

To: Acting City Manager
From: Director Planning and Building
Re: Rezoning Reference #18-43
Response to Public Hearing Issues
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2.0 ISSUES RAISED

2.1 Public Notification of Rezoning Proposal

Concern was raised regarding public notification of the subject rezoning proposal.

Notification requirements of a Public Hearing process are established under the provisions of the *Local Government Act* (Sections 465 Public Hearing Procedures and Section 466 Public Hearing Notice), as well as the *Burnaby Zoning Bylaw* (Section 7.8 Bylaw Amendments).

Public notification for the proposed development under Rezoning Reference #18-43 has occurred in compliance with the requirements of the *Local Government Act* and *Burnaby Zoning Bylaw*. Notification of the Public Hearing process included:

- installation of a Public Hearing sign along the Kingsway, Greenford Avenue, and Beresford Street frontages of the subject development site notifying the public of the proposed rezoning, place, time and date of the hearing, and, contact information of the rezoning applicant;
- advertisement of the proposed rezoning bylaw amendment in two consecutive issues of a newspaper (Burnaby Now), the last publication to appear not less than three days and not more than 10 days before the public hearing; and,
- provision of written notice and copy of the proposed bylaw amendment to all property owners and residents within 30 m of the subject development site.

The proposed plan of development had also been made available for viewing in advance of the Public Hearing online (attached to the Public Hearing Agenda), and by contacting the Planning Department directly.

2.2 Impact of Excavation and Development on Integrity of Adjacent Development

Concern was raised regarding the potential impact of excavation and development of the subject site on the adjacent strata-titled development at 7077 Beresford Street, including potential damage to parkade walls, building foundations, and trees.

The subject properties are fully separated from 7077 Beresford Street by the Greenford Avenue road allowance. As part of the rezoning, the portion of Greenford Avenue south of the existing partially completed cul-de-sac is proposed to be closed and consolidated with the development site, and the cul-de-sac completed to a final standard. Thus, the proposed consolidated development site will, in the future, share a property line with 7077 Beresford Street, south of the cul-de-sac.

Approved development drawings for 7077 Beresford Street indicate that the west wall of the underground parkade is set back approximately 7.0 m (23 ft.) from the site's west property line. The most westerly sited building at 7077 Beresford is set back 9.1 m (30 ft.) from west property line. Drawings for the subject rezoning indicate that the parkade wall is set back a minimum 10.4

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m (34 ft.) from the proposed shared property line, and the most easterly sited building (a block of townhomes at the base of the proposed high rise) observe a minimum setback of 14.69 m (48.2 ft.) from the proposed shared property line. Staff consider there to be ample distance between the sub- and superstructures on the two sites and consider the likelihood of impact low, but note it is ultimately the responsibility of the applicant to ensure construction is undertaken in a safe and responsible manner.

Land title records indicate a 471.7 m² (5,077 sq.ft.) tree protection area at the southwest corner of 7077 Beresford Street. Staff will require that the applicant retain an arborist to establish best practices to ensure the trees' continued protection. These best practices could include: erecting protection fences, providing supplemental water and fertilization, and root pruning.

It is further noted that the proposed development is required to meet or exceed all requirements of the *BC Building Code*, including Section 8.2.2.2, which addresses the protection of adjoining property during excavation.

Regarding the Strata Plan's specific request for the City to impose a rezoning condition requiring the applicant to undertake potential damage repair, provide insurance, and undertake a building condition assessment, staff would note that the request is a civil matter between the two property owners and that the City would not typically request such a condition.

2.3 Area Traffic, Pedestrian Safety and Traffic Impacts During Construction

Concerns were raised regarding area traffic; pedestrian safety, including bus stop access; traffic impacts during construction, and parking.

Area Traffic

A comprehensive review of traffic and transportation related infrastructure required for the proposed development has been undertaken by City staff within the Transportation Planning and Transportation Engineering divisions, and the applicant is undertaking a Traffic and Transportation study for the site. The study will identify feasible and effective street network requirements for the build-out of this neighbourhood. The findings will also be used to identify any further improvements (e.g. lane reconfigurations, new or adjusted traffic signals) that may be required to support the development in line with the adopted Plan. Any arising proposed improvements to the adjacent road network that result from the required study will be identified and addressed prior to the subject application proceeding to Final Adoption. Improvement to roads and infrastructure adjacent the proposed development are required to be bonded for, and constructed at the applicant's cost.

