

RE: DELEGATIONS APPEARING AT THIS WEEK'S COUNCIL MEETING  
PROPOSED EDMONDS STATION AREA PLAN  
(EXPANSION OF EDMONDS TOWN CENTRE - COMMUNITY PLAN SIX)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

\* \* \* \* \*

SUPPLEMENTARY

TO: MUNICIPAL MANAGER 1987 JULY 06

FROM: DIRECTOR PLANNING &  
BUILDING INSPECTION

SUBJECT: PROPOSED EDMONDS STATION AREA PLAN  
(EXPANSION OF EDMONDS TOWN CENTRE - COMMUNITY PLAN SIX)

RECOMMENDATION:

1. THAT the Edmonds Station Area Plan as outlined in Appendix "A" be approved, on the understanding that a further report will be submitted regarding the designation of 6945 and 6967 Twenty-First Avenue.

REPORT

1.0 BACKGROUND:

On 1987 March 16 a report containing a draft plan for the Edmonds Station Area was submitted as a proposed expansion of the current adopted Edmonds Town Centre - Community Plan Six (see attached Sketch 1). Recommendations contained in the report were amended and adopted by Council on 1987 March 30 as follows:

1. "THAT the parks component of the proposed Edmonds Station Area Plan be referred to the Parks and Recreation Commission for information and comment after staff has provided details of the square footage and the value of the municipal land and a valuation of the private properties that would have to be acquired to fulfill the objectives of the Plan.
2. THAT staff be authorized to prepare and distribute an information sheet to property owners and residents in the affected area, to hold a joint open house at Stride School to consider the Area Plan, including the revised street pattern as reflected on the Sketch Plan prepared for His Worship, Mayor Lewarne in substitution for Sketch 8 attached to the Plan in Item 6, Municipal Manager's Report 19, 1987 March 16, as well as the Edmonds Town Centre South Development Plan, and to report back to Council within three months."

The draft Plan referred to above (attached Sketch 2), together with the proposed Edmonds Town Centre South Plan, was submitted to an Open House held at Stride School on 1987 May 27. Public comments received have been analyzed as discussed in Sections 2.0 and 3.0 below.

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On 1987 June 29 a report proposing amendments to the Stride Avenue Ravine Park (see attached Sketch 3) was submitted to Council. This report also reviewed previously proposed changes to Powerhouse Park (see attached Sketch 4) which had been approved by the Parks and Recreation Commission on 1983 September 21 and subsequently considered (but not approved) by Council. Council adopted the following recommendation contained in the above-noted report:

"THAT Council endorse the proposed adjustments to the Stride Avenue Ravine Park as described in Section 4.0 of this report and as illustrated on Sketch 4, [i.e. Sketch 3 of this report] for the purpose of inclusion in a revised draft of the Edmonds Station Area Plan, and referral to the Parks and Recreation Commission for information and comment."

Arising from this, the following was also adopted:

"THAT the Parks and Recreation Commission be requested to consider retention of Lots 1 and 2 on 21st Avenue as an apartment site and further, that consideration also be given to provision of a park strip adjacent to 19th Street to connect Powerhouse Park with the Stride Avenue Ravine Park."

On 1987 July 08 the Parks and Recreation Commission received a report on the above matters and adopted the following recommendations:

THAT Council be advised:

1. THAT the Commission endorses the adjustments to the Stride Avenue Ravine Park as proposed in Item 19, Manager's Report No. 44.
2. THAT the Commission concurs with the provision of a park strip adjacent to 19th Street to connect Powerhouse Park with the Stride Avenue Ravine Park.
3. THAT the suggested review of the boundaries of Powerhouse Park will be considered as soon as a staff review is completed and that a report will be submitted to Council following this review.

Although a further report is required regarding the designation for 6945 and 6967 Twenty-First Avenue (following its consideration by the Parks and Recreation Commission), Planning staff have prepared an amended Edmonds Station Area Plan (see attached Appendix "A") which is being submitted to Council for its consideration and approval at this time. The reason for this timing is to facilitate the processing of a number of rezoning applications within the area which appear on this agenda, and to meet commitments to those involved.

2.0

OPEN HOUSE:

Approximately 2,000 notices for the Open House were mailed and delivered to residents and property owners in the area. The Open House, which dealt with the proposed Edmonds Town Centre South Development Plan as well as the proposed Edmonds Station Area Plan was held at Stride School on the evening of 1987 May 27. Attendance was estimated to be over 300 persons.

During and following the Open House, a total of 152 written submissions were received, of which 144 included comments on the draft Edmonds Station Area Plan. A very large proportion of responses (54% of the total) was received from two RM3 condominium developments located at 7055 Wilma Street/7377 Salisbury Avenue (65 responses) and 7151 Edmonds Street (13 responses). The largest group of comments received (65 responses, of which 62 came from the two above-mentioned developments) expressed opposition to the proposed High-Rise Multi-Family Residential Component (RM4) of the draft Plan, in particular to those proposed sites located adjacent to their developments. Specific concerns were expressed regarding potential loss of privacy, view blocking, and overshadowing. A significant number of comments from these two developments (23 responses) also expressed concerns regarding future traffic volume increases on Edmonds Street which were expected to result from the planned Gilley Alternate secondary arterial roadway.

Other comments received from at least 3 respondents each are listed below, with the number of respondents indicated in each case:

- (31) Support for the draft Plan.
- (12) Concern regarding existing and anticipated on-street parking shortages.
- (6) Need for a traffic signal at Eighteenth Avenue and Nineteenth Street for pedestrian access to the SkyTrain Station.
- (5) General concern regarding proposed density increases in the area.
- (5) Future Expansion Areas should be designated for apartment development at this time.
- (4) Need for road, sidewalk, and streetlighting improvements.
- (3) High-Rise sites should be designated near Stride School.
- (3) Concern regarding a possible SkyTrain extension on the B.C. Hydro right-of-way adjacent to Beresford Street.
- (3) Questioned Light Industrial designation bounded by Nineteenth Street, Stride Avenue, Twentieth Street and Fourteenth Avenue.
- (3) Supported construction of Eighteenth Street between Seventeenth Avenue and Stride Avenue.

A letter was also received from B.C. Transit which expressed general support for the proposed land use and road network changes incorporated in the draft Plan. The possibility of a SkyTrain extension along the B.C. Hydro right-of-way adjacent to Beresford Street and of a SkyTrain station near the Kingsway/Edmonds intersection was also mentioned.

3.0 URBAN DESIGN STUDY OF PROPOSED HIGH-RISE SITES:

As noted above, the largest number of comments received regarding the draft Edmonds Station Area Plan expressed concerns regarding the impact of proposed RM4 High-Rise developments on the existing RM3 condominium developments at 7055 Wilma Street/7377 Salisbury Avenue and 7151 Edmonds Street. Specific concerns were expressed regarding potential loss of privacy, blocking of existing views and loss of sunlight due to overshadowing.

In order to respond to these concerns, staff have undertaken an urban design study for the area in question. Sketch 4 shows optimum siting and building heights in stories for apartment towers on the High-Rise (RM4) sites designated on the draft Plan. The information shown is based on apartment towers with a 671 m<sup>2</sup> (7225 sq. ft.) floor plate which would generally measure approximately 26 m x 26 m (85 ft. x 85 ft.). Existing topography is also indicated.

