

# Royal Oak Community Plan







**Burnaby is located on the ancestral and unceded territories of the hə́n̓qəmiṇəm̓ and Skwxwú7mesh Sníchim speaking peoples. We are grateful for the opportunity to be on this territory.**

Since 2016, the City of Burnaby has been working toward truth and reconciliation, in response to the Truth and Reconciliation Commission of Canada’s “Calls to Action” for Local Government. This encompasses the initiation of government-to-government relationships with the host First Nations on whose traditional and unceded territory the City of Burnaby is now located, including the xʷməθkʷəy̍əm (Musqueam), Skwxwú7mesh Úxwumixw (Squamish Nation), səliłwətał (Tsleil-Waututh Nation), and kʷikʷəłəm (Kwikwetlem First Nation) Peoples. The City seeks to improve engagement with host First Nations, establish and maintain positive and effective working relationships and advance reconciliation. As the original stewards of the lands on which Burnaby is now located, and as knowledge keepers on land use and environmental protection, host First Nations have a unique connection to and understanding of these lands. The City recognizes host Nations’ traditional knowledge and the value it brings to future land use decisions.

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

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

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



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PART 1

# **OVERVIEW OF THE ROYAL OAK PLAN**

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# 1.1 Big Moves and Opportunities

Figure 1 below outlines some of the big moves and opportunities envisioned for Royal Oak, looking into the long-term future.

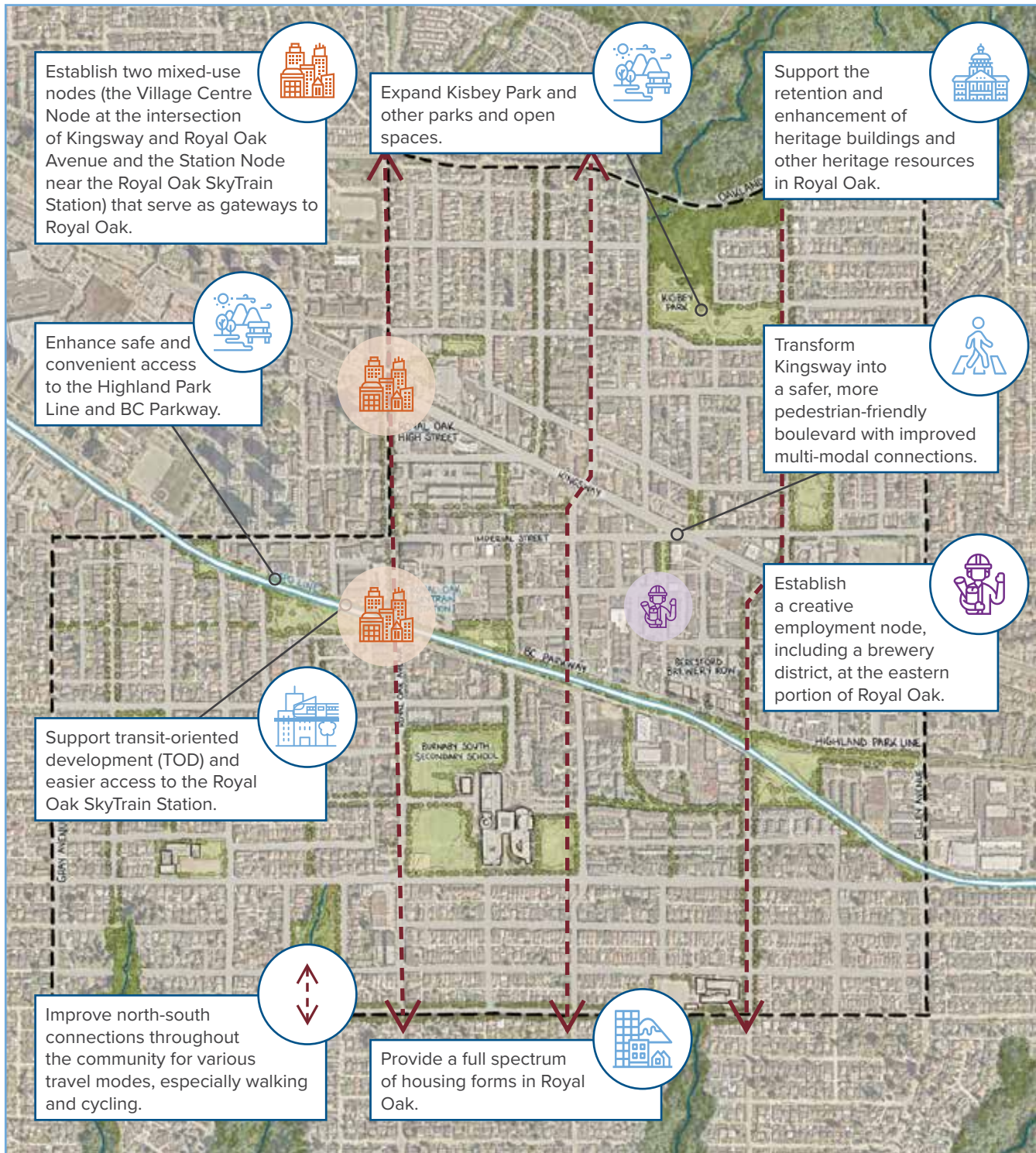


Figure 1. Big Moves and Opportunities for the Royal Oak Plan

## 1.2 Vision, Key Values and Goals

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

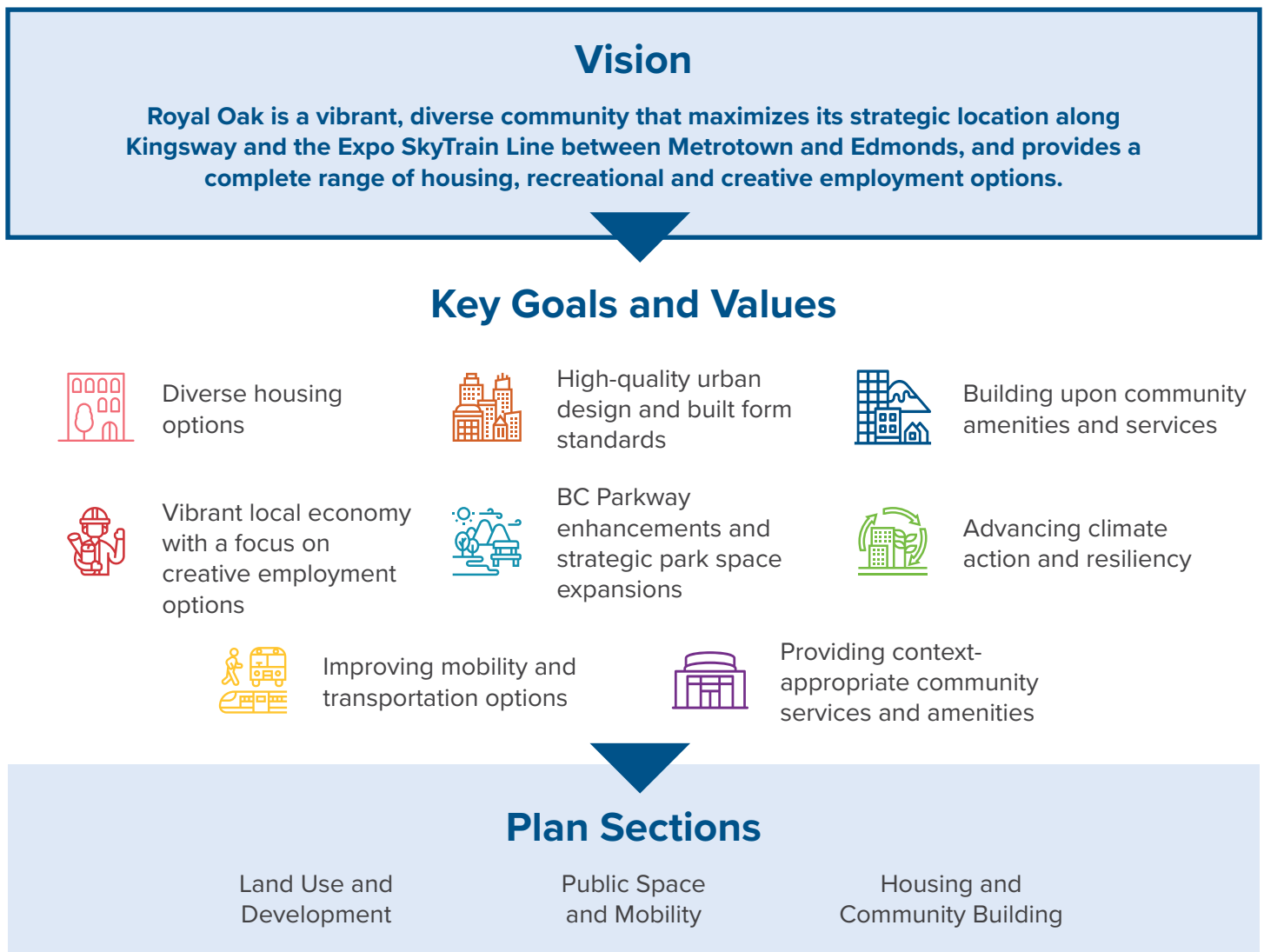


Figure 2. Vision, Key Values and Goals for the Royal Oak Plan

## 1.3 The Community Planning Process

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



Figure 3. The Community Planning Process

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



PART 2

# CONTEXT AND HISTORY

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## 2.1 Community Plan Area Boundary

Figure 4 below outlines the plan area boundary, or the geographical scope, of the Royal Oak Plan. The area is bounded generally by Oakland Street to the north, Portland Street to the south, Gray Avenue/Royal Oak Avenue to the west, and Gilley Avenue to the east. All lands within the plan area boundary are

considered part of Royal Oak under which future directions and strategies around land use and development, public space and mobility, and housing and community building will be considered in the wider context of the Royal Oak community.



Figure 4. Plan Area Boundary

## 2.2 Community Plan Context

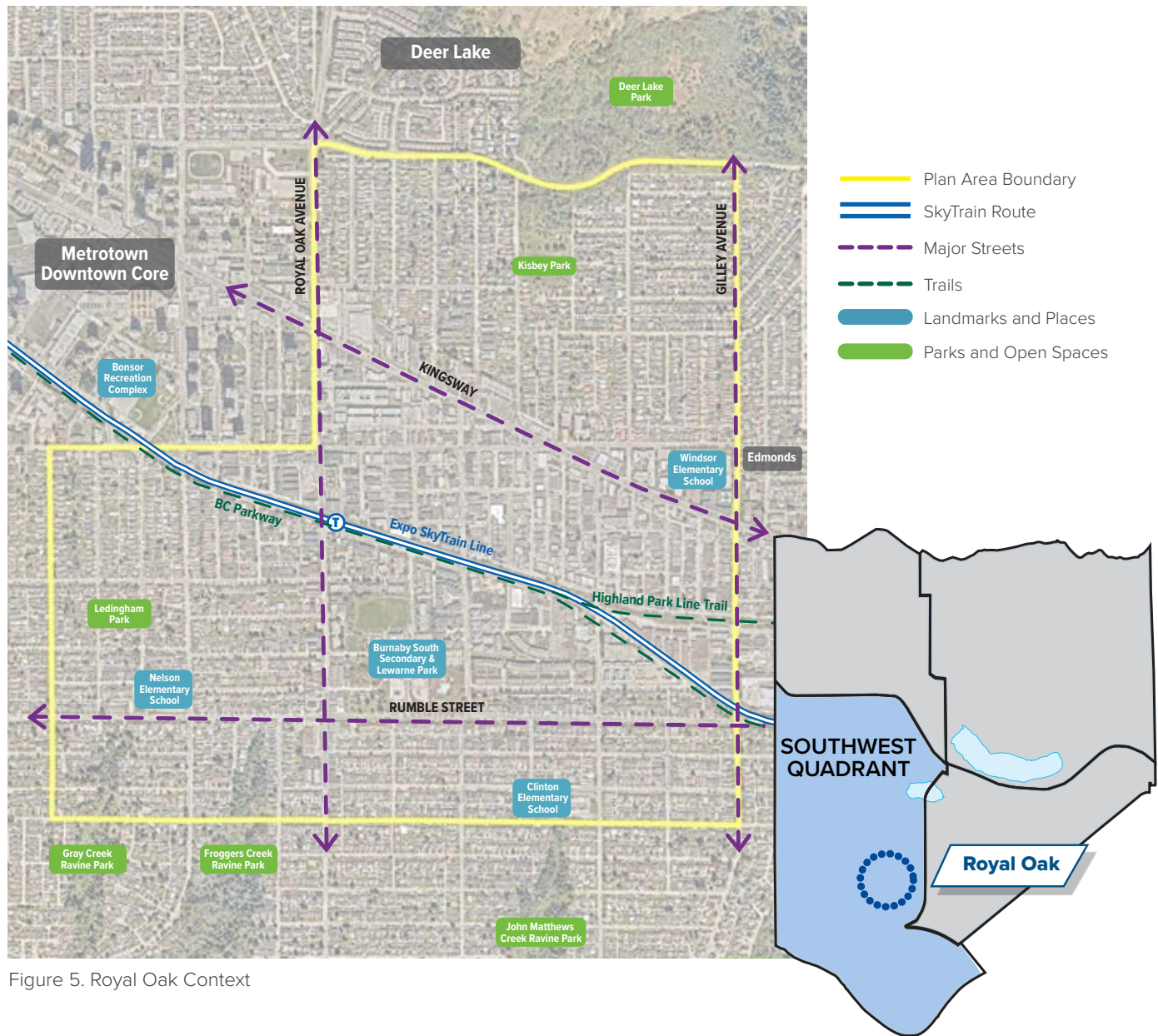


Figure 5. Royal Oak Context

Figure 5 above shows the surrounding context of Royal Oak. The community is located in the southwest quadrant of Burnaby along the Expo SkyTrain Line and is surrounded by the Metrotown downtown core to the west, Edmonds to the east, and the Deer Lake neighbourhood to the north.