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Pedestrian Safety

To enhance pedestrian safety and to improve the public realm, the applicant is required to provide the Town Centre Standard along all road frontages adjacent the development site. This includes construction of new separated sidewalks, cycle tracks, boulevard landscaping, pedestrian lighting, rain water amenities, curb bulges, and street trees.

Concerns were raised specific to crossing Greenford Avenue in order to access the bus stop located on the south side of Kingsway between Greenford Avenue and Griffiths Drive. As a result of the proposed development, pedestrian access to this bus stop is anticipated to become safer, as Greenford Avenue south of the existing cul-de-sac will be closed, consolidated with the subject site, and improved with a public separated pedestrian and cyclist pathway, as seen in Image 1 below. This will eliminate the need for pedestrians travelling from east of the development site to cross a road in order to access the bus stop. In general, this separated pedestrian and cycling pathway will enhance connections between Kingsway and Highland Park Line.

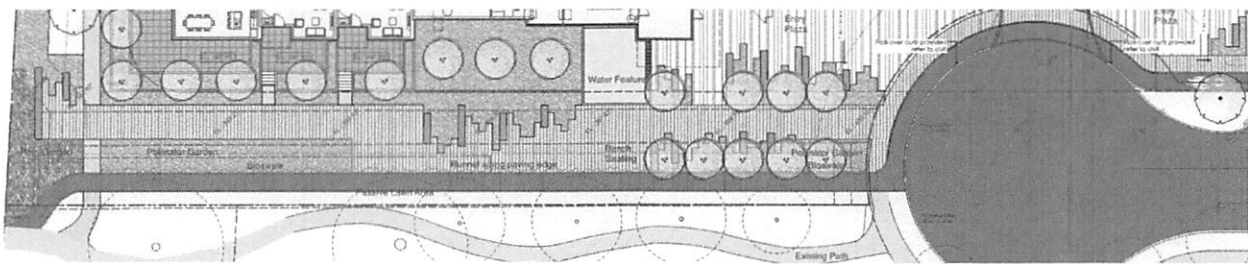


Image 1 – Proposed new separated pedestrian (vertical lines) and cyclist (dark grey shading) connections from cul-de-sac towards the Highland Park Line.

Traffic Impacts During Construction Activity

To mitigate potential traffic impacts during construction activities, the applicant will be required to submit a construction access plan to the Engineering Department prior to commencement of construction. The plan would address construction access locations, materials delivery locations and timing, and specific requests for construction related road closures. As an overarching principle, the applicant will be requested to accommodate construction traffic and materials delivery on the development site itself, wherever possible. Furthermore, contractors and trades will be encouraged to use transit to access the site, and applicants will also be required to secure sufficient off-street parking for contractors and trades so that parking on City streets is not necessary.

Parking

As noted in Table 1 below, the development proposes a total of 346 strata residential units, 69 rental units, 11 townhouse units and approximately 600 m² commercial space, with a total of 457 parking spaces (including 45 allocated for visitors) which meets Zoning Bylaw requirements. To

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encourage and support alternative transportation choices, the developer has committed to providing a comprehensive transportation demand management strategy, which includes: two bicycle parking spaces per unit, a transit pass subsidy program and a car share fund to support car share vehicles being located on site (noting that should a car share program not be available on this site, the value of the vehicles may be utilized toward driving credits for car share, or additional funding for transit pass subsidies).

Number and type of units	Parking calculation	Parking Required	Parking Provided
346 market strata units	1.1 parking spaces per unit	381	381
11 townhouse units	1.75 parking spaces per unit	20	20
69 rental units	0.6 parking spaces per unit	42	42
590 m ² (6,351 sq.ft.) commercial/retail	1 parking spaces per 46 m ² (495 sq.ft.)	3	13

Table 1: Parking requirements and provisions

The proposed parking, coupled with the identified Transportation Demand Management provisions and nearby access to the Edmonds SkyTrain Station (Expo Line SkyTrain), is supportable and is not anticipated to have any related neighbourhood parking impacts.

All parking is to be provided underground with vehicular access provided via Greenford Avenue and the lane to the west of the property. All residential spaces will be equipped with an individually metered energized outlet capable of providing a Level 2 or higher charging level for an electric vehicle, in accordance with the Burnaby Zoning Bylaw.

2.4 Trespass

Concern was raised regarding the proposed development potentially leading to trespass onto the strata-titled development at 7077 Beresford Street. As such these residential owners have requested that the City establish as condition of development of the subject site the provision of a new perimeter fence at 7077 Beresford Street, at the developer's expense, to prevent this potential trespass.

