

PHASE 2 PUBLIC CONSULTATION SUMMARY (spring 2024)

EDMONDS, ROYAL OAK
AND CASCADE HEIGHTS
COMMUNITY PLANS



Overview

Phase 2 public consultation processes were conducted concurrently for the Edmonds, Royal Oak and Cascade Heights community plans during the spring of 2024. This document provides a quantitative and qualitative summary of these consultation processes. Phase 2 focused on the detailed draft plan directions for the three community plans. Feedback received during Phase 2 helped to shape the draft community plans that are being presented to the public as the basis for a third and final round of public consultation (Phase 3), before they are advanced to Council for consideration and adoption.

Phase 2 public consultation: quantitative results

Marketing campaign and public notification

Following Council approval to launch Phase 2 public consultation for the three community plans, staff conducted a print and web-based/social media campaign in mid-May 2024 to notify residents, property owners, business owners, community groups and other members of the public about the upcoming consultation process and ways to participate, engage and give feedback. Figure 1 below lists highlights from the Phase 2 media campaign, along with other notification efforts in advance of Phase 2 public consultation for the three plans:

	Edmonds	Royal Oak	Cascade Heights
Number of post-card mail-outs to area residents, business owners and property owners	23,204	20,051	5,723
Number of social media clicks	3,642	2,521	3,162
Number of webpage views	6,144	4,894	3,133

Figure 1. Phase 2 public consultation media campaign and notification efforts by the numbers

In addition to the above, digital and print posters advertising Phase 2 public consultation were posted at Burnaby City Hall, Tommy Douglas Library, Edmonds Community Centre and Bonsor Recreation Complex. Community advertising was also purchased through BurnabyNow as part of community outreach strategy.

A total of 73 referral letters were distributed to the host Nations (Tsleil-Waututh Nation, Squamish Nation, Kwikwetlem First Nation and Musqueam Indian Band) and to the community partners listed below to invite and encourage their participation, engagement and feedback on various aspects of the detailed draft plan directions:

- » Burnaby Board of Trade
- » Urban Development Institute (UDI)
- » HUB Cycle Network: Burnaby Committee
- » BC Hydro
- » Fraser Health Authority
- » Live Educate Transform Society
- » Voice of Burnaby Seniors Society
- » Burnaby Association for Community Inclusion
- » Burnaby Intercultural Planning Table
- » Burnaby Family Life
- » TransLink
- » Ministry of Transportation and Infrastructure (MOTI)
- » Metro Vancouver
- » Burnaby School District #41
- » BC Housing
- » BC Non-Profit Housing Association
- » Canada Landlords Association
- » Homebuilders Association Vancouver
- » Burnaby Division of Family Practice
- » Immigration Services Society of BC
- » Pacific Immigrant Resources Society
- » SUCCESS
- » Eastburn Inter-Agency
- » Burnaby Neighbourhood House
- » City of Burnaby Social Planning Committee
- » The Society to End Homelessness in Burnaby
- » BC Emergency Health Services
- » Byrne Creek Streamkeepers
- » Jerry Rogers Streamkeepers
- » Burnaby Youth Sustainability Network
- » Byrne Creek Secondary School
- » Edmonds Community School
- » Stride Avenue Community School
- » Taylor Park Elementary School
- » MLA Raj Chouhan
- » New Vista Society
- » Edmonds Local Leadership Table
- » MOSAIC Settlement Services
- » Journey Home Community
- » Canadian Red Cross Society – Burnaby Branch
- » Deaf Children’s Society of BC
- » Afghan Women’s Support Society
- » St. Matthew’s Daycare Society
- » Edmonds Seniors Society
- » The Neighbourhood Church
- » Gordon Presbyterian Church
- » St. Alban’s Anglican Church
- » St. Leonard’s Youth and Family Services
- » Tommy Douglas Library
- » Our Lady of Mercy Parish
- » Edmonds Church
- » Tenth Avenue Bible Chapel
- » Thurkadevi Temple
- » United Way’s Edmonds – A Hi Neighbour Community
- » St. Francis De Sales Parish
- » Hibret Amharic and Cultural School Society
- » Burnaby South Secondary School
- » Clinton Elementary School
- » Windsor Elementary School
- » Cameray Child and Family Services
- » South Central Youth Centre
- » Burnaby Youth Hub
- » Shri Guru Ravidass Sabha Gilley Temple
- » All Saints Anglican Church
- » Forest City Church
- » Living Hope Fellowship
- » Burnaby Filipino Canadian Seventh-Day Adventist Church
- » Cascade Heights Elementary School
- » Friends of Discovery Park

Open houses: by the numbers

The project team held four public open house events during Phase 2 public consultation for the three communities (with an additional event held for Edmonds, as this was a larger community). A combined total of approximately 354 individuals attended the open house events to ask questions, provide comments and discuss the Phase 2 materials with staff (see Figure 2 below).

	Edmonds open house #1	Royal Oak open house	Cascade Heights open house	Edmonds open house #2
	May 29, 2024 6-8:30 pm	June 4, 2024 5:30-8 pm	June 13, 2024 5:30-8 pm	June 16, 2024 5:30-8 pm
	Alan Emmott Centre	Bonsor Recreation Complex	Cascade Heights Elementary School	Edmonds Community Centre
Approximate attendance numbers	46	117	117	74

Figure 2. Phase 2 public consultation open house attendance numbers



Figure 3. As part of Phase 2 Public Consultation, the project team organized a series of public open houses. The first Edmonds Community Plan open house, hosted at Alan Emmott Centre, is pictured to the left



Figure 4. At the public open houses, attendees had the opportunity to provide comments and feedback in various ways. This included providing quick written comments (pictured to the left) directly in response to the Phase 2 display board materials.

Online survey responses: by the numbers

For each of the three community planning processes, an online survey was made available between May and June 2024, in various languages, for members of the public to complete and provide detailed feedback on the Phase 2 materials. As an alternative for those who did not want to complete the survey, a short-form comment section to provide quick, free-form comments on a specific topic(s) was also available. Summarized below in Figure 5 are response rates for the online survey and short-form comment section for each of the communities

	Edmonds	Royal Oak	Cascade Heights
Online survey responses	399	346	170
Short-form comment responses	29	50	20
TOTAL	428	396	190

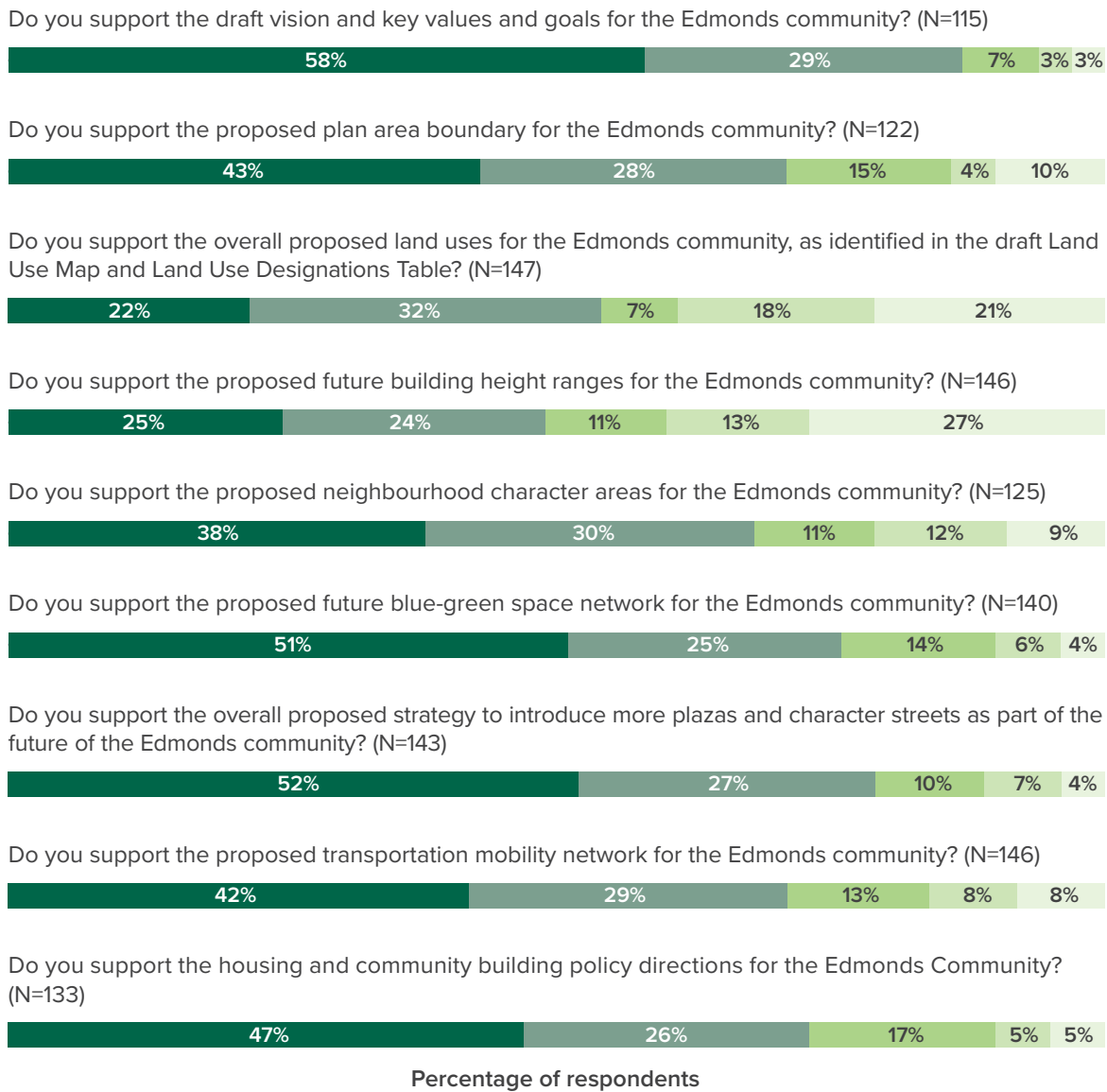
Figure 5. Phase 2 public consultation online survey and short-form comment responses

Online survey responses: level of support for detailed draft plan directions

The Phase 2 online surveys asked about the level to which respondents supported draft detailed policy directions in various key topic areas. The information below (Figures 6-8) summarizes how survey respondents felt about each of these key topic areas for their respective community.