Based on an analysis of the view corridors which can be maintained, it is considered that all designated High Rise Sites could be maintained with minimal impact on the existing apartment developments in the area. Based on their spatial relationship to existing low rise apartments, however, it is recommended that the two sites north of the Edmonds Street/ Salisbury Avenue intersection (as indicated on Sketch 4) should be designated for Low-Rise development rather than High-Rise development.

In response to concerns expressed regarding possible loss of sunlight, staff have also conducted shadow studies for the proposed developments. Significant dates in this regard are December 22 (maximum shadow conditions), September 23 and March 21 (mean shadow conditions), and June 22 (minimum shadow conditions). Shadows cast at noon on all these dates by the potential development (as illustrated on Sketch 4) are shown on Sketch 5. Shadow conditions for 10:00 a.m. and 2:00 p.m. for December 22, September 23 and March 21, and June 22 are shown on Sketches 6, 7 and 8 respectively. Based on these studies, it can be concluded that the proposed high-rise developments would not cause a significant loss of sunlight for the developments of which owners have expressed concern.

#### 4.0 PROPOSED EDMONDS STATION AREA PLAN (APPENDIX "A"):


The Edmonds Station Area Plan as outlined in Appendix "A" has been amended from the previous draft Plan as described below. The balance of the proposed Plan remains unchanged and supportable.

- a) Two apartment sites north of the Edmonds Street/Salisbury Avenue intersection have been designated for Low-Rise (RM3) instead of High-Rise (RM4) development.
- b) Guidelines for High-Rise (RM4) development providing for view corridor protection, and limiting height to a maximum of fourteen stories have been included in the Plan.
- c) Stride Avenue Ravine Park boundaries have been adjusted as approved by Council and the Parks and Recreation Commission.
- d) Eighteenth Street between Seventeenth Avenue and Stride Avenue is to be constructed.
- e) A park link adjacent to Nineteenth Street is provided to connect Powerhouse Park with Stride Avenue Ravine Park.
- f) 6945 and 6967 Twenty-First Avenue are noted as being under study.
- g) Road widening requirements on the south side of Edmonds Street have been shown more clearly.
- h) The mixed-use office/retail commercial developments proposed adjacent to the SkyTrain Station are noted as proceeding under C1 as well as M5 guidelines.

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- i) A one year time frame is established for review of the indicated Future Expansion Areas.

It is recommended that the proposed Edmonds Station Area Plan (Appendix "A"), incorporating the above-noted changes, be adopted by Council.

  
A. L. Parr,  
DIRECTOR PLANNING &  
BUILDING INSPECTION

RR/js

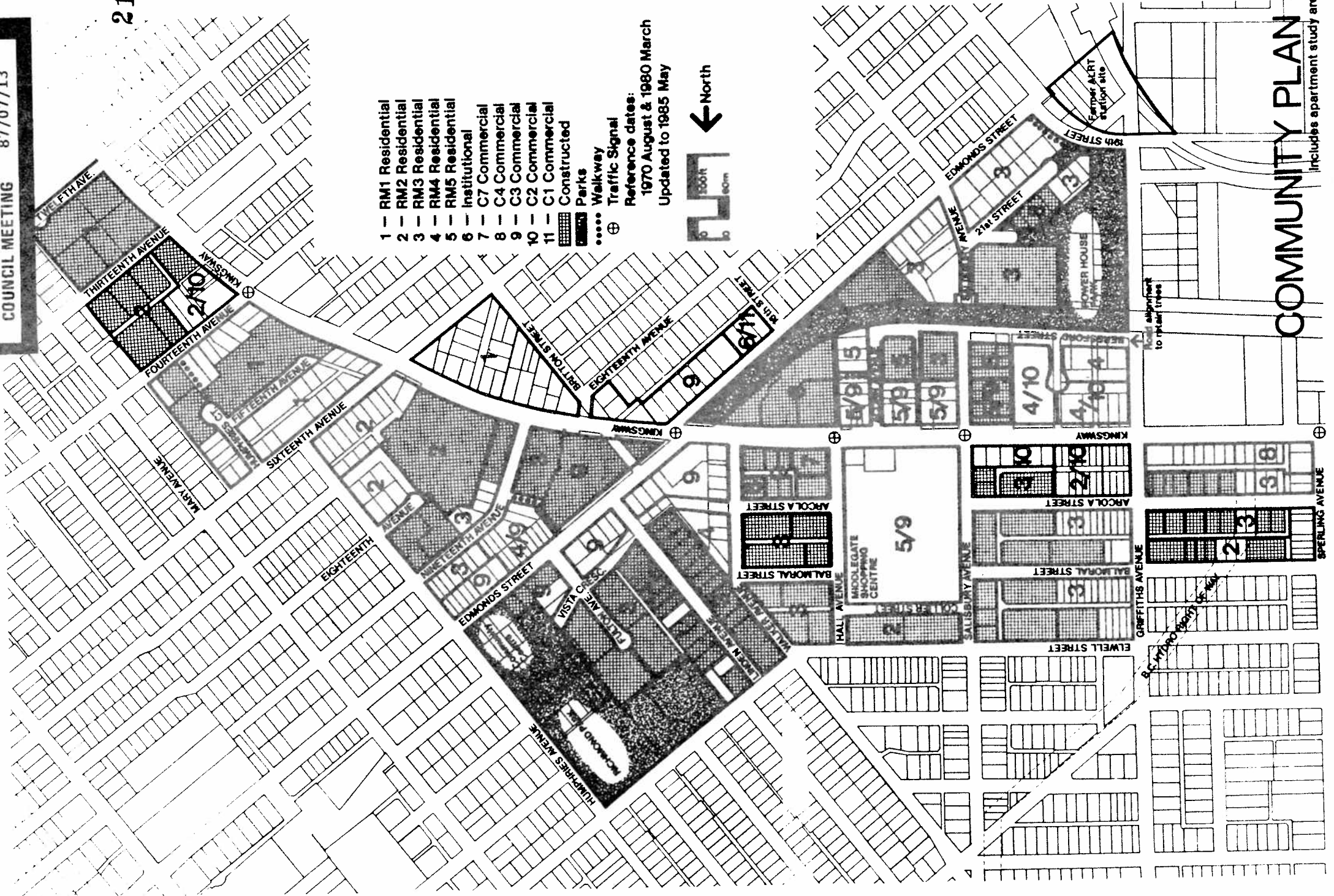
Attachments: Sketches 1 to 8  
Appendix "A"

