

RE: NEW STREET NAMES - EDMONDS TOWN CENTRE SOUTH  
 - RENAME STRIDE AVENUE (19TH STREET TO FENWICK STREET  
 AND CONNECTOR) TO SOUTHPOINT DRIVE  
 -RENAME 20TH STREET (NORTHWEST OF STRIDE AVENUE)  
 TO STATION HILL DRIVE  
 -NAME GILLEY ALTERNATE AS BYRNEPARK DRIVE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1989 SEPTEMBER 07

FROM: DIRECTOR PLANNING & BUILDING INSPECTION

SUBJECT: NEW STREET NAMES - EDMONDS TOWN CENTRE SOUTH  
 - RENAME STRIDE AVENUE (19TH STREET TO FENWICK STREET  
 AND CONNECTOR) TO SOUTHPOINT DRIVE  
 - RENAME 20TH STREET (NORTHWEST OF STRIDE AVENUE)  
 TO STATION HILL DRIVE  
 - NAME GILLEY ALTERNATE AS BYRNEPARK DRIVE

PURPOSE: To recommend Southpoint Drive, Station Hill Drive and Byrnepark Drive as new street names (for a portion of Stride Avenue, a portion of 20th Street, and the Gilley Alternate, respectively) in the Edmonds Town Centre South area.

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RECOMMENDATIONS:

- 1) THAT Council authorize the preparation of a bylaw to amend the street names of a portion of Stride Avenue to Southpoint Drive, and a portion of 20th Street to Station Hill Drive, as more particularly outlined in this report.
- 2) THAT the Gilley Alternate be named Byrnepark Drive.

R E P O R T

**1.0 SOUTHPOINT DRIVE (STRIDE AVENUE AND CONNECTOR):**

Stride Avenue was named under Bylaw 135 in June 1912.

The Edmonds Station Area proposed draft plan amendment, (see attached Sketch 1) which is currently under review, includes the proposed closure of Stride Avenue northeast of 19th Street adjacent to Stride Community School. This proposed discontinuity, which appears relatively non-contentious (based on the Open House and Special Public meeting) would make it desirable to pursue a name change for Stride Avenue on the other side of 19th Street, i.e. for the gateway

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to and within the Edmonds Town Centre South. We are therefore recommending a name change to Southpoint Drive for Stride Avenue between 19th Street and Fenwick Street (a portion of which will be closed in the future) as well as for the planned Stride Avenue Connector to the Gilley Alternate (see attached Sketch 2).

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It is desirable that the proposed name change be pursued expeditiously as two developments on Stride Avenue in the Edmonds Town Centre South (sites 9 and 10, Sketch 2) are currently under construction while the rezoning for another (site 5) is nearing completion. Letters regarding the proposed name change were sent to the subject developers, as well as existing residents and owners on the affected portions of Stride Avenue, in July. No responses indicating opposition have been received.

We are therefore seeking Council authority to have the original street naming bylaw amended accordingly. Affected residents and owners would be informed, and street signs changed.

**2.0 STATION HILL DRIVE (20TH STREET NORTHWEST OF STRIDE AVENUE):**

20th Street was named under Bylaw 135 in June 1912.

20th Street is currently discontinuous, with the portion southeast of Stride Avenue located on one side of the railway, and the portion northwest of Stride Avenue within the Edmonds Town Centre South area located on the other side of the railway (see Sketch 2). As shown, the latter portion of 20th Street is intended to link to the Station Hill Court cul-de-sac. It is recommended that this portion of 20th Street, as well as the future link from the present 20th Street alignment south to Sandborne Avenue, be named Station Hill Drive.

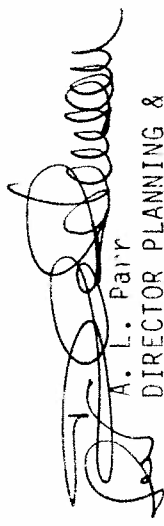
**3.0 BYRNEPARK DRIVE (GILLEY ALTERNATE):**

As residential development progresses in the Edmonds Town Centre South area, the term "Gilley Alternate" is becoming an increasingly awkward and confusing way of referring to the subject road, which is slated for construction in 1990 and 1991. It is therefore proposed that this road be named and referred to as Byrnepark Drive.