Note that because respondents were given the choice of whether to respond to certain topic areas and questions, the sample size/number of responses (N) varies between each of the questions.

Figure 6. Edmonds Phase 2 public consultation level of support for detailed draft plan directions



LEGEND

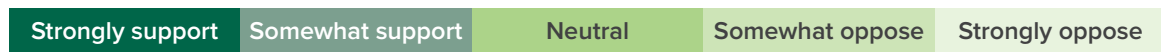
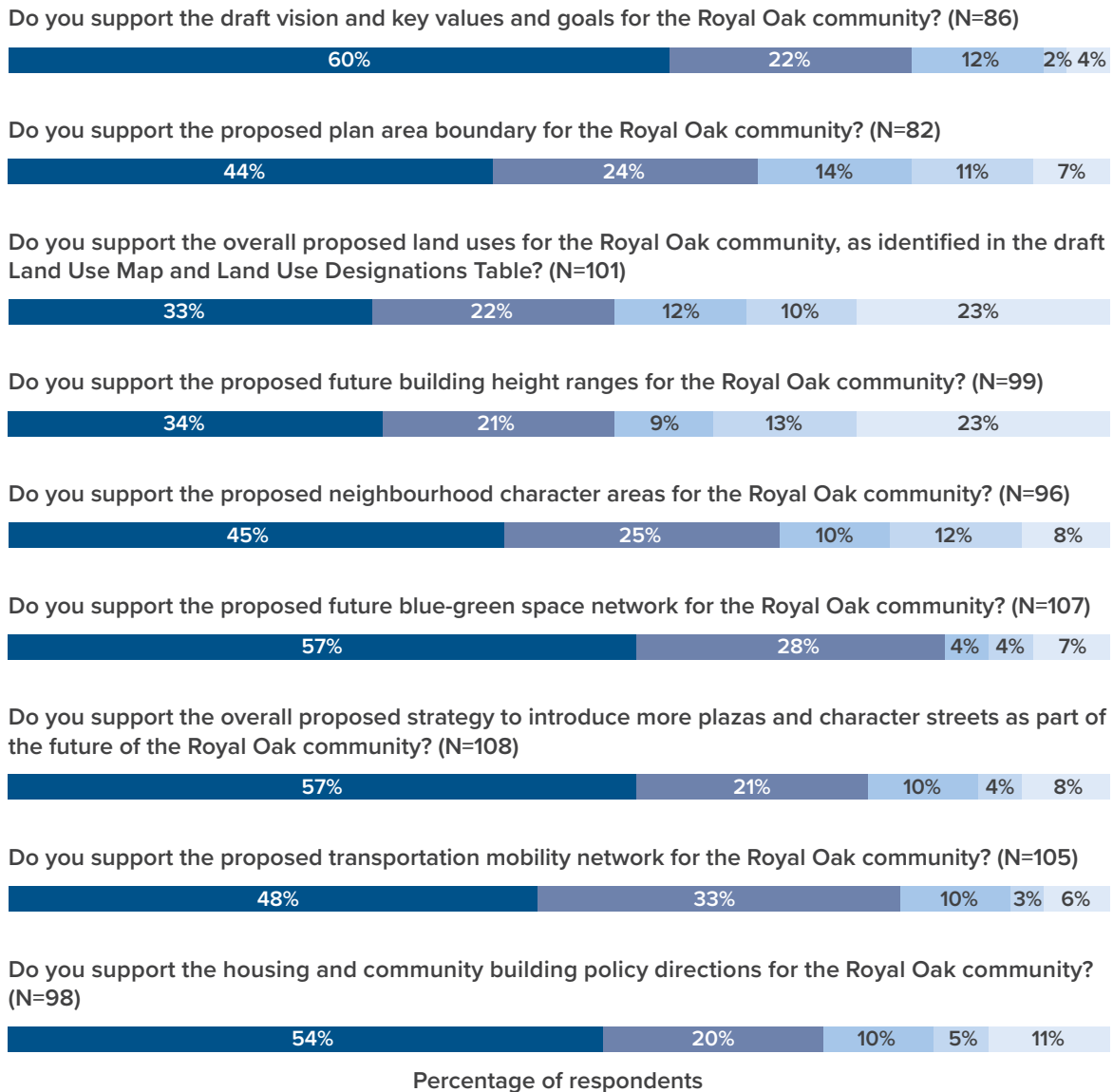


Figure 7. Royal Oak Phase 2 public consultation level of support for detailed draft plan directions



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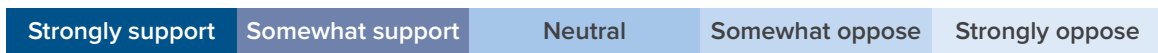
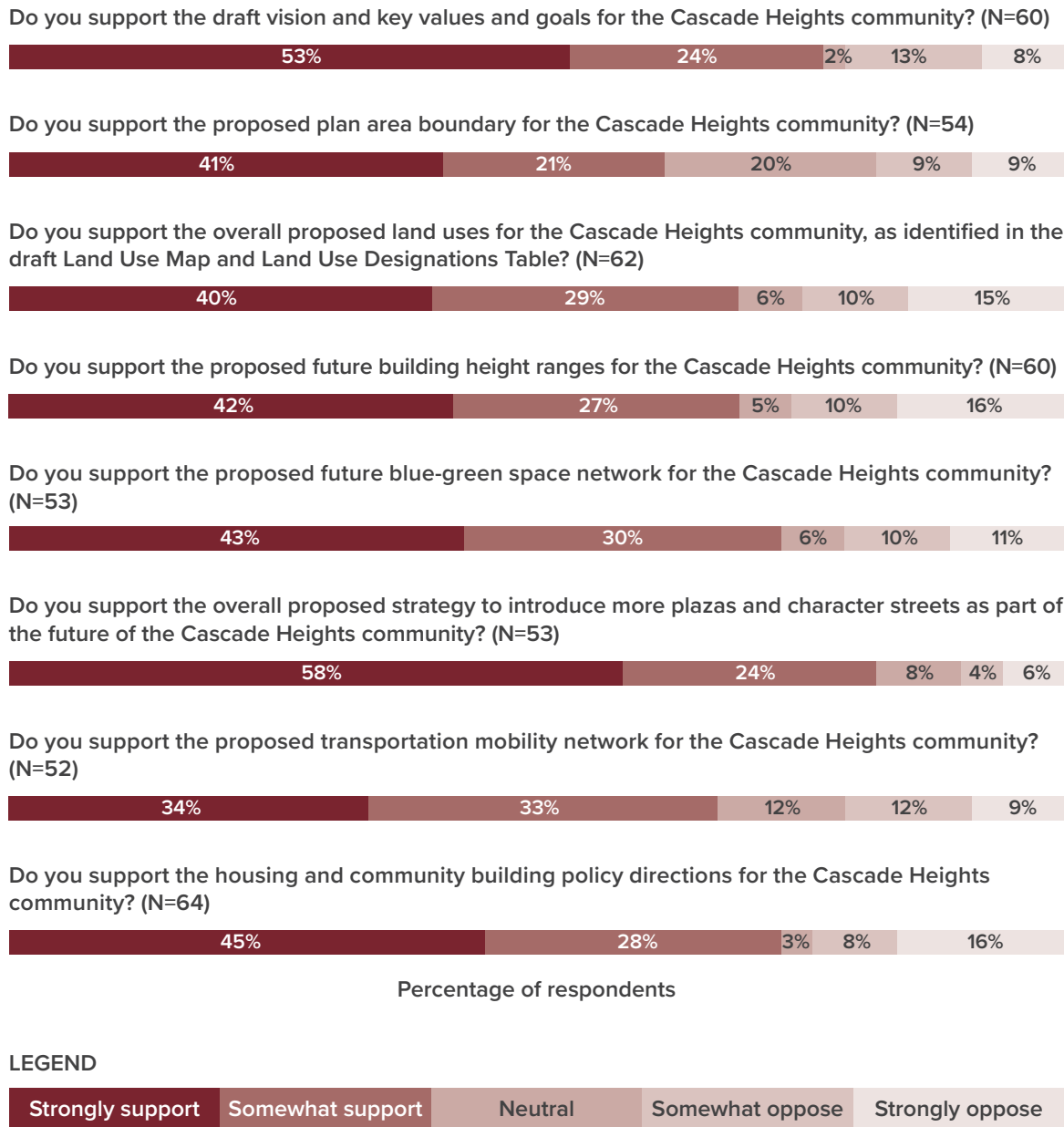


Figure 8. Cascade Heights Phase 2 public consultation level of support for detailed draft plan directions



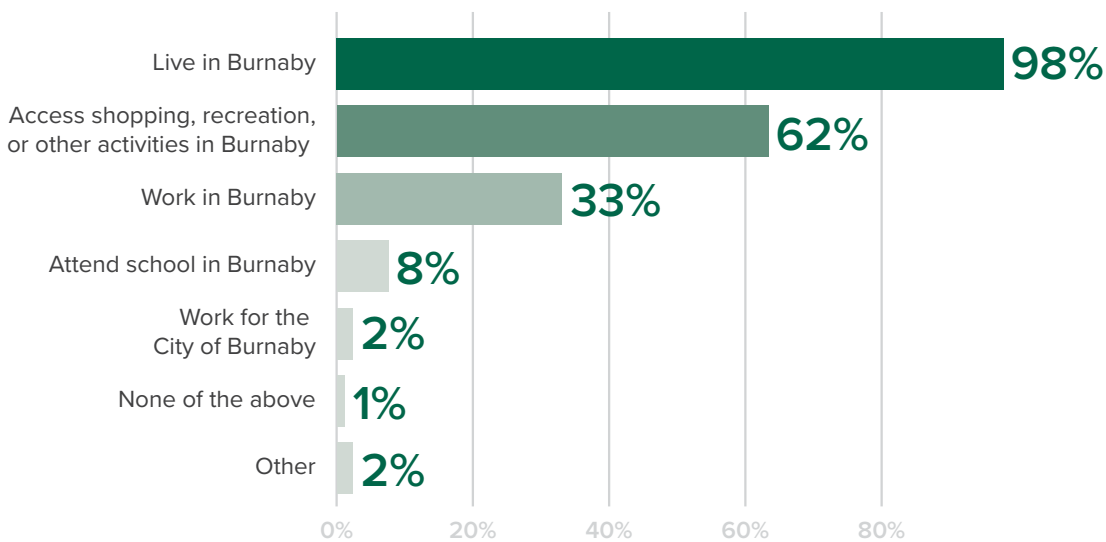
Online survey responses: who we heard from

The City of Burnaby strives to engage a broad representation of community members. As part of the Phase 2 surveys, demographic questions were asked to understand who responded and which perspectives were represented in the results, as well as those who were less represented. It is noted that while the online survey was a key tool used to collect feedback and input, the project team remained available to engage with community members through other means, supporting an inclusive and collaborative public consultation approach and to ensure that a variety of voices were heard.

