallest building forms in the neighbourhood are supported in the Southgate City node (50+ storeys) as per the Southgate City master plan.
- » Outside of Southgate City, shorter building forms are supported (6-8 storeys).
- » The shortest building forms are located along 10th Avenue (4 storeys), creating a smoother building height transition between Edmonds and single-family uses in New Westminster, along the north side of 10th Avenue.



Rendering of Southgate City master plan

## Station District

### Overview:

The Station District neighbourhood features the Station node, which offers a high-density mix of residential and commercial uses close to the Edmonds SkyTrain Station, including opportunities for rental residential uses in higher-density forms. Outside of this node, the wider Station District neighbourhood also offers creative employment and industrial use areas.

### Location:

The Station District is generally bounded by the BC Parkway and Expo SkyTrain guideway to the west, Griffiths Drive to the east, 18th Avenue to the north, and 10th Avenue to the south.

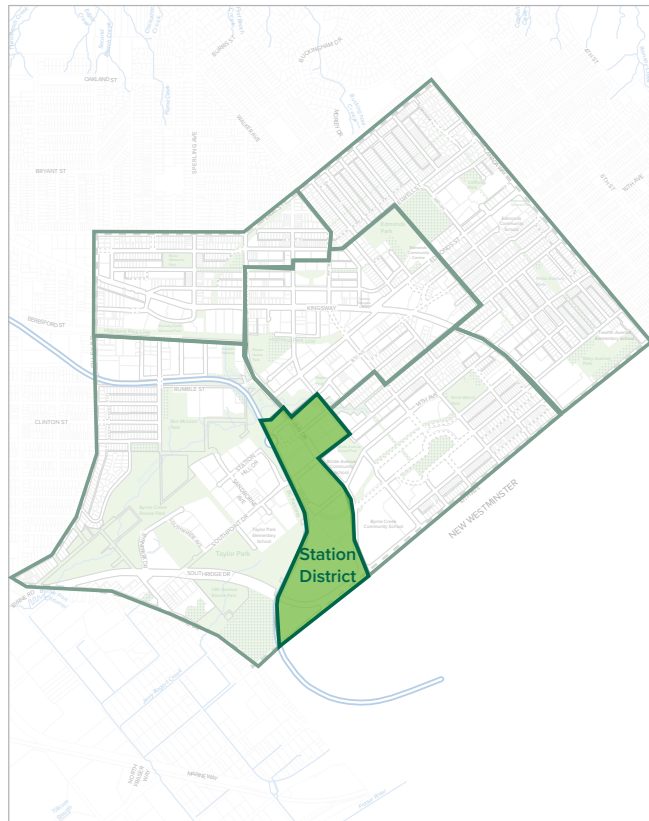


Figure 8c. Station District



Rendering of a future potential plaza space adjacent to the Edmonds SkyTrain Station



## Station District *(cont'd)*

### Key Features:

- » The Edmonds SkyTrain Station area serves as the focal point for the Station node and the wider neighbourhood. It features a large public pedestrian plaza and character street that provides easier, safer and more welcoming access to the SkyTrain (see Section 4.2). Future development of multi-modal features and facilities (e.g. bike lockers, public washrooms) are also supported in this area.
- » The plaza space and character street would be interfaced with and activated by commercial uses at the ground level to serve residents and visitors to the Edmonds community. Rental residential uses will be located above.
- » The SkyTrain guideway serves as a physical boundary between the Station District and the adjacent West Edmonds neighbourhood. Future public realm improvements will continue to focus on enhancing safe, accessible connections between these two areas across the SkyTrain guideway.
- » Existing industrial and institutional uses south of the SkyTrain Station (BC Hydro Operations Centre and BC Rapid Transit facilities) will continue to operate in their current locations to provide critical services to the neighbourhood and the wider community. Should these operations ultimately relocate in the longer-term future, alternative creative employment and industrial uses could be considered and supported in these areas, with potential for some supplementary residential uses being considered for the current BC Hydro Operations Centre site, due to its proximity to the SkyTrain station.
- » The Station District plays a key role in linking Edmonds to other communities in Burnaby and to the broader Metro Vancouver region through the SkyTrain Expo Line. It is also closely connected to other neighbourhood areas within the Edmonds community through key streets and corridors such as Griffiths Drive and Southpoint Drive.

### Building Forms and Height Ranges:

- » The Station District is primarily characterized by high-density mixed-use buildings (50+ storeys) within the Station node. Unlike the point-tower and podium\* forms that are more characteristic of Central Edmonds, future building forms in this area are envisioned to incorporate larger podiums with building step-backs and terracing at higher levels. These types of buildings will provide opportunities to frame the public spaces around them and will blend into the existing built and natural environments.
- » Should the existing industrial/institutional uses south of Southpoint Drive redevelop in the longer-term future, building forms and heights will be further considered depending on the type and intensity of land uses proposed.



Rendering of Brentwood Tower 6, featuring a terraced building form at the lower levels



## West Edmonds

### Overview:

West Edmonds will continue to support a diverse mix of residential uses in the future located close to nature, including mid- and low-rise apartment and townhouse\* developments.

The most prominent features of this neighbourhood are the large green spaces and forested trail systems including Byrne Creek Ravine Park and Taylor Park. Preservation and enhancement of these green spaces, along with the watercourses and riparian habitats within them, will continue to be a top priority as part of the new Edmonds Plan, as well as consideration for opportunities to expand these green spaces in strategic locations.

### Location:

West Edmonds is generally bounded by Gilley Avenue to the west, the BC Parkway and Expo SkyTrain guideway to the east, Beresford Street to the north and Marine Drive to the south.

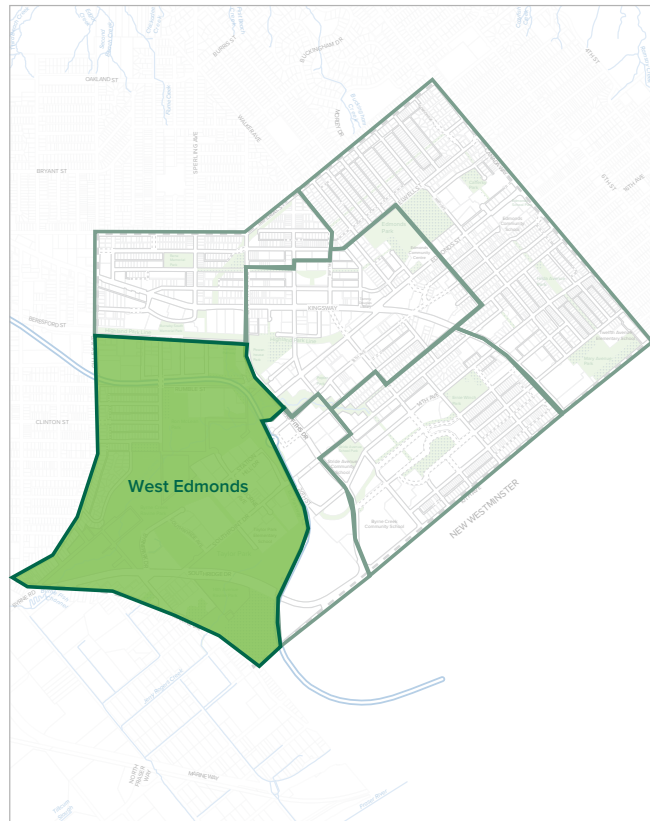


Figure 8d. West Edmonds



Byrne Creek Ravine Park



Existing tower forms in West Edmonds

## West Edmonds (cont'd)

### Key Features:

- » Byrne Creek Ravine Park, Taylor Park and other green spaces in this neighbourhood play a critical role in creating a strong sense of place and neighbourhood identity for current and future residents. This will be further strengthened through future improvements and expansions to these green spaces.
- » South of the SkyTrain guideway, there are opportunities to explore expanding Byrne Creek Ravine Park along Portland Street, expanding Ron McLean Park along Hedley Avenue and preserving the forested area south of Southridge Drive ([see Section 4.1](#)).
- » North of the SkyTrain guideway, there are opportunities to explore the expansion of Sample's Pathway Park through the future closure of Prenter Drive and daylighting\* of Powerhouse Creek. The feasibility of expanding this park will require additional assessment and study in the future ([see Section 4.1](#)).
- » Along the SkyTrain guideway, the BC Parkway will continue to be a key pedestrian and cycling trail that connects Edmonds residents and visitors to adjacent neighbourhoods, especially Royal Oak.
- » Taylor Park Elementary School, located south of Southpoint Drive, will continue to serve the neighbourhood.
- » In the longer-term future, additional ground-level commercial uses may be considered west of the Edmonds SkyTrain Station along the Station Hill Drive frontage, to serve basic everyday needs for surrounding residents and visitors.
- » North of Rumble Street and the SkyTrain guideway, there are opportunities to explore future creative employment uses along Hedley Avenue, Conway Avenue and Gilley Avenue, in areas where primarily industrial uses exist.

- » Hedley Avenue is proposed as a future green street connecting Ron McLean Park and the Highland Park Line as well as Burnaby South Memorial Park.

### Building Forms and Height Ranges:

- » Directly west of the SkyTrain guideway, existing multi-family residential uses include a mix of tower, mid-rise apartment and townhouse developments. Should these areas redevelop in the longer-term future, various mid-rise apartment (12-20 storey) and low-rise apartment (6-8 storey) forms would be supported.
- » West and south of Byrne Creek Ravine Park, low-rise apartment forms (4-8 storeys) and townhouse building forms will be supported as existing single-family homes redevelop in the future.



Examples of 3-4 storey townhouse forms in Moodyville, North Vancouver



## Northwest Edmonds

### Overview:

Northwest Edmonds is a gateway to the community, with Kingsway acting as the key corridor linking Edmonds and Royal Oak. Future development in this area will focus on supporting low- and mid-rise forms along Kingsway, creating a gradual transition along the street towards higher-density uses and forms in central Edmonds.

### Location:

Northwest Edmonds is centered along Kingsway and is generally bounded by Gilley Avenue to the west, Walker Avenue / Griffiths Avenue to the east, Imperial Street to the north and Beresford Street to the south.



Figure 8e. Northwest Edmonds



Rendering of Balmoral Street transformed into a pedestrian and cyclist green corridor



## Northwest Edmonds (cont'd)

### Key Features:

- » Continuation of ground-level commercial uses along both sides of Kingsway from Royal Oak in medium-density mixed-use building forms will be prioritized in the future.
- » The Highland Park Line Trail, which branches off from BC Parkway in Royal Oak and continues eastward into Northwest Edmonds, will remain a key green pedestrian and cyclist linkage into Edmonds, with opportunities for future improvements and enhancements (e.g. improved landscaping, lighting, safety upgrades for different user groups) ([see Section 4.1](#)).
- » Existing parks, including Burnaby South Memorial Park and Rene Memorial Park, will continue to serve as key green spaces for this neighbourhood in the future.
- » The Nikkei National Museum and Cultural Centre is an important community amenity that will continue to serve Edmonds and surrounding communities.
- » To meet future school needs, the lands bound by Imperial Street, Walker Avenue and McBride Street are identified as a future new elementary school site. Further assessment, in coordination with the Burnaby School District and other groups, will be required to determine the feasibility of a new school site in this location.
- » A new future green connection is proposed along Balmoral Street to provide better pedestrian/cycling linkages between Edmonds Park and Rene Memorial Park ([see Section 4.1](#)).
- » Through continued coordination with BC Hydro, there is an opportunity to explore enhancements to the existing north-south green utility corridor west of Griffiths Drive and south of Imperial Street.