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



## 2.3 History and Heritage of Royal Oak

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

### Transportation routes shaped the Royal Oak neighbourhood

The road we know today as Kingsway was first constructed in 1860 and roughly followed the route of an existing Indigenous trail. In 1891, an electric railway line was constructed through Burnaby to connect New Westminster and Vancouver following the route of today's SkyTrain through the Royal Oak neighbourhood between present-day Nelson Avenue and Buller Avenue.



An interurban tram at the Jubilee Station in 1952. Burnaby Village Museum BV012.36.8



Royal Oak Hotel, circa 1911. City of Burnaby Archives 449-010. Royal Oak Avenue was named after the hotel, constructed on the northeast corner of present-day Royal Oak Avenue and Kingsway circa 1891.

### Transportation and services attracted settlement

By 1902 the Vancouver-New Westminster Road (Kingsway) had electric lights and telephone lines. Piped water from the north shore of Burrard Inlet reached South Burnaby in 1911. Alta Vista Park at Royal Oak Avenue and McKee Street is the former location of one of the original reservoirs for the waterworks system.



Some residents of the Royal Oak neighbourhood commuted to work aboard the interurban electric tram, including Alfred England who worked for the Vancouver Sun newspaper. He was photographed in 1915 walking south on Royal Oak Avenue on his way from the Royal Oak interurban station to his nearby home. Burnaby Village Museum: BV020.9.5

### Royal Oak was an early home to business and industry

By 1913, Kingsway had been paved and was designated as a provincial highway. It was a significant commercial corridor and after the Second World War the area between Kingsway and the interurban railway line in the Royal Oak neighbourhood was predominated by industrial and commercial uses.



Triangle Conduit and Cable, circa 1960. This business at 7515 Gilley Avenue was one of many industrial businesses that was established in the Royal Oak neighbourhood after the Second World War. City of Burnaby Archives 112-001.

The Royal Oak Heritage Inventory project was conducted in 2023 to develop an updated map of heritage resources in Royal Oak. The heritage inventory is a list of heritage buildings\*, special places and other resources that are valued by the community for their heritage and cultural significance. Although resources on the inventory may not necessarily be formally protected, policies may be established to incentivize their permanent protection (e.g. during redevelopment or building renovations). As part of this project, a survey was conducted with the intent of contributing to the analysis of heritage resources in the Royal Oak community and providing an opportunity to include additional resources to the heritage inventory.

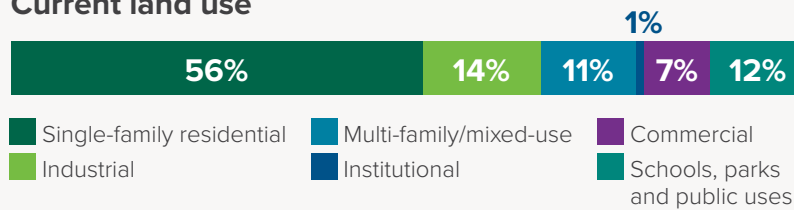
The Royal Oak Plan draws from the results of the Heritage Inventory project and provides policy directions to preserve and enhance various heritage assets in Royal Oak as part of the mid to long-term future and to continue to highlight the neighbourhood's diverse history through various placemaking\*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

## 2.4 Community Snapshot

Royal Oak accommodates a range of land uses and housing forms and is home to a dynamic mix of residents of various backgrounds. It also benefits from its strategic location in between Metrotown and Edmonds and is home to a number of community amenities, services and schools. See a snapshot of the community below.

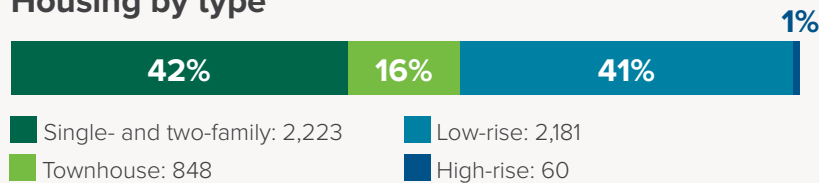
### Existing Land Uses and Housing

#### Current land use



Source: 2024 City of Burnaby

#### Housing by type



Source: 2023 City of Burnaby, unit counts

### Demographics

#### Population

**15,524** (6% of Burnaby's population)

Source: 2021 Census Data

#### Languages spoken at home

**45%** of residents spoke a language other than English at home

Source: 2021 Census Data

### Transportation



Kingsway, Royal Oak Avenue and Imperial Avenue are the major vehicle routes through Royal Oak



The Highland Park Line is a pedestrian and cycling trail that runs through Royal Oak, roughly parallel to the BC Parkway, another trail that extends from New Westminster to Vancouver



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

### Community Amenities & Open Space



Royal Oak consists of a variety of parks and trails such as the Highland Park Line, the BC Parkway Trail, Lewarne Park, Ledingham Park, Kisbey Park as well as the future Buller-Beresford Park Site



Royal Oak also provides access to the Bonsor Recreation Centre within walking distance



Burnaby South Secondary School, Windsor Elementary School, Nelson Elementary School and Clinton Elementary School are within the community



PART 3

# LAND USE AND DEVELOPMENT

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## 3.1 Land Use Map and Designations

Figure 6 (Royal Oak Land Use Map) and Figure 7 (Royal Oak Land Use Designations Table) outline the supported future land uses throughout the Royal Oak community.

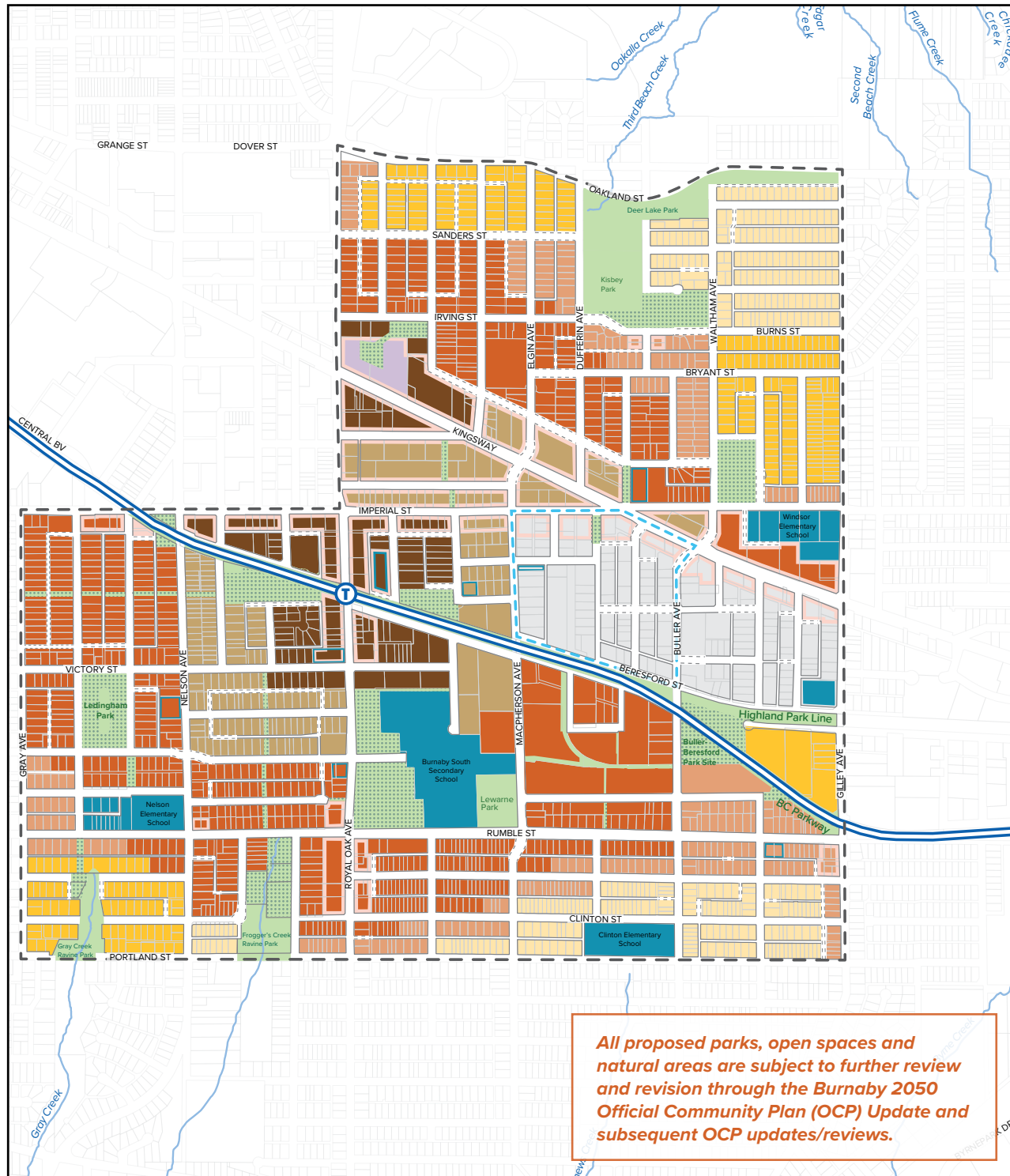





Figure 6. Royal Oak Land Use Map

Figure 7. Royal Oak Land Use Designations Table

	Land Use Designation	Permitted <sup>1</sup> Building Height Range	Land Use and Building Form
<b>Residential</b>	 Small-Scale Multi-Unit Housing	4 storeys	Ground-oriented small-scale multi-unit (SSMU) housing forms, including rowhouse or multiplex forms
	 Townhouse	4 storeys	Ground-oriented residential townhouse form
	 Low-Rise Apartment 1	4 storeys	Low-rise residential apartment form with ground-oriented residential <sup>2</sup>
	 Low-Rise Apartment 2	6-8 storeys	Low-rise residential apartment form with ground-oriented residential <sup>2</sup>
	 Mid-Rise Apartment 1	12 storeys	Mid-rise residential apartment form with ground-oriented residential <sup>2</sup>
	 Mid-Rise Apartment 2	20 storeys	Mid-rise residential apartment form with ground-oriented residential <sup>2</sup>
	 High-Rise Apartment	30 storeys	High-rise residential apartment use—may accommodate larger, terraced podiums dependent on location and context, with ground-oriented residential <sup>2</sup>
	 Future RGS Amendment	Variable	Supplementary rental residential uses located above Employment uses <sup>3</sup>
<b>Commercial</b>	 Neighbourhood Commercial	Variable	Commercial uses provided at a scale and intensity that meets the day-to-day needs of several blocks <sup>4</sup>
	 General Commercial	Variable	Commercial uses provided at a scale and intensity that meets the needs of multiple communities <sup>4</sup>
<b>Employment</b>	 Employment	Variable	Light industrial and creative employment uses
<b>Institutional</b>	 Institutional	Variable	Institutional, cultural and recreation uses at various scales and intensities
<b>Parks, Open Spaces and Natural Areas</b>	 Parks, Open Spaces and Natural Areas	Variable	Parks, natural areas, conservation areas, open spaces and related uses provided at various scales

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

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

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

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



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

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

1. Maximum development potential may not be achievable for all sites, particularly where challenging site configurations or environmental constraints exist, or where development proposals do not use the full building heights permitted. Sites located within or near watercourse or riparian areas, for instance, may be subject to stream-side development restrictions and guidelines as outlined in the Official Community Plan (OCP) and other policies.
2. Sites with multiple designations may be developed such that supported building height ranges are distributed across the full site in a way that is generally consistent with the community plan and other urban design goals as determined at the site-specific development proposal stage.
3. Lands designated for Institutional use may be developed or integrated into larger adjacent development sites, subject to the development delivering new or significantly enhanced public spaces or community amenities.
4. On lands designated for Institutional Use with a residential use overlay, development at a taller height and higher residential land use designation than originally assigned may be supported if the development exclusively provides significant public or community benefit uses, including market and non-market rental housing only, community gathering and/or programming space, and commercial and/or childcare use space. Support for taller height and higher residential land use designation for a new development would be assessed on a case-by-case basis during the site-specific development stage, taking into account the site's location within the neighbourhood, urban design context, and the land use designation of adjacent and nearby lands. In cases where a proposed development meets these conditions and additional height is supported, the site-specific development application may be processed without an Official Community Plan (OCP) Amendment application, though support would still be subject to Council discretion and approval.
5. Proposed streets, lanes, green corridors\* and other connections in this plan are conceptual only and may be adjusted and refined to reflect development proposals, land assemblies, and specific mobility options including the types of modes to be accommodated (i.e. vehicular, pedestrian, cycling).
6. New streets, lanes and green corridors will typically be achieved through land dedication to the City as redevelopment occurs.
7. Lands that are dedicated or secured to construct a proposed street, lane, green corridor or other public space are assigned the same land use designation as the subject development site for the purposes of calculating maximum development potential of the site.
8. The determination of whether new public space is dedicated to the City, or access is provided via statutory right-of-way will be determined at the time of development application.