Summarized below (Figures 9-26) is key demographic information collected from the Phase 2 survey results for each of the communities. It is noted that because these questions were optional, the sample size/number of responses (N) varies between each of the questions. Several questions also allowed respondents to select more than one answer, resulting in total response rates over 100%.

Edmonds online survey responses

Figure 9. Survey respondents by connection to Burnaby (N=386)



Edmonds online survey responses (continued)

Figure 10. Survey respondents by postal code (N=376)

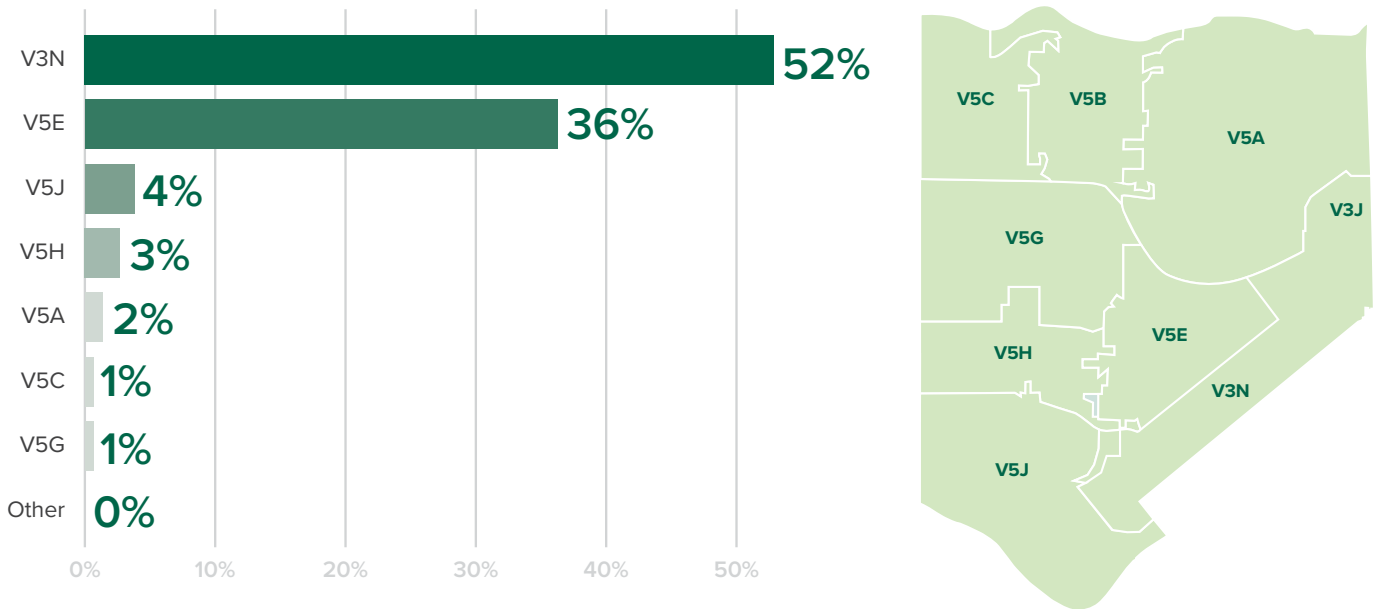
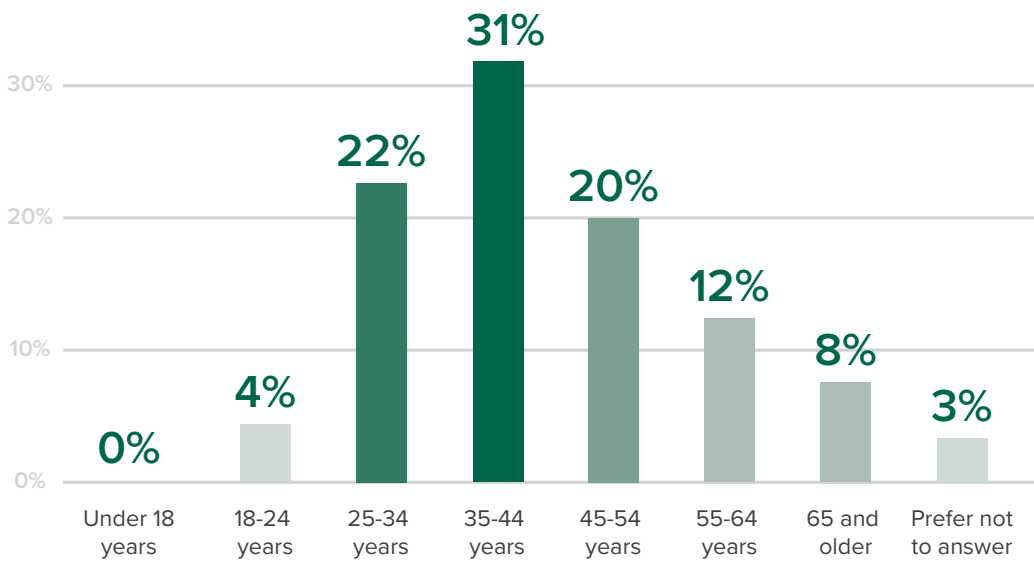


Figure 11. Survey respondents by age range (N=387)



Edmonds online survey responses (continued)

Figure 12. Survey respondents by 2023 household income (N=387)

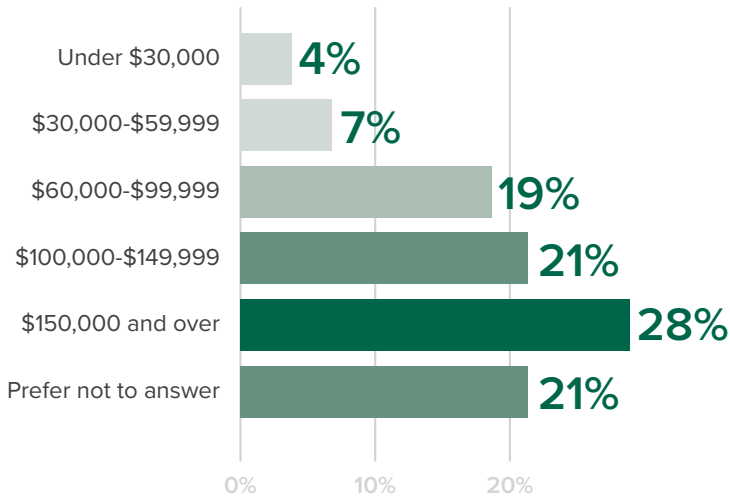


Figure 13. Survey respondents by renting or owning (N=387)

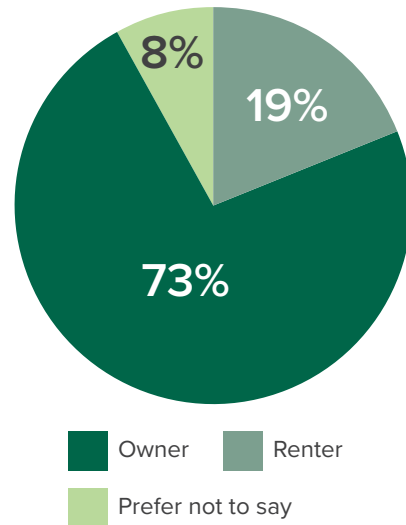
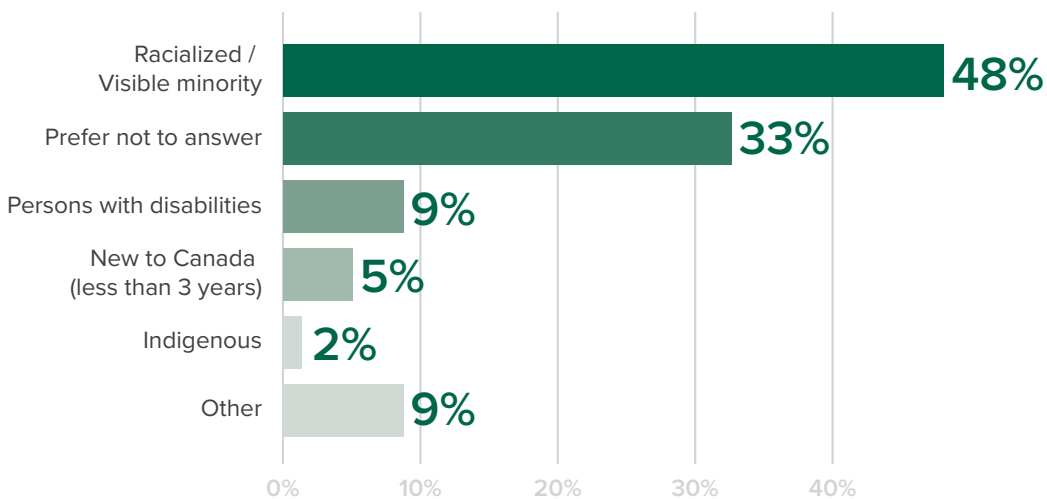


Figure 14. Survey respondents by identity (N=258)



Royal Oak online survey responses

Figure 15. Survey respondents by connection to Burnaby (N=341)