Land title records indicate an existing statutory right-of-way along the west property line of 7077 Beresford Street that provides for a public use pathway running from Kingsway to the Highland Park Line. As such, a proposal to construct any fencing at 7077 Beresford Street would be evaluated with the view of ensuring continued public access to this pathway and ensure its integration with existing site landscape. Regarding the Strata Plan's specific request for the City to impose a rezoning condition requiring the applicant to provide fencing, staff would note that the request is a civil matter between the two property owners and that the City would not typically request such a condition.

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2.5 Noise and Air Pollution During Construction

Concerns were raised regarding noise and air pollution generated by construction activities. Residents on the adjacent property to the east of the subject site have requested that the City establish as a condition of development of the subject site that the developer provide monetary compensation to the owners for the hardship experienced during construction. Another delegation and resident of 7077 Beresford Street requested the developer provide alternative, offsite accommodation during the construction period.

It is recognized that during the construction phase of any development, there will be some impact to the surrounding area, including noise and dust. To minimize noise impacts to the surrounding neighbourhood, the applicant will be required to ensure that construction and vehicle noise originating from the proposed development site abides by the permitted hours of construction and the Burnaby Noise or Sound Abatement Bylaw. The bylaw limits construction activity to the hours of 7:00 am to 8:00 pm Monday to Friday, and 9:00 am to 8:00 pm on Saturdays. The bylaw also limits the level of noise emanating from construction sites to 85 dBAs. With respect to air pollution, the applicant will be required to submit a sediment control plan to the Engineering Department prior to issuance of a Building Permit to ensure that dust, and other sediment control matters are properly managed. With regard to air pollution, air quality is regulated by Metro Vancouver's Air Quality Management Bylaw No. 1082, 2008. The proposed construction activities onsite will be required to comply with all municipal and regional bylaws concerning noise, dust and air quality.

Regarding the specific request for the City to impose a rezoning condition requiring the developer to provide monetary compensation for hardship experienced during construction and the request for developer-provided, temporary offsite housing during the construction period, staff would note that the requests are a civil matter between the two property owners and that the City would not typically establish such conditions as part of this rezoning.

2.6 Proposed Building Height, Massing, Spatial Separation and Resultant Impact on Adjacent Development

Concerns were raised regarding the proposed height and massing of the high-rise building, its separation from the strata-tiled development at 7077 Beresford Street, and the potential impact on solar access (shadowing), views, and privacy. Concerns were also expressed regarding light and noise emissions generated by the proposed development.

Residents of the adjacent property to the east have requested that the City establish as condition of development of the subject site that the developer resolve these issues and, where necessary, provide monetary compensation to the owners to resolve any disagreement.

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Building Height, Massing, and Spatial Separation

The proposed development plan is for a single 40-storey apartment tower with two-storey townhouses at grade fronting onto the Highland Park Line urban trail, located in the southern portion of the site, with a mixed-use six-storey commercial and rental building, fronting onto Kingsway, on the northern portion of the site. The RM4s/RM4r Districts do not have a specified height in the Zoning Bylaw.

The applicant's proposed site consolidation would provide a commercial presence along the subject site's Kingsway frontage, a residential tower setback on the central portion of the site, and townhouses at the rear. A second future development site to the west, which would consist of 6908 and 6926 Kingsway (two legal lots) as well as the City-owned 7244, 7256, 7276 Griffiths Drive and 6941 Beresford Street, would continue the commercial frontage along Kingsway and include a residential tower oriented towards the corner of Kingsway and Griffiths Drive.

The existing 3 storey building located across Greenford Avenue is the closest development, located directly to the east of the tower, approximately 24.1 m (79 ft.) away. Also, located across Greenford, the existing 22 storey building is located approximately 31.2 m (102 ft) away from the tower. Urban design guidelines generally indicate that two towers should be separated by a minimum of 24 m (79 ft.) for corner to corner distances or 30 m (100 ft.) for face to face distances. The subject proposal meets this guideline as there are no towers located within either noted distance of the subject tower.