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

9. Professional assessments (e.g. environmental, riparian\*, geotechnical) may be required to determine the developable area of development sites within the plan.
10. Future potential park expansions shown on this map may require a future land acquisition strategy in which the City will need to purchase existing residential private properties to achieve the park space expansion goals outlined in the community plan. For properties designated for future park or public use in the new community plan, there is no obligation for an owner to sell their property to the City. The owner's existing land-use rights and current zoning designation for the property remain as is. Should an owner wish to sell their property in the future, the City would inquire about potentially making a fair market value offer to purchase the property, based on highest and best land use, to make sure that the homeowner is fairly compensated at the time of the sale and that the community is able to obtain necessary public lands. An owner is under no obligation to sell to the City and may sell to another interested party although there may be other advantages for owners to sell to the City, such as timeline flexibility.
11. Neighbourhood commercial opportunities may be supported anywhere within the plan area boundary on a case-by-case basis, with preference for commercial opportunities at prominent intersections, and fronting parks and other public spaces.
12. Mid-block green corridors\*\* are to be a minimum of 8m in width, with access provided via statutory right-of-way unless otherwise determined at the time of development application. Final cross section widths are to be determined at the time of development application.
13. Proposed stream daylighting areas and riparian habitat setbacks shown in the plan are conceptual in nature and would be determined at the site specific development stage.
14. On sites designated for "future RGS Amendment," the community plan supports exploring additional rental residential uses located above creative employment\* or light industrial uses, where they are compatible. This could be achieved either through a future separate City or neighbourhood-wide policy initiative, or a site-specific development proposal. A proposed amendment to the Regional Growth Strategy (RGS) and further coordination with Metro Vancouver would be required as part of this process. Residential floor area in these cases should not exceed 50% of the total floor area of these future developments to ensure that industrial or creative employment uses remain as significant uses on these sites.
15. The supported development potential/building height ranges identified for each corresponding land use designation in *Figures 6 and 7*, as well as the future proposed building heights discussed in Section 3.2 Neighbourhood Area Descriptions and Section 3.3 Future Building Height Ranges are consistent with provincially mandated and established minimum height requirements in Transit-Oriented Areas (TOAs). These minimum height requirements will help to create complete communities\* in Burnaby and the wider Metro Vancouver region. By concentrating residential densities and increasing housing diversity and options close to public transit, these requirements improve access to transit, multi-modal\* mobility options, local employment, businesses and community amenities and services for residents.
16. As part of the Royal Oak Plan, a future potential expansion to Nelson Elementary School is envisioned. Expanding this school will require a school acquisition strategy in which the Burnaby School District will need to purchase and acquire existing residential properties.

*\*\*see Section 4.1 for further definition and explanation of Green Corridors in the context of the Royal Oak Plan.*



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

## 3.2 Neighbourhood Area Descriptions

Royal Oak consists of several distinct Neighbourhood Areas, each playing its own unique role in forming and supporting a cohesive, complete community\*. Each Neighbourhood Area serves a specific function and fosters a unique sense of place through its built form\*, urban design and public realm\* characteristics (see *Figure 8*).

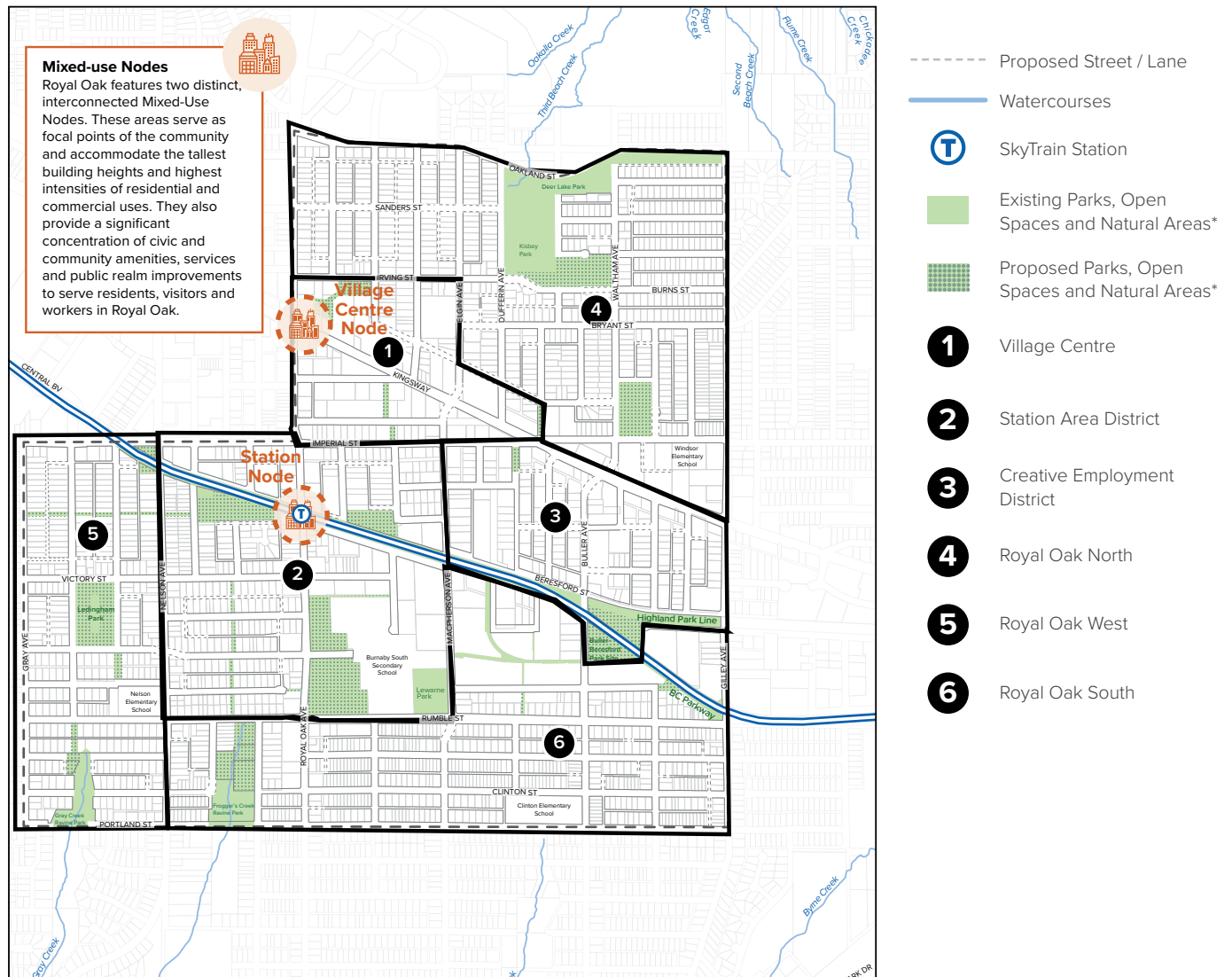


Figure 8. Royal Oak Neighbourhood Area Descriptions



## Village Centre

### Overview:

The Village Centre is the key gateway and destination to Royal Oak from the Metrotown downtown core that represents a sense of arrival to the community. The Village Centre node, at the intersection of Royal Oak Avenue and Kingsway, accommodates the tallest mixed-use building forms\* concentrated along both sides of Kingsway and plays a crucial role in forming a distinct sense of place and community identity in Royal Oak.

### Location:

The Village Centre is generally bounded by Royal Oak Avenue to the west, Elgin Avenue / Russell Avenue to the east, Irving Street to the north, and Imperial Street to the south.

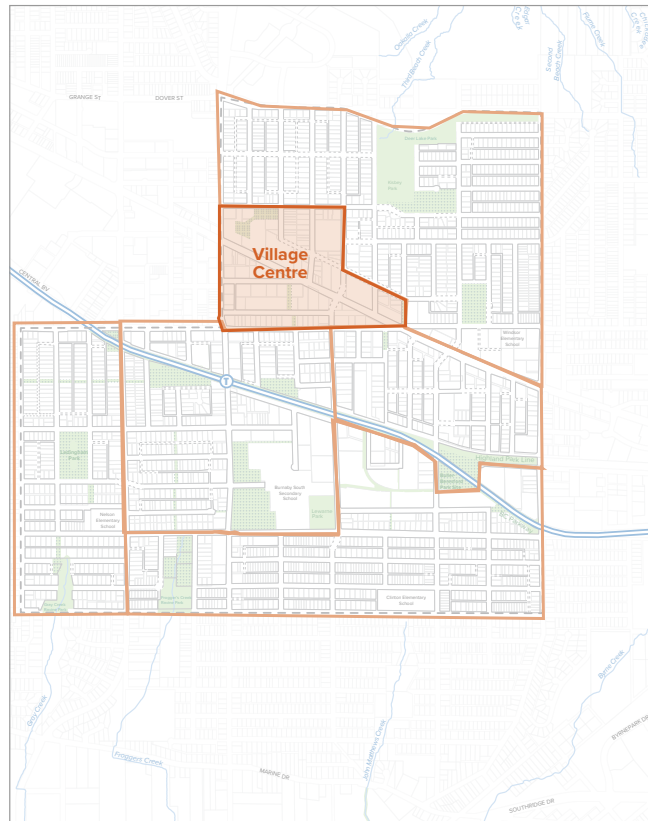


Figure 8a. Village Centre



Concept sketch of the intersection of Kingsway and Royal Oak Avenue as the focal point of the Village Centre and a gateway to Royal Oak from Metrotown. A large, active urban plaza is envisioned to signal a sense of arrival to the community.

## Village Centre (cont'd)

### Key Features:

- » Although commercial uses will be common throughout many areas of Royal Oak, the Village Centre will support the highest concentration of commercial activity.
- » Within the Village Centre, higher-density ground-level commercial uses with office uses above are supported along both sides of Kingsway as well as sections of Grimmer Street and the east side of Royal Oak Avenue bordering Metrotown. Lower-density commercial uses are further supported along Imperial Street and further south along Royal Oak.
- » Enhancements to the Kingsway streetscape, with a focus on improving pedestrian access and safety, will be prioritized, as well as other public realm enhancements.
- » A large, landmark urban plaza space at the northeast corner of the intersection of Kingsway and Royal Oak Avenue is supported, signaling a sense of arrival into Royal Oak. This plaza leads to two park spaces further northeast, providing a key linkage to the corner of Irving Street and Selma Avenue.
- » Enhancements along the Royal Oak Avenue streetscape are supported to create a unique Character Street that links the Village Centre to the Station Area District near the Royal Oak SkyTrain Station.

### Building Forms\* and Height Ranges:

- » The Village Centre supports the tallest building forms and heights in the Royal Oak community, but will remain distinct from the higher-density, point-tower\* and podium forms\* commonly seen in neighbouring Metrotown. This distinction forms a clear boundary between the Metrotown downtown core and the Royal Oak.
- » Buildings in the Village Centre feature mid-rise heights of 20 storeys, with towers of 30 storeys supported at the northeast corner of the intersection of Kingsway and Royal Oak Avenue.
- » Further east along Kingsway towards the Creative Employment District, mixed-use forms (12 storeys) are supported as building heights begin to transition downwards.
- » Buildings along Kingsway feature a distinct form consisting of larger, terraced podium\* levels, lower heights and other urban design measures to form a sense of enclosure along the Kingsway streetscape.
- » Beyond Kingsway to the north and south, lower residential building forms (6-12 storeys) are supported.



Mid-rise forms in Wesbrook Mall, UBC



12-storey form in UniverCity, SFU



## Station Area District

### Overview:

The Station Area District features the Station Node, which is centred around the Royal Oak SkyTrain Station and accommodates transit-oriented, mixed land uses around the station. Together with the Village Centre Node, the Station Node is one of two key mixed-use nodes\* that will help Royal Oak develop into a complete community and a destination with a unique sense of place and identity.

### Location:

The Station Area District is generally bounded by Nelson Avenue to the west, MacPherson Avenue to the east, Imperial Street to the north, and Rumble Street to the south.

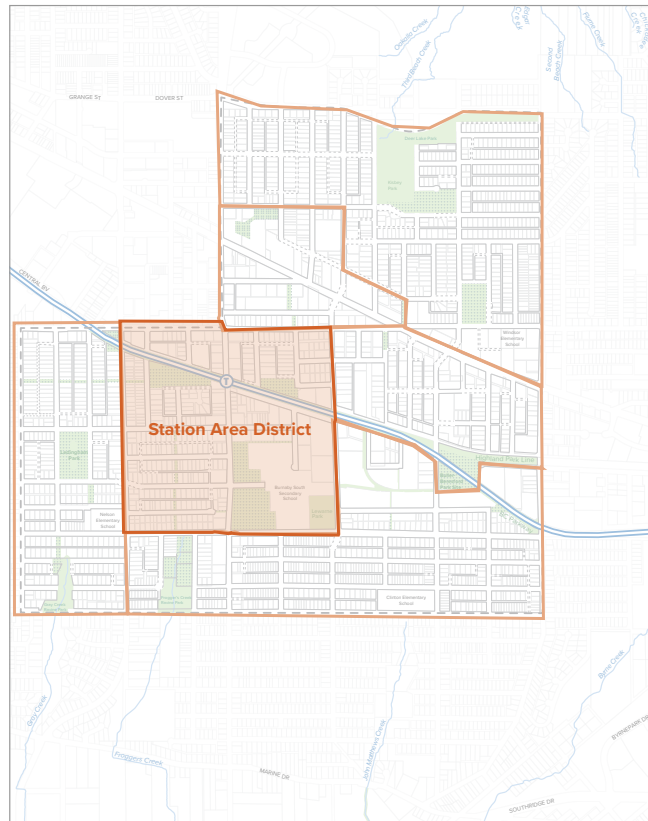


Figure 8b. Station Area District



Royal Oak Avenue as an active, pedestrian-oriented character street serves as the key north-south mixed-use corridor between the Village Centre and the Station Area District neighbourhoods.