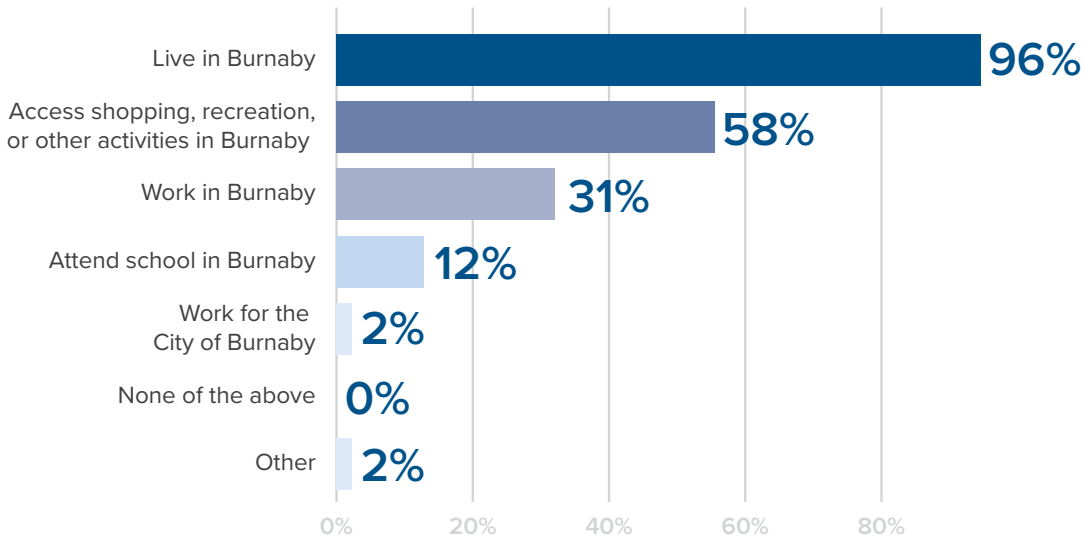
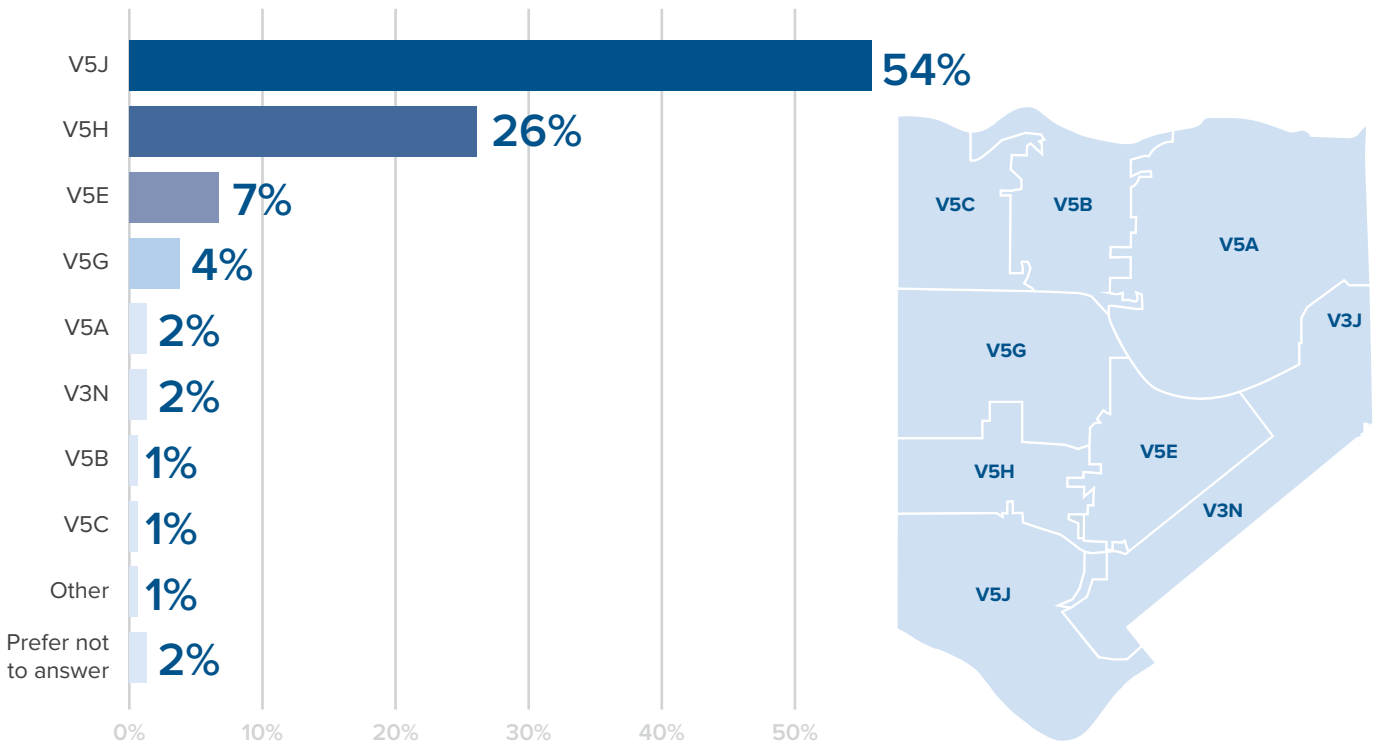


Figure 16. Survey respondents by postal code (N=324)



Royal Oak online survey responses (continued)

Figure 17. Survey respondents by age range (N=341)

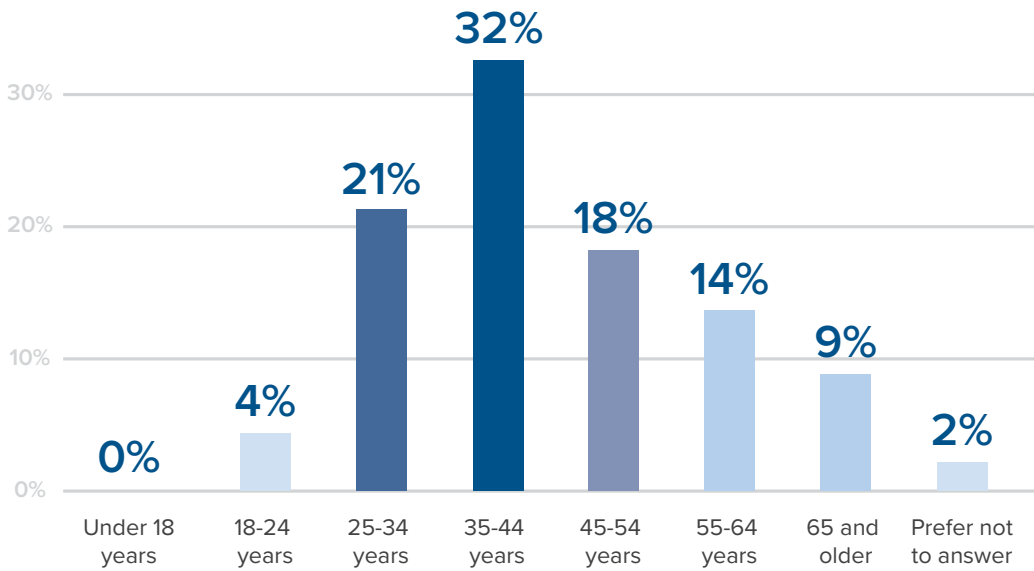


Figure 18. Survey respondents by 2023 household income (N=339)

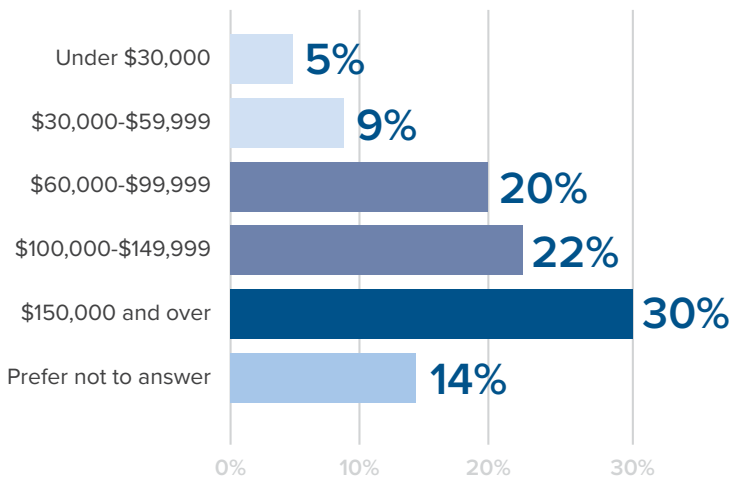
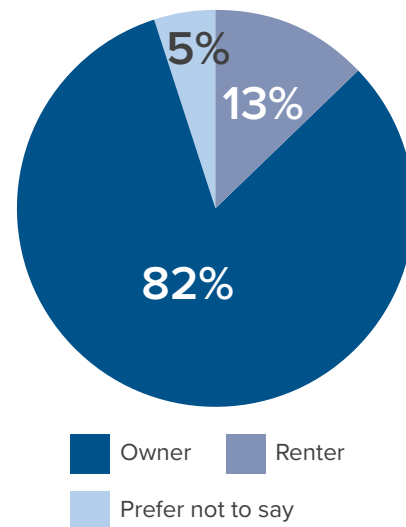
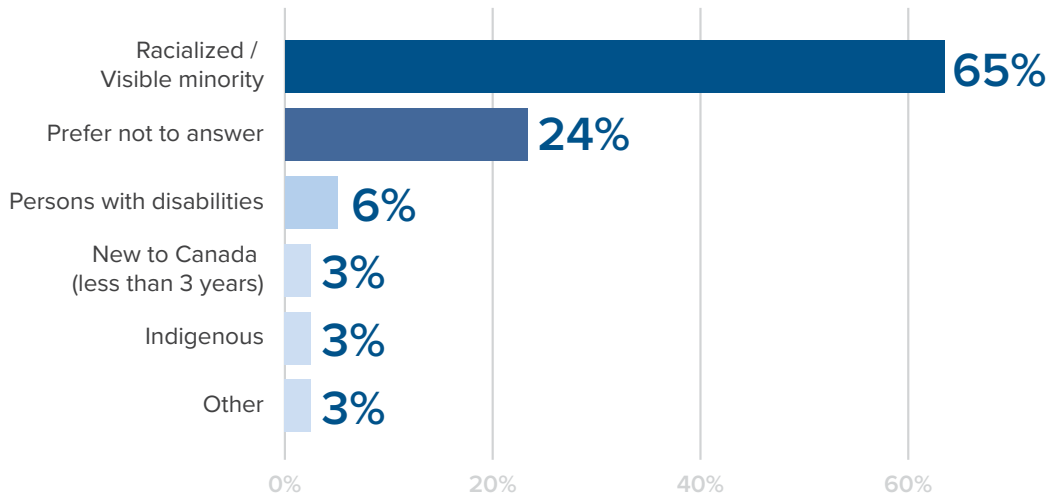