- » Collier Street between Salisbury Avenue and Hall Avenue may be enhanced in the future to become a character street ([see Section 4.2](#)).
- » Select areas in Northwest Edmonds that currently accommodate industrial and utility operations/uses will continue to support creative employment or industrial uses in the longer-term future.

### Building Forms and Height Ranges:

- » Mid-rise forms (primarily between 12-20 storeys) are supported along Kingsway. Beyond Kingsway, shorter low-rise building forms are supported.



Mid-rise building form in Victoria, BC

## East Edmonds

### Overview:

East Edmonds encompasses a large area at the eastern border and is characterized by a diverse range of residential uses, as well as commercial uses along Edmonds Street and various institutional uses.

### Location:

East Edmonds is bounded by Walker Avenue / Humphries Avenue / Kingsway to the west, Canada Way to the east, Imperial Street to the north, and 10th Avenue to the south.

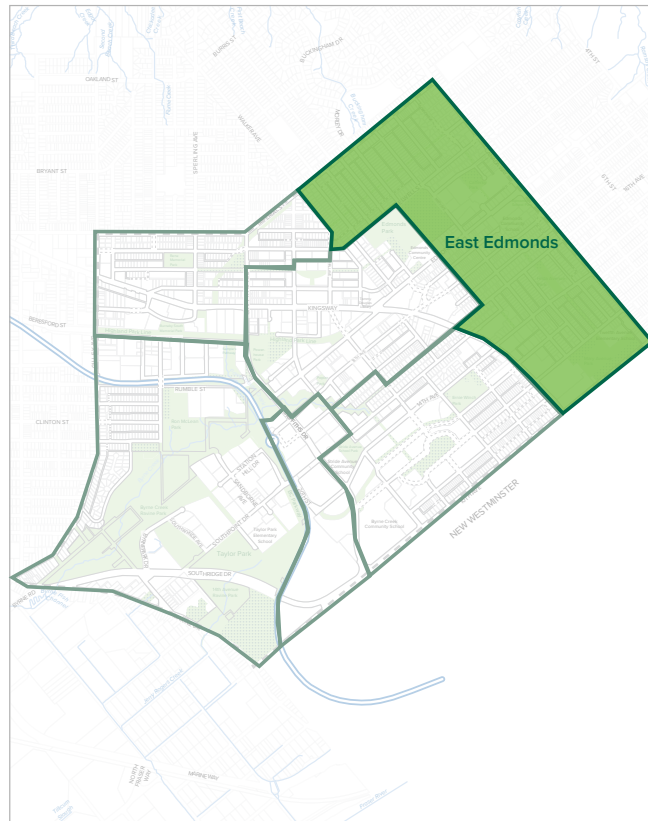


Figure 8f. East Edmonds



Typical low-rise apartment form



## East Edmonds (cont'd)

### Key Features:

- » Lower-density mixed-use forms along Edmonds Street are supported as this area becomes a character street\*, transitioning away from the intersection of Kingsway and Edmonds Street in central Edmonds.
- » Several existing schools are located in the neighbourhood, including Edmonds Community School, Twelfth Avenue Elementary School and St. Thomas More Collegiate campus.
- » Several parks exist in the neighbourhood, including Hilda Avenue Park and Cafferky Park. The proposed eastward expansion of Edmonds Park, as well as several future green pedestrian/cyclist linkages and green street connections, would result in improved green space connections throughout (see [Section 4.1](#)).
- » The New Vista campus occupies a large portion of lands north of Edmonds Street and provides important housing and services for seniors. The new Edmonds Plan continues to support expanding and enhancing these land uses and services in the future.

### Building Forms and Height Ranges:

- » This area primarily accommodates low-rise apartment forms (4-8 storeys), with commercial uses also supported along Edmonds Street and Kingsway. Pockets of townhouse forms are supported in areas north of Elwell Street and north of 12th Avenue. Along both sides of Hilda Avenue Park and along the future proposed green corridor linking Hilda Avenue Park and Mary Avenue Park, rowhouse forms are encouraged to provide a greater variety of ground-oriented forms in a lower-density residential setting.
- » Taller building heights (20 storeys) would be supported should future redevelopment be proposed on the New Vista campus.



Low-rise apartment form in River District, Vancouver



Low-rise mixed-use form in River District, Vancouver



## 3.3 Future Building Height Ranges



Rendering of potential future building heights across Edmonds

Figure 9 below shows the typical building height ranges that exist in Edmonds today.

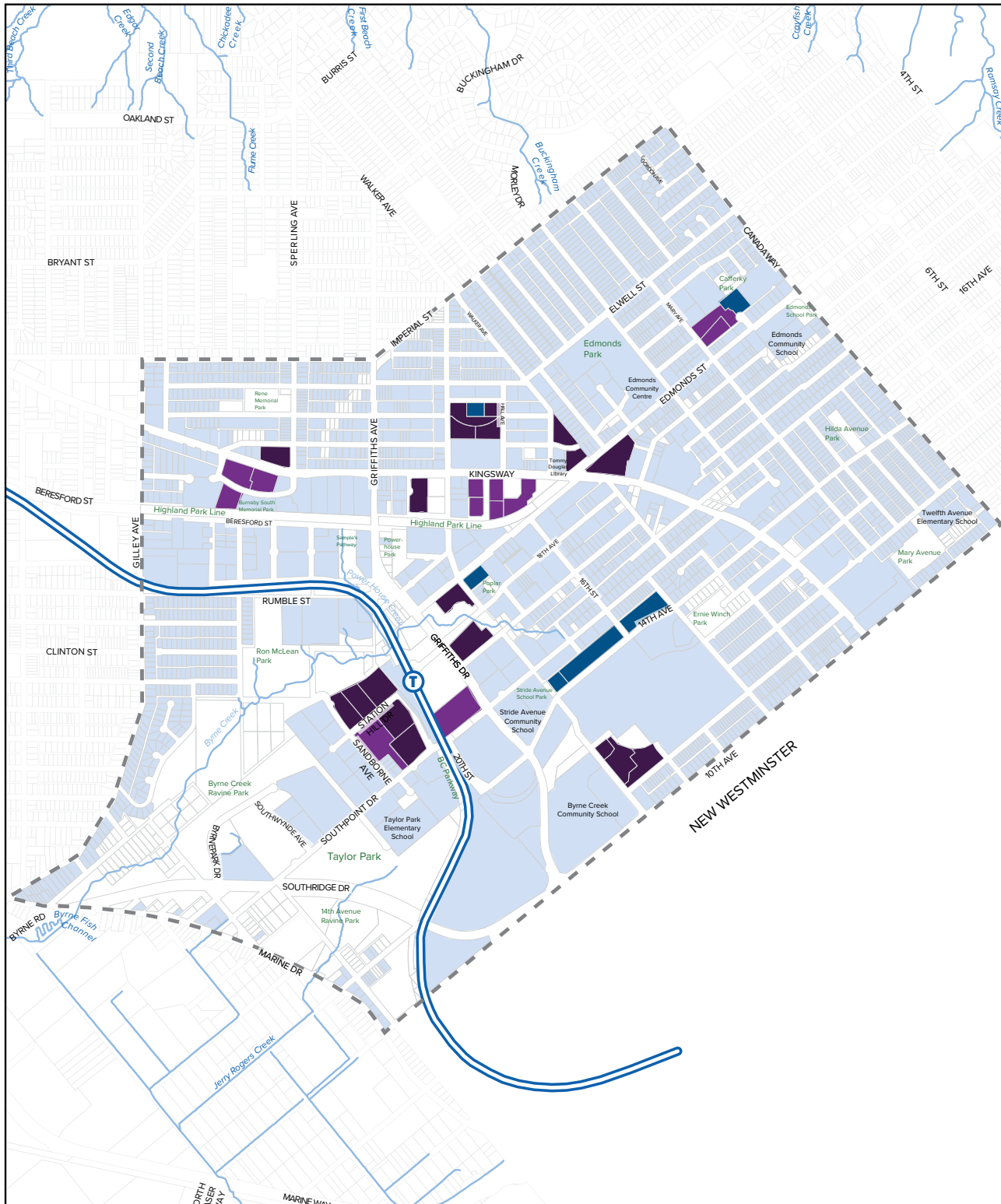
For comparison, Figure 10 provides an approximation of building height ranges that may be supported in different areas of Edmonds based on the land use map, land use designations table and neighbourhood area descriptions. The exact heights of future developments will be determined through the site-specific development application process, though they should generally follow the height ranges outlined in the community plan. Variances to the proposed building height framework may be supported where Zoning Bylaw regulations permit and/or where a development provides extraordinary public benefits, including but not limited to additional non-market housing and public open space.

Today, Edmonds has a loosely defined building height profile, with pockets of significant height mainly focused around the Kingsway and Edmonds Street intersection, Highgate Village and west of the Edmonds SkyTrain station.

Towers are also starting to emerge in the Southgate City neighbourhood. Elsewhere in Edmonds, building heights are typically much lower, ranging from 2-3 storey single and two-family dwellings and townhouses, up to 3 and 6 storey apartments.

It is noted that while Figure 10 shows future proposed building height ranges, the map assumes full-build out of the plan boundary area based on the proposed draft land use designations map. It is not intended to reflect where, how and at what pace future development will occur, keeping in mind that the plan envisions the long-term future (30+ years) of the Edmonds community.