cc: Director Recreation & Cultural Services  
Director Engineering

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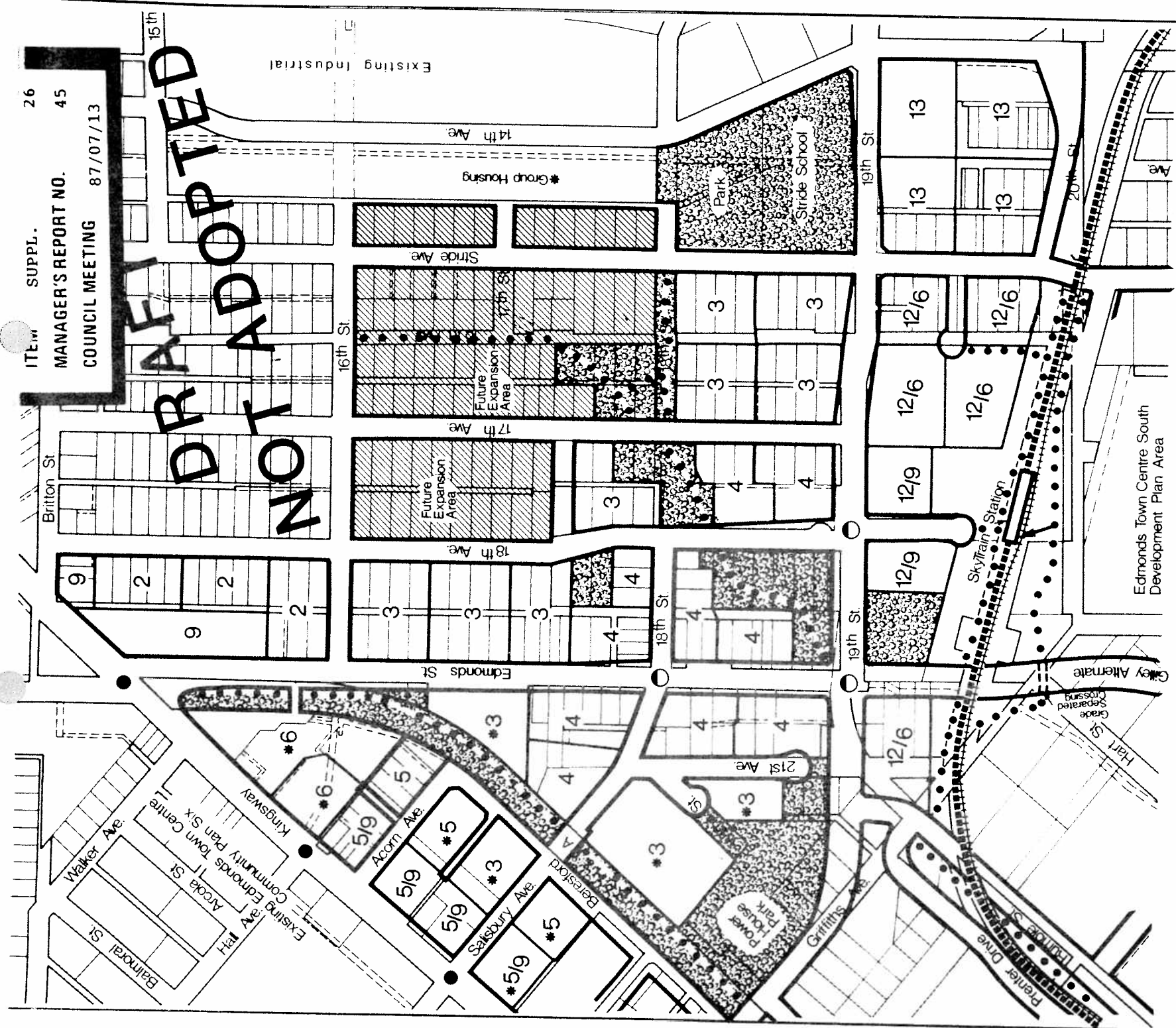
- 1 - RM1 Residential
  - 2 - RM2 Residential
  - 3 - RM3 Residential
  - 4 - RM4 Residential
  - 5 - RM5 Residential
  - 6 - Institutional
  - 7 - C7 Commercial
  - 8 - C4 Commercial
  - 9 - C3 Commercial
  - 10 - C2 Commercial
  - 11 - C1 Commercial
  - Constructed
  - Parks
  - Walkway
  - Traffic Signal
- Reference dates:  
 1970 August & 1980 March  
 Updated to 1985 May



**COMMUNITY PLAN SIX**  
 Includes apartment study areas O & P

SKETCH I

**DRAFT NOT ADOPTED**



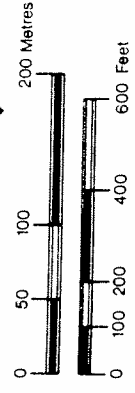
**LEGEND:**

- 2 — Low Rise Multi Family Residential — (RM2 — 40 UPA)
- 3 — Low Rise Multi Family Residential — (RM3 — 50 UPA)
- 4 — High Rise Multi Family Residential — (RM4 — 80 UPA)
- 6 — Institutional
- 9 — Commercial
- 12 — Low / Medium Density Office — (M5 Guidelines)
- 13 — Light Industrial — (M5 Guidelines)

- Future Low Rise Multi Family Residential Expansion Area — (RM2 & RM1)
- Park, School, Trail And Ravine Areas
- Walkways / Trails
- Developed
- Existing Traffic Signals
- Potential Traffic Signals

**SKETCH 2**

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# Edmonds Station Area Plan

## Expansion Of Community Plan Six (Draft 1987 Feb.)

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TWENTY-FIRST AVE 4301

214

6895

EDMONDS ST. 4310

EIGHTEENTH ST. 6897

NINETEENTH AVE. 4330

NINETEENTH ST. 6855

EIGHTEENTH AVE.

SEVENTEENTH AVE. 4380

TOP OF BANK

EIGHTEENTH ST. 6897  
 TO BE CONSTRUCTED

SIXTEENTH AVE. 4400

STRIDE AVE. 4430



Planning &  
 Building Inspection  
 Department

SKETCH 3

STRIDE AVE. RAVINE PARK

PROPOSED PARK BOUNDARIES

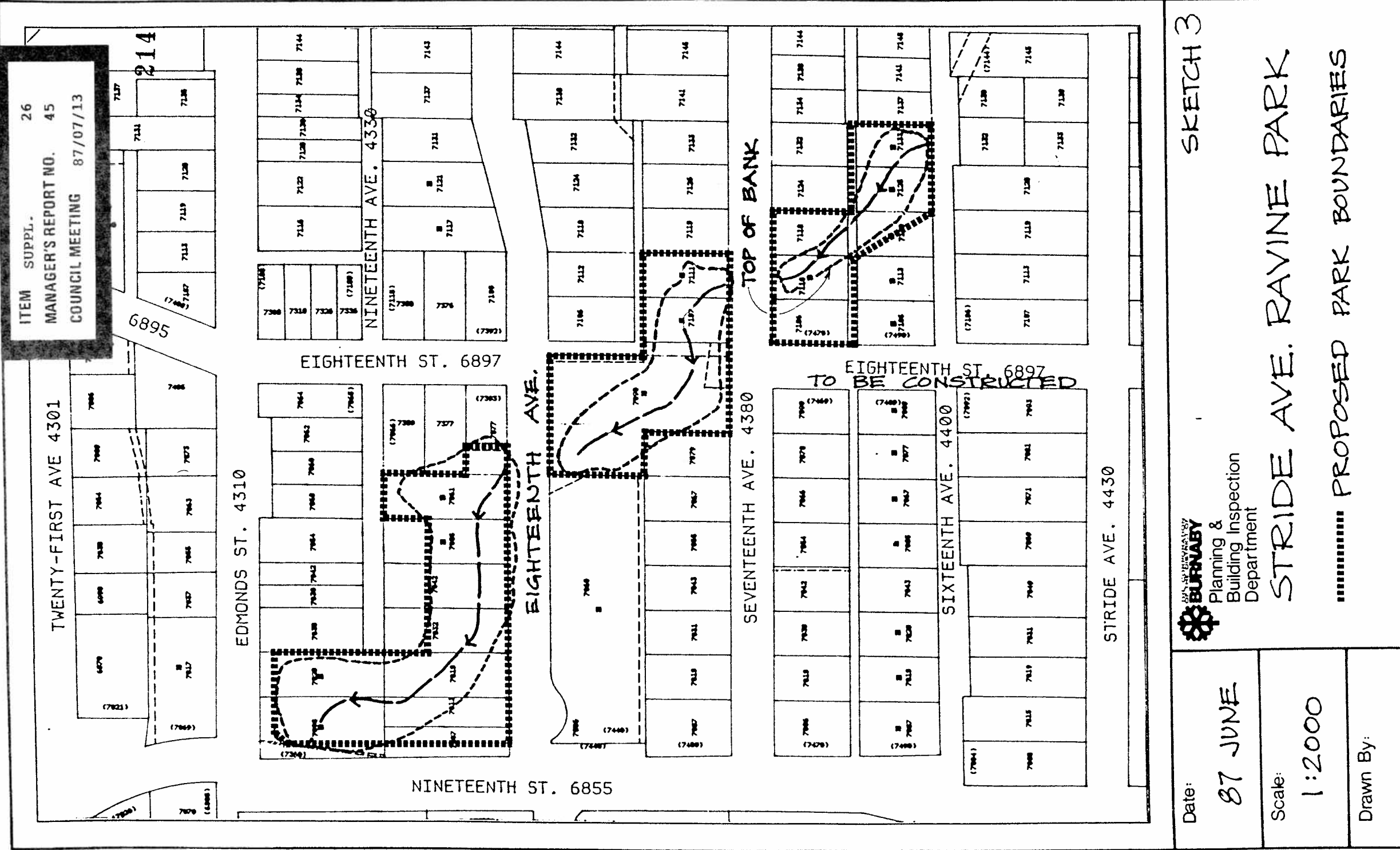
Date:

87 JUNE

Scale:

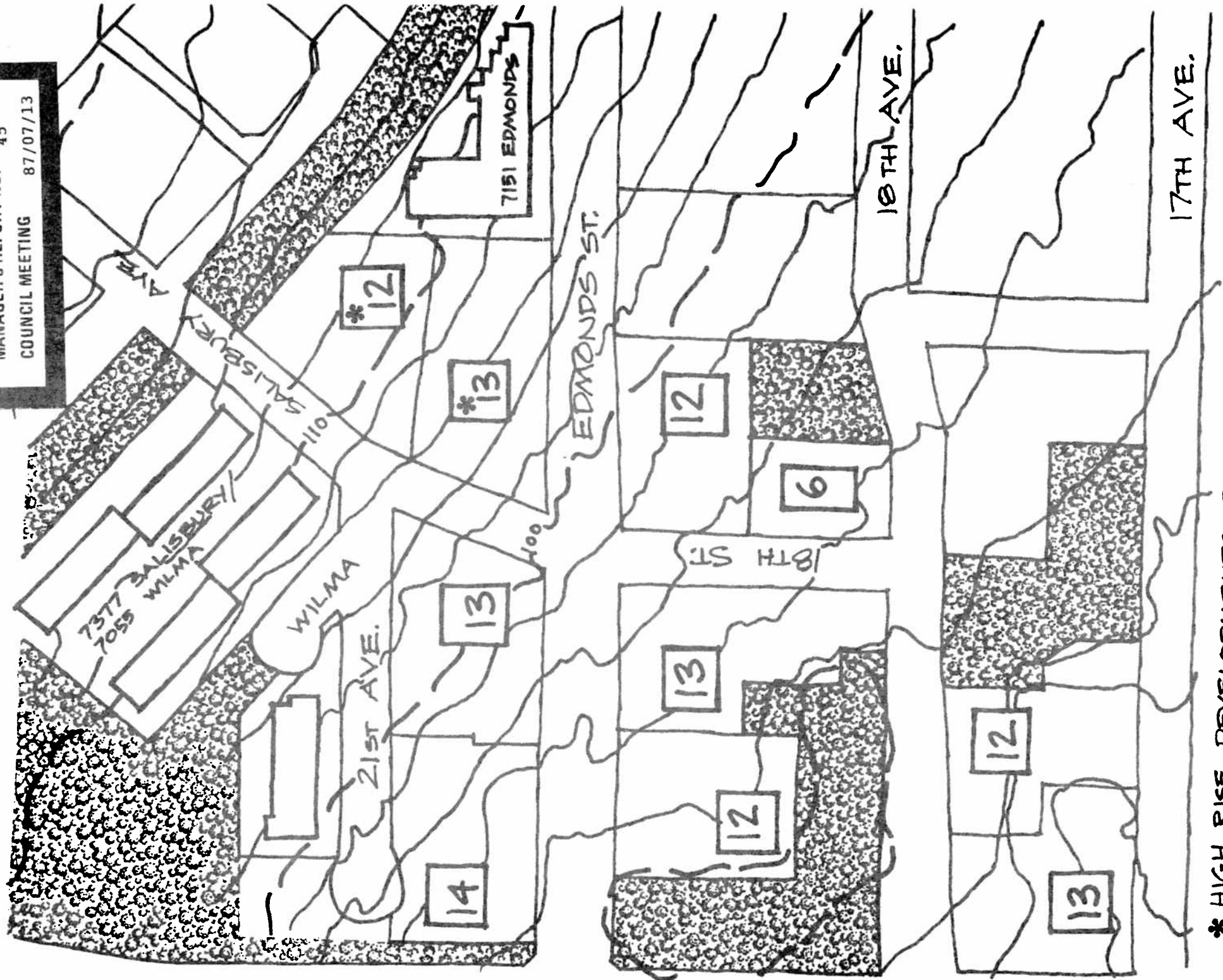
1:2000

Drawn By:





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\* HIGH RISE DEVELOPMENTS ELIMINATED FROM RECOMMENDED PLAN

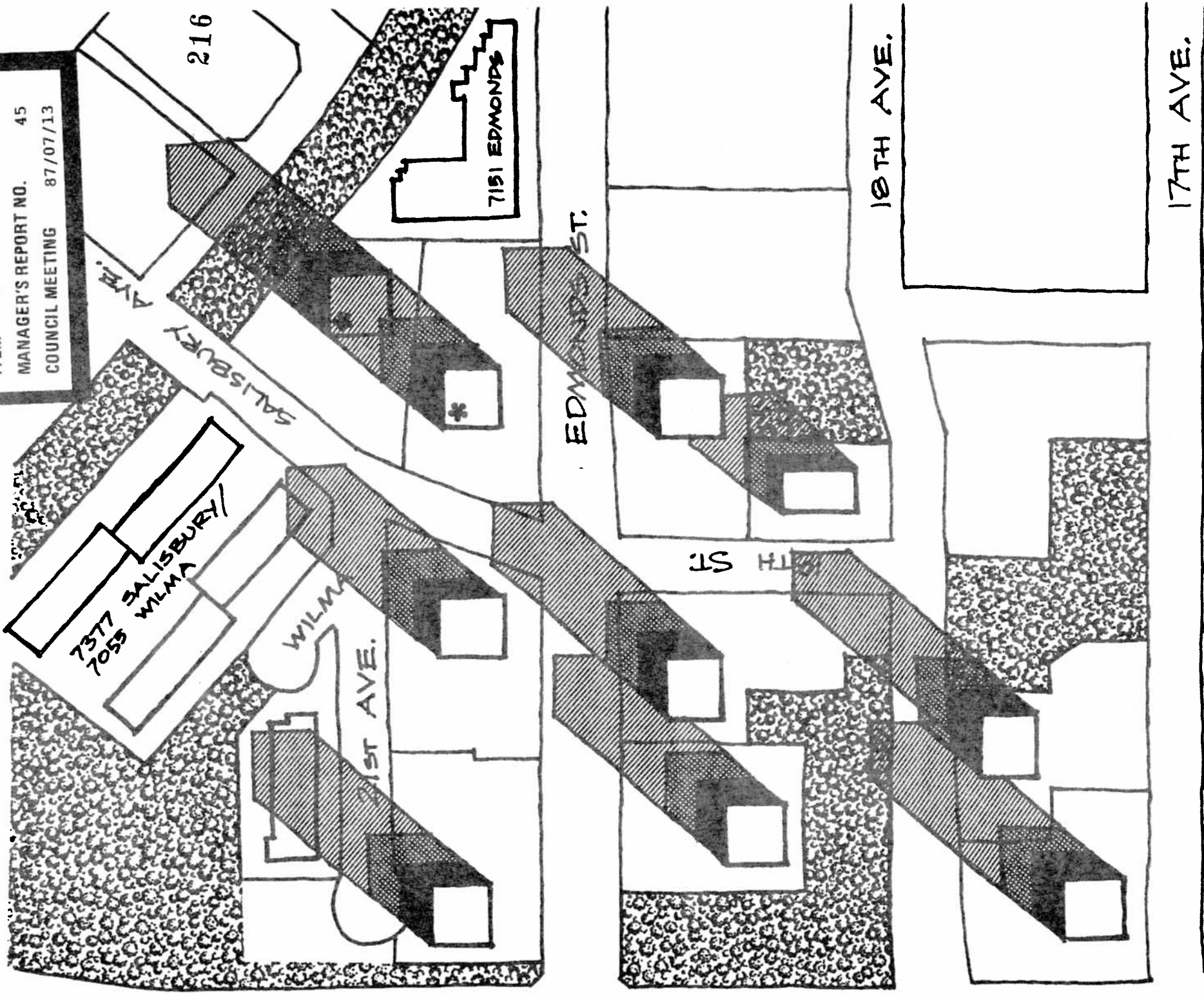
URBAN DESIGN STUDY  
OPTIMUM RM4 SITING

**[13]** HEIGHT IN STORIES  
 CONTOUR INTERVAL = 2M



SCALE: 213:2000  
 SKETCH 4

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\* HIGH RISE DEVELOPMENTS ELIMINATED FROM RECOMMENDED PLAN

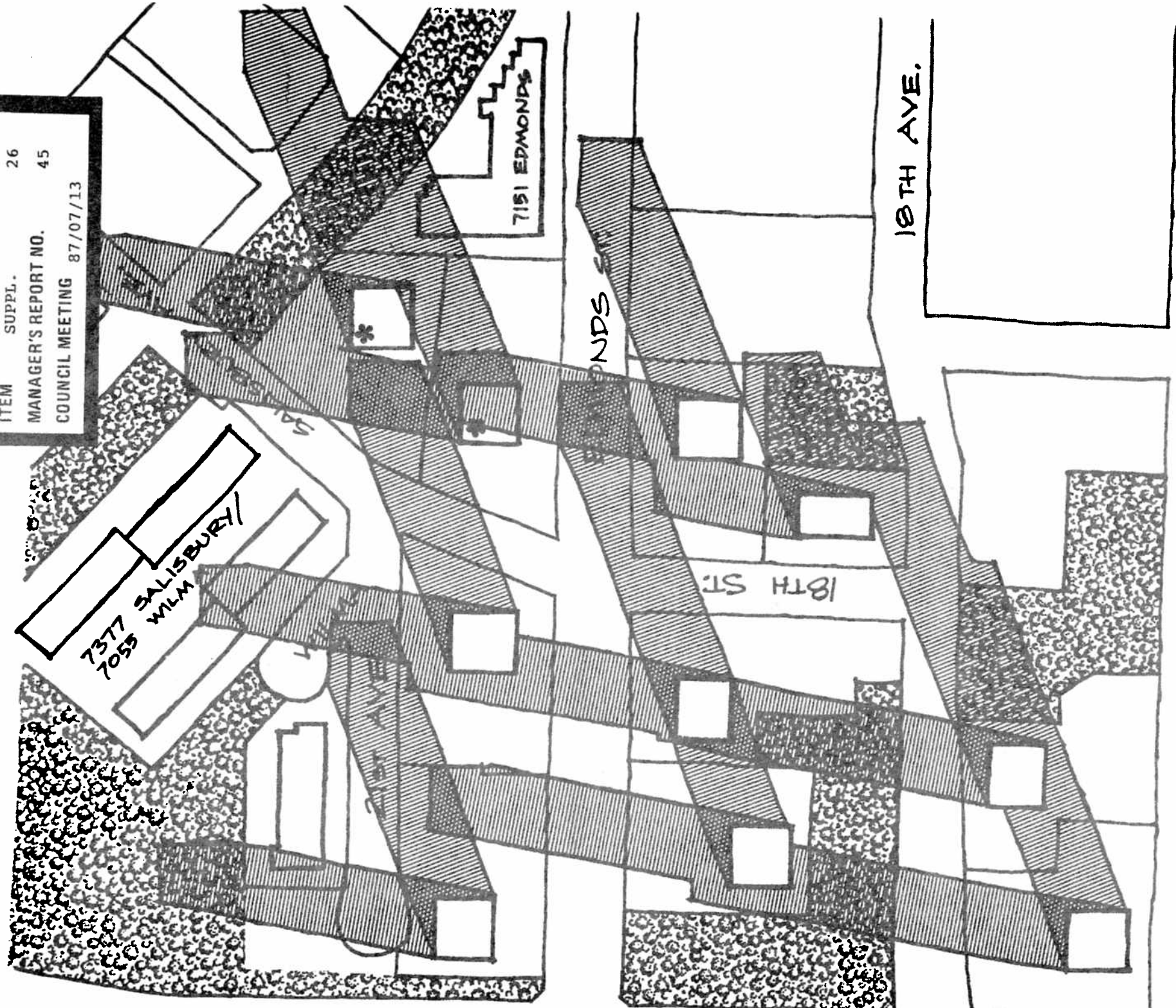
NOON SHADOW CONDITIONS

MAXIMUM - DEC. 22  
MEAN - SEPT. 23 / MARCH 21  
MINIMUM - JUNE 22



SCALE:  
1:2000  
SKETCH 5

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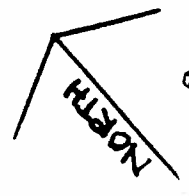