Figure 19. Survey respondents by renting or owning (N=339)



Royal Oak online survey responses *(continued)*

Figure 20. Survey respondents by identity (N=258)



Cascade Heights online survey responses

Figure 21. Survey respondents by connection to Burnaby (N=166)

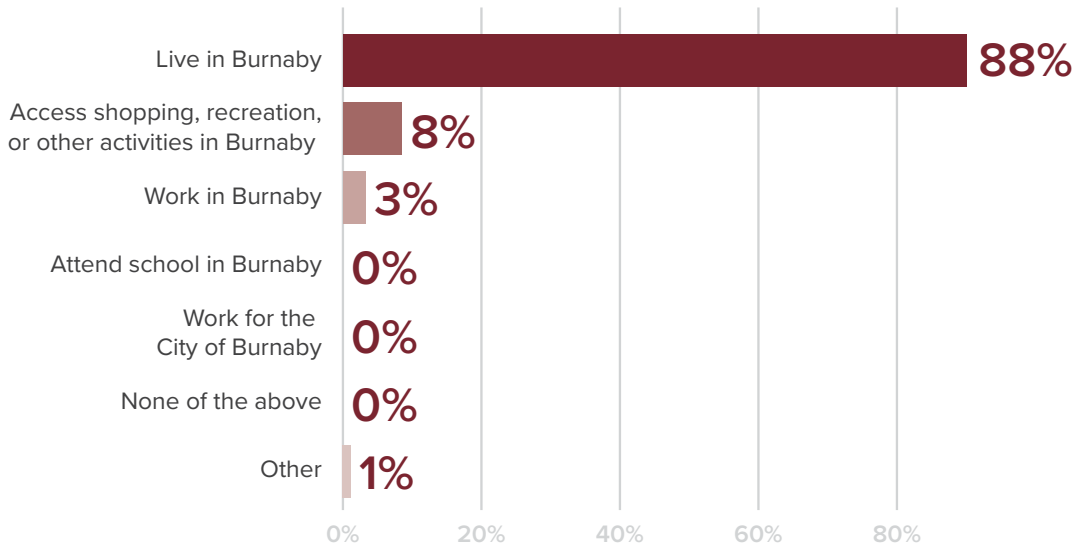
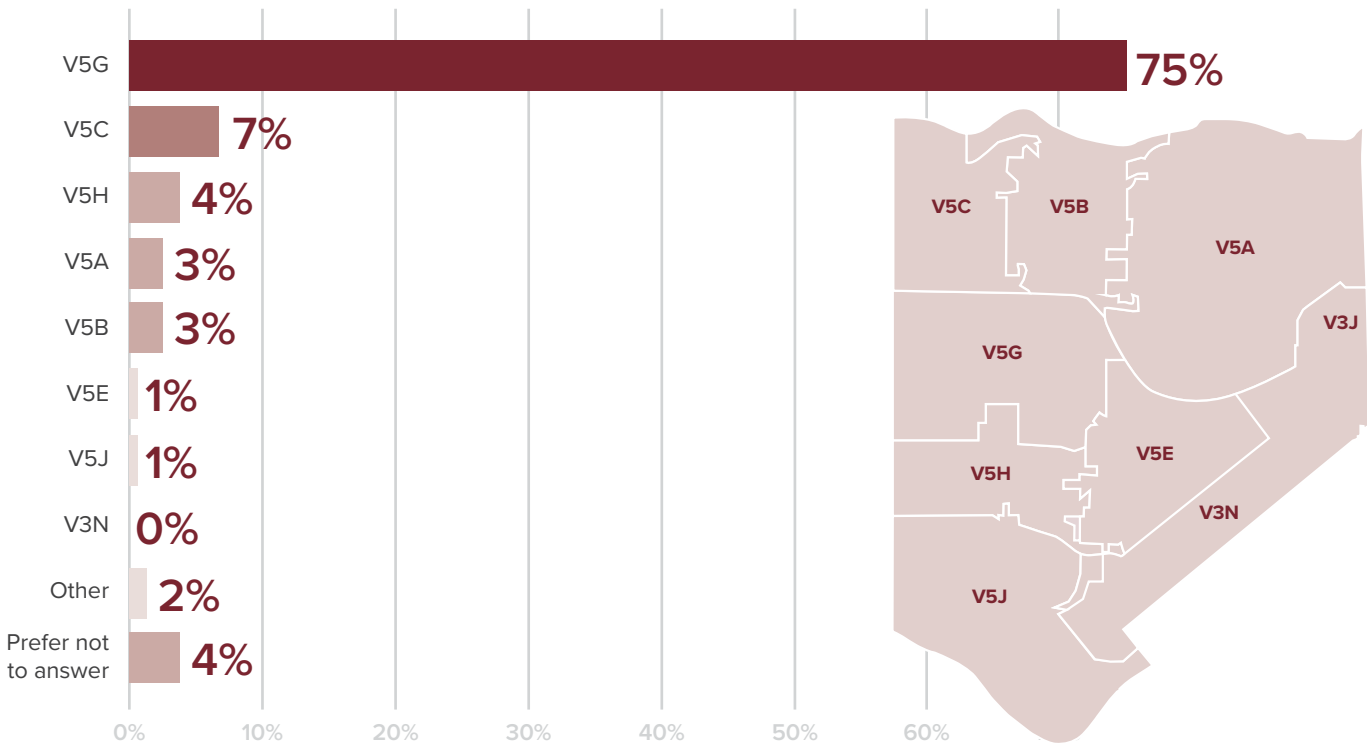


Figure 22. Survey respondents by postal code (N=146)



Cascade Heights online survey responses *(continued)*

Figure 23. Survey respondents by age range (N=166)

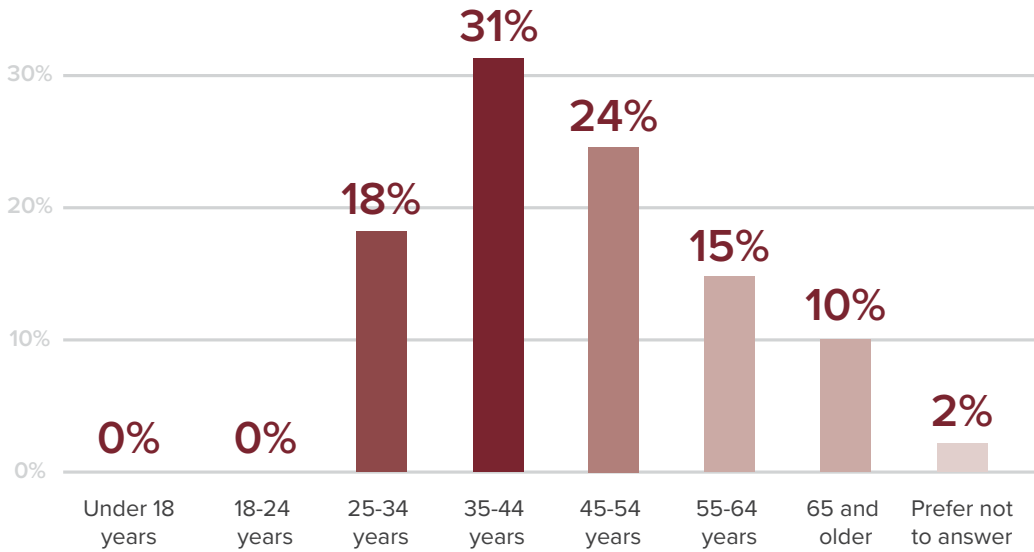


Figure 24. Survey respondents by 2023 household income (N=166)

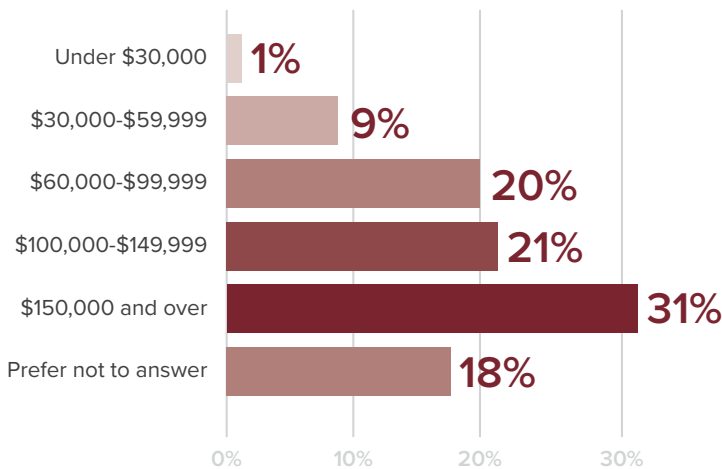
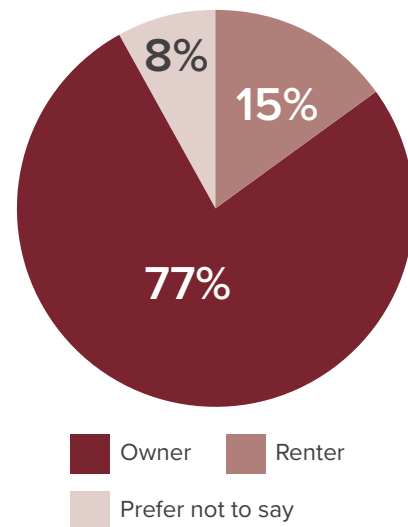
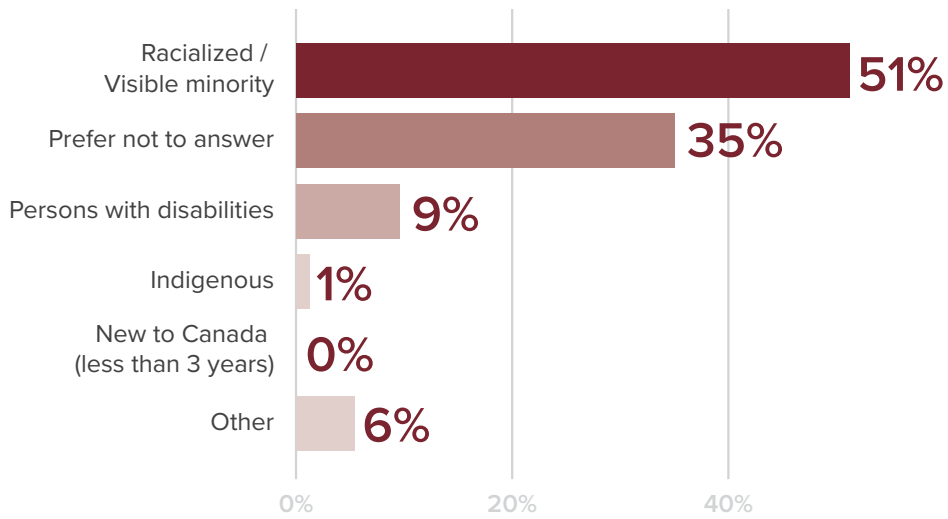


Figure 25. Survey respondents by renting or owning (N=166)



Cascade Heights online survey responses *(continued)*

Figure 26. Survey respondents by identity (N=127)



Phase 2 public consultation: qualitative results

Summarized below are key themes and issues that emerged from each of the Phase 2 public consultation processes. While not representative of all concerns raised, these key themes and issues represent topic areas that were identified by a number of people via survey responses, written comments, open house discussions and notes, or other means.