## Station Area District *(cont'd)*

### Key Features:

- » The Royal Oak SkyTrain Station area is the focal point of this neighbourhood. Future public realm improvements support one or more large public plaza spaces, as well as expanded park spaces, around the station area to support safe and convenient public transit access to the Expo Line, and to support amenities and facilities for travel mode shifts (e.g. public bathrooms, bike lockers and storage rooms).
- » The BC Parkway parallel to the SkyTrain guideway will remain a key feature of the community, with potential future park expansions along the trail to enhance its usability, access, safety and visibility. These potential future expansions have been identified south of the guideway east of Marlborough Avenue, and north of the guideway east of Palm Avenue.
- » Other future improvements along the BC Parkway will be supported to enhance safe and convenient use of the trail system, and to improve connections to the SkyTrain station as well as other areas of Royal Oak.
- » Burnaby South Secondary School will continue to serve the surrounding neighbourhood, with opportunities to expand park spaces around the school to the west to interface with Royal Oak Avenue.
- » The continuation of Royal Oak Avenue southwards as a character street from the Village Centre will be supported through streetscape improvements and ground-level commercial uses.
- » Commercial uses are also supported along Imperial Street, which acts as a transition point but also a key linkage between the Station Area District and the Village Centre.

- » The development of mid-block green connections east-west (linking Marlborough Avenue and Gray Avenue) and north-south (linking Victory Street to Rumble Street) are supported to improve pedestrian and cyclist connectivity in this neighbourhood, as well as Green Street \*improvements along Watling Street between Burnaby Secondary School and Gray Avenue and along Antrim Avenue between Imperial Street and Victory Street.

### Building Forms and Height Ranges:

- » The Station District supports transit-oriented mixed-use forms (20 storeys) closest to the Royal Oak SkyTrain Station, and mixed-use and multi-family residential forms (12 storeys) further beyond.
- » Buildings facing Royal Oak Avenue will be tallest immediately north and south of the station, before transitioning down to lower heights south of Victory Street and north at Imperial Street. Urban design features such as building terracing and step-backs will be supported as Royal Oak Avenue becomes a more prominent character street through future development.



Brighthouse Station, Richmond



## Creative Employment\* District

### Overview:

The Creative Employment\* District is a unique area in Royal Oak that currently accommodates a range of industrial uses and is designated under the Metro Vancouver Regional Growth Strategy (Metro 2050) as Employment Lands. As Royal Oak continues to evolve in the longer-term future, the new Royal Oak Plan supports a range of creative employment\* uses in this area, focusing on employment-generating uses that may be more compatible with other surrounding land uses, including commercial and residential uses.

Creative employment\*, or creative economy uses, refers to places like live-work units, arts and craft studios, workshops, galleries, small-batch manufacturers, and flex-industrial spaces. Unlike more traditional industrial or manufacturing uses, creative employment uses are expected to be environmentally friendly and non-disruptive to surrounding land uses in Royal Oak, including residential uses.

### Location:

The creative employment area is bounded generally by MacPherson Avenue to the west, Gilley Avenue to the east, Kingsway/Imperial Street to the north, and the BC Parkway to the south.

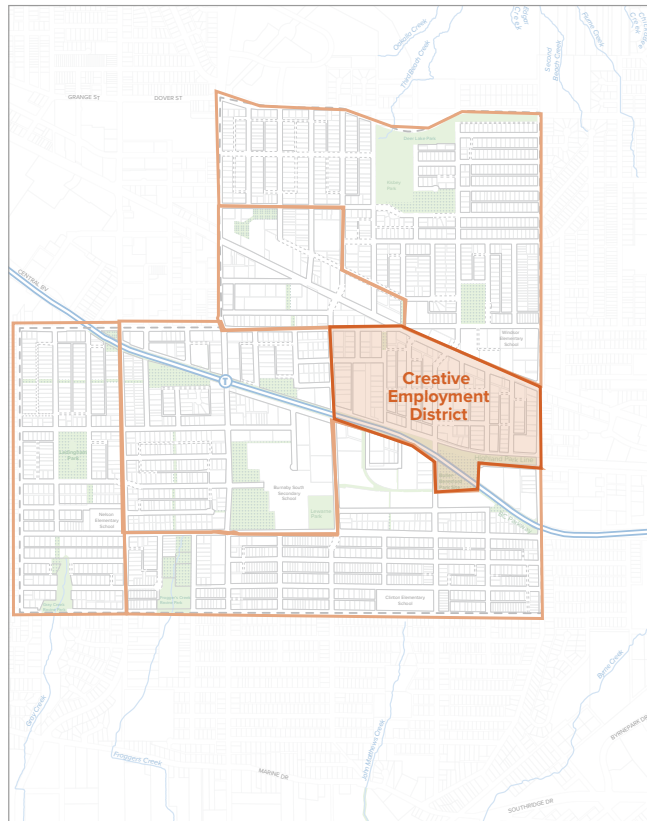


Figure 8c. Creative Employment District



Examples of creative employment uses in Mount Pleasant, Vancouver

## Creative Employment District (cont'd)

### Key Features:

- » Along Kingsway and Imperial Street, ground-level commercial uses supplementary to creative employment\* uses will continue to be supported to activate the streetscape and contribute to the continuation of Kingsway as the key boulevard in Royal Oak.
- » The plan supports future development of Buller Avenue as a green street, creating a key north-south linkage through this neighbourhood.
- » The BC Parkway continues along the Creative Employment\* District south of Beresford Street, linking to key destinations such as the future Buller Park site, the Highland Park Line, and a proposed future brewery row along the north side of Beresford Street between Merritt Avenue and Curragh Avenue (see [Section 4.2](#) for more details).

- » Due to its proximity to the Royal Oak SkyTrain Station, the potential for areas in the Creative Employment\* District west of Buller Avenue to support future supplementary residential uses located above creative employment\* uses can be further explored. It is recognized that an amendment to the Metro Vancouver Regional Growth Strategy (*Metro 2050*) would be required to be approved, as these lands are currently designated as Employment Lands.

### Building Forms and Height Ranges:

- » Creative employment\* building forms of 6-8 storeys are supported in this neighbourhood.



Example of residential uses located above creative employment\* uses (Belltown, Seattle, WA)

## Royal Oak North

### Overview:

This neighbourhood covers the northern extent of Royal Oak to Oakland Street and supports future development of various multi-family residential forms, as well as potential future expansions of Kisbey Park and enhanced access to Deer Lake Park.

### Location:

Royal Oak North is generally bounded by Royal Oak Avenue to the west, Gilley Avenue to the east, Oakland Street to the north, and Irving Street/Kingsway to the south.

### Key Features and Building Forms:

- » North of the Kingsway commercial strip, multi-family residential building forms of 6-12 storeys are supported. Closer to Oakland Street, lower-density residential forms of 4 storeys, including low-rise apartment and townhouse\* and rowhouse forms, are supported.
- » An expansion of Kisbey Park to the south and east (to meet Burns Street, Waltham Avenue and Dickens Place) may be explored. This potential expansion would provide much-needed opportunities for more programmed, active recreational space in the neighbourhood, as well as easier and more convenient access to Deer Lake Park.
- » Windsor Elementary School will continue to serve this neighbourhood.
- » A potential new park space north of Windsor Elementary School may be explored, to provide a neighbourhood park for surrounding residents.
- » Streetscape improvements to Buller Avenue and Denbigh Avenue to become green streets continue to be supported in this neighbourhood, up to Oakland Street.

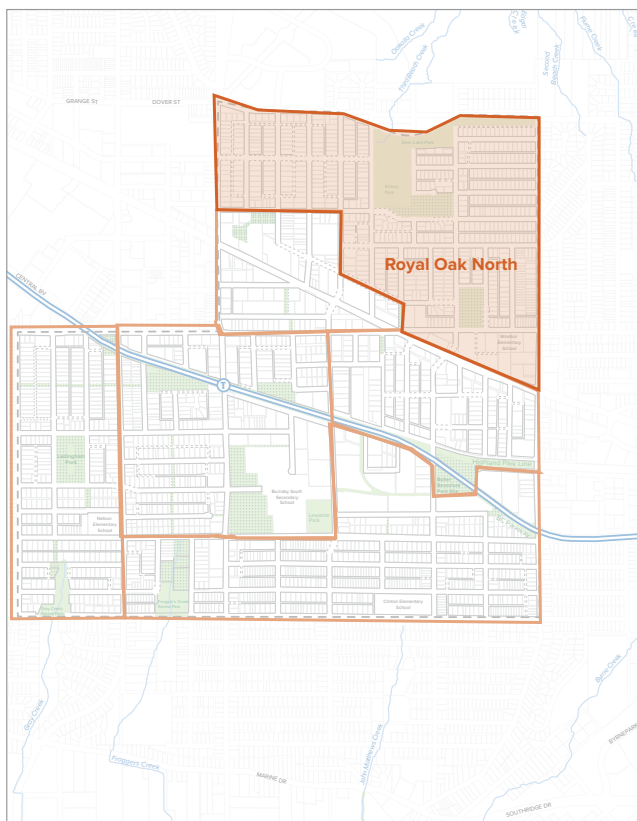


Figure 8d. Royal Oak North



6-storey residential form in North Vancouver



## Royal Oak West

### Overview:

This neighbourhood forms the western boundary of Royal Oak to Gray Avenue and supports mainly lower-density residential forms.

### Location:

Royal Oak West is generally bounded by Gray Avenue to the west, Nelson Avenue to the east, Imperial Street to the north and Portland Street to the south.

### Key Features and Building Forms:

- » Nelson Elementary School currently serves this neighbourhood.
- » The Gray Creek riparian habitat\* north of Portland Street will continue to be preserved.
- » Future streetscape improvements along Watling Street and Waverley Avenue to become Green Streets\* will improve overall connectivity between this neighbourhood and other areas of Royal Oak and will also improve access and connectivity to Ledingham Park. This park will continue to serve as a small but distinct park space for existing and future residents.
- » The majority of this neighbourhood will support 6-8 storey residential forms, transitioning down to 4-storey forms as well as lower-density 4 storey forms south of Rumble Street.

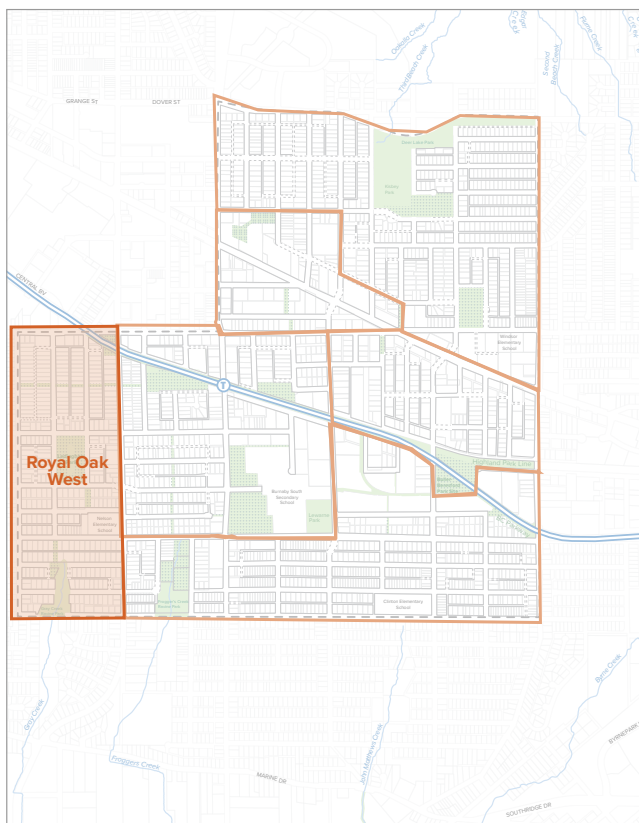


Figure 8e. Royal Oak West



3-4 storey townhouse form in Moodyville, North Vancouver



## Royal Oak South

### Overview:

This neighbourhood forms the southern boundary of Royal Oak to Portland Street and primarily supports a range of multi-family residential uses.

### Location:

Royal Oak South is generally bounded by Nelson Avenue to the west, Gilley Avenue to the east, Rumble Street / Beresford Street to the north, and Portland Street to the south.

### Key Features and Building Forms:

- » Immediately south of the BC Parkway and Beresford Street, 6-8 storey forms are supported. Southwards past Rumble Street, heights start to transition downwards to 4 storey multi-family residential forms.
- » The Froggers Creek riparian area will continue to be preserved and enhanced through future development.
- » Clinton Elementary School will continue to serve the surrounding neighbourhood in Royal Oak South.
- » Streetscape improvements along Portland Street will facilitate a future green street providing connections between Clinton Elementary School and Gray Creek Ravine Park.