\* HIGH RISE DEVELOPMENTS ELIMINATED FROM RECOMMENDED PLAN

MAXIMUM SHADOW CONDITIONS

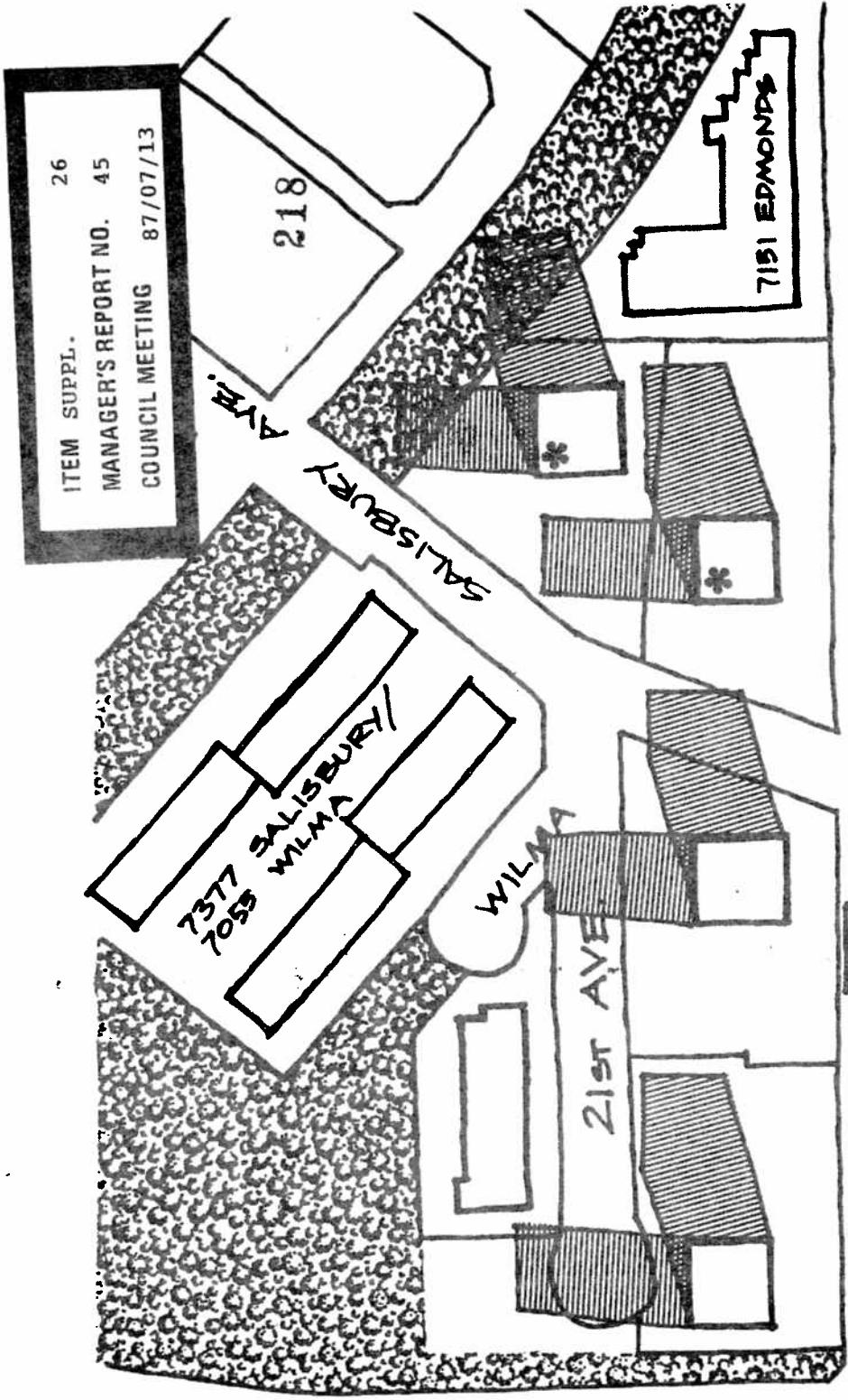
10:00 AM & 2:00 PM

DECEMBER 22



217  
SCALE: 1:2000  
SKETCH 6

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\* HIGH RISE DEVELOPMENTS ELIMINATED FROM RECOMMENDED PLAN

MEAN SHADOW CONDITIONS

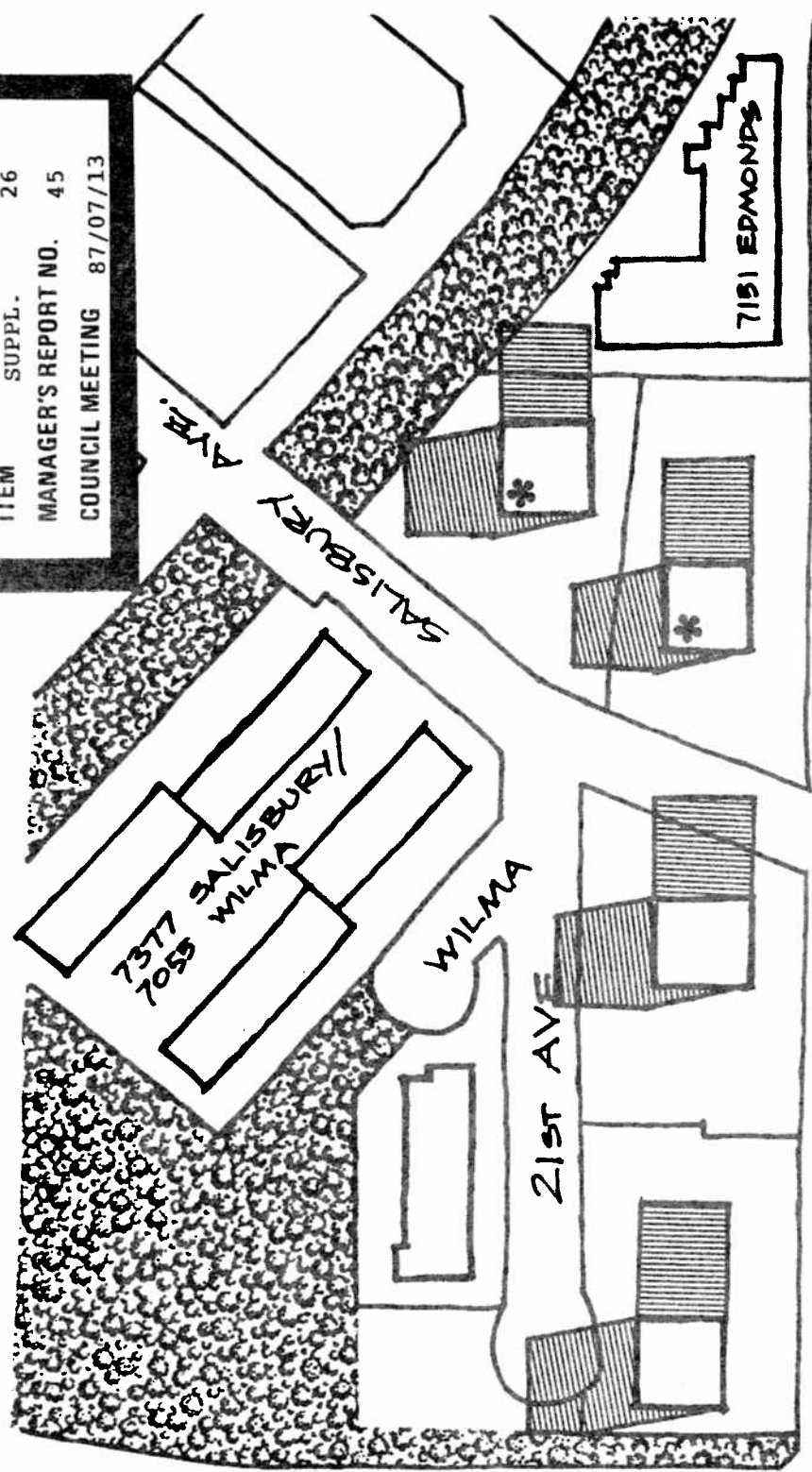
10:00 AM & 2:00 PM

SEPT. 23 / MARCH 21



SCALE:  
1:2000  
SKETCH

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EDMONDS ST.