Edmonds

Land use, built form and development

Throughout Phase 2, discussion around future building forms and heights in Edmonds continued. Many residents continued to express caution against allowing too many towers and high-rise forms in the neighbourhood and the negative impacts that this may have on the community's future (e.g. overcrowding, strain on infrastructure and services, traffic congestion). Residents continued to express support for considering a larger variety of land uses and building forms and establishing high-quality urban design standards for mid-rise and high-rise forms, such that future development in Edmonds will feature a diverse, interesting building form profile.

The subject of future development around the Edmonds SkyTrain station was of particular interest to many, with some respondents expressing support for proposed high-rise development near the station and others opposing taller forms near the station area.

In some cases, residents expressed a desire for the plan to allow more height and building density in certain strategic areas, such as along major streets (e.g. Kingsway and Edmonds Street), which would support objectives such as building a stronger local economy, capitalizing on the neighbourhood's proximity to transit and establishing more hotels, employment options, and other businesses/services that will draw people and investment to the community.

Some participants inquired about how land use and development will be impacted in neighbourhoods outside of the Edmonds plan area boundary and whether similar land uses to those proposed within Edmonds could be expected in adjacent areas.

Staff Response: *The draft land use map and land use designations table presented in Phase 2 will continue to be used as the draft community plan is developed. Where necessary, minor land use revisions will be made to reflect feedback received during Phase 2. The overall goal for the community plan remains the same – to support a diversity of future land uses and building forms in Edmonds, ranging from taller tower forms in key strategic areas (e.g. the mixed-use nodes) to low and mid-rise forms elsewhere to provide more housing options for all.*

Given that Edmonds is identified as one of Burnaby's Town Centres and the area surrounding Edmonds SkyTrain station remains relatively underdeveloped compared to other Town Centre and downtown SkyTrain stations (e.g. Brentwood Station, Metrotown Station, Lougheed Station), the draft plan will continue to explore the potential for future higher-density development in this area. Support for future development will continue to focus on establishing an active, vibrant mixed-use node that presents a high-quality public realm, commercial activity, and a range of market and non-market rental housing options close to transit.

As part of the ongoing Burnaby 2050 Official Community Plan Update, proposed future land uses and development potential for other areas of Burnaby have been identified and presented to the public for a first round of public consultation (Fall 2024).

Sample of Comments:

"I'd like to see the urban landscape in the Edmonds Town Centre Community Plan limit the number of large towers."

"Instead of maximum heights/density, I would STRONGLY prefer this is shifted to a MINIMUM heights/density. We desperately need SO much more housing for people that already live here and will need even more..."

"High density buildings should be only allowed at the Kingsway/Edmonds station, South Gate City, and Edmonds Station."

"I like the mix of residential building densities shown on the map. More storeys along major routes and lower along neighbourhood streets. Also like the addition of new green space. Hopefully, more trees will be planted in the residential areas to provide tree canopy."

"Activated storefronts exist along Kingsway and Edmonds Street with upper-level office and residential uses. I like this idea for Kingsway!!"

"I fully support higher density in the neighbourhood, especially closer to the SkyTrain station, especially when we are in a housing crisis in this region."

"Instead of more hi-rises, I prefer townhouses and 4-12 storeys proposal. There are already many hi-rises at Highgate, Southgate, and around skytrain areas. There should be townhouses and 4-12 storeys proposal for future development in those areas."

"Recommend more high rise and rental housing along Kingsway"

Local economy and employment

Community members generally continued to support many of the Phase 2 detailed policy directions to build upon local economic and employment opportunities in Edmonds as it continues to grow as a regional Town Centre that will serve not only local residents, but also draw various workers and visitors into the area. These strategies included supporting General Commercial uses along sections of Kingsway and near the Edmonds SkyTrain station, as well as Neighbourhood Commercial uses throughout other areas, including along Edmonds Street.

Many respondents continued to express a desire to preserve smaller businesses as redevelopment continues in Edmonds, emphasizing that places like ethnic restaurants, grocery stores and other services create important cultural spaces that contribute to community diversity, inclusivity and belonging.

Staff Response: *The draft community plans will continue to support and build upon Phase 2 directions to enhance local economic and employment options in Edmonds. Many of these directions stem from feedback received during Phases 1 and 2.*

Sample of Comments:

“Since moving to this area [Redacted], I’ve felt like we needed a more vibrant and more walkable mix of commercial and cultural options at and around the Edmonds Skytrain station and east of Griffiths...”

“Support needed for neighbourhood commercial. New construction tends to price out local businesses. We have some great local businesses in Edmonds that support the various ethnic communities and other neighbours here and we want them to stay.”

“Very excited about this plan. Would be great to have more neighbourhood-scale commercial businesses and restaurants around Edmonds skytrain station.”

“Ground level retail should be included in virtually every development near the transit station. Ground level retail is vital for creating walkable and sustainable community...”

Transportation and mobility, parks and public spaces

Many community members expressed that there was an overall need for more parks and green spaces in the Edmonds neighbourhood, as well as accessible and convenient trails and routes leading to these spaces. In particular, safer and quieter routes that were separated from vehicle traffic, including mid-block green corridors and trails, were desired.

On existing and future parks, community members would like to see a greater variety of active programming and recreational amenities, including sports fields, larger playgrounds and other types of amenities that can be used by residents of all ages and abilities. The protection of natural spaces and encouragement of urban food systems (e.g. community gardens in parks and public spaces) were also supported. Some respondents emphasized that it was important to properly design and program hardscaped public spaces such as plazas to avoid them becoming underutilized, unattractive spaces.

Concerns remained about the impact of increased density and development in the Edmonds neighbourhood on traffic demand and management, especially with larger developments such as Southgate Village already under construction. Many residents supported the idea of investing in more infrastructure for alternate travel modes, such as more pedestrian wayfinding signage and separated cycling lanes, especially in busy areas (e.g. crossing Kingsway).

Some respondents expressed concern about how the overall long-term neighbourhood-wide cycling plan would be implemented to achieve safer, cohesive, continuous and convenient cycling routes for all, and supported the idea of furthering rapid implementation “quick-build” initiatives to improve cycling infrastructure in key strategic areas, such as those being achieved as part of the current Edmond Town Centre Cycling Network project, so that cycling routes are less fragmented and easier to access.

Staff Response: *Detailed public realm strategies presented in Edmonds will continue to be improved upon and revised as the draft community plan is developed. Slight adjustments to proposed parks, trails, green corridors and other public realm features in certain cases may be proposed, based on feedback from the public and various community partners. Some strategies, such as promoting food security through the exploration of community gardens in public spaces, are already being explored in some parts of Edmonds, including through the Ernie Winch Park Community Garden project that is currently underway.*

Sample of Comments:

"I strongly support, but would like to see nearly all cycling routes supported by physical infrastructure (e.g. concrete barriers, planters, etc.) and not demarcated only by paint on a road that is difficult to see, wears off, cannot be seen in rainy, snowy, dark, or foggy conditions, or otherwise is inadequate..."

"I particularly welcome the connection of 18th Ave as a collector to help take pressure off of Edmonds as a character street, and hopefully the connection north with 16th St at Hall Towers will help better distribute traffic in the area."

"The highland park line and BC parkway enhancements must be a priority. Other parts of Edmonds has seen improvements but not this subsection. Highland park line needs picnic tables, more trees."

"Natural areas and public green space are some of the best things about Edmonds. Please do protect and enhance them as the area develops!"

"In addition to the green spaces, I'd like to see more traffic controls in place so the streets around these green spaces/green corridors feel more safe for pedestrians and kids."

"As population density increases, please make road infrastructure to support the additional traffic that comes with it."

"Hardscaped plazas are uninviting and cold if they are just concrete spaces without lush greenery, outdoor furniture, inviting design and appropriate amenities like outdoor eateries, etc."

Housing, community amenities and community building

The need for housing diversity and affordable housing solutions remained a concern for many residents and community members, especially considering that Edmonds is home to a large newcomer and immigrant population. While the proposed Hall Towers project at the intersection of Kingsway and Edmonds Street is encouraging, residents recognized the need to protect and enhance other existing affordable housing options in the neighbourhood and for infrastructure and services to keep pace with the growth of housing and development. Some concerns remained about tenant displacement and the impact of redevelopment on renters in the community. Other ways to encourage more housing, including allowing for rental residential uses above creative employment lands, were generally supported.

As one of Burnaby's most diverse neighbourhoods, residents continued to comment on the need to enhance culture and diversity as key values moving forward. Inclusion in existing and future public spaces was identified as a key priority, as well as encouraging the development of different types of indoor and outdoor cultural gathering spaces (e.g. theatres, festival spaces, art galleries and hubs) that have helped other neighbourhoods in Burnaby thrive (e.g. Michael J. Fox Theatre). Non-profit spaces for cultural and community organizations were also identified as a key priority that contributes to social cohesion, community building and stewardship.