Impact on Solar Access (Shadowing), Views, and Privacy

It is also noted that the proposed tower floor plate is 700.3 m² (7,538 sq.ft.), which is less than the 750 m² (8,100 sq.ft.) generally identified in design guidelines as a maximum. While a building with a slightly lower height and a larger floor plate could be considered for the subject site, this would result in a bulkier, more impactful form; there would be less on-site open space, increased shadowing, greater view obstruction, and reduced separation between buildings. To minimize the impact of the development, as noted, the proposed building has a small foot print and slender profile that minimizes the shadow width and allows the shadow to travel quickly across adjacent areas as the sun moves through the sky. Due to the location of the proposed tower, shadow studies undertaken by the consultant demonstrate that the tower will impact the site to the east generally towards the end of the day (4 pm), in the spring, summer and fall. Within the Edmonds Town Centre context, the proposed building height and massing has appropriately taken into consideration issues of shadowing/solar access and views.

Light and Noise Emission

The City of Burnaby does not have specific bylaws regulating indoor or outdoor lighting or on light pollution abatement. Levels of illumination have not required specific regulation as developers and architects have typically followed industry best practices, and building occupants typically use illumination appropriately for safety, comfort, and convenience. Notwithstanding,

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architectural decorative LED lighting elements are not being proposed for this project. Regarding noise emissions, in addition to regulation of construction noise, the Burnaby Noise or Sound Abatement Bylaw regulates residential noise, commercial noise, noise generated from power lawn mowers, power gardening tools, and refuse collection.

Summary

Overall, the height, scale, massing, and location of the building is considered appropriate given the reasons noted above. Furthermore, it is noted that the development form is consistent with the site’s high-density residential designation within the Edmonds Town Centre Plan, the City’s Official Community Plan, the Metro Vancouver Regional Growth Strategy, and Burnaby’s Rental Use Zoning Policy which support the accommodation of higher densities for both rental and strata tenures within this area given available access to public transit, employment, services, and other community amenities.

Regarding the specific request for the City to impose a rezoning condition requiring the developer to provide monetary compensation to resolve any disagreement, staff would note that the request is a civil matter between the two property owners and that the City would not typically establish such conditions as part of this rezoning.

2.7 Employment Opportunities

A suggestion was made to increase the amount of commercial floor area in the proposed development, specifically to support a post-secondary education, retail, and food service uses, while reducing the amount of residential floor area.

The proposed development includes approximately 590 m² (6,351 sq.ft.) of commercial gross floor area situated at grade along the commercial frontage, which meets community plan requirements and is anticipated to align with current market demand for commercial floor space in this particular area of the Edmonds Town Centre. The proposed C2 zoning of the commercial units would permit a range of uses, including commercial schools, retail, and cafes and restaurants.

2.8 Development Site Size

Concern was expressed by residential owners of the adjacent property to the east regarding the limited size of the proposed development site. These owners expressed willingness to explore a joint development proposal and suggested that the development site be expanded to include 7077 Beresford Street, as well as the City-owned property at 7079 Beresford Street.

While the Council approved Edmonds Town Centre plan identified the consolidation of the subject site with the properties to the west at 6908, 9626 Kingsway, 7244, 7256, 7276 Griffiths Drive and 6941 Beresford Street, the privately owned properties within this assembly were not available for purchase. The Plan did not identify consolidation with 7707 Beresford Street.

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The proposed development site has a net site area of approximately 6,840 m² (73,625 sq.ft.), which well exceeds the minimum site area requirement for RM4s development (1,670 m² [17,976.32 sq.ft.]) and general rezoning guidelines for a two-building, high-density multi-family development (4,459 m² [48,000 sq.ft.]). Thus, staff are of the opinion that further expansion of the development site is not warranted.

It is noted that 7077 Beresford Street has a comparable site area of 6,942 m² (74,723 sq.ft.), a high-density mixed commercial/residential land use designation on the majority of the site, and thus could qualify for a similar redevelopment opportunity without further land assembly. A small portion of that property is designated for continued public pathway and open space use, as is the City-owned property at 7079 Beresford Street.

2.9 Crime and Safety

Concerns were raised regarding a potential increase in crime as a result of the proposed development.

There is no evidence to suggest that a residential development such as that proposed leads to higher crime rates. The RCMP has not expressed a concern about the proposed development to be a catalyst for crime. The design of the proposed development, its site layout, and landscaping, have been informed by Crime Prevention Through Environmental Design (CPTED) principles. Public and private spaces are adequately delineated, sightlines are well maintained, and most importantly, there are “eyes on the street”. The development is related to the street in terms of active ground floor uses, with retail uses at grade along Kingsway, residential building entries and amenity areas off the Greenford Avenue cul-de-sac, and individual townhouse entries fronting the public pedestrian-only pathway and open space along the east and south edges of the site. Townhouses and residential amenity areas are also oriented towards the lane to the west side of the site.