Figure 9. Existing Building Height Ranges in Edmonds (2024)

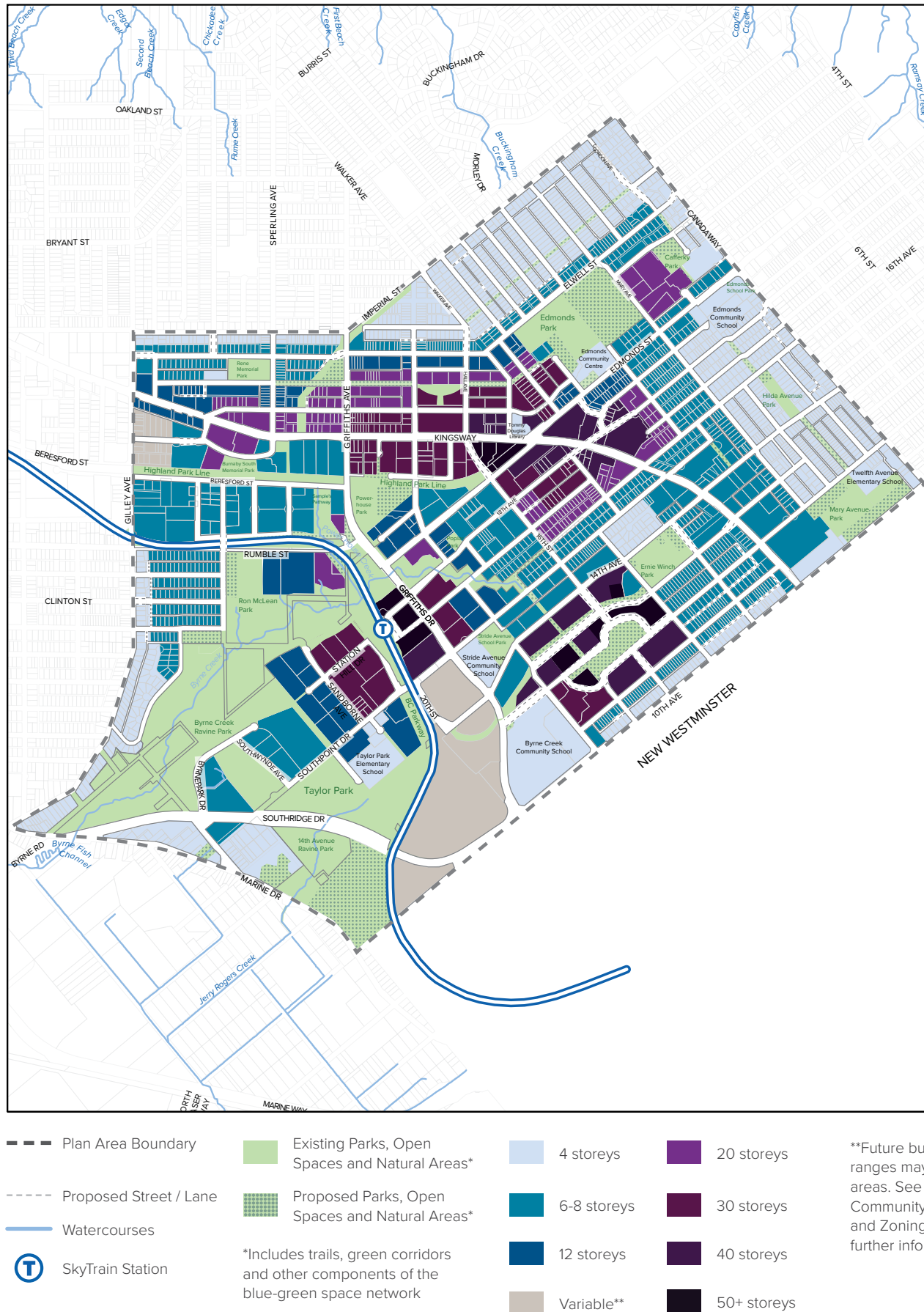


- Plan Area Boundary
- Watercourses
- SkyTrain Station
- 1-5 Storeys
- Up to 12 storeys
- 12-20 Storeys
- 20-40 Storeys

Note: Building heights change through time due to redevelopment, renovation, repair and construction. This existing building height map does not reflect proposed developments, nor developments that have recently been approved or that are currently under construction (as of 2024).



Figure 10. Proposed Future Building Height Ranges in Edmonds





### **Supplementary Notes to Figure 10. Proposed Future Building Height Ranges in Edmonds**

- » Permitted building heights identified in this map and elsewhere in the community plan are inclusive of all land uses and housing tenures being incorporated into a new development. For example, in the case of a new mixed-use, mid-rise development consisting of ground-level commercial uses with mixed strata and rental residential uses above, all uses must be included within the supported building height range identified in the corresponding land use designation(s) assigned to the development site.

The proposed height framework consolidates taller buildings forms primarily within the mixed-use nodes (i.e. the Town Centre node, Station node, and Southgate City node). The clustering of tall buildings creates landmarks, signifying strategic locations and infrastructure. The location and extent of tall buildings is also planned to ensure appropriate levels of natural light for parks and other public and natural spaces.

Starting from these nodes, building heights will gradually decrease towards the edges of the plan area. This provides a comfortable transition to the residential areas beyond, and clearly separates the three nodes.

Framing key streets and public spaces with a comfortable level of enclosure is a key goal of the height framework, particularly along Kingsway, Canada Way, Imperial Street, Edmonds Street and 10th Avenue, which are proposed to have relatively urban edges that help define the proportions of the streets.

PART 4

# PUBLIC SPACE AND MOBILITY





## 4.1 Blue-Green Space\* Network

Within the Edmonds community, a network of parks, trails, natural areas, streams, riparian habitats and other types of blue-green spaces\* are highly valued and enjoyed by residents, workers and visitors alike.



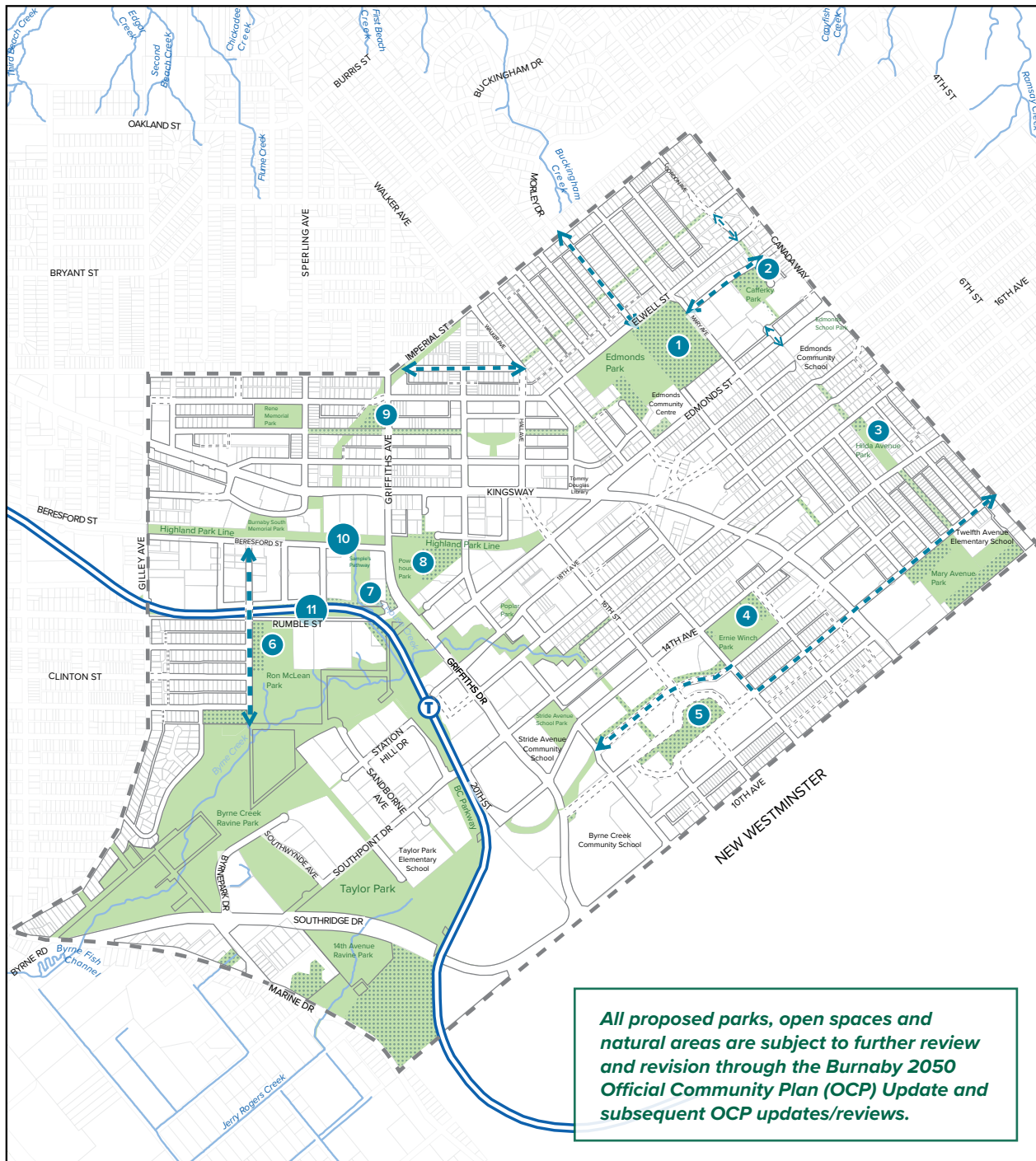
Byrne Creek, Edmonds, Burnaby

*Figure 11* below shows the future proposed blue-green space\* network for Edmonds, depicting how parks and other open spaces may be improved and expanded upon in the future, as well as how they may be more closely linked by an enhanced system of green streets\*, green corridors\* and trails. The primary goals of the blue-green space\* network are as follows:

- » to provide overall better access to nature for residents and visitors and to enhance the usability of the community's various parks and open spaces
- » to establish a community-wide green walking loop, where people have the opportunity to safely and conveniently walk and cycle throughout Edmonds using a complete system of trails, green streets, green corridors and other connections
- » to help achieve the City's various climate action goals, including the encouragement of active transportation modes and the preservation of natural areas and habitats
- » to promote the improvement of water quality and the overall ecological health of urban streams and watercourses through measures such as daylighting and reducing stormwater run-off (e.g. by encouraging landscaping and rainwater management amenities in the public realm)



Figure 11. Edmonds Future Blue-Green Space\* Network Map



- |  |  |  |   |
|--|--|--|---|
| <ul style="list-style-type: none"> <li>Plan Area Boundary</li> <li>Proposed Street / Lane</li> <li>Watercourses</li> <li>SkyTrain Station</li> </ul> | <ul style="list-style-type: none"> <li>Existing Parks, Open Spaces and Natural Areas*</li> <li>Proposed Parks, Open Spaces and Natural Areas*</li> </ul> <p>*Includes trails, green corridors and other components of the blue-green space network</p> | <ul style="list-style-type: none"> <li>Green Street</li> <li>1 Edmonds Park Expansion</li> <li>2 Cafferky Park Expansion</li> <li>3 Hilda Ave / Mary Ave Park Expansion</li> <li>4 Ernie Winch Park Expansion</li> <li>5 Southgate City Park</li> <li>6 Ron McLean Park Expansion</li> </ul> | <ul style="list-style-type: none"> <li>7 Powerhouse Creek Daylighting</li> <li>8 Powerhouse Park Expansion</li> <li>9 BC Hydro Corridor / Balmoral Street Park</li> <li>10 Highland Park Line Enhancements</li> <li>11 BC Parkway Enhancements</li> </ul> |
|--|--|--|---|

## Supplementary Notes to Figure 11. Edmonds Future Blue-Green Space\* Network Map

- » Where possible, the acquisition of land for future new or expanded park spaces and green corridors should be achieved through negotiation with developers/ property owners during the site specific development application stage.
- » Where parks, natural areas or other open spaces already exist, the intent of the community plan is to preserve, maintain or enhance these spaces in the future for their most appropriate public use. The plan does not support removing existing components of the blue-green space\* network, unless under unique circumstances supported by Council through a community plan amendment process.
- » As communities grow, it is necessary to continue reassessing future park space needs and requirements. In addition to the future potential new park spaces shown in *Figure 11*, other areas within the Edmonds Plan area boundary may be identified by the City in the mid to long-term future to accommodate new park spaces as the community continues to evolve. This process would involve further public consultation, separate from the community planning process.