Staff Response: *The draft community plan will continue to incorporate policy directions to support community building through various means, including the establishment of various outdoor and indoor community gathering places and crucial services such as daycares. This can be achieved through city-led initiatives as well as through negotiation with developers during the redevelopment process, especially for larger development sites.*

The draft Edmonds community plan will continue to support directions to navigate through and address the various housing challenges faced by Burnaby and the wider Metro Vancouver region, with the help of additional direction through the Burnaby 2050 Official Community Plan update, the Zoning Bylaw rewrite, the Tenant Assistance Policy and other significant housing policies.

Sample of Comments:

"I would support more purpose-built rental - market rental owned by a developer or the City, not by individual landlords."

"I am glad to see that you are looking to entertain rental use along with creative employment here. Most of our industrial tenants have been leaving or are planning to leave as the location is not a fit for their business. This location is great for residential and that will really push us to consider developing along with having some commercial/light industrial uses as well. Thank you."

"We need a theatre that will support arts clubs, movie goers, screenings, plays, musical performances, etc."

"I worry that the schools, community centres, parks and health clinics in the community will not be sufficient for the population density increases."

"Strongly support more "third places" in the neighbourhood where the community can gather and socialize without having the obligation to pay. Would also love to see vibrant outdoor patios as pedestrianized areas."

"Regarding the Edmonds core (Kingsway and Edmonds), provide options for community to meet and participate together e.g. community gardens, community kitchens, community labs, community bicycle repair, community meeting spaces, etc."

"...Create opportunities for small business to cater to ethnic groups, such a[s] specialty small grocery stores or food establishments."

"...I support having locally owned businesses wherever there is commercial and mixed use. There are too many communities that have the exact same offerings in terms of businesses."

"Strongly support the civic and community uses e.g. child care, schools, and small scale commercial."

"The goals established in Burnaby's Mayor's task force on housing must be maintained."

"There needs to be a strong consideration as to how to include non-market, affordable housing throughout the community."

Royal Oak

Land use, built form and development

Many Royal Oak community members were supportive of the land use and built form directions presented in Phase 2. Key land use strategies, such as concentrating higher-density uses (up to 20-storey mixed-use forms) near the Royal Oak SkyTrain station and at the intersection of Kingsway and Royal Oak Avenue, made sense to many community members. A mix of low-rise multiplex/rowhouse, townhouse and apartment residential forms (between 4-8 storeys) were seen as appropriate for the context of Royal Oak, given its role as a more locally-focused neighbourhood compared to the adjacent, larger communities of Metrotown and Edmonds.

Some respondents expressed support for even taller heights and building forms than proposed, given the region's current housing crisis and the community's proximity to transit. Other community members expressed that the proposed increases in land use, density and building heights were too drastic of a change for the area and that lower, more gradual heights should be considered.

Staff Response: *The draft community plan for Royal Oak continues to build upon the Phase 2 land use designations map and table that were presented for discussion. Based on feedback received during Phase 2, several revisions may be implemented to the land use map to reflect smoother and more gradual building height and form transitions throughout the neighbourhood, where warranted, and to emphasize certain areas as key strategic nodes for the community.*

Sample of Comments:

"...like to see more mixed use lands across the area, and have more of the apartments having ground level commercial.."

"There needs to be higher density closer to the SkyTrain and MORE RETAIL. Retail should not just be restricted to arterial routes! Having some degree of retail under every development allows for a more walkable and sustainable community."

"The proposed building heights for all areas are too high. I oppose the up to 20 storeys that could be built around Royal Oak Station and propose no more than 10 storeys. This provides a more village feel and increases the character and cohesion of the community..."

"This neighbourhood has been needing proper development for efficient land use for a long time. Please proceed and expedite for the new revitalization to come into fruition sooner than later."

"The 200 meter zone within the skytrain should build higher than 20 storeys"

"The current building height framework, even with its proposed increases, likely falls short of meeting ... demand. By allowing greater building height limits—potentially adding at least five additional floors in key areas—we can ensure that Burnaby remains a viable and attractive option for new immigrants..."

Local economy and employment

Community members continued to support policy directions to enhance key corridors like Kingsway, Royal Oak Avenue and Imperial Street as vibrant commercial corridors that provide basic everyday needs and services to residents. Support for preserving and enhancing Royal Oak's existing light industrial land base in the form of creative employment options also continued, including directions for specific objectives such as the potential future establishment of a brewery row or district along Beresford Street.

Aside from more active commercial corridors and districts, residents also supported the idea of smaller, strategically located neighbourhood corner stores or similar types of small businesses in primarily residential areas, which would provide basic needs and services within short walking distance.

Staff Response: *The draft community plan will continue to support policy directions for enhancing local economic and employment options throughout Royal Oak, building off of feedback during Phases 1 and 2. Revisions may be considered to increase support for Neighbourhood Commercial uses in strategic areas and to continue exploring other ways to enhance the community's long-term local economic outlook.*

Sample of Comments:

"Increasing local businesses in this area can significantly reduce unnecessary traffic, as residents will have easier access to groceries, restaurants, and other amenities within walking or biking distance. This change aligns with our climate action goals by encouraging people to stay within their communities and reducing reliance on cars."

"I would like to see neighbourhood commercial areas more widely available for a more walkable neighbourhood."

"Love the creative employment district, especially the proposed brewers row! This will bring much needed vibrancy & public social spaces to the area."

"I really like the Creative District - would like to see some ceramic workshops, art studios that can take part in"

"Protect industrial uses and allow more "typical" industrial uses in the employment area. If residential uses are allowed in employment areas, ensure it does not limit the amount of industrial space being built."

Transportation and mobility, parks and public spaces

Community members continued to express concern over the potential impacts of future development on traffic safety, parking and congestion. Residents also generally supported the numerous moves presented in the Phase 2 materials to prioritize and invest in public realm improvements that would enhance travel and mobility for pedestrians, cyclists and public transit users. This included support for developing more accessible cycling infrastructure throughout the community and separating pedestrian and cycling routes on key trails such as the BC Parkway. Residents also expressed support for working with key organizations such as TransLink to improve public transit frequency and convenience in Royal Oak.

Many community members mentioned that Buller-Beresford Park would be greatly beneficial for Royal Oak residents and encouraged the City to prioritize its implementation in the shorter-term future. Specific concerns were raised about the absence of a bicycle path being shown along the portion of Royal Oak Avenue between Kingsway and Victory Street in the Phase 2 Royal Oak Cycling Network Map.

Staff Response: *Detailed public realm strategies presented for Royal Oak will continue to be improved upon and revised as the draft community plan is developed. Slight adjustments to proposed parks, trails, green corridors and other public realm features in certain cases may be proposed, based on feedback from the public and various community partners. Currently, the Buller-Beresford Park site is occupied by several City-owned buildings. Though there is no exact timeline for building the park, the City's recently-completed Park Prioritization Alignment exercise identified the implementation of the 2.54 acre Buller-Beresford Park site as a top priority (i.e. "Priority A").*

Sample of Comments:

"I appreciate the focus on enhancing the pedestrian network. Improving connections to natural areas and transit hubs, and establishing clear greenways, will enhance the pedestrian experience and promote sustainable transportation. To further this effort, it's essential to install pedestrian-friendly amenities like benches, shelters, and adequate lighting along these pathways to ensure safety and comfort for pedestrians of all ages."

"Would love to see the BC parkway being more activated. Perhaps events/ markets host along the parkway etc..."

"Make Portland Street a green street from at least Buller Ave. so it connects east/west to Gray Creek and Frogger Creek ravine parks"

"Hope the Safeway site can have some green space"

"We are looking forward to having more parks especially the completion of the Buller Beresford Park Site and different styles of restaurants in the South Royal Oak area."

"More public spaces/parks along the sky train and surrounding areas. The space has not been used well other than a walkway and could be utilized."

"This area needs a park for our families and children to enjoy! It would be such a great addition to this neighbourhood. There are many young families here such as myself that need this space for our children to enjoy"

"Prioritize proposed urban parks such as the Buller-Beresford Park Site"

"I LIKE the pedestrian/bike bridges over Gray & Frogger RAVINES! When will this happen?"

"There is too much traffic in Burnaby. We really need more pedestrian routes."

Housing, community amenities and community building

Residents continued to indicate the overall need for more community services and amenities throughout the Royal Oak community, including the need for more commercial areas where residents could access basic everyday needs and services, as well as more accessible and useable parks and green spaces throughout.

Many community members continued to inquire about schools and expressed concern over how existing schools would keep pace with anticipated future development and population growth in the community.

Staff Response: *The draft Royal Oak Plan will continue to incorporate policy directions to support local community building through various means and to support directions to navigate through and address the various housing challenges faced by Burnaby and the wider Metro Vancouver region, with the help of additional direction through the Burnaby 2050 Official Community Plan update, the Zoning Bylaw rewrite, the Tenant Assistance Policy and other significant housing policies. Housing options presented for Royal Oak will generally remain more gradual in scale, featuring primarily ground-oriented and low to mid-rise forms, instead of high-rise forms more commonly seen in Town Centres and the Metrotown downtown core.*

To date during the community planning process, the Burnaby School District has not indicated a need for a potential future new school site in the Royal Oak area. However, the City will continue to coordinate with the School District to continually assess changing needs and priorities in the future, after the community plan is adopted.

Sample of Comments:

“Royal Oak Ave has so much potential, [given] its proximity to Metrotown and having its own metro station. Would love to see more [emphasis] and support from the city in the art community and small businesses.”

“Please, consider more new schools for the different levels and for all kind of kids.”

“provide more opportunity to the diversity and small business rather than only the big enterprises...”

“We support the proposed changes so long as they don’t result in demovictions and displacement. We appreciate attention to accessibility for all, including affordable housing.”

“I like what is planned and support it. It will definitely improve the housing situation as I believe that increasing the supply of housing will not only stabilize housing costs but also provide a wider choice and variety that will be suitable for a wider range of individuals, families, etc.”