2.9 Greenspace and Environmental Impact

Concern was expressed regarding the amount of greenspace provided on site and the environmental impact of development, such as the impact on trees, birds, and the local watershed, and the impacts arising from traffic generated from the site.

The subject site is currently occupied by a single-storey automobile sales building and car lot with minimal landscaping and permeable area. The proposed development includes an extensive landscaping and tree planting plan. Proposed on-site landscaping includes 77 trees (including replacement trees for existing trees that must be removed from the site), numerous shrubs, a pollinator garden, and bioswale. Seven street trees, planted boulevards, and raingardens will also be provided off-site. Soft landscaping will provide new habitat for birds and insects, provide a natural cooling effect, help manage rainwater, and add a rich, ground-level experience for pedestrians. In addition to the above noted landscaping features, the applicant is proposing to close a portion of both Beresford Street and Greenford Avenue to create additional green space and enhance the pedestrian realm.

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Regarding development impact on the local Byrne Creek watershed, numerous measures will be in place during and after construction to ensure its protection. Notably, these measures include the establishment of an erosion and sediment control system during construction to prevent silt-laden runoff from entering the downstream drainage system and ending up in creeks and lakes, and the provision of an on-site stormwater management system to reduce peak runoff, provide flood protection, and enhance water quality. Furthermore, the proposed development will include five on-site car wash stalls, all of which direct waste water through an interceptor that collects oils and solids, prior to discharge to the building's sanitary sewer system. Waste water is ultimately conveyed to a waste water treatment facility, with no direct discharge into a storm drain or local waterway.

Regarding environmental concerns related to increased traffic, the developer is providing a comprehensive transportation demand management strategy to encourage and support travel modes other than single-occupant vehicle. This includes provision of: two bicycle storage spaces per residential unit; a transit pass subsidy program for both the market and rental residential buildings, which is intended to partially offset the cost of transit passes for a temporary period and to positively influence transit usage; and a fund to support car share, equivalent to one car and space per 100 residential units, with memberships available to all strata and rental residents.

Finally, the applicant has committed to demonstrating environmental sustainability through building design, materiality, and efficiency (water, energy and waste management) initiatives. The applicant will be advancing the project under BC Building Code Step 2 with a low carbon energy system, or Step 3 with a conventional energy system. The applicant is required to provide an energy model prior to Final Adoption and conduct air tightness testing prior to Final Building occupancy.

2.10 Property Values

Concern was expressed that the proposed development would potentially lead to a decrease in property values.

Generally, it is noted that the market value for a particular property is determined by many unique factors, including, but not limited to, market condition, location, size, layout, configuration, age, condition, amenities and surrounding uses. Although, the City cannot specifically comment on the individual value of a property as it relates to new development, it is noted that assessed values have been informed by the land use plans that govern development in an area and its surroundings. Given that the land use designation for high-rise high-density multiple family development of the subject site has been in place since 1994, the market has adjusted upwards in response to the high-density multiple family designation within the plan.

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2.11 Capacity of Area Amenities and Infrastructure

Concerns were raised regarding whether the capacity of schools, parks, civic facilities, and civil infrastructure is adequate to support the proposed development.

School Capacity

The catchment schools that serve the site are Taylor Park Elementary School and Byrne Creek Secondary School, which are approximately 1.9 km (1.2 mi) and 1.8 km (1.1 mi) from the site respectively.

City staff review development with the School District on a regular basis to confirm enrolment projections. The School District is mandated by the Provincial government to provide spaces to meet student enrolment demands. The Burnaby School District has noted that enrolment fluctuates year to year, with some years higher than others, within individual schools. The Burnaby School District has been able to, and expects to be able to, continue to accommodate new enrolment in the Edmonds Town Centre area into the future.

Park Capacity

The subject site is served by several neighbourhood, district, and major parks, including Powerhouse Park, Burnaby South Memorial Park, Poplar Park, Ron McLean Park, Byrne Creek Ravine Park, Edmonds Park, as well as the BC Parkway. Furthermore, Burnaby has a Parkland Acquisition Charge that applies to all new residential development throughout the City and is utilized to acquire additional parkland to meet community needs.