## What are green streets vs. green corridors?

A **green street** is a street or section of a street that has unique back-of-curb design features (e.g. heavy landscaping, denser street tree plantings, enhanced rainwater management amenities and boulevards, curb-less design) to provide enhanced pedestrian and cyclist linkages to larger parks or green spaces in the neighbourhood.

While green streets may still accommodate vehicle traffic, they are designed to slow-down vehicle traffic as much as possible and to prioritize the pedestrian and cyclist experience even more so than standard streetscape designs.



Watling Street, Burnaby

A **green corridor** refers to a narrower (min. 8 metre right-of-way) pedestrian and cyclist orientated landscaped path. In many cases, these corridors provide mid-block connections to improve overall pedestrian and cyclist movement through the neighbourhood.



Green corridor in Edmonds, Burnaby

## Park Space Expansions and New Blue-Green Spaces\*

Figure 11 identifies specific proposed future park space expansions, new park spaces and daylighting opportunities which are further discussed below. As part of the Edmonds Plan, considering future park space expansions is critical to continue providing excellent, high-quality amenities for existing and future residents, and to provide sufficient parks and open spaces as Edmonds continues to grow and welcome more residents.

1

**Edmonds Park expansion:** Edmonds Park currently serves as an important cultural and recreational hub for the community. In the future, there is an opportunity to explore expanding the park primarily eastward towards Mary Avenue. This will provide an opportunity to expand upon existing active sports play areas (e.g. sports fields, tennis courts), outdoor recreation and cultural amenities, programming and gathering places adjacent to Edmonds Community Centre and Tommy Douglas Library.

2

**Cafferky Park expansion:** Cafferky Park is a small neighbourhood park that could be expanded northward in the future to meet Rosewood Street. This park space would continue to provide a smaller space for passive recreation and relaxation, with seating areas and lush landscaping.

3

**Hilda Avenue Park/Mary Avenue Park expansion:** Hilda Avenue Park and Mary Avenue Park are existing parks that may be slightly expanded in the future and better linked together by a future green corridor where Hilda Street exists today.

4

**Ernie Winch Park expansion:** Ernie Winch Park currently serves the surrounding neighbourhood with several active recreation uses (e.g. playground, tennis courts). There is an opportunity for a small future expansion along the park's eastern boundary. The park would continue to serve the surrounding neighbourhood as well as a potential new elementary school site north of 14th Avenue.



Edmonds Park, Burnaby



Cafferky Park, Burnaby



5

**Southgate City Park:** As part of the Southgate City Master Plan, a future central park will be lined by adjacent commercial and high-density residential uses. This large park will serve as a civic gathering space and activity hub for surrounding residents and visitors, characterized by water features, seating areas and greenspace for various relaxation or informal recreational opportunities.

6

**Ron McLean Park expansion:** A future westward expansion to Ron McLean Park to meet Hedley Avenue may be explored, which would provide an opportunity to expand upon existing active recreation uses in this park.

7

**Powerhouse Creek daylighting:** Through future development, there is an opportunity to explore the closure of Prenter Street south of Samples Pathway and westward towards Hedley Avenue. This closure and green space expansion would present opportunities for the daylighting and realignment of Powerhouse Creek south of the SkyTrain guideway, enhancing the riparian habitat around this watercourse and improving visibility and access to the creek. The alignment of the future daylighted creek section shown in *Figure 11* is conceptual only. The exact alignment is subject to further assessment at the site-specific development stage.

8

**Powerhouse Park expansion:** Currently, Powerhouse Park is a primarily forested area. A potential eastward expansion of this park may be explored in the future to provide for more active recreation uses and to better connect this park to the Highland Park Line.

9

**BC Hydro corridor / Balmoral Street Park:** North of Kingsway, there is an opportunity for a small new park space at the intersection of a north-south BC Hydro corridor and a new green connection where Balmoral Street exists today.



Ron McLean Park, Burnaby



BC Hydro Corridor, Burnaby

10

**Highland Park Line enhancements:** The Highland Park Line is an existing pedestrian and cyclist route that ends at Edmonds Street and Kingsway, running parallel to the BC Parkway before it diverges in Royal Oak. This trail provides an important linkage feature for Burnaby and requires future enhancements such as the provision of consistent lighting across the trail, benches and seating, garbage and recycling bins, improved wayfinding\* elements and placemaking elements such as public art. Through the Hall Towers master plan development, the Highland Park Line will be augmented with the provision of a new garden and activated plaza space, providing a terminus destination for the trail.

11

**BC Parkway enhancements:** The BC Parkway is an existing pedestrian and cyclist route that spans from Royal Oak at Gilley Avenue into West Edmonds and ultimately traverses into the Station District, leading into New Westminster. This urban trail provides an important linkage into Burnaby, though there is much opportunity for future improvements to enhance its safety, usability and accessibility. While there is an enhancement project underway for the portions of the Parkway that intersect with Metrotown and parts of Royal Oak, there is also an opportunity enhance the portion of the trail within Edmonds. This can be done through the provision of consistent lighting across the trail, benches and seating, garbage and recycling bins, greater wayfinding elements and placemaking elements such as public art.



Rendering of the Highland Park Line (left) where it meets the Hall Towers master plan development site



## 4.2 Plazas and Character Streets

A **plaza** is a large, usually hardscaped\* public open space that is framed, activated and defined by adjacent buildings, streets, green spaces or other urban elements.

Plazas often function as a focal point or gathering place for the community and may accommodate various activities depending on their size, location and function. Generally, plazas are reserved for pedestrians or other active transportation users.

A **character street** can be thought of as a plaza in linear form. While these streets may still accommodate vehicle traffic, their design prioritizes the pedestrian experience, both in terms of safety and accessibility, but also from the general experience of the streetscape not only as a place to travel through, but also as a unique place to gather, shop, relax, eat or recreate in.



Brentwood Plaza, Burnaby



Water Street, Gastown, Vancouver



Main Street, Vancouver during car-free day festival



Albee Square, Brooklyn, NY



Greene Street, Soho, NY



Both plazas and character streets are defined not only by the land uses that surround and activate them (e.g. ground-level storefronts, café and restaurant patio seating areas), but also by other urban design elements such as unique landscaping, hardscaping features and materiality, street furniture and lighting, and public art.

Historically, plazas and character streets have both played a crucial role in shaping excellent urban design in neighbourhoods and cities throughout the world and in creating unique places that residents and visitors alike can enjoy, identify with and feel welcome in.

As part of the overall public space and mobility strategy, the Edmonds Plan identifies strategic locations where plazas and character streets may be developed in the future (see *Figure 12* below). These spaces provide unique placemaking opportunities that will establish Edmonds as a special destination with lots to see, do and enjoy for both residents and visitors. Additional opportunities for character streets and plazas can and should be explored through future redevelopment opportunities, particularly on large development sites.



Figure 12. Edmonds Plazas and Character Streets Map

## Plazas and Character Streets

1

**Edmonds Community Centre Plaza:** The Edmonds Community Centre Plaza is intended to be a new centrally located hardscaped space along Edmonds Street, serving as both an important community gathering and cultural space, and as a gateway to Edmonds Park and Edmonds Community Centre. High quality materials, public art, flexible seating, tables and performance spaces are envisioned for the space, with high branched shade trees for cooling during the summer. The eastern edge of the plaza will be activated with retail opportunities and café seating, provided as part of a future expansion to the community centre, or as a separate building. The surface parking area to the north of the plaza will be reconfigured to allow for more seamless integration with Edmonds Park.



Concept sketch of the future Edmonds Community Centre Plaza (1) and Edmonds Character Street (4)

2

**Kingsway and Edmonds Plaza:** Proposed as part of the Hall Towers Master Plan, the Kingsway and Edmonds Plaza provides a fitting terminus to the Highland Parkline Trail, with significant landscaping and open space, lined with retail, public services and community amenities. It will be a place for people to gather, linger and meet, with public art installations that recall the unique, multifaceted history of the site. A pavilion will support programming and provide a space for displays and events. Changes in grade will help create a diversity of spaces and seating opportunities, with universal accessibility addressed through grade sensitive ramps and linkages.



Concept sketch of the Kingsway and Edmonds Plaza



3

**Station Lawn Plaza:** The existing Station Lawn to the south of the bus exchange will be improved and integrated with development around the Edmonds SkyTrain station, transitioning from a green space along Station Hill Drive, to a more hardscaped plaza expression east of the station. The plaza will play an important role as a gateway and destination, serving as a meeting space and connection to transit and various trails where both passive and active zones will be explored, as well as additional opportunities to cover the train tracks for acoustic and open space benefits.

4

**Edmonds Character Street:** Edmonds Street as it exists today, between Kingsway and Canada Way, offers a diversity of services and commercial opportunities. The Edmonds Plan envisions this street as a future pedestrian oriented high street\*. It will include wider sidewalks and space for patio seating, retail product displays and other elements to activate the streetscape for pedestrians. A minimum of 2m will be provided between the building edge and the sidewalk to accommodate these outdoor uses.

Dedicated cycling facilities will be provided away from this character street and along parallel streets, and street parking will be limited to maximize available space for pedestrians. A hardscaped front boulevard with unique street lighting and furniture is envisioned to increase the useable public realm, with street trees offering shade during the summer. Parkade entrances to developments fronting the character street will be restricted to allow for future street closures for festivals and markets, with public transit temporarily re-routed along 18th Avenue. Consideration for reduced curb heights, high quality paving materials and pedestrian crossings at Fulton Avenue and New Vista Place should be explored to enhance the pedestrian experience.

5

**Edmonds SkyTrain Station character street:** The Edmonds Plan envisions a new publicly accessible character street adjacent to the Edmonds SkyTrain Station that contributes to a sense of arrival into Edmonds from the SkyTrain and replaces the existing bus exchange with on-street bus service. The plan envisions a primarily hardscaped street with high quality materials and street trees. Street parking and dedicated cycling facilities will be limited to maximize space for bus stops, while ensuring generous space for pedestrians. The street is envisioned to be lined with active retail and commercial uses. A minimum of 2m should be provided between the building edge and the sidewalk to accommodate outdoor product displays or patio seating.

Examples of street closures for festivals, markets and other organized pedestrian activities:



Yaletown, Vancouver



Kitsilano Farmer's Market, Vancouver



6

**Southgate Boulevard:** Southgate Boulevard is the commercial heart of the Southgate City master planned neighbourhood. This character street will provide a gateway and a sense of arrival into Southgate City, with shops lining the north side of the street and a new park bounding the southern side. The street will prioritize pedestrian movements, while still facilitating cycling in a dedicated lane as well as street parking. Large setbacks between the building edge and the sidewalk will be provided to accommodate patios and other seating and gathering spaces. More details about the design for the street are outlined further in the Southgate City Master Plan.