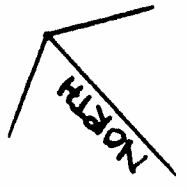


\* HIGH RISE DEVELOPMENTS ELIMINATED FROM RECOMMENDED PLAN

MINIMUM SHADOW CONDITIONS

10:00 AM & 2:00 PM

JUNE 22



SCALE: 1:2000  
SKETCH 8

## APPENDIX "A"

### EDMONDS STATION AREA PLAN

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(Expansion of Edmonds Town Centre - Community Plan Six)

#### 1.0 GENERAL OVERVIEW:

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The Edmonds Station Area Plan summarized in the attached sketch and discussed in detail in the following sections is proposed as a revision and expansion of the current adopted Community Plan Six for the Edmonds Town Centre. Changes to planned land use and road patterns have been proposed within the area bounded by the SkyTrain line, Griffiths Avenue, Beresford Street, Britton Street and Stride Avenue.

The major proposal with respect to residential development is the designation of high-rise apartment sites within easy walking distance of the Edmonds Station, and providing a high density link between the Station and the existing high density Town Centre Area along Kingsway. Low-rise apartment sites are also designated in adjacent areas, and future low-rise apartment expansion areas are indicated. In total the designated apartment sites (excluding the future expansion areas) provide for development of approximately 1400 additional apartment units in the area. This represents an increase of approximately 27 per cent in the ultimate apartment development potential in the Community Plan Six area.

Sites for suburban office, local commercial, institutional, and light industrial development are designated in the wedge-shaped area between Nineteenth Street and the SkyTrain corridor. Park and ravine areas are maintained in accordance with existing policy with minor adjustments. The proposed road network for the area reflects the adopted Conceptual Transportation Plan.

#### 2.0 RESIDENTIAL DEVELOPMENT:

##### 2.1 High-Rise Multi-Family Residential (RM4 Guidelines)

Eight sites for high-rise apartment development are designated within easy walking distance of the Edmonds Station, located so as to provide a high density link between the Station and the existing Edmonds Town Centre along Kingsway. These sites would be developed under Comprehensive Development zoning utilizing RM4 guidelines, with a maximum net density of approximately 200 units per ha (80 units per acre), and a maximum Floor Area Ratio of 1.7 with full underground parking. The sites have a total net area of approximately 3.8 ha (9.5 acres) and would accommodate a total of some 760 apartment units. Noise studies for the sites adjacent to the Nineteenth Street and Edmonds Street secondary arterials will be pursued by developers to ensure that development plans incorporate any necessary noise attenuation measures to ensure compliance with Council's adopted sound guidelines. Developments should be designed and sited to protect view corridors, and should be limited to a maximum height of 14 stories.

##### 2.2 Low-Rise Multi-Family Residential (RM3)

Eight new low-rise apartment sites are designated in two areas: between Edmonds Street and Eighteenth Avenue, and between Seventeenth Avenue and Stride Avenue east of Nineteenth Street. Apartment buildings developed under RM3 zoning on these sites would generally be three storeys in height with a maximum net density of approximately 125 units per ha (50 units per acre). The maximum Floor Area Ratio would be 1.1 with full underground parking. Alternatively, where there is a demand for development of more ground-oriented or family-oriented residential units instead of a conventional apartment building on a certain site, the site should be developed under RM1 or RM2 zoning.

It will be necessary for development adjacent to Edmonds Street to respond to the street's upgrading to secondary arterial status and its planned extension as the Gilley Alternat. The geometry of the subject site assemblies along Edmonds has been planned to allow orientation of developments away from Edmonds Street. Noise studies for these sites, as well as for the two sites adjacent to Nineteenth Street, will be pursued by developers to ensure that development plans incorporate any necessary noise attenuation measures to ensure compliance with Council's adopted sound guidelines.

### 2.3 Low-Rise Multi-Family Residential (RM2)

Sites for lower density apartment development are designated on the remainder of the block at Kingsway and Edmonds Street which is currently partially commercially developed. These sites provide a scaled transition to the established one- and two-family residential neighbourhood which is to be maintained. The apartment buildings developed under RM2 zoning on these sites would generally be three storeys in height with a maximum net density of approximately 100 units per ha (40 units per acre). The maximum Floor Area Ratio would be 0.9 with full underground parking. Alternatively, where on a certain site there is a demand for development of units which are more ground-oriented or to be designed for families with children, the site should be developed under RM1 zoning.

It will also be necessary for the one RM2 designated site fronting on Edmonds Street to respond to the street's planned arterial upgrading and extension as discussed for the neighbouring RM3 sites in the previous section.

### 2.4 Future Expansion Areas

In order to provide for future expansion of low-rise multi-family residential development opportunities after the designated sites are substantially redeveloped, areas for possible future designation for redevelopment under RM2 and RM1 zoning are indicated. These areas would provide a scaled transition to the adjacent established one- and two-family residential neighbourhood which is to be maintained. These areas should be reviewed in approximately one year, and depending on the progress of development of currently designated sites and demand, may possibly be designated for RM2 and RM1 redevelopment at that time.

## 3.0 OFFICE AND INSTITUTIONAL:

A number of sites for suburban office development under Comprehensive Development zoning utilizing M5 guidelines are indicated in the area between the SkyTrain corridor and Nineteenth Street. Office development here will provide a qualitative upgrading and higher intensity use which is compatible with existing industrial development in the area, in close proximity to the SkyTrain Station. This office development should be of low to medium density, with a maximum Floor Area Ratio of 1.0 and thus complementary to, rather than in competition with, development in the Metrotown area. The designation for the two office sites closest to the SkyTrain Station also indicates the potential for a retail commercial component in addition to office development. This retail commercial component (which would be developed under C1 guidelines) should be a relatively minor portion of the development, and should be pedestrian and convenience oriented, relating to the Eighteenth Avenue cul-de-sac and the SkyTrain Station, and serving the immediate neighbourhood. It should not be a strip-commercial vehicular-oriented development relating to the Nineteenth Street arterial.

A number of office sites are also designated for alternative institutional development. The sites are characterized by good accessibility (on the community wide and regional as well as local scale) and are potentially suitable for a wide variety of institutional uses, including clubs or societies, cultural or recreational facilities, churches, and places of assembly.

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#### 4.0 LIGHT INDUSTRIAL:

To the southeast of the office sites discussed above is an area designated for light industrial use under M5 guidelines (which might also include an office component). This area is currently a mix of older residential, vacant and industrial lands. The designation and site assembly pattern shown provides for the compatible upgrading and intensification of uses in this area.

#### 5.0 PARK AND RAVINE AREAS:

The park system previously adopted for this area includes Powerhouse Park, the B.C. Hydro right-of-way (which is now part of the B.C. Parkway System) and the Stride Avenue Ravine park and trail system. The proposed conceptual plan incorporates these elements with some refinements. An adjustment to the Powerhouse Park boundary, which arises from the planned Griffiths Avenue/Nineteenth Street connector road alignment, is also shown, although one element of this (whether 6945 and 6967 Twenty-First Avenue should form an apartment site rather than being part of the Park) remains under study. In addition, a park link is provided adjacent to Nineteenth Street to connect Powerhouse Park with the Stride Avenue Ravine Park.