Civic Facility Capacity

The subject site is located 1.0 km (0.6 mi) from the Edmonds Community Centre, one of the City's largest and most comprehensive multi-generational and multi-service community facilities. It opened in 2013 and includes a twin gymnasium, fitness centre, pool, and many other art and leisure programming spaces. Tommy Douglas Library, which opened in 2009, is located 750 m (2,460 ft.) from the subject site. Civic facilities continue to be planned, upgraded, and constructed as Burnaby's population continues to grow. The Rosemary Brown Arena, located at 10th Avenue and 18th Street is approximately 2.0 km (1.2 mi) away from the subject site, is currently under construction and is scheduled for completion in 2022. The facility will have two NHL-sized rinks, meeting and multi-purpose rooms, and other activity spaces.

Civil Infrastructure

As a requirement of the rezoning and subdivision process, a detailed review of all necessary services, including sanitary, storm, and water service, to serve a site is completed by the Planning and Engineering departments. The applicant is required to hire an approved civil contractor to

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design and construct all necessary services to serve the site to City standards, with costs borne solely by the applicant.

2.11 Housing Affordability

Concern was expressed regarding housing affordability in general and the number of affordable units provided as part of the proposed development.

Current rental rates for purpose built rental units are determined by many market factors including, but not limited to, age of construction, building condition, location, supply and demand. Given convenient access to transit and services in the Edmonds Town Centre, housing demand is high, and vacancy rates are quite low, resulting in increasing rents.

In accordance with Council's adopted Rental Use Zoning Policy and Initial Implementation Framework, Stream 2 – Inclusionary Rental applies to the subject rezoning application. In this regard, the applicant is required to provide rental units equivalent to 20% of the proposed strata units (68 inclusionary rental units), excluding units achieved using density offset. To ensure affordability, the applicant is proposing that 25% of the inclusionary requirement (17 units) are to be set at 20% below Canadian Mortgage and Housing (CMHC) average rents. It should be noted that rental units provided utilizing RMr density would have their rents tied to Residential Tenancy Branch maximum increases, including following a change in tenancy (vacancy control). The registration of a Housing Covenant and a Housing Agreement will be required to protect and regulate rent levels and tenure of the rental units.

2.12 Litter and Dumping

Concern was expressed that increased density in the area has resulted in more littering and dumping.

The City has undertaken a number of initiatives and activities to help keep the community clean. This has included increasing the number of City litter crews; purchasing additional street litter receptacles; increasing the City's street sweeping fleet; adopting an automated garbage and yard waste collection system; and strengthening the City's illegal dumping bylaw. The City also supports local clean up events and awareness campaigns and seeks public cooperation and support using public education materials.

2.13 Impact on Adjacent Heritage Property

Concern was expressed regarding the impact of development on the property at 7276 Griffiths Drive, which is owned by the City and is included on the Community Heritage Register.

Development on the subject site will continue to be separated from 7276 Griffiths Drive by the existing north-south lane, which will remain open and operational. No impact to any of the existing structures on the west side of the lane is expected.

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3.0 CONCLUSION

The subject rezoning application proposes development of a six-storey mixed-use commercial and rental building and a 40-storey residential tower with townhouses at grade.

This report provides information responding to a number of concerns raised at Public Hearing. In order to achieve Final Adoption of the rezoning, the developer will be required to satisfy all prerequisite conditions of the subject rezoning application. This includes: retention of an arborist to establish best practices to ensure the continued protection of nearby off-site trees; construction of the Town Centre Standard along all road frontages; provision of a transportation demand management strategy and a Traffic and Transportation study for the site; payment of the Parkland Acquisition Charge; construction of all necessary engineering services to support the development; and provision of non-market housing units in accordance with the City's Rental Use Zoning Policy. Overall, the proposal is consistent with the Edmonds Town Centre Plan, is high quality in its architecture and landscape treatment, and is considered beneficial to the community through its provision of rental units and public realm improvements. In view of the above, the proposed rezoning application remains supported by staff.

It is recommended that a copy of this report be sent to the applicant and those who spoke at, or submitted correspondence to the Public Hearing for Rezoning Reference #18-43.