Rendering of Southgate Boulevard

Where plazas and character streets are being developed as part of a site-specific development, applicants will be required to carefully consider, at a minimum, the following aspects for the new public space:

**Purpose, character and flexibility of use**



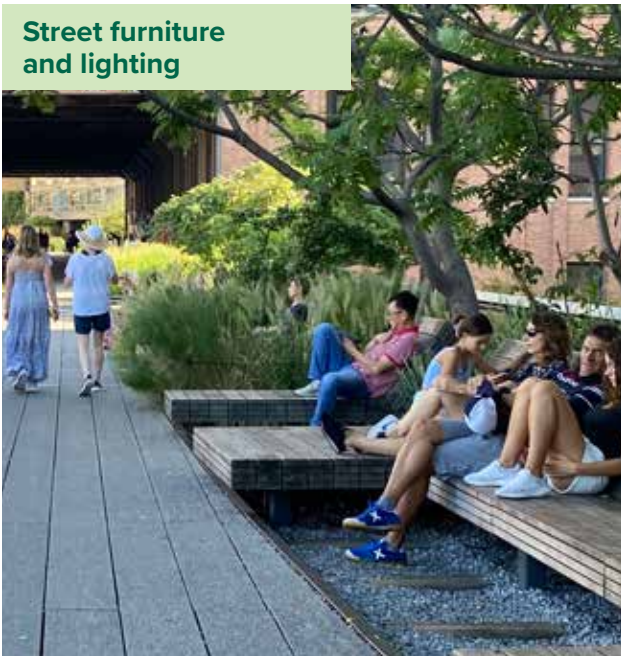
Burnaby, BC

**Adjacent land uses and activation**



Seattle, WA

**Street furniture and lighting**



New York City, NY

**Placemaking\* (naming, public art, etc.)**



Burnaby, BC

**Scale and sense of enclosure**



New York City, NY

**Landscaping and water features**



Wesbrook Mall, UBC



The blue-green space network, in combination with plazas and character streets, work together to form a comprehensive public realm vision for the long-term future of the Edmonds community, in which a complete, interconnected network of public spaces is available for the public to enjoy (see Figure 13 below).

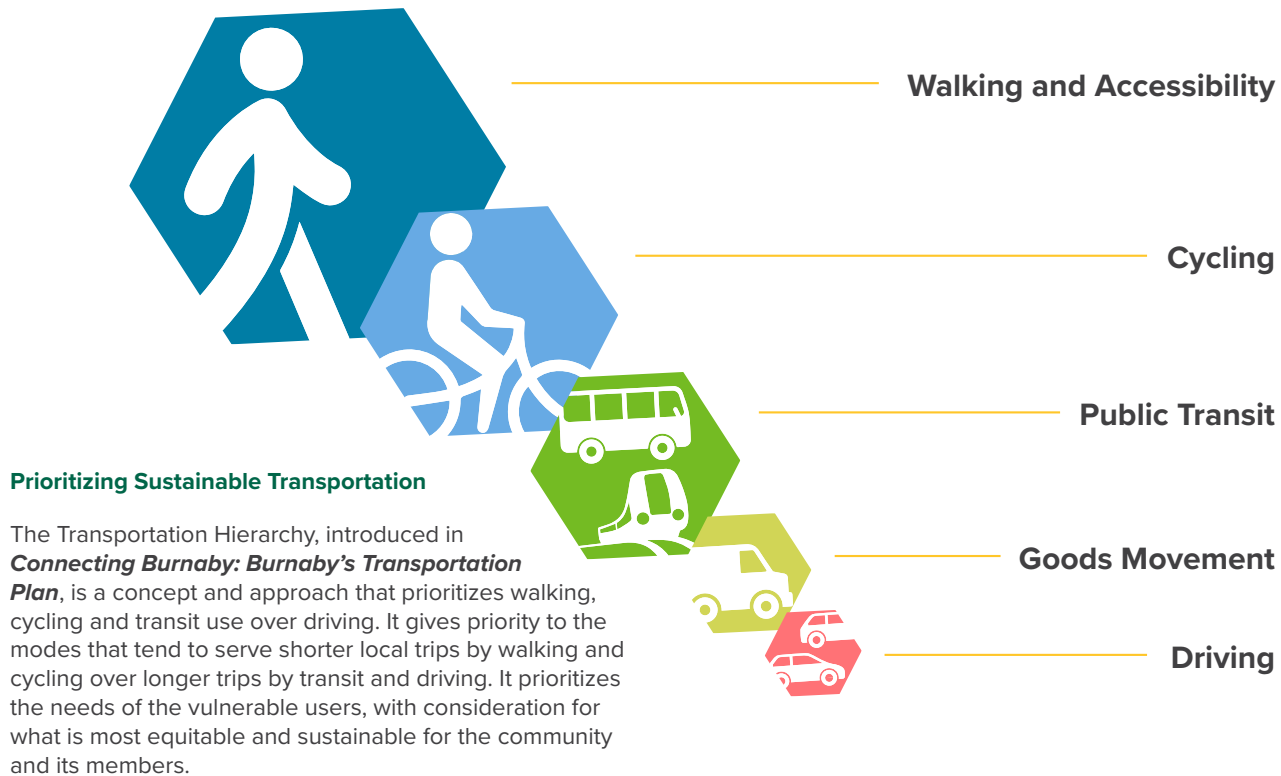


Figure 13. Edmonds Comprehensive Public Realm Vision



## 4.3 Transportation Mobility Networks

All proposed future transportation mobility networks in Edmonds build off of the **Connecting Burnaby: Burnaby Transportation Plan** to prioritize sustainable transportation and are aligned with the City's **Climate Action Framework** as well as other strategies and policies aimed at providing safer, more convenient and accessible mobility options for all (see *Figures 14, 15, 16, 17*).



### Pedestrian Network

In coordination with the blue-green space\* network, the proposed pedestrian network for Edmonds will create new, more personal linkages that encourage walkability, create an enhanced pedestrian experience and enable all parts of Edmonds to be reached comfortably on foot. The future pedestrian network will also improve key connections to natural spaces and key public transit destinations.

All street designs within Edmonds will follow or be informed by the adopted Burnaby Town Centre Street Standards, which require wide, separated sidewalks, with clearly marked crossing on both sides of every street.

The plan places a priority on making it easier for people to walk around. This includes creating clear and easy-to-follow paths for pedestrians, using greenways in the middle of blocks. These greenways will help people move between important places and through areas without cars, making a calmer environment for walking.

New street connections and intersections with traffic signals along Kingsway help bridge the divide created by Kingsway between north and south Edmonds. This will help create smoother connections to and from the Edmonds SkyTrain Station.





## Cycling Network

The proposed cycling network in Edmonds prioritizes connecting the community with major citywide cycling routes, as well as to destinations within Edmonds through a safe local cycling network. Like the proposed pedestrian improvements, designated cycling pathways will be provided on both sides of most streets to encourage a safe and convenient riding experience. On some high streets and character streets, there will

be limited designated cycling infrastructure, encouraging slower cycling speeds. Alternative dedicated cycling routes will be provided on parallel streets to make it easier and comfortable for riders to travel to and from key destinations. Safe and accessible bike parking will be provided in the public realm at key destinations within Edmonds and will be required for both residents and visitors with each development.

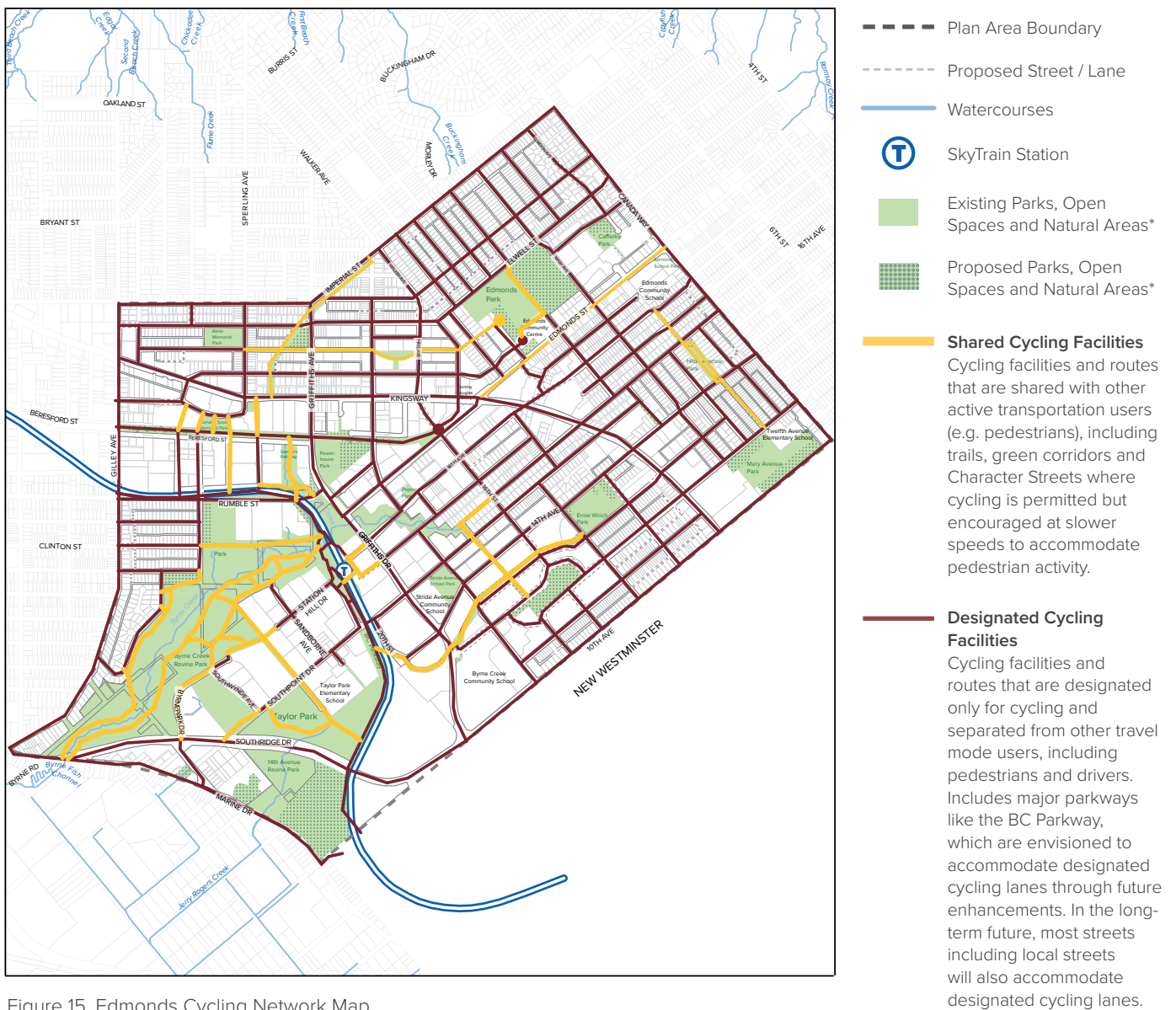


Figure 15. Edmonds Cycling Network Map

\*Includes trails, green corridors and other components of the blue-green space network

## Public Transit Network

The Edmonds SkyTrain station and bus exchange are central points for public transit in Edmonds, with connections to Burnaby and neighbouring municipalities. The plan provides opportunities for enhanced access to services along key streets and to the station, as well as improved bus speed and reliability along Kingsway and Edmonds Street. It also offers alternative bus routes to help facilitate street closures for community events. Street designs will also support expanded curb-side bus service and the potential for enhanced TransLink facilities, including weather protected waiting areas.