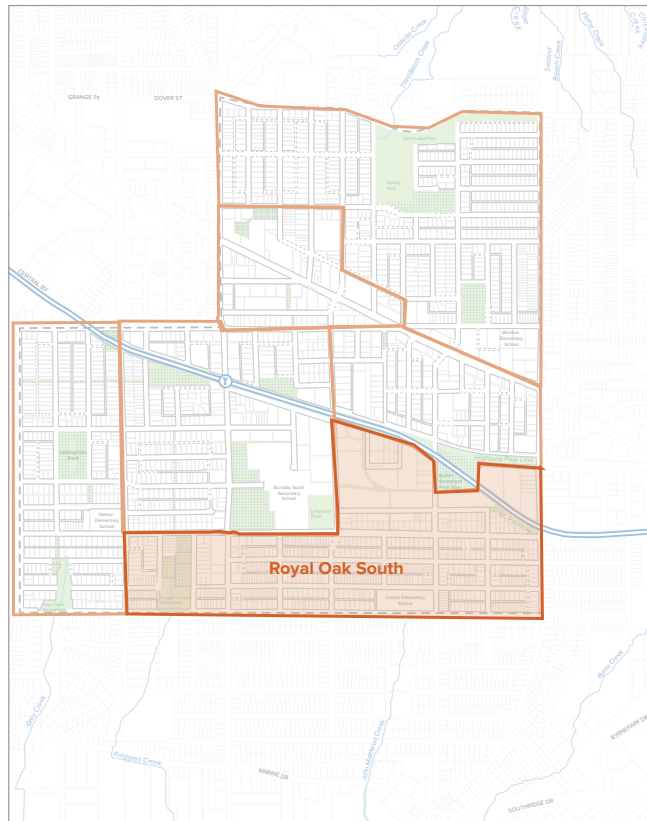
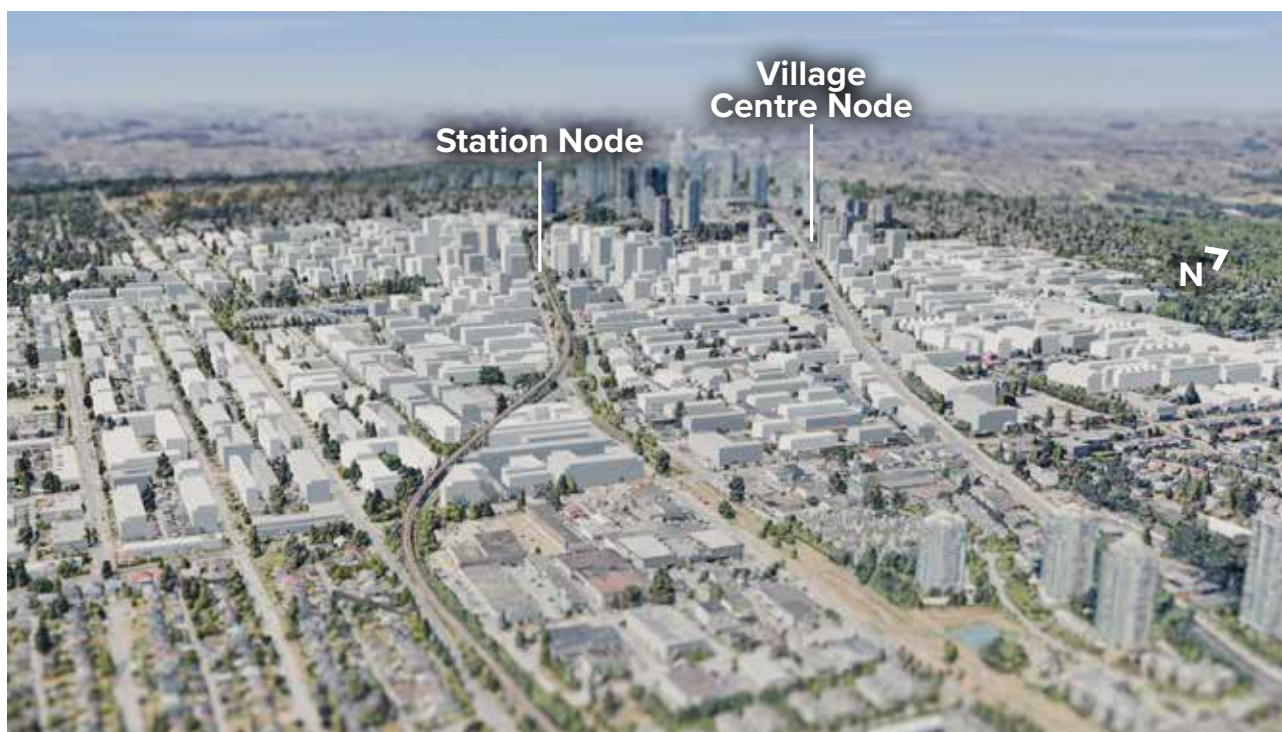


Figure 8f. Royal Oak South



Example of low-rise apartment form

### 3.3 Future Building Height Ranges



Rendering of future potential building heights in Royal Oak

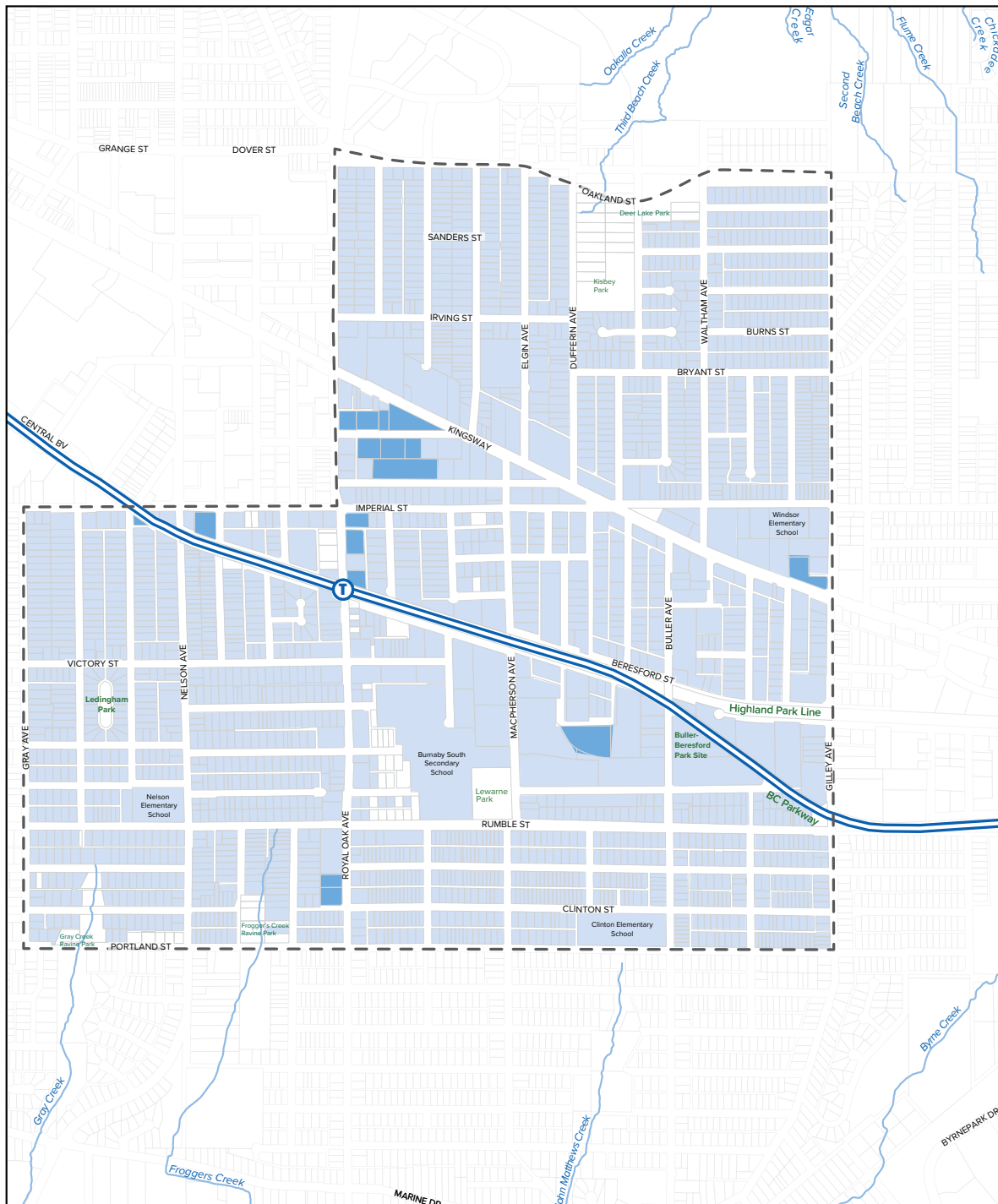
*Figure 9* on the next page generally shows building height ranges that exist in Royal Oak today, based on existing buildings.

For comparison, *Figure 10* provides an approximation of building height ranges that may be supported in different areas of Royal Oak based on the draft land use map, land use designations table and neighbourhood area descriptions. The exact heights of future developments will be determined through the site-specific development application process, though they should generally follow the height ranges outlined in the community plan. Variances to the proposed building height framework may be supported where Zoning Bylaw regulations permit and/or a development provides

extraordinary public benefits, including but not limited to additional non-market housing and public open space.

Today, Royal Oak has a relatively flat building height profile, with heights generally ranging between 2-3 storeys, and pockets of newer apartments around key streets and the Royal Oak SkyTrain Station reaching slightly taller heights. The plan supports the opportunity to create more definition around key streets and landmarks\*, and to provide meaningful transition from the higher forms in Edmonds and Metrotown to the east and west, respectively.

Figure 9. Existing Building Height Ranges in Royal Oak (2024)

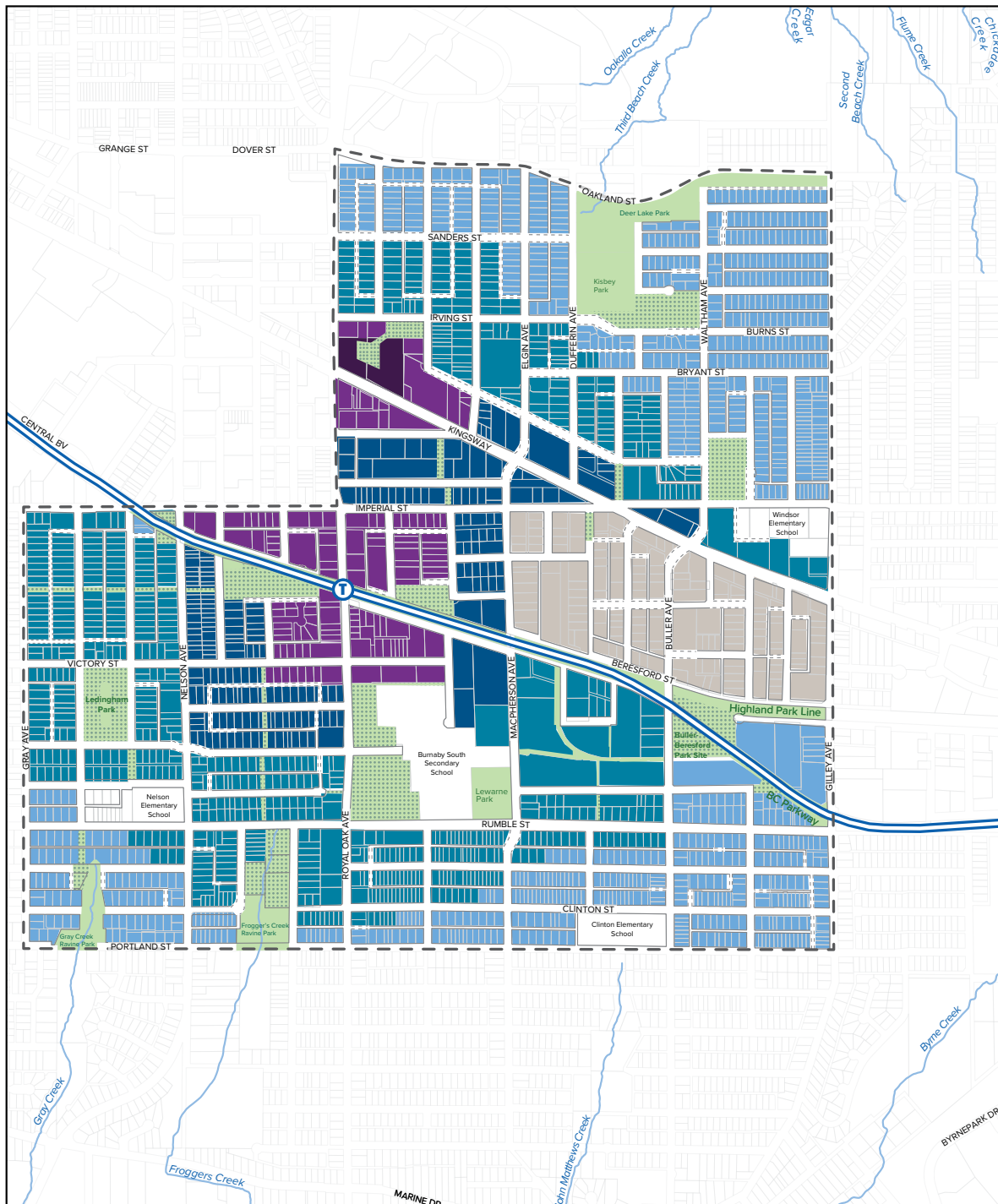


- Plan Area Boundary
- Watercourses
- SkyTrain Station
- 1-3 Storeys
- 4 Storeys

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



Figure 10. Proposed Future Building Height Ranges in Royal Oak



- |                              |  |             |  |
|------------------------------|--|-------------|--|
| --- Plan Area Boundary       | Existing Parks, Open Spaces and Natural Areas*   | 4 storeys   | 20 storeys   |
| ----- Proposed Street / Lane | Proposed Parks, Open Spaces and Natural Areas*   | 6-8 storeys | 30 storeys   |
| --- Watercourses             |  | 12 storeys  |  |
| T SkyTrain Station           | *Includes trails, green corridors and other components of the blue-green space network | Variable**  | **Future building height ranges may vary in these areas. See the Official Community Plan (OCP) and Zoning bylaw for further information. |



## Supplementary Notes to Figure 10. Proposed Future Building Height Ranges in Royal Oak

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

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

The proposed height framework focuses taller building forms of 20-30 storeys around the Station Node and the Village Centre Node, with heights generally transitioning down to the north, east, and south. The clustering of taller buildings serves as landmarks, signifying strategic locations, gateways, and infrastructure. The location and extent of taller buildings is also carefully considered to ensure appropriate levels of natural light can permeate through to parks and other public and natural spaces, and to provide appropriate transition to neighbouring areas.

Framing key streets and public spaces with a comfortable level of enclosure is a key goal of the height framework, particularly along Kingsway, Imperial Street and Royal Oak Avenue, which are important commercial focused streets.