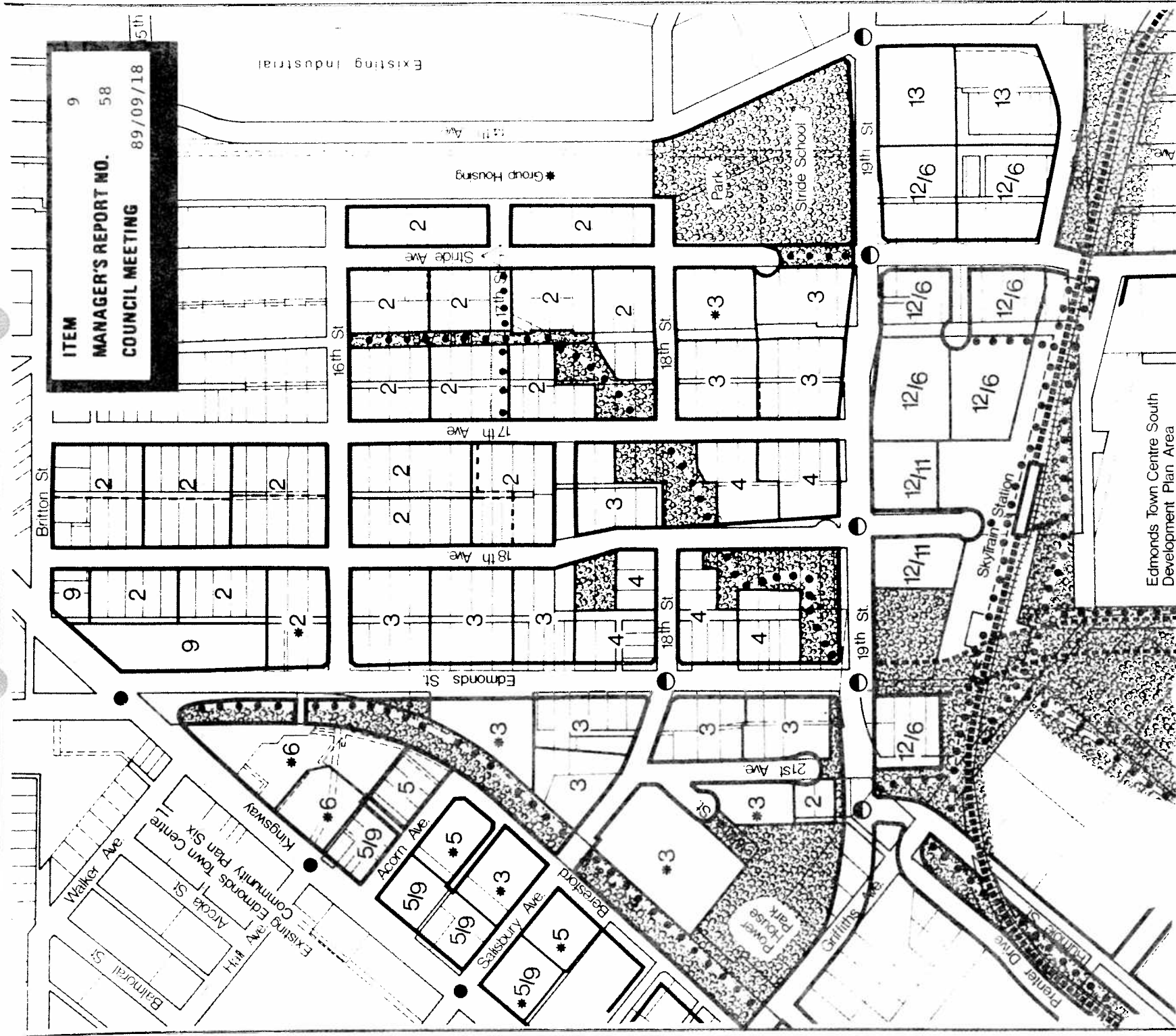
pp:ap

Attachments

cc: Municipal Solicitor  
Director Engineering



A. L. Pair  
DIRECTOR PLANNING &  
BUILDING INSPECTION



**DRAFT — PROPOSED AMENDMENTS — 1989 FEB.**

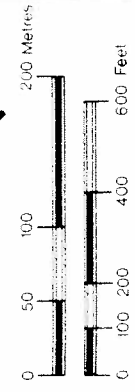
SKETCH 1

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

- ▶ Park, School, Trail And Ravine Areas
- Walkways / Trails
- \* ▶ Developed
- ▶ Existing Traffic Signals
- ▶ Potential Traffic Signals

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

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**Edmonds Station Area Plan**  
**Expansion Of Community Plan Six**