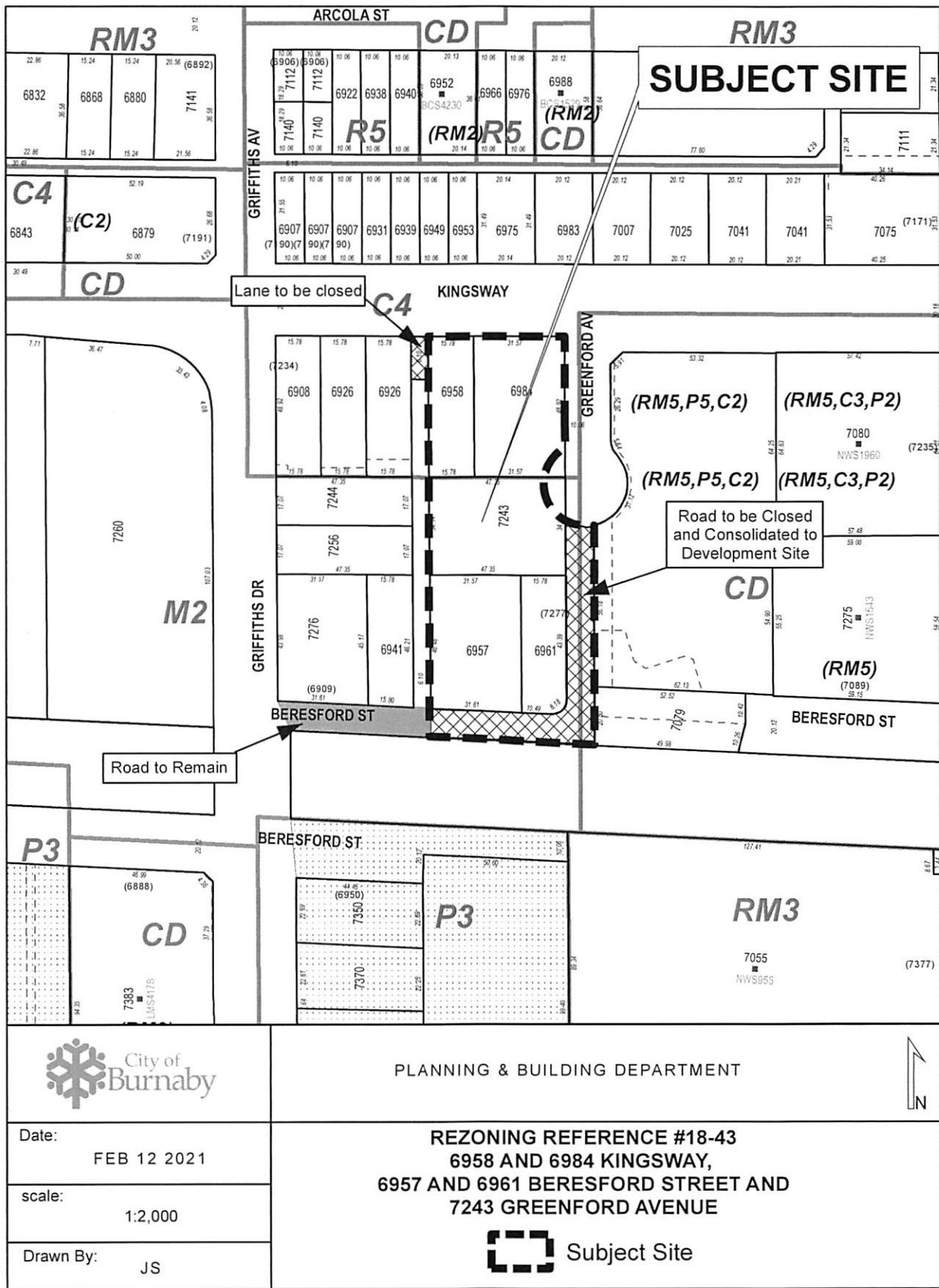


E.W. Kozak, Director
PLANNING AND BUILDING

KH/KL:tn

Attachments

- cc: Director Corporate Services
- Director Parks, Recreation and Cultural Services
- Chief Building Inspector
- City Clerk