The existing bus exchange is envisioned to transition to on-street pickup/drop off, with a new street providing access to and from the SkyTrain Station. However, the potential for an underground bus exchange could also be explored as part of an integrated mixed/use development near the station.

Figure 16 shows existing and potential future transit routes in Edmonds. Transit routes and the timing of any potential future changes to bus services are determined by TransLink in engagement with the City.

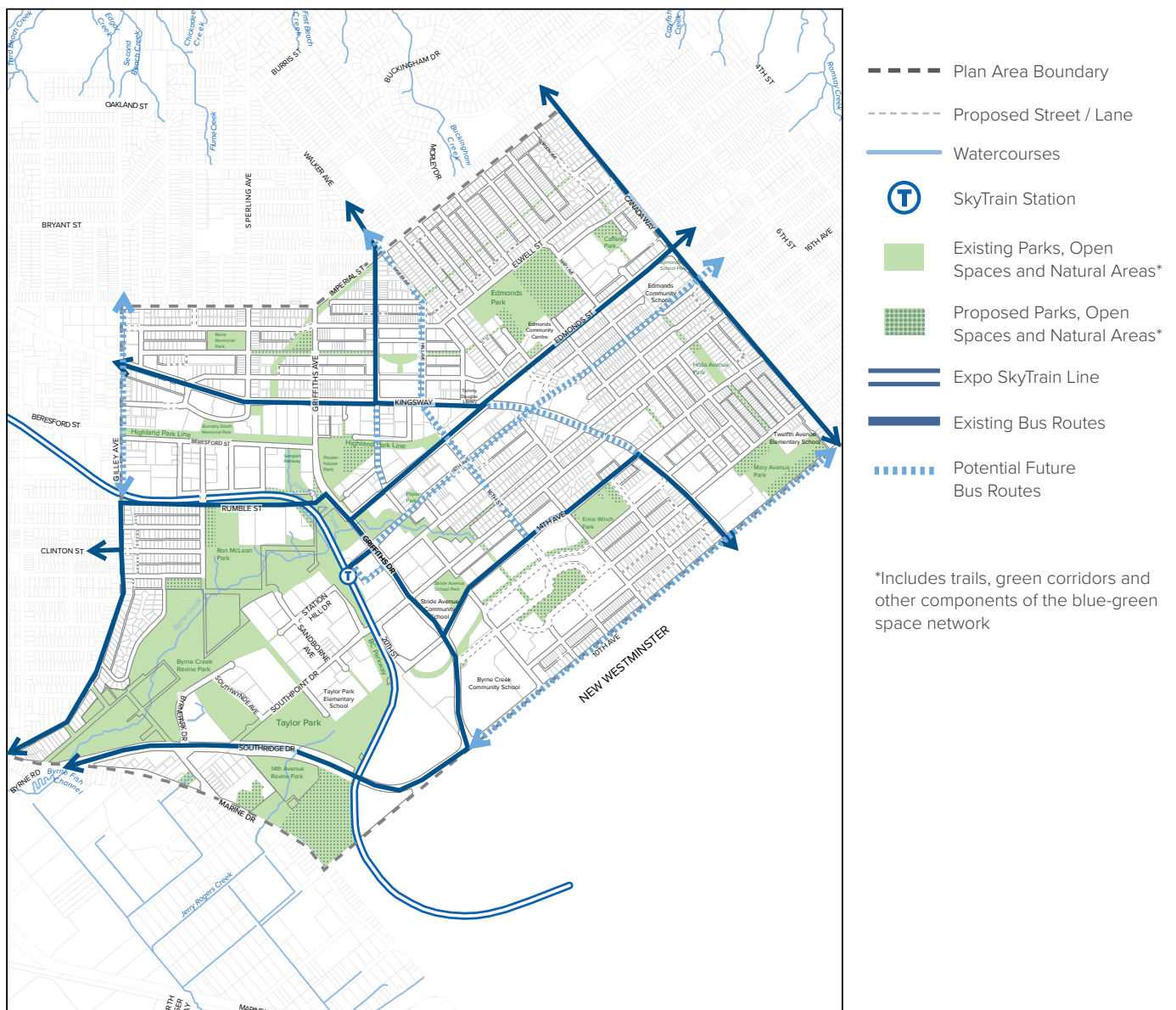


Figure 16. Edmonds Public Transit Network Map



## Street Network

The proposed vehicle network provides greater connectivity for vehicles, while ensuring a safe and comfortable experience for pedestrians and cyclists. Various new street connections are proposed across Edmonds to reduce congestion, improve connectivity and provide equitable access to parking, loading, delivery, ride-sharing and other vehicle-dependent services.

A key step to improve east-west connectivity and reduce the traffic burden on the Edmonds character street is the proposed 18th Avenue connection across Kingsway. This connection plays an important role in supporting Edmonds Street as a place designed for people, rather than its existing vehicle-orientated character. The plan also envisions 16th Street as an important north-south link, connecting Southgate Village through to the Edmonds Street and Kingsway core, and beyond to Imperial Street.

Kingsway remains the predominant street within Edmonds, but is instead envisioned as a grand boulevard, providing important multi-modal connections between New Westminster, Metrotown and beyond. The street will be lined with a double row of street trees, rain gardens, wide sidewalks and dedicated cycling facilities, as well as active building edges that frame and engage the street.

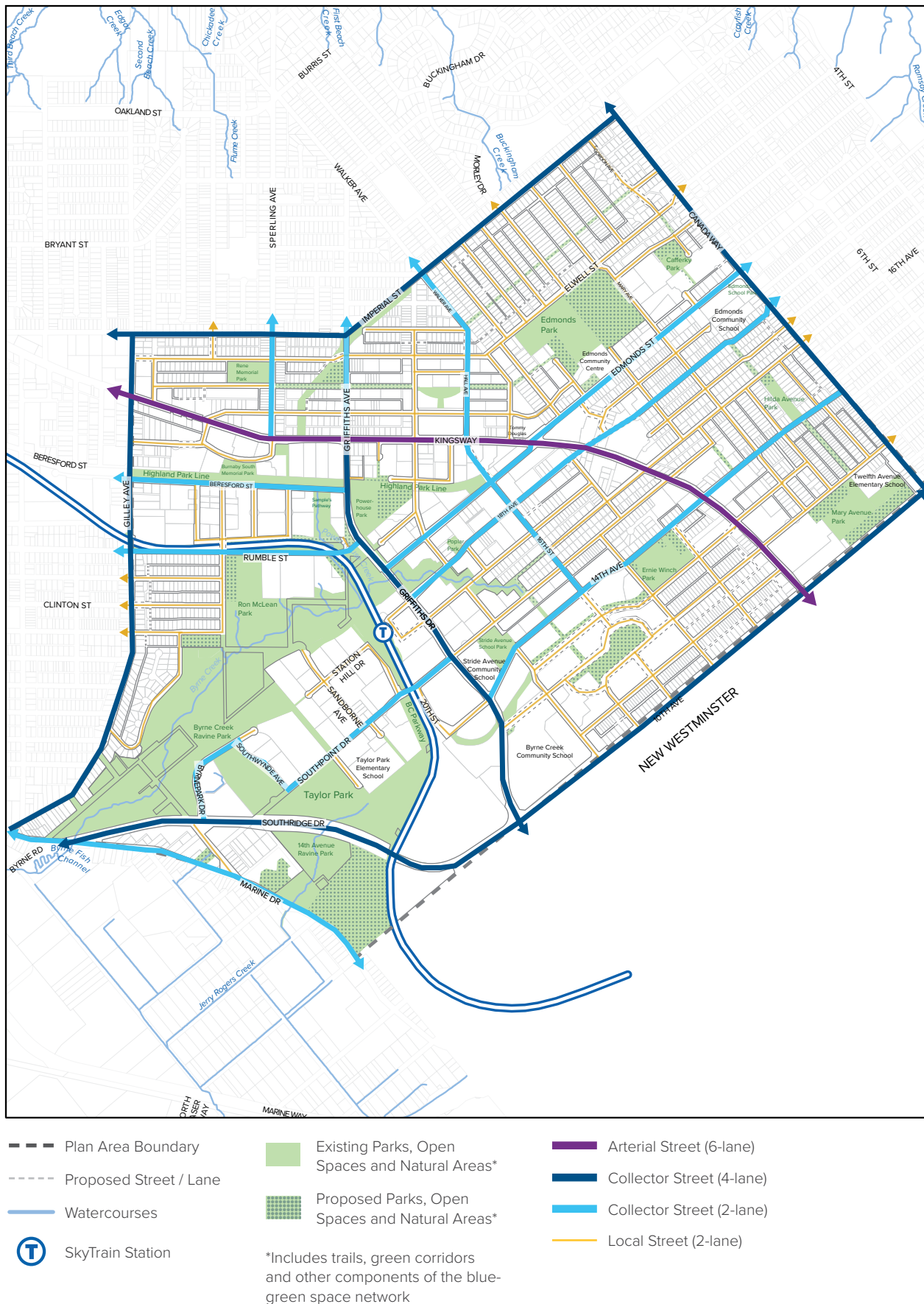
Lanes play an integral role in facilitating access and movement of servicing vehicles (e.g. garbage and recycling collection vehicles) and in providing driveway access to private properties. The plan generally maintains and even expands the network of lanes, with some adjustments to lane configurations to create more defined edges along key streets. Requirements for new lanes, closures and the alignment of new streets, should be further explored through site specific development applications. In cases where access for vehicles is limited on the fronting street, lane widths will be increased to 7.3m and designed to facilitate emergency vehicles.

While recognizing the ongoing role of vehicles in the transportation and mobility network, the plan will focus on creating pedestrian-oriented streets. The emphasis is on active transportation, public transit and reducing single-occupancy vehicle trips, aligning with citywide initiatives such as the Climate Action Framework and the Burnaby Transportation Plan.



Kingsway—facing east towards Edmonds Street

Figure 17. Edmonds Street Network Map





PART 5

# HOUSING AND COMMUNITY BUILDING





## 5.1 A Comprehensive Approach to Housing

The City of Burnaby supports a range of housing opportunities to meet the diverse needs of its residents, including those without homes, renters, homeowners and those in homes with supports. This is especially important for Edmonds, given its diverse and growing population, which includes seniors and a significant proportion of the City's newcomers, representing two essential household groups experiencing core housing needs.

The Edmonds Plan presents an opportunity to address key housing goals as a focal point of growth in the City, enabling more affordable and diverse forms of housing to be constructed in higher density areas and surrounding neighbourhoods.

Continued demand for future housing also presents an opportunity to advance sustainable, climate-adaptive and resilient

construction methods and technologies that meet or exceed the BC Energy Step Code and Zero Carbon Step Code.

Housing strategies within the Edmonds Plan will be supplemented by existing citywide housing policies and initiatives, including HOME: Housing and Homelessness Strategy, the Mayor's Task Force on Community Housing, the Housing Needs Report, the Rental Use Zoning Policy (RUZP), the Tenant Assistance Policy, as well as the Official Community Plan. These policies provide key direction on housing partnerships, supports for tenants, provision of affordable housing and housing options for all, across the City.



Six-storey residential building in River District, Vancouver

Assuming the Edmonds Plan is fully built-out and developed in accordance with the draft land use designations in the long-term future, the community has the potential to accommodate over 100,000 housing units (including a significant number of non-market rental units).