Outside of the taller building nodes, building heights are generally kept to 6-8-storey apartment forms, with 4-storey townhouse and multiplex/rowhouse forms planned at the northern and southern edges of the plan area, offering variation and contrast in building heights.

PART 4

# **PUBLIC SPACE AND MOBILITY**

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## 4.1 Blue-Green Space\* Network

A mix of parks, trails, streams, riparian habitats\* and similar types of spaces are located in Royal Oak, creating an expansive blue-green space network\* that is valued by the community. In particular, landmarks like the BC Parkway and the Highland Park Line Trail are regularly used and enjoyed by residents on a daily basis.



Ledingham Park, Royal Oak, Burnaby



John Matthews Creek, Burnaby

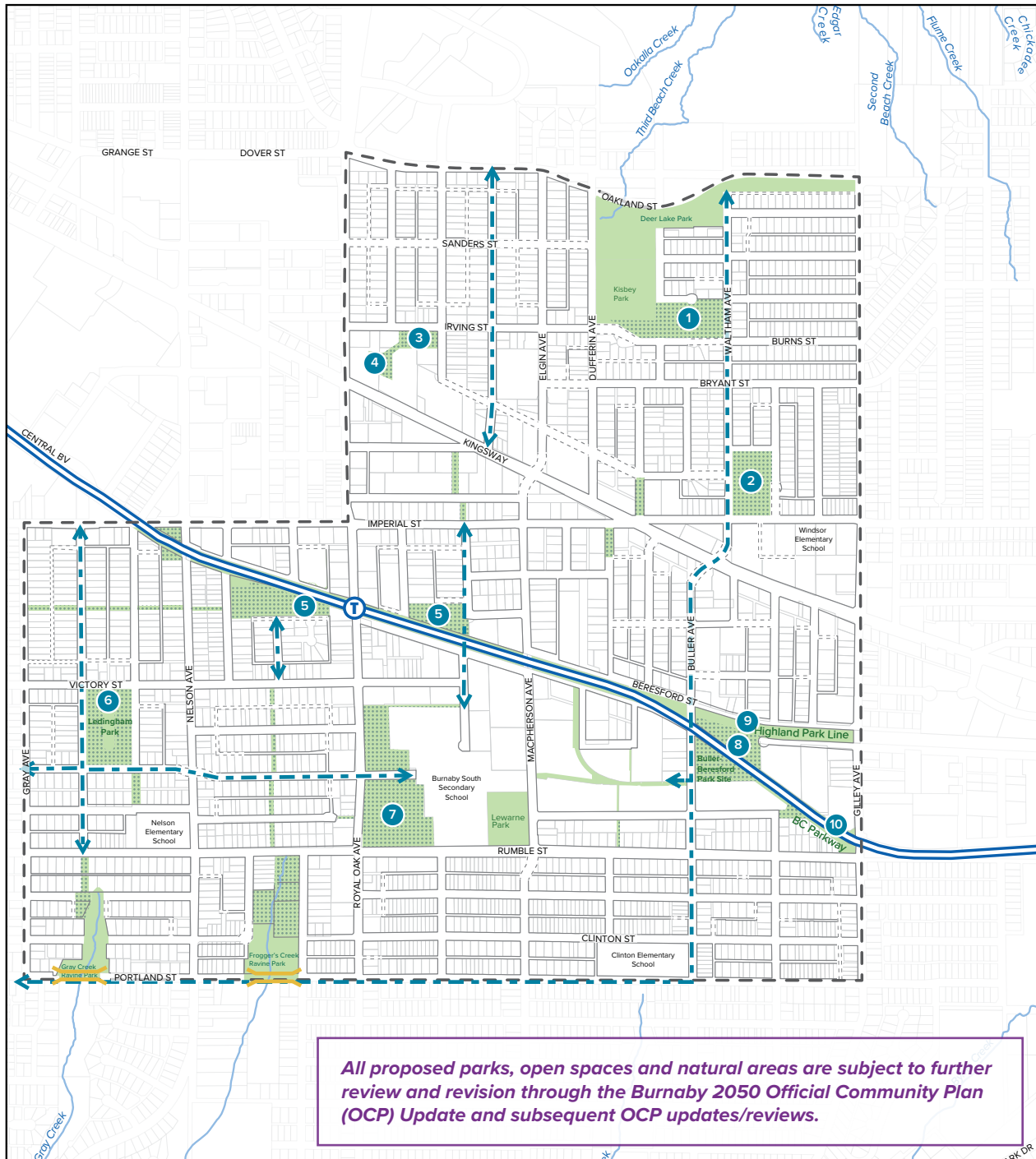


BC Parkway, Burnaby

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

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

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



- |                            |  |                         |   |
|----------------------------|--|-------------------------|---|
| --- Plan Area Boundary     | Existing Parks, Open Spaces and Natural Areas*   | Green Street            | Pedestrian/Cyclist Bridge                       |
| --- Proposed Street / Lane | Proposed Parks, Open Spaces and Natural Areas*   | 1 Kisbey Park Expansion | 6 Ledingham Park Expansion                      |
| Watercourses               |  | 2 Waltham/Imperial Park | 7 Burnaby South Secondary School Park Expansion |
| T SkyTrain Station         | *Includes trails, green corridors and other components of the blue-green space network | 3 Irving Street Park    | 8 Buller Park Site                              |
|                            |  | 4 Gateway Park          | 9 Highland Park Line Enhancements               |
|                            |  | 5 BC Parkway Parks      | 10 BC Parkway Enhancements                      |



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

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

### What are green streets vs. green corridors?

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

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



Watling Street, Burnaby

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



Green corridor in Edmonds, Burnaby

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

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

- 1 Kisbey Park expansion:** Kisbey Park currently serves the northern portion of Royal Oak with several active sports and recreation uses. There is an opportunity to explore a large future eastward expansion of this park to provide additional active recreation opportunities and to enhance critical connections between Royal Oak and walking trails to Deer Lake Park.
- 2 Waltham/Imperial Park:** At the northeast corner of the intersection of Waltham Avenue and Imperial Street, there is an opportunity to explore a new future park space to serve the existing neighbourhood and Windsor Elementary School. This new Waltham/Imperial Park would offer a more passive recreation space with amenities (e.g. picnic tables, benches) for social gatherings and relaxation.
- 3 Irving Street Park:** There is potential to explore a future small new park space at the southwest corner of the intersection of Irving Street and Selma Avenue. This new park would serve as an important open space amongst the busy Village Centre environment, and as an important linkage between the busier area at the intersection of Kingsway and Royal Oak Avenue, and quieter, more residential-focused areas to the northeast.
- 4 Gateway Park:** This potential future new park would be provided as part of redevelopment of the sites at the northeast corner of the intersection of Kingsway and Royal Oak Avenue. Together with the Kingsway Plaza (see [Section 5.2](#)), this park space creates a welcoming gateway to the Royal Oak community.
- 5 BC Parkway Parks:** Branching from the BC Parkway near the Royal Oak SkyTrain Station in the Station Area District, opportunities for two future new park spaces may be explored west and east of the SkyTrain station. These spaces provide nodes along the BC Parkway for people to relax and gather with opportunities for more programmed active recreation areas where feasible.



Kisbey Park, Burnaby



BC Parkway, Burnaby

6

**Ledingham Park expansion:** Ledingham Park and its surrounding properties are identified as a “heritage resource cluster” in the Jubilee Cultural Heritage Area (see [Section 5.3](#)). In the longer-term future, there is an opportunity to expand and increase the visibility of Ledingham Park. As part of the future park space acquisition strategy, existing heritage buildings on this block may be identified for preservation and enhancement as part of the expanded space.

7

**Burnaby South Secondary School Park expansion:** Future park space expansions westward from Burnaby South Secondary School to meet the street edge at Royal Oak Avenue may be explored. These potential expansions offer additional opportunities for active, programmed recreation space that is clearly visible and accessible from the street, and which may be utilized both by students and the general public (e.g. sports fields, exercise areas).

8

**Buller Park site:** The Buller Park site is designated for a future park space to serve the Royal Oak neighbourhood. This additional park space would be strategically located where the BC Parkway and Highland Park Line trails branch apart under the SkyTrain guideway, and also directly south of the future proposed brewery district in the Creative Employment\* District. The park would offer various amenities for passive recreation (e.g. benches and other seating areas, BBQ stations) for residents and visitors alike, and could also facilitate unique collaboration with future businesses along the brewery row.

9

**Highland Park Line enhancements:** The Highland Park Line is an existing pedestrian and cycling route that branches off from the BC Parkway east of Buller Avenue, continuing into Edmonds. Like the BC Parkway, this trail provides important connections. Activation and enhancement of this trail within Royal Oak is particularly important due to its interface along Beresford Street with the future brewery row (see [Section 4.2](#)).

10

**BC Parkway enhancements:** The BC Parkway is an existing pedestrian and cyclist route that stretches along Beresford Street within Royal Oak, parallel to the SkyTrain guideway and connecting into Edmonds and Metrotown. This urban trail serves as an important connection for people accessing the Royal Oak SkyTrain Station and for those traversing into Edmonds, Metrotown and beyond from Royal Oak. There is currently an enhancement project underway for the portion of the Parkway extending from Metrotown up to the Royal Oak SkyTrain Station. However, there is an opportunity for enhancement of the entire segment of the BC Parkway within Royal Oak. This can be done through the provision of consistent lighting across the trail, benches and seating, garbage and recycling bins, improved wayfinding\* elements, and placemaking\* elements such as public art.



Burnaby South Secondary School field



## 4.2 Plazas and Character Streets

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

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

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



Brentwood Plaza, Burnaby



Water Street, Gastown, Vancouver



Main Street, Vancouver during car-free day festival



Albee Square, Brooklyn, NY



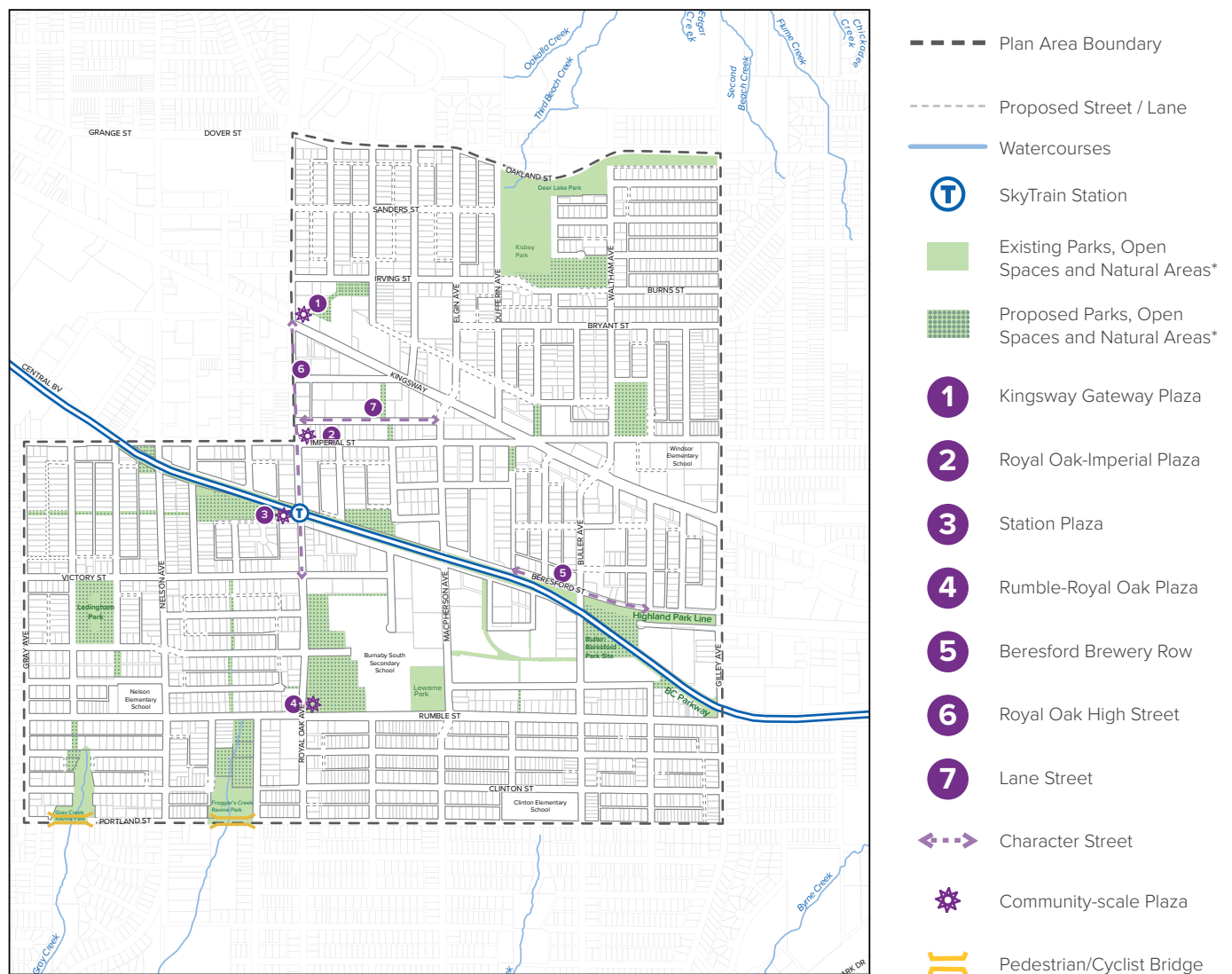
Greene Street, Soho, NY



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

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

As part of the overall public space and mobility strategy, the Royal Oak Plan identifies strategic locations where plazas and character streets may be developed in the future (see *Figure 12* below). These spaces provide unique placemaking opportunities that will establish Royal Oak as a special destination with plenty to see, do and enjoy for both residents and visitors.