PLANNING & BUILDING DEPARTMENT




Date: FEB 12 2021

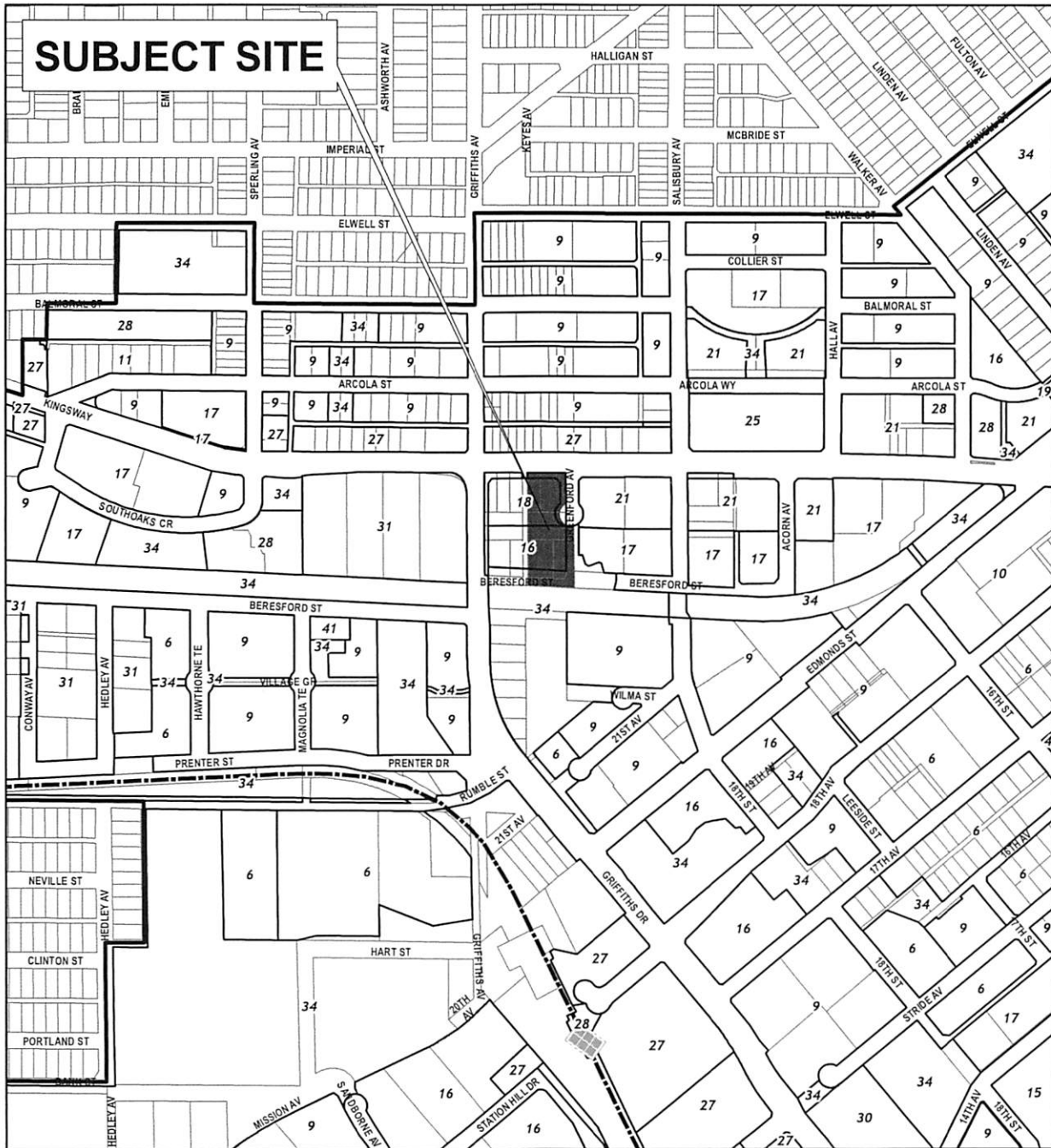
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REZONING REFERENCE #18-43
 6958 AND 6984 KINGSWAY,
 6957 AND 6961 BERESFORD STREET AND
 7243 GREENFORD AVENUE

 Subject Site

SUBJECT SITE



4	Single and Two Family Residential	16	High Density Residential (RM4s)	27	Commercial
6	Ground Oriented Residential (RM2)	17	High Density Residential (RM5s)	28	Institutional
7	Ground Oriented Mixed Use (RM2/C1)	18	High Density Mixed Use (RM4s/C2)	30	Public School (P3)
9	Medium Density Residential (RM3s)	19	High Density Mixed Use (RM4s/C3)	31	Industrial
10	Medium Density Mixed Use (RM3s/Commercial)	21	High Density Mixed Use (RM5s/C3)	34	Park and Public Use
11	Medium Density Mixed Use (RM3s/P5)	23	Urban Village Commercial	37	Study Area
15	High Density Residential (RM5)	25	General Commercial (C3)	41	Medium Density Mixed Use (RM3s/Commercial/P1)



Planning and Building Dept

Edmonds Town Centre Plan