SKETCH 1

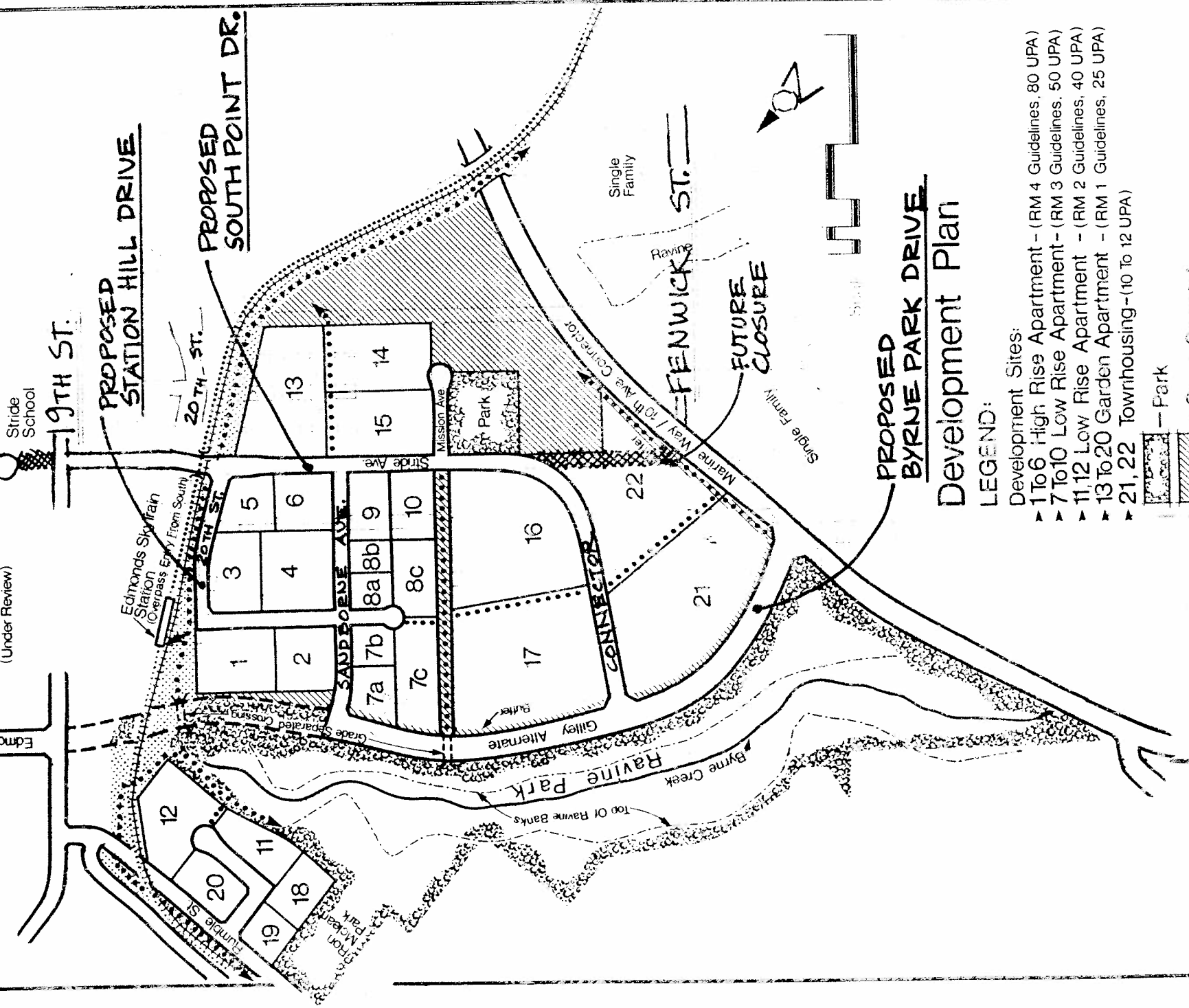
Edmonds  
Town  
Centre  
Plan 6)

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Edmonds  
Station  
Area Plan  
(Under Review)

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PROPOSED  
CUL-DE-SAC  
CLOSURE



**PROPOSED  
BYRNE PARK DRIVE  
Development Plan**

**LEGEND:**

Development Sites:

- ▶ 1 To 6 High Rise Apartment - (RM 4 Guidelines, 80 UPA)
- ▶ 7 To 10 Low Rise Apartment - (RM 3 Guidelines, 50 UPA)
- ▶ 11, 12 Low Rise Apartment - (RM 2 Guidelines, 40 UPA)
- ▶ 13 To 20 Garden Apartment - (RM 1 Guidelines, 25 UPA)
- ▶ 21, 22 Townhousing - (10 To 12 UPA)

- ▨ - Park
- ▨ - Open Space
- ▨ - B.C. Parkway

..... - Walkways, Trails

SKETCH 2

Adopted 1987 July 13  
Updated to 1989 February

**Edmonds Town Centre - South**

SKETCH 2