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

## Plazas and Character Streets

- 1 Kingsway Plaza:** The Kingsway Plaza provides a significant, identifiable public space at the intersection of Kingsway and Royal Oak Avenue that represents a sense of arrival to the community along Kingsway from Metrotown and offers opportunities for activity, relaxation and social gathering in this key intersection. The plaza is characterized by high-quality paving materials, public art, flexible seating elements, and opportunities for water and significant soft landscaping features to complement the expanse of hardscaped\* surfaces of the plaza. The edges of the plaza will be activated with commercial uses with opportunities for the buildings to extend over the plaza at higher levels to provide weather protection and definition to the space.
- 2 Royal Oak-Imperial Plaza:** The Royal Oak-Imperial Plaza is located at the intersection of Royal Oak Avenue and Imperial Street, which are both prominent commercial corridors in Royal Oak. This plaza provides a place for rest and relaxation for shoppers, residents, workers and visitors, as well as serving as a landmark to aid wayfinding. The space will be activated along its eastern edge with commercial uses and will balance high quality hardscape with soft landscaped features and seating facilities, including high branched shade trees for cooling and shelter during the summer.
- 3 Station Plaza:** The Station Plaza is strategically located adjacent to the Royal Oak SkyTrain Station and will serve as both a meeting space and a place of connection and transition to and from public transit. The space will also serve as a gateway to a new neighbourhood park along the BC Parkway, transitioning from a hardscaped plaza expression along Royal Oak Avenue to a softer landscaped expression as it meets the park. Both passive and active zones will be explored, with commercial uses activating its southern edge.
- 4 Rumble-Royal Oak Plaza:** The Rumble-Royal Oak Plaza is intended as the southern gateway both to the Royal Oak High Street and to a new park at the corner of Rumble Street and Royal Oak Avenue. The space will be designed, configured and oriented to emphasize openness and facilitate a welcoming experience, transitioning from a predominantly hardscaped plaza at the intersection with seating, public art, and opportunities for performance space, to a softer landscaped expression as it integrates with the park.



Concept sketch of the Station Plaza near the Royal Oak SkyTrain Station

**Beresford Brewery Row:** Beresford Street between Merritt Avenue and Curragh Avenue will help support and activate a Beresford Brewery Row. A curb-less street design with special lighting, pavement and street furniture designs will support street closures and a vibrant atmosphere. The street design will also facilitate a seamless transition between the brewery row and the adjacent transportation and open spaces including the BC Parkway, Highland Park Line Trail and the future Buller Park.

### What is a Brewery Row/District and why is it being considered in Royal Oak?

Brewery rows or districts are unique areas where craft/small-batch breweries or similar types of businesses (e.g. craft distilleries, cideries) cluster and co-locate. These places are often situated in light industrial or creative employment\* areas that allow for the manufacturing as well as on-site consumption of liquor (in a lounge or bar setting) and accessory retail areas (for liquor off-sales and other merchandise).

The Royal Oak Plan supports the establishment of a brewery row along Beresford Street in the Creative Employment\* District, as it would offer local commercial and employment opportunities and accommodate a unique, vibrant and identifiable social gathering place for residents and visitors and contribute to a vibrant local nightlife in Royal Oak close to public transit.

Due to the location of the proposed brewery row in Royal Oak along Beresford Street, there is also potential to connect and promote better programming and activities along the adjacent Highland Park Line and other adjacent existing or future parks and green spaces in the area, for the benefit of individuals, families and other groups. Lastly, a brewery row facilitates opportunities for other types of small local businesses (e.g. food trucks, vendors, mobile businesses) to succeed in the area with increased foot traffic and to create synergies with established breweries and surrounding businesses.

In the North American context and in other cities around the world, brewery rows/districts have grown in popularity and have provided numerous benefits to the local economy, placemaking efforts and community building. Vancouver (Mount Pleasant), North Vancouver and Port Moody offer local examples of where brewery rows or districts have been successfully established.



Williamsburg, Brooklyn, NY



Murray Street, Port Moody





Concept sketch of the Beresford Brewery Row (looking northwest with Metrotown in the distance), featuring expansive patio seating areas and a pedestrian-oriented character street. The Highland Park Line Trail and Buller Park are located to the south, providing a wealth of recreation and gathering opportunities for all.

6

**Royal Oak High Street:** Royal Oak Avenue as it exists today between Kingsway and Victory Street is emerging as a local commercial corridor but is still predominantly a vehicle-orientated street. The new Royal Oak Plan re-envision this street section as the future Royal Oak High Street that is more pedestrian-oriented, enhanced by wider sidewalks and space for patio seating, retail product displays and other elements to activate the commercial streetscape for pedestrians. A minimum of two metres will be provided between the building edge and the sidewalk to accommodate these outdoor uses. Dedicated cycling lanes will be provided along parallel streets and greenways rather than on the high street, and street parking will be strategically located to maximize available space for pedestrians and street activation.

A unique paving, street lighting, and furniture standard is envisioned to help define the high street. Street trees and rain gardens will help soften the streetscape, providing shade during the summer and protecting the pedestrian areas from vehicle lanes. Parkade entrances to developments fronting the high street will be restricted to optimize the pedestrian experience and allow for the possibility of future street closures for festivals and markets. Consideration for enhanced crosswalks at Imperial Street should also be explored to improve pedestrian flows north-south along the high street.

7

**Lane Street:** Lane Street between Royal Oak Avenue and Kingsway is a unique double-fronting commercial street. In the future, there is potential to focus on improving the locally focused commercial experience and livability of developments along this block. The new Royal Oak Plan envisions Lane Street as a pedestrian-friendly street with reduced vehicle lane widths, and more strategically considered street parking spacing to allow for wider sidewalks. Small, locally focused commercial uses will line the street, with opportunities for café seating and product displays spilling out into the street. High-quality materials, with consideration for lower curbs should be explored to allow pedestrians to easily navigate across the street.



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

**Purpose, character and flexibility of use**



Burnaby, BC

**Adjacent land uses and activation**



Seattle, WA

**Street furniture and lighting**



New York City, NY

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



Burnaby, BC

**Scale and sense of enclosure**



New York City, NY

**Landscaping and water features**

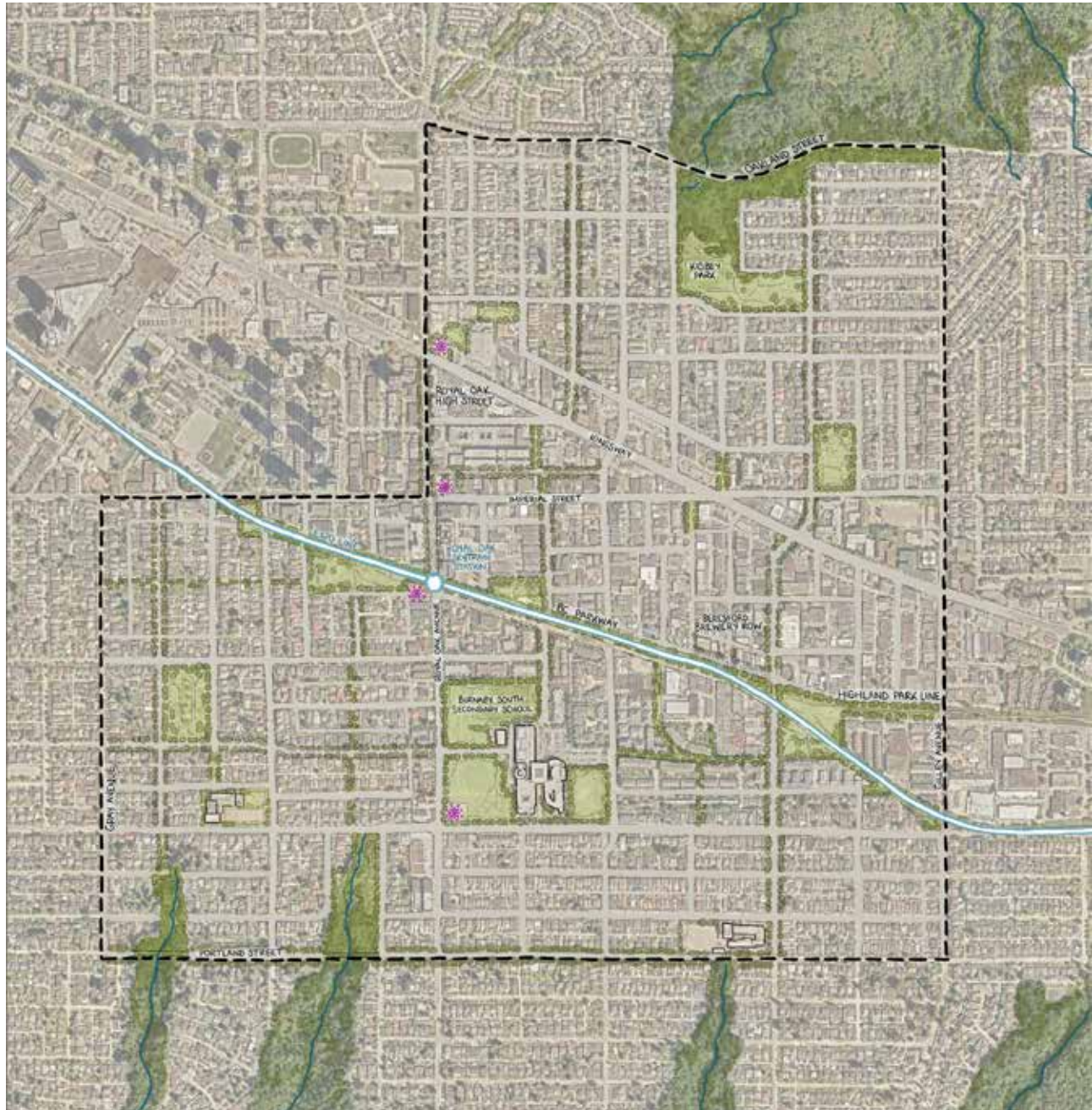


Wesbrook Mall, UBC



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

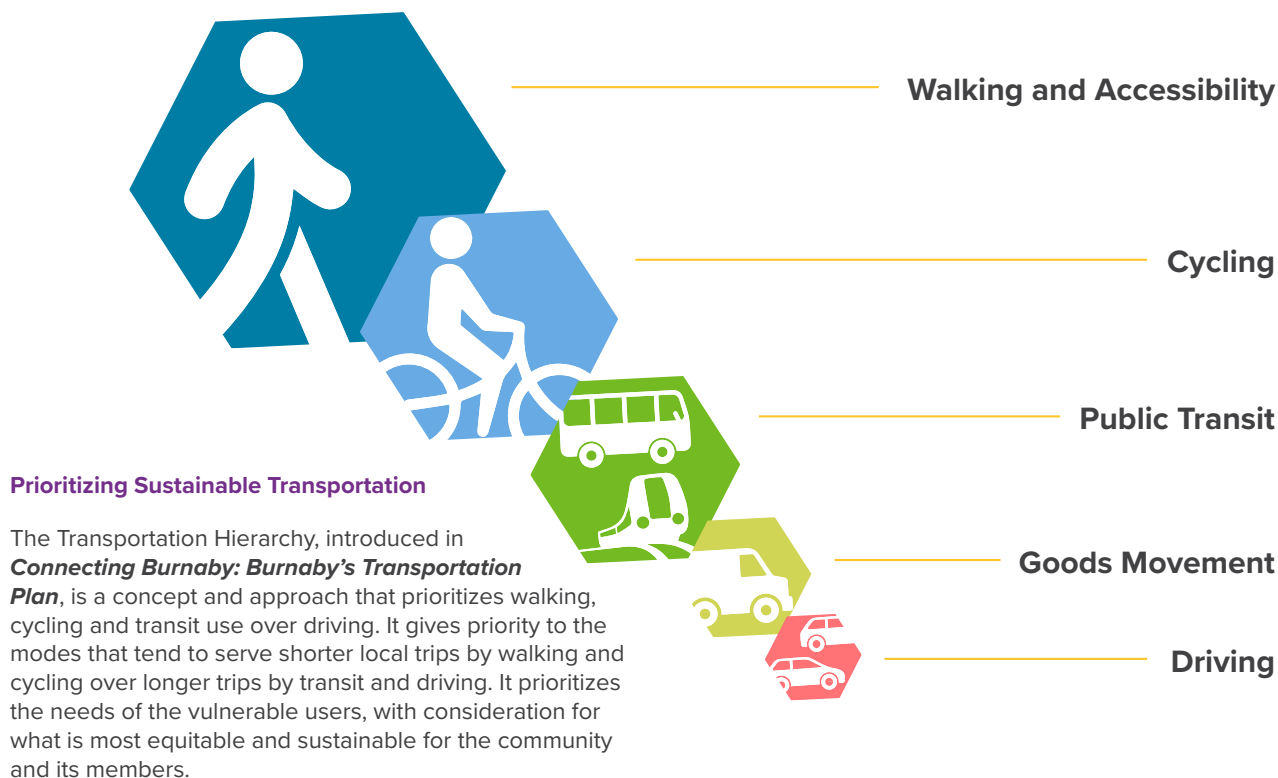
Figure 13. Royal Oak Comprehensive Public Realm Vision