Cascade Heights

Land use, built form and development

The draft land use and building height framework for Cascade Heights generally proposes a 4-6 storey building height profile, depending on location and context. During Phase 2 public consultation, many community members expressed an interest in exploring taller future building heights (e.g. up to 12 storey-forms), particularly along busier streets such as Kincaid Street and/or in areas adjacent to the Burnaby Hospital. Those who supported taller building heights suggested that a higher-density framework would be beneficial to attract more employment opportunities as well as more daycares, medical staff, specialist doctors, health and wellness-related businesses, and other much-needed services in the neighbourhood that would benefit from proximity to the hospital. Some residents also pointed to the future 'Purple Line' along Willingdon Avenue, which would potentially bring more development demand to the Cascade Heights neighbourhood.

Other respondents expressed opposition to the proposed building heights, noting that up to 6-storey forms for the area were not appropriate. Some respondents expressed opposition to allowing higher-density forms than single-family dwellings in the neighbourhood.

Many also pointed to the need for more housing diversity in Cascade Heights and in Burnaby more broadly, which could be facilitated by a wider range of land use designations, including those allowing for slightly taller heights.

Staff Response: *The draft community plan for Cascade Heights will continue to envision a relatively lower building height profile compared with larger communities such as Royal Oak and Bainbridge, which are located within proximity to rapid transit stations (e.g. SkyTrain stations). The Burnaby Hospital will continue to be the exception to this, with a taller height than generally seen in the neighbourhood.*

With the introduction of the Small-Scale Multi-Unit Housing (R1) District, multiplexes and other small-scale multi-unit housing (SSMUH) forms are now broadly permitted in many areas of Burnaby that are currently occupied primarily by single and two-family homes. Given its proximity to the Burnaby Hospital and the potential for Sunset Street to become a prominent village centre with a higher concentration of amenities and commercial uses, the continued exploration of slightly higher-density forms than SSMUH forms (e.g. townhouses, low-rise apartment forms) remains appropriate.

In recognition that community priorities and needs change over time, the community plan policy directions will continue to incorporate flexibility in land use, building height and form at the site-specific redevelopment stage by facilitating the potential to support redevelopment in a higher land use and building height designation level than originally assigned, if there is specific rationale to support this. This may apply, for example, in cases where a redevelopment proposal includes a major public benefit or community amenity such as a significant provision of affordable housing or on-site child care facilities. Support for taller height and building form would be assessed on a site-specific case-by-case basis, as supported under Zoning Bylaw regulations and other applicable policies at the time of redevelopment.

Sample of Comments:

"The area is ideal for more new Townhouses as it's happening in the other area[s] [like] Canada Way..."

"We thank [the] City [for] listen[ing] to our objection and feedback during Phase 1. Recently there is some news that TransLink is considering building a skytrain along Willingdon Street. If that is the case, it would make sense to have a station set up Sanderson Way @ Willingdon. At that location, the skytrain station would best serve BCIT, neighbouring residents and hospital. Should that be the case, it could [be] worth increas[ing] the density for some areas in this plan"

"Propose land use to be 12 stories or same height as Burnaby hospital along 4000 block Kincaid."

"Residential areas should be 3 stories or below. 6 stories is too high for boundary Rd and certainly should not be entertained for our residential areas."

"Affordable Townhouse are needed in the area ... Burnaby is getting full of sky tower with tiny apartments ... we need townhouses for families with 2-3 bedroom"

"Developing high density living area is [the] way to go to achieve carbon neutral goal for Canada. It [is] more efficient living. Better public transit, and better community feeling with high density."

"Increases to building height should only be on Sunset St and Boundary. No height changes to Smith, Fir, Spruce, Kincaid, Avondale, etc. Increase height to Sunset St and Boundary Road ONLY PLEASE."

"Please take a consideration of building high rise instead of low rise and town houses in the cascade-heights-urban-village community because of the near future construction of the sky train along Boundary area."

Local economy and development

Community members continued to support the idea of concentrating local economic activity along Sunset Street, especially between Smith Avenue and Ingleton Avenue. Strategies for identifying and pursuing synergies between Burnaby Hospital operations and surrounding land uses (e.g., in the form of hospital staff housing, family and specialist doctors and medical offices, pharmacies, child care, health and wellness services) were supported and many residents recognized the potential benefits this could bring to the neighbourhood and to the wider community in Burnaby.

The idea of supporting more basic businesses and services, such as restaurants, cafes and coffee shops along Sunset Street was also encouraged and recognized as an element that could contribute to giving Cascade Heights a unique community identity, concentrated along Sunset Street.

Staff Response: *The draft Cascade Heights Plan will continue to build upon policy directions identified in Phase 2 to establish Sunset Street as a future core of commercial and civic activity in the community. Once the community plan is adopted, staff will continue to work with Fraser Health Authority (FHA) and other relevant organizations as redevelopment occurs to explore opportunities for land use synergies between the Burnaby Hospital and surrounding areas, for the mutual benefit of both the wider community as well as Cascade Heights residents.*

Sample of Comments:

“Prioritize ground level commercial with small businesses and much-needed services like daycares.”

“I would like to see more small commercial neighbourhood businesses to support the needs of all this increased population.”

“Increase commercial space density around hospital so specialist doctors can open up medical clinics/offices near the hospital”

“Sunset [Street] could host summer, farmers markets or night markets”

“We desperately need one or more good cafes/bakeries. Great place to meet neighbours. Place for work for workers too”

Transportation and mobility, parks and public spaces

Community members continued to express concern about traffic congestion and safety as the neighbourhood grows, given that the ongoing redevelopment of the Burnaby Hospital is already contributing to these concerns. In particular, residents desired traffic safety improvements and considerations along Smith Avenue, which is the busiest north-south corridor running through the Cascade Heights neighbourhood.

Respondents generally expressed support and excitement for better park spaces and green connections throughout the neighbourhood and indicated that major spaces such as Avondale Park could be further improved upon in the future with better and more active programming. Community members also expressed a desire to preserve existing public realm features, including existing trees and urban canopy, that contribute to placemaking in Cascade Heights today. Some community members expressed a preference for enhancing existing park spaces rather than focusing on expanding them, even as the community grows.

There was support for opportunities to daylight Spring Brook where possible and to integrate the stream and riparian habitat as part of the community's public realm that residents can enjoy and interact with.

Staff Response: *Independent from the community planning process, the City is continuing to work with FHA to ensure that the Burnaby Hospital upgrades involve enhancement and provision of on-site parking facilities and amenities, to mitigate the need for street parking as much as possible. The draft Cascade Heights Plan will continue to explore directions to enhance traffic safety and mobility, and to improve transportation networks for various travel mode users as the community grows. These strategies include traffic safety improvements along Smith Avenue and other busier roads, as well as enhancing pedestrian and cyclist connectivity through the neighbourhood, in line with the City's climate action goal to achieve carbon-neutrality by 2050.*

The draft plan will also continue to depict the future potential park expansions and green connections shown in the Phase 2 materials, with the overall goal of improving access and connectivity to these spaces while preserving and enhancing the urban tree canopy. In recognition that Avondale Park will continue to be a key significant green space in the community, the potential and viability to expand the park in the future and to improve upon its programming and amenities will continue to be monitored and assessed as the community grows.

Sample of Comments:

"I love the idea of connecting green spaces with linear parks, enhanc[ing] the water streams and regenerat[ing] the natural spaces. I like ... the pedestrian linear park on Sunset Street. Please maintain the large existing trees"

"It will be important to develop lots of great play areas for families with children as nobody will have yards any more. Community garden areas would be great."

"I think having a character street / plaza along Sunset is a good idea. It brings a sense of style and friendliness to the whole area. Other than Sunset, some of the streets in the planning area also would benefit from more trees planted."

"This area is terrible for walking. Connecting walkable spaces off main roads (boundary, smith, Gilmore, etc) would be nice."

"Already the area is dense with population. Street parking is difficult due to hospital, visitors parking by residence."

"I love the traffic calming proposal. Smith Avenue is dangerous during rush hour with people using it to bypass backups on Boundary."

"We do not need more bike lanes. We do NOT need a green corridor on Avondale Street."

"As someone who regularly uses both Discovery and Avondale Park, I believe that the current parks in this area are very underutilized and don't need to be expanded, even taking future growth into account..."

"Even more green space is preferable."

"Please reduce the amount of cars and motor vehicles to make these plazas and streets better"

"Please design for and implement wide sidewalks and safe protected bike and micro mobility infrastructure throughout this area."

"Traffic on Smith Avenue - traffic is very busy from 3pm to 6pm on Smith Avenue. It has become an alternate route to Boundary (lights and volume). Please make considerations for this in planning"

"Well thought out plan incorporating parks, transit and higher density. Hope it can improve the neighbourhood and make it another vibrant part of Burnaby"

Housing, community amenities and community building

Community members expressed support for continuing to explore Sunset Street as the village centre for Cascade Heights as it continues to evolve with additional housing, density and redevelopment. Many respondents pointed to potential opportunities for Sunset Street to facilitate more walkable commercial uses catering to basic everyday needs and services of local residents (e.g. cafes, bakeries, grocery stores, convenience stores) and to facilitate farmers markets, festivals and other events.

The need for basic amenities and services, including daycares, was emphasized by many respondents.

Staff Response: *To strike a balance between the community's existing built form and future housing needs and priorities, the draft Cascade Heights Plan will continue to explore generally ground-oriented and lower-rise housing forms that allow for a wide variety of housing options for many types of existing and future residents. It is recognized that under certain circumstances, the City can work with applicants to consider redevelopment proposals of a taller building form than what is indicated in the community plan land use designation, on a case by case basis.*

The draft plan recognizes the importance of enhancing and providing more community amenities and services as the community grows and will continue to include policy directions to encourage flexibility for how these amenities are established with new development.

Sample of Comments:

"whenever [we] talk about housing, [we] must include some community facilities. This whole neighbourhood has only one daycare and this has to be improved."

"I would love to see some small independent grocery, deli, bakery or other retail stores that would be within walking distance for residents in the neighbourhood so we wouldn't always have to travel to Kingsway or Hastings."

"I am hoping city can put MORE focus on improving community amenities and services, and well as improve transportation and public infrastructure for this neighbourhood"

"Some secured rental [housing] near the hospital should be included for temporary & permanent hospital staff. Provide for higher building heights to make it financially feasible."

"Prioritize ground level commercial with small businesses and much-needed services like daycares."

"As a current owner in this area, I am excited for this idea. It'll bring more people, especially those priced out of the current market"

"Increase child care spaces with higher density - already not enough spaces"