The following policy directions provide further guidance for the provision of housing specific to the unique community needs of Edmonds:

### Housing Near Transit

Encourage transit-oriented multi-family housing near the Edmonds SkyTrain station, with a focus on rental-only developments to support more market and non-market rental housing options close to transit.

### Urban Style Townhouses

All future townhouse developments that require or propose parking should have underground parking to maximize useable ground-level space for residents (e.g. common amenity areas, private outdoor spaces). Where possible, lock-off suites should be encouraged in townhouse units and each unit should provide at least 10 sq.m. (107.6 sq.ft.) of private open space.

### Missing Middle

Support missing middle housing\* forms in existing single- and two-family neighbourhoods to provide additional housing for various groups such as new families, seniors and multi-generational families, and to provide smoother building form and height transitions along the plan area boundary.

### Diversity and Options

Enable a full spectrum of housing forms\*, partially by limiting where towers may be developed and encouraging ground-oriented housing forms that help foster greater social cohesion particularly for newcomers and seniors (e.g. townhomes, multiplexes\*).

### Public Lands

Explore opportunities for future non-market rental residential and supportive housing on all publicly owned lands.

### Housing in Employment Areas

Through a future amendment to the Metro Vancouver Regional Growth Strategy (RGS), support future supplementary rental residential uses above industrial and creative employment uses in strategic locations close to the Edmonds SkyTrain Station. An RGS amendment can be explored through the site-specific development stage or through wider policy initiatives in the future.

### Location

Co-locate housing forms with commercial opportunities, green spaces, employment and access to transit, allowing for the development of a complete resilient community.

### Rental Housing Renewal

Where existing purpose-built rental housing stock exists and is proposed for replacement and redevelopment, support strategies for height increases on a case-by-case basis to enable the feasible renewal of rental housing stock, while keeping tenant protections in place for existing residents.

### Housing on Institutional Sites

Support residential development on various types of institutional sites that considers adjacent land use context and uses urban design measures to mitigate impacts on neighbouring properties.

### Inclusionary Rental Housing

Require all future residential and mixed-use developments (Mid-Rise Apartment 1 or higher) to provide rental units, as stipulated under Zoning Bylaw regulations.



## A Full Spectrum of Housing Forms

The Edmonds Plan supports housing diversity by encouraging a full spectrum of housing forms, including the following:

### High-rise Residential and Mixed-use Forms

In key locations such as the intersection of Kingsway and Edmonds Street, near the Edmonds SkyTrain Station and in Southgate Village, high-rise multi-family residential and mixed-use tower forms, co-located with employment, transit, major thoroughfares, civic amenities and public open spaces, are supported. These housing types feature the highest building forms.



### Mid-rise Residential and Mixed-use Forms

In many areas, mid-rise multi-family residential and mixed-use forms are supported in varying scales, heights and sizes depending on surrounding context. Generally, taller forms would be supported closest to key locations near transit and along major thoroughfares, while lower forms are more appropriate adjacent to lower-density areas.



### Low-rise Housing

In strategic locations, low-rise multi-family residential apartment forms are supported. These housing forms are often smaller in scale and provide an effective transition in urban form between higher and lower density neighbourhoods.



### Ground-oriented Townhouse and Multiplex Housing

Townhouses as well as multiplex forms (eg. triplexes, fourplexes and rowhouses) provide ground-oriented housing forms that may be supported in many contexts within and surrounding lower density neighbourhoods in the City.



## 5.2 Civic and Community Uses in Edmonds

As Edmonds continues to accommodate existing residents while welcoming new ones in the future, it's important to ensure that a variety of services and amenities are readily available to serve the population. Complete communities, which offer access to civic and community amenities, play an important role in boosting social connections and enhancing neighbourhood health and resilience.

The provision of civic and community amenities and facilities in Edmonds aligns with existing citywide policies and initiatives such as the Social Sustainability Strategy and the Child Care Action Plan. Through the update of Burnaby's Official Community Plan, the City is also undergoing a Community and Social Infrastructure Needs Assessment that will help to plan for and identify gaps in the need for future civic facilities such as community centres, recreation facilities, cultural spaces and libraries. This assessment will inform the need for civic amenities and facilities within the Edmonds community. The Edmonds Plan will facilitate any such civic and community uses that are proposed through this assessment. In addition, the following policy directions support the development of a broad range of services and amenities in Edmonds as it continues to grow:

### Child Care

Support child care uses in all residential districts, commercial districts and select institutional districts across all neighbourhood character areas to address the citywide gap in the provision of child care.

Ensure that all high-density mixed-use development applications, especially those that anticipate generating child care demand, consider co-locating child care facilities.

Assuming the Edmonds Plan is fully built-out and developed in accordance with the land use designations in the long-term future, the community will have a potential projected demand of over 7,000 childcare spaces.

### Schools and Education

Work with the Burnaby School District to consider expanding existing school resources where needed and to secure new school sites within the community to support the needs of children and families in Edmonds.

### Basic Commercial Services and Needs

Beyond key commercial streets, districts and areas (e.g. Kingsway, Edmonds Street), support the provision of local shops and services (e.g. convenience stores, neighbourhood cafes, cultural spaces) within residential neighbourhoods at strategic locations.



Edmonds Community Centre

## 5.3 Sense of Place and Community Identity

The Edmonds Plan supports strategies to ensure that existing and future residents continue to feel a unique sense of place in where they live, work and recreate in Edmonds. The following policy directions provide strategies for placemaking and community building specifically within Edmonds:

### Food Security

Prioritize food access and security by encouraging a balanced and equitable distribution of food retail outlets in mixed-use developments. Encourage a variety of sizes and types of commercial outlets to accommodate different food access and affordability options. Encourage food production on private lands and expand community gardens on public lands. The city-wide Food System Strategy provides more detailed direction on ensuring food security and sustainability.

### Heritage Buildings\* and Landmarks\*

Work with the community to update the inventory of heritage buildings and landmarks in Edmonds.

Provide property owners with incentives to retain heritage buildings and encourage the inclusion of heritage buildings and landmarks into new developments.

### Transportation History

Recognize historic transportation routes in Edmonds by using signs, banners and other artistic or educational elements along key streets and paths.

### Indigenous Histories

Engage with the host Nations and members of Burnaby's urban Indigenous communities to identify opportunities to incorporate Indigenous histories of the lands into public art, wayfinding elements, place naming and public realm design.

### Character Streets and Plazas

Develop new character streets and plazas that act as landmarks and special places that people can identify with and are excited to be in.

### Public Art and Public Spaces

Promote public art that appropriately reflects the history, heritage and diverse cultural history of Edmonds for developments such as medium to high-rise residential and mixed-use projects. This approach is in line with the City's public art policy.

In parks and other public spaces, add educational features to share the stories of Burnaby's diverse communities and Indigenous histories of the land.

### Newcomers to Burnaby

Encourage the provision of immigrant and multi-cultural services for newcomers to Canada through collaboration with non-profit hubs.

### Families

Support family-friendly housing unit types with three or more bedrooms in greater numbers than what is typically delivered, and with amenities for families, children and multi-generational families.

### Diversity and People

Celebrate cultural diversity in Edmonds and continue to focus on cultivating a community where people from all cultures and backgrounds feel at home.

### Small Local Businesses

Through the site-specific development stage, encourage developers to work with local businesses and business groups to promote and encourage smaller local businesses on mixed-use development sites.

### Aging in Place

Support an age-friendly community by ensuring access to a variety of affordable housing forms, designing public spaces and mobility networks that are accessible and safe for all participants, and by enabling clear and legible wayfinding.



## 5.4 Employment and Local Economy

Assuming the Edmonds Plan is fully built-out and developed in accordance with the land use designations in the long-term future, the community has the potential to accommodate a significant number of additional jobs in Edmonds.

Edmonds serves as a key employment hub, particularly in the transportation and utility industries, along with management, business services, and science and technology occupations that provide a regional advantage. As Edmonds continues to grow, and as new industries emerge, it will be essential to ensure that there are employment opportunities for all as part of a complete community. This includes having designated spaces for employment and ensuring existing businesses are supported.

The City's Economic Development Strategy provides city-wide direction on enhancing Burnaby's local economy. The following policy directions provide specific strategies to strengthen local economic growth in Edmonds:

### Appropriate CRU Sizing

Work with developers during the site-specific development stage to support retention and growth of smaller local businesses through, for example, constructing smaller commercial retail unit (CRU) sizes particularly along Edmonds Street.

### Commercial Cores

Establish vibrant commercial cores with ground-level retail or service uses that are welcoming and that enhance pedestrian interest, particularly along key high streets like Kingsway, Edmonds Street and near the Edmonds SkyTrain Station.

### Office and Hospitality

Promote office and hospitality uses in key areas to diversify and strengthen the local economic base and enhance Edmond's position as a regional community.

### Creative Employment

Allow creative employment uses within the existing industrial area along Beresford Street. This will allow for emerging industries such as arts and craft studios, workshops, galleries, small-batch manufacturers and flex-industrial spaces, that are compatible with nearby residential development. Where creative employment uses are not feasible, light industrial uses geared towards food manufacturing and production, that have minimal impacts on residential development, would be permitted.

### Live-work Units

Support opportunities for live-work units throughout the community, including along quieter parts of Kingsway east of the Town Centre Node. Live-work units combine residential and non-residential uses to allow flexibility for business owners and operators.



West 6th Avenue, Vancouver



Mount Pleasant, Vancouver



King's Crossing, Edmonds

PART 6

# PLAN IMPLEMENTATION AND MONITORING





## 6.1 Implementing the Edmonds Plan

The Edmonds Plan will be implemented through a combination of future development, partnerships (e.g. between the City and various private/public organizations), city-led initiatives, and continual collaboration with residents, property owners, community partners and host Nations. From time to time, amendments to the plan may be required to align with shifting priorities and trends. Outlined below are further key considerations for the implementation of the Edmonds Plan:

**Burnaby 2050 Official Community Plan (OCP) Update:** The completion of the new OCP (anticipated 2025) will assist with the future implementation of the Edmonds Plan through, for example, the establishment of development permit area guidelines for future development and re-envisioning the overall role that community plans play within the broader citywide policy framework. Amendments to the Edmonds Plan will be introduced, where necessary, to align with the new OCP framework.

**Zoning Bylaw Rewrite:** The Zoning Bylaw rewrite (completion anticipated 2025) will play an important role in establishing the specific densities, uses, and development controls for each redevelopment site.

*continued on next page >*



Rendering of the Hall Towers Master Plan development



**Development Application Requirements:** During the site-specific development stage, applicants will be required to submit a Community Plan Consistency Statement which outlines how their specific proposed development aligns with the following key aspects of the Edmonds Plan:

### Housing Diversity and Rental Housing

How is the proposed development contributing to providing a variety of housing forms, typologies and tenures in Edmonds?

For developments on properties with a “Mid-Rise Apartment 1” residential designation and above, does the proposal meet or exceed the provision of required rental units as stipulated under Zoning Bylaw regulations?

For multi-family residential developments, does the unit mix reflect the projected unit type requirements under the Housing Needs Report?