#### 6.0 TRANSPORTATION:

##### 6.1 Road Network and Neighbourhood Protection

The road network in the area includes the Nineteenth Street/Griffiths Avenue and Edmonds Street/Gilley Alternate secondary arterials. The intersection of Rumble Street with the Nineteenth Street/Griffiths Avenue arterial is configured to emphasize that arterial's continuity and function while reducing through traffic on Rumble Street, which is classified as a major collector. The actual design of the Gilley Alternate and related intersections in the area is currently being undertaken by a consultant.

Planned changes to the road network in the area to improve internal circulation include a connection between Eighteenth Avenue and Seventeenth Avenue in the long block between Sixteenth and Nineteenth Streets, as well as construction of Eighteenth Street between Seventeenth Avenue and Stride Avenue.

One revision proposed to the adopted Community Plan Six, which is shown on the Plan Sketch is maintenance of the through connection of Salisbury Avenue at Beresford Street and the B.C. Parkway, in order to provide a link between the northerly part of the Edmonds Town Centre (including its commercial facilities) and the neighbourhood to the south, within which considerable apartment redevelopment is being proposed. A minor revision which is also proposed is provision for a vehicular access from Acorn Avenue to the library on Kingsway.



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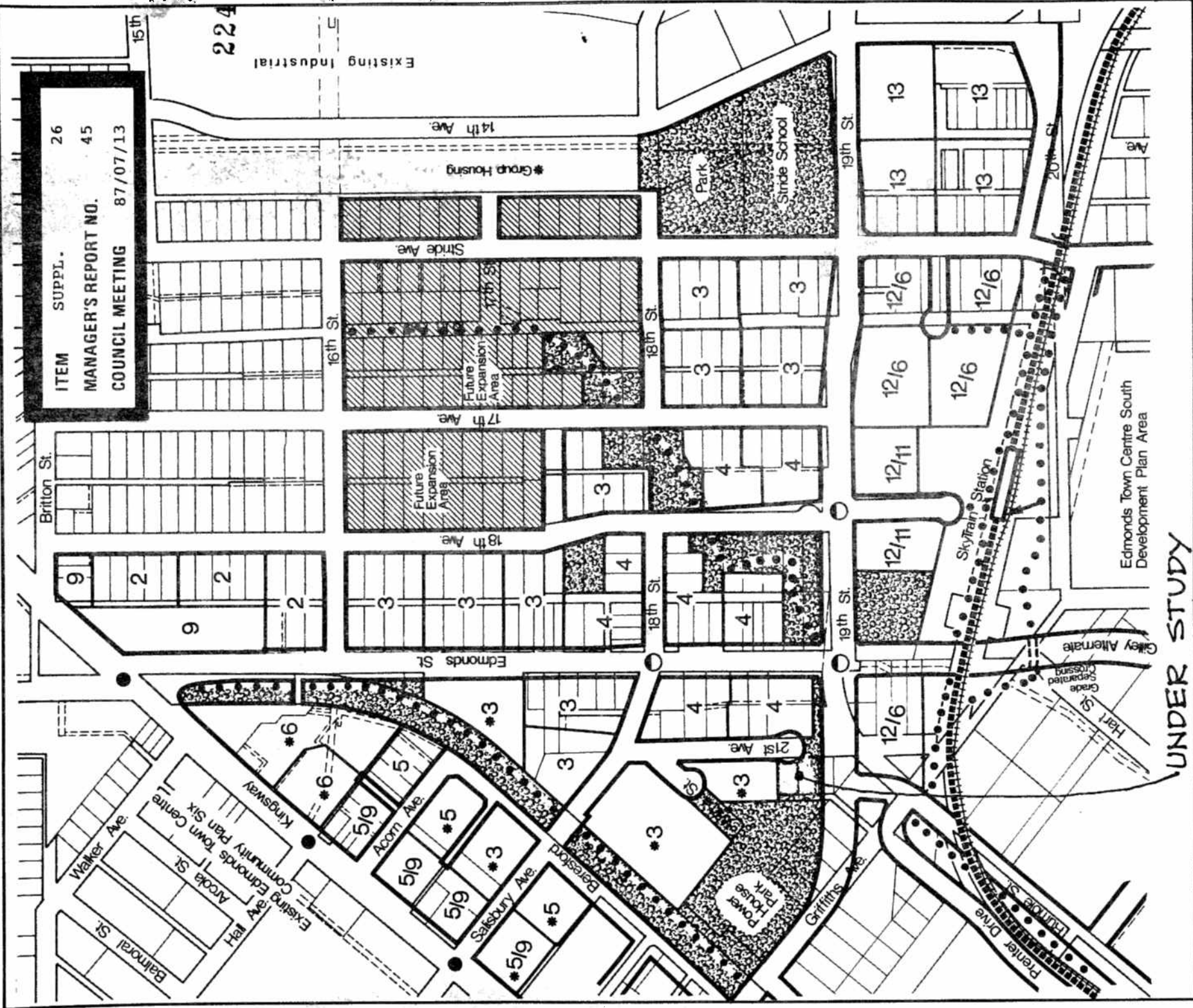
Signalization will be required at the intersection of the Edmonds/Gilley Alternate and Nineteenth Street/Griffiths Avenue arterial routes. In order to provide for direct pedestrian access to the SkyTrain Station as well as left turn exiting from the Station via the Eighteenth Avenue cul-de-sac for buses and cars, it would also be very desirable to signalize the intersection of Eighteenth Avenue with Nineteenth Street. A signal at the intersection of Salisbury Avenue and Edmonds Street may also be desirable to facilitate pedestrian and vehicular access across the Edmonds Street arterial for the proposed apartment community southeast of Edmonds Street to the Town Centre's commercial area along Kingsway.

#### 6.2 Pedestrian Network

Sidewalks will be provided on both sides of all roads in the area. Other important pedestrian routes in the area include the ravine trails and the B.C. Parkway system.

RR/js

Attachment: Plan Sketch



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**LEGEND:**

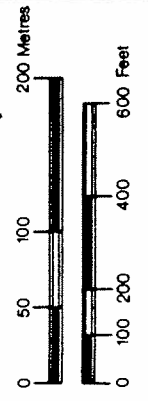
- 2 ▲ Low Rise Multi Family Residential — (RM2 — 40 UPA)
- 3 ▲ Low Rise Multi Family Residential — (RM3 — 50 UPA)
- 4 ▲ High Rise Multi Family Residential — (RM4 — 80 UPA)
- 5 ▲ High Rise Multi Family Residential — (RM5 — 100 UPA)

- 6 ▲ Institutional
- 9 ▲ Commercial — (C3)
- 11 ▲ Commercial — (C1)

- 12 ▲ Low / Medium Density Office — (M5 Guidelines)
- 13 ▲ Light Industrial — (M5 Guidelines)

- ▲ Future Low Rise Multi Family Residential Expansion Area — (RM2 & RM1)

- ▲ Park, School, Trail And Ravine Areas
- Developed
- Existing Traffic Signals
- Potential Traffic Signals



# Edmonds Station Area Plan

Expansion of Community District