### Climate Action and Resiliency

What type of sustainability and/or green building practices and technologies does the proposed development incorporate, above and beyond standard requirements (e.g. BCBC requirements, District Energy Utility [DEU] requirements)?

### Local Economy and Employment

Where ground-level commercial uses are considered as part of a proposed development, has the applicant considered an appropriate variety of commercial retail unit (CRU) sizes, including smaller units to encourage more affordable and locally-oriented types of future businesses?

What research has the applicant conducted to determine the most appropriate mix of CRU sizes and types for the surrounding neighbourhood, and how has this been reflected in the development proposal?

Where a proposed redevelopment site has active business(es) in operation, has the applicant tried to work with the business-owner(s) to explore opportunities for the business(es) to return and operate in the new development?

### Urban Design and Architecture

What is the design rationale for the proposed development, and how does it fit in with the specific Neighbourhood Character Area that it is located in?

### Child Care Demand

Is the proposed development expected to generate significant childcare demand? If so, can on-site or co-located childcare facilities be considered as part of the development?

### Public Art and Placemaking

Where public art is required, how can the applicant encourage installations that the community can enjoy, resonate with and/or interact with?

How can the proposed development contribute overall to placemaking in the Edmonds community, particularly where a development is adjacent to or includes existing or future public spaces (e.g. plaza, character street, green street, green corridor, park)?

### Streets, Public Space and Infrastructure

Has the applicant taken into full consideration dedications and/or right-of-ways that will be required for new streets, lanes, green corridors, park space or other public infrastructure that is indicated as part of the future vision for Edmonds, as outlined in the community plan?

### Other Considerations

How will the proposed development enhance and further other goals of the Edmonds Plan?

## 6.2 Monitoring the Edmonds Plan

Staff will use various measures as the Edmonds Plan is implemented to monitor and track its progress and success every 5 years through the OCP review, including the following:

- » Number of residential dwelling units developed, tracked by housing form, unit type and size (i.e. number of bedrooms) and tenure.
- » Consistency between the types of residential dwelling units being developed and projected housing needs according to the Housing Needs Report.
- » Ground-level retail/service floor space developed, tracked by number and size range of commercial retail units (CRUs), occupancy rates, as well as office and other commercial floor space developed.
- » Number, type and age range of child care facilities and child care spaces created, as well as other types of community amenities and services.
- » Active transportation enhancements implemented, including amount of new sidewalks, cycling lanes and facilities, green corridors and street upgrades, and new street connections.
- » Opportunities through site-specific development to further explore potential strategies to daylight Powerhouse Creek in specific sections.
- » Amount of new park space acquired and implemented.
- » Amount of new plaza or character street space acquired and implemented.
- » Land acquisition for new school sites by the Burnaby School District, as identified in the Plan.



## Appendix: Glossary

The following terms are used in the Edmonds Plan and are described here for your reference.

- » **“Blue-green spaces”** refers to an integrated network of parks, trails, greenways, natural forested areas, streams, riparian habitats, watercourses and other green or blue spaces that enhance the community’s public realm, improve urban water systems and access to nature, and addresses various climate action goals.
- » **“Character street”** refers to a street or section of a street that creates a unique sense of place or destination. This is achieved through the use of unique materials, paving, street furniture and landscaping features, and/or through regular space programming (e.g. street closures for pedestrian-only access to host farmers’ markets, festivals or other community gathering events). While these streets may still accommodate vehicle traffic, their design prioritizes the pedestrian experience both in terms of safety and accessibility. Character streets are not only a place to travel through, but also a unique place to gather, shop, relax, eat or engage in recreational activities.
- » **“Creative employment”** refers to places like live-work units, arts and craft studios, workshops, galleries, small-batch manufacturers and flex-industrial spaces. Unlike more traditional industrial or manufacturing uses, these uses are expected to be environmentally friendly and non-disruptive to surrounding land uses including residential uses.
- » **“Complete communities”** refer to communities or neighbourhoods that bundle residential development with key amenities such as local shops and personal services, recreation, green spaces, culture and entertainment, and neighbourhood meeting hubs.
- » **“Daylighting”** refers to efforts to expose and restore urban streams, creeks and other watercourses to their natural condition, in cases where they have been buried, piped or otherwise impacted by human activity over time. These efforts may be done in conjunction with new development, streetscape upgrades or other public realm improvements. While in some cases daylighting may result in opportunities for people to interact more closely with nature (e.g. pedestrian trail next to a stream), the priority is to preserve and enhance natural watercourses and riparian habitat to their fullest extent possible.
- » **“Forms”** or building forms/built forms/housing forms refer to different typologies of buildings, ranging from smaller types (e.g. single-family houses, multiplexes) to medium-sized types (e.g. mid-rise apartment or mixed-use buildings) to larger types (e.g. towers).
- » **“Gender Based Analysis Plus (GBA+)”** is a systematic method employed by the federal and provincial governments of Canada (and other entities globally) to evaluate systemic inequalities and understand how policies, programs, and initiatives may affect diverse groups of women, men, and gender-diverse individuals from an intersectional lens.
- » **“Green corridor”** refers to a narrower (~8 metre right-of-way) pedestrian and cyclist orientated landscaped path. In many cases, these corridors provide mid-block connections to improve overall pedestrian and cyclist movement through the neighbourhood.

- » **“Green street”** is a street or section of a street that has unique design features (e.g. heavy landscaping, denser street tree plantings, enhanced rainwater management amenities and boulevards, curbless design) to provide enhanced pedestrian and cyclist linkages to a larger system of parks, trails or green spaces in the neighbourhood. While green streets may still accommodate vehicle traffic, they are designed to slow-down vehicle traffic as much as possible and to prioritize the pedestrian and cyclist experience even more so than standard streetscape designs.
- » **“Hardscape”** refers to hard, non-living and often non-porous surface materials in outdoor public or private spaces, including concrete, asphalt, brick, gravel and stone. Hardscape materials are the opposite of softscape materials, which include softer, living surface materials and elements such as grass, soil, shrubbery and other plant material.
- » **“Heritage buildings”** are houses or other types of buildings that have heritage value because of their age, architecture, or history.
- » **“High street”** is a general term used to refer to any major busy street or street section that facilitates multiple functions and travel modes (e.g. walking, cycling, public transit, driving, relaxing, gathering) and is commonly flanked and activated by ground-level retail or commercial uses.
- » **“Landmarks”** are objects or features that are considered important to the community. They could be a monument (like a cenotaph), a landscape feature (such as a tree), or a site where an important activity happens or used to happen.
- » **“Massing”** in the architectural and urban design context refers to the general size, scale, bulk and height of a building, in relation to nearby buildings and public spaces.
- » **“Missing middle housing”** in the Burnaby context commonly refers to any lower to medium-density multi-family housing form that represents a transition between the lowest density housing forms (e.g. single-family houses and duplexes) and the highest density forms (e.g. residential and mixed-use towers). These may include multiplex forms (e.g. townhouses, rowhouses) as well as low to mid-rise apartment and mixed-use forms. These forms are sometimes referred to as the “missing middle” as they are currently less common across the City and represent a gap between the lowest and highest density forms seen in Burnaby.
- » **“Mixed-use nodes”** are key areas within a neighbourhood that serve as a focal gathering point and/or gateway to the community, where a diverse mix of higher-density residential, commercial and civic land uses and public spaces are envisioned compared to other areas of the community. These nodes serve as unique landmarks for the community and are often located along key corridors, intersections or public transit connections (e.g. SkyTrain stations).
- » **“Multi-modal”** means two or more modes of transport. It typically describes the pattern of travel of an individual during a single trip (i.e. walking to transit); characteristics of a corridor or streets that accommodates more than one mode of transport; and/or a transport hub that enables people to connect and transfer between different modes of transport.
- » **“Multiplex”** refers to a range of smaller-scaled, ground-oriented and attached multi-family housing forms characterized by individual ground-level unit entries. These forms include triplexes, fourplexes and rowhouses which accommodate more individual dwelling units than a traditional single-family home or duplex, but generally fewer units than a townhouse complex. Multiplex forms are generally 3-4 storeys in height, are considered a form of infill or missing middle housing and may accommodate various housing tenures including rental tenures, market strata unit ownership or fee-simple ownership (e.g. fee-simple rowhouses).

- » **“Placemaking”** refers to building community identity, fostering a unique sense of place that people can identify with, and recognizing the unique character of the places where people live, visit, work or play in their neighbourhood. Placemaking can be achieved through developing, preserving or enhancing physical elements in the built or natural environment (e.g. through the naming and appearance of streets, parks and other public spaces, the development of public art, community amenities or heritage resources, or the enhancement of creeks, forests or other natural features). It can also be achieved through more intangible elements such as a thriving local economy or strong social connections.
- » **“Plaza”** refers to a large, usually hardscaped public open space that is framed, activated and defined by adjacent buildings, streets, green spaces or other urban elements. Plazas often function as a focal point or gathering place for the community and may accommodate various activities depending on their size, location and function. Generally, plazas are reserved for pedestrians or other active transportation users.
- » **“Podium”** refers to the bottom level(s) of a mixed-use or multi-family residential building. In mixed-use buildings, 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. Podiums in strictly residential buildings may include ground-level dwelling units (e.g. townhome-style units) that are accessible from the street.
- » **“Point-tower and podium form”** refers to a tower form commonly seen in areas such as Brentwood and the Metrotown downtown core, featuring a smaller podium and taller tower form. Point-tower and podium forms contrast with larger podium forms which allow a building to achieve alternative urban design objectives, such as lower building heights, while accommodating similar levels of density.
- » **“Public realm”** refers to any public outdoor space situated between buildings or other structures and may include elements ranging from streets, sidewalks, trails, greenways, parks, plazas and courtyards to streams, forested areas and other natural assets that are publicly accessible.
- » **“Riparian habitat”** refers to natural habitats usually located adjacent to or close to a stream or other watercourse, forming a transition zone between aquatic and dry land habitats.
- » **“Sense of place”** refers to the unique set of qualities (cultural, environmental, architectural, historical etc.) that provide meaning and connection to a place, setting it apart from other neighbourhoods and places and making it a desirable place for residents to spend time in.
- » **“Tenure”** (in reference to housing) refers to different options and arrangements under which people live in their homes, including market and non-market rental and home-ownership options, as well as market and non-market housing options with supports (e.g. group homes, long-term care homes, assisted and supportive housing).
- » **“Townhouse”** refers to a 3-4 storey multi-family housing form characterized by attached, stratified dwelling units, each usually with an individual ground-level entry. In certain circumstances, townhouse forms may be developed for rental-only housing projects as well. Townhouse buildings and complexes vary greatly in size depending on factors such as development lot size, shape and topography. Townhouses differ from rowhouses in that rowhouses usually accommodate fee simple ownership, rather than ownership of a strata lot or in some cases, a rental townhouse building(s)/complex.
- » **“Wayfinding”** is the practice of navigating through urban public spaces to reach certain landmarks or destinations. Urban design elements, ranging from surrounding urban forms, site layouts, signage, street furniture, landscaping, lighting and street paving materials and patterns, heavily influence wayfinding in the public realm. These elements play a key role in determining how safe, easy and comfortable it is to navigate through public spaces.