✳ Future plaza location

## 4.3 Transportation Mobility Networks

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



### Pedestrian Network

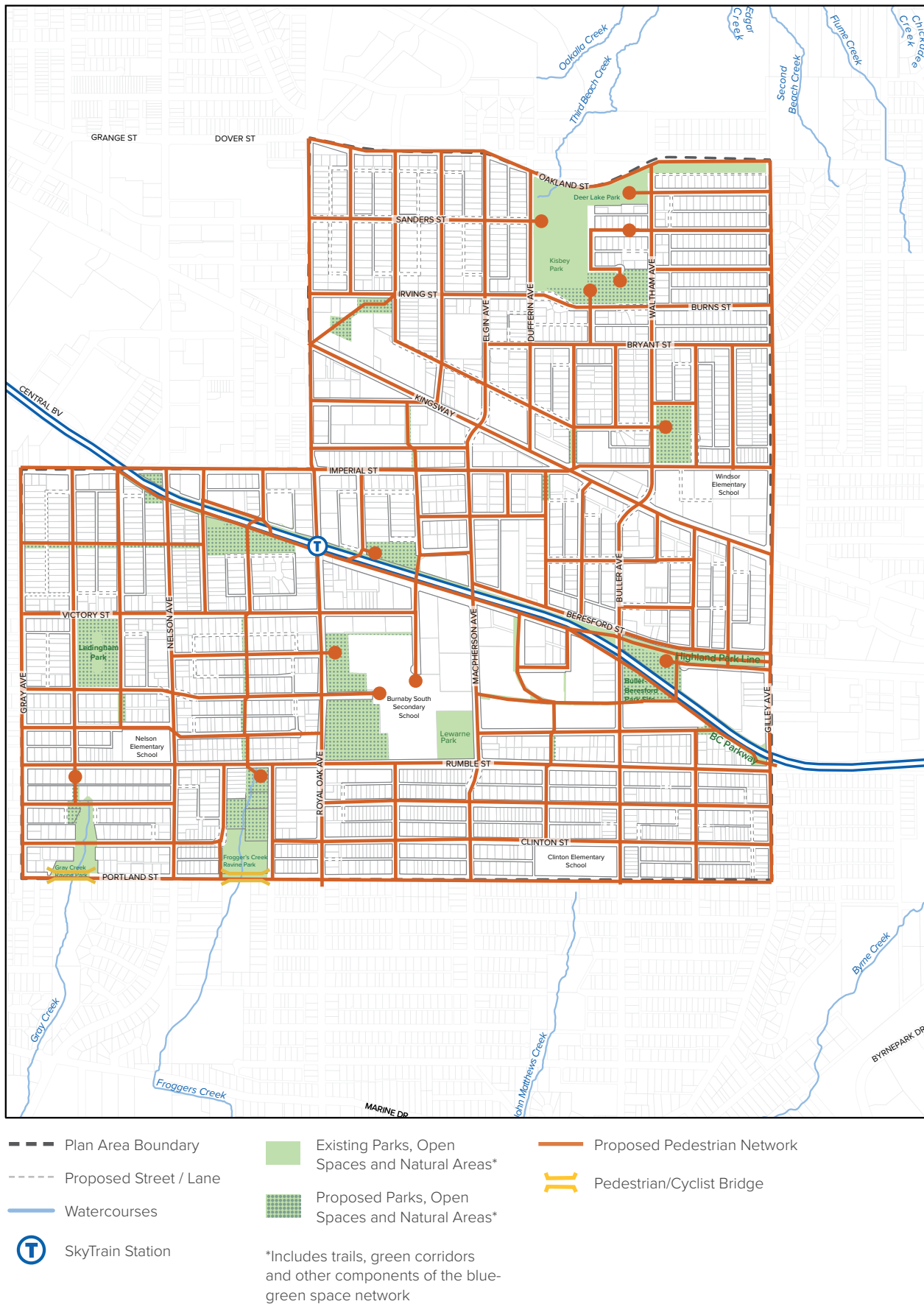
In coordination with the extensive blue-green space\* network, the proposed pedestrian network for Royal Oak will create new, more personal linkages that encourage walkability. The goal is to create an enhanced pedestrian experience and enable all parts of Royal Oak to be reached comfortably on foot.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

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

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

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

Figure 14. Royal Oak Pedestrian Network Map





## Cycling Network

The proposed cycling network prioritizes connecting Royal Oak with major citywide cycling routes, as well as to local destinations via a safe cycling network. Similar to proposed pedestrian improvements, designated cycling pathways will be provided on both sides of most streets to encourage and promote a safe and convenient riding experience. On character streets, there will be limited

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

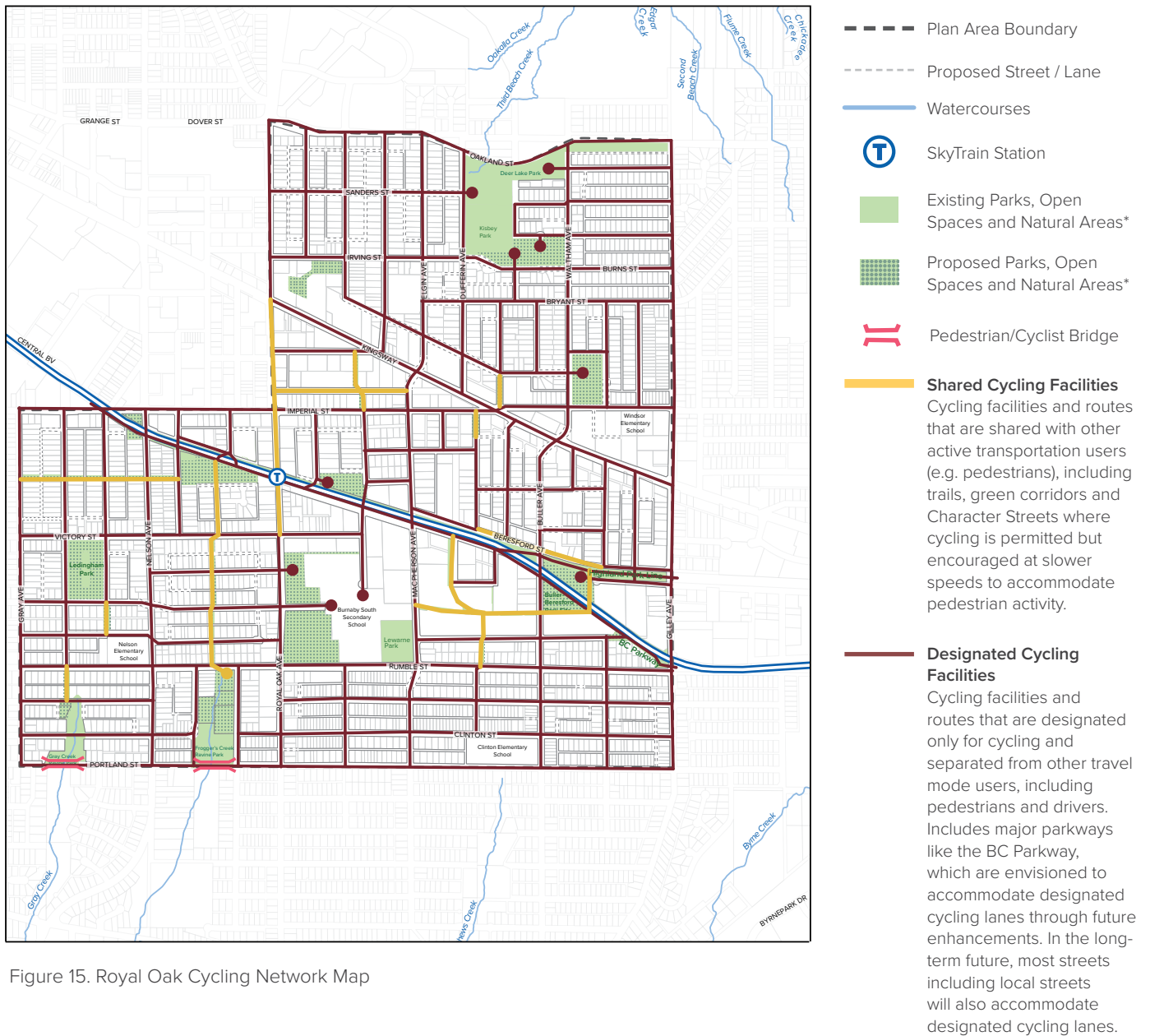


Figure 15. Royal Oak Cycling Network Map

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

## Public Transit Network

The Royal Oak SkyTrain Station is the focal point for public transit, with connections to other areas of Burnaby and neighbouring municipalities. The plan provides opportunities for enhanced access to services along key streets and to the station. It also offers alternative bus routes to help facilitate street closures for community events. Street designs will also support expanded curb-side

bus service and the potential for enhanced TransLink facilities, including weather-protected waiting areas.

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

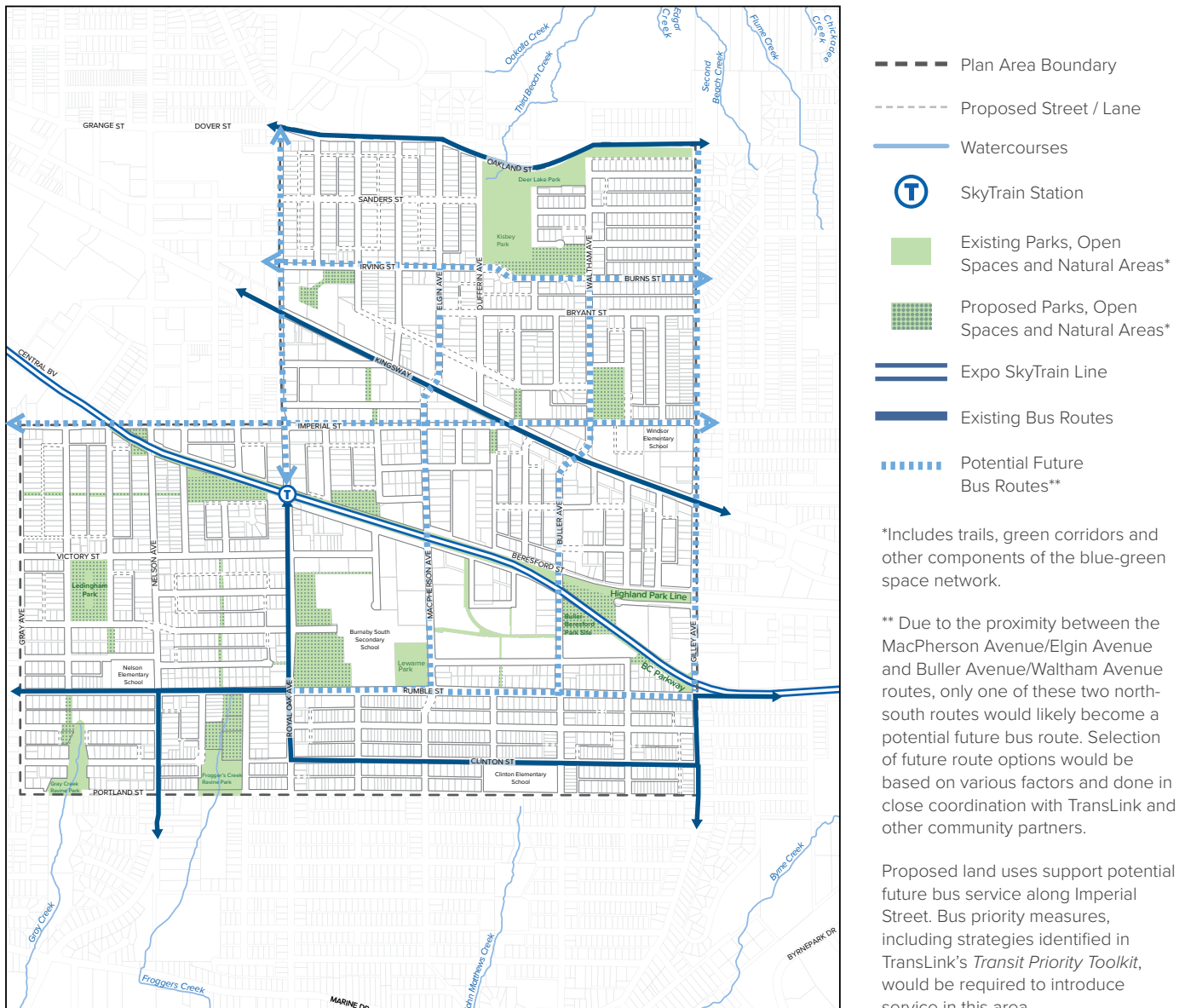


Figure 16. Royal Oak Public Transit Network Map

## Street Network

The proposed vehicle network provides greater connectivity for vehicles, while maintaining a safe and comfortable pedestrian and cycling experience. Various new street connections are proposed throughout Royal Oak to reduce congestion, improve connectivity and to provide equitable access to parking, loading, delivery, ride-sharing and other vehicle-dependent services.

A key strategy to improve north-south connectivity and to reduce the traffic burden along the Royal Oak Avenue High Street are two proposed north-south connections across Kingsway, at Buller Avenue-Waltham Avenue, and at MacPherson Avenue-Elgin Avenue. These connections in addition to others play an important role in supporting Royal Oak Avenue as a place designed for people. The Royal Oak Plan also envisions important new east-west connections to Sanders Street and Selma Avenue, which are necessary to maintain safe local mobility and access.

Kingsway remains the predominant street within Royal Oak, but is instead envisioned as a grand boulevard, providing important multi-modal connections between Metrotown and Edmonds. The street will be lined with a double row of street trees, rain gardens, wide

sidewalks and dedicated cycling facilities, as well as active building edges that frame and engage the street.

Lanes play an integral role in facilitating servicing vehicles (e.g. garbage and recycling collection vehicles) and driveways. The plan generally maintains and even expands the network of lanes, with some adjustments to lane configurations to enable more complete edges to key streets. Requirements for new lanes, closures, and the alignment of new streets, should be further explored through site specific development applications.

In cases where access for vehicles is limited on the fronting street, lane widths will be increased to 7.3 metres and designed to facilitate emergency vehicles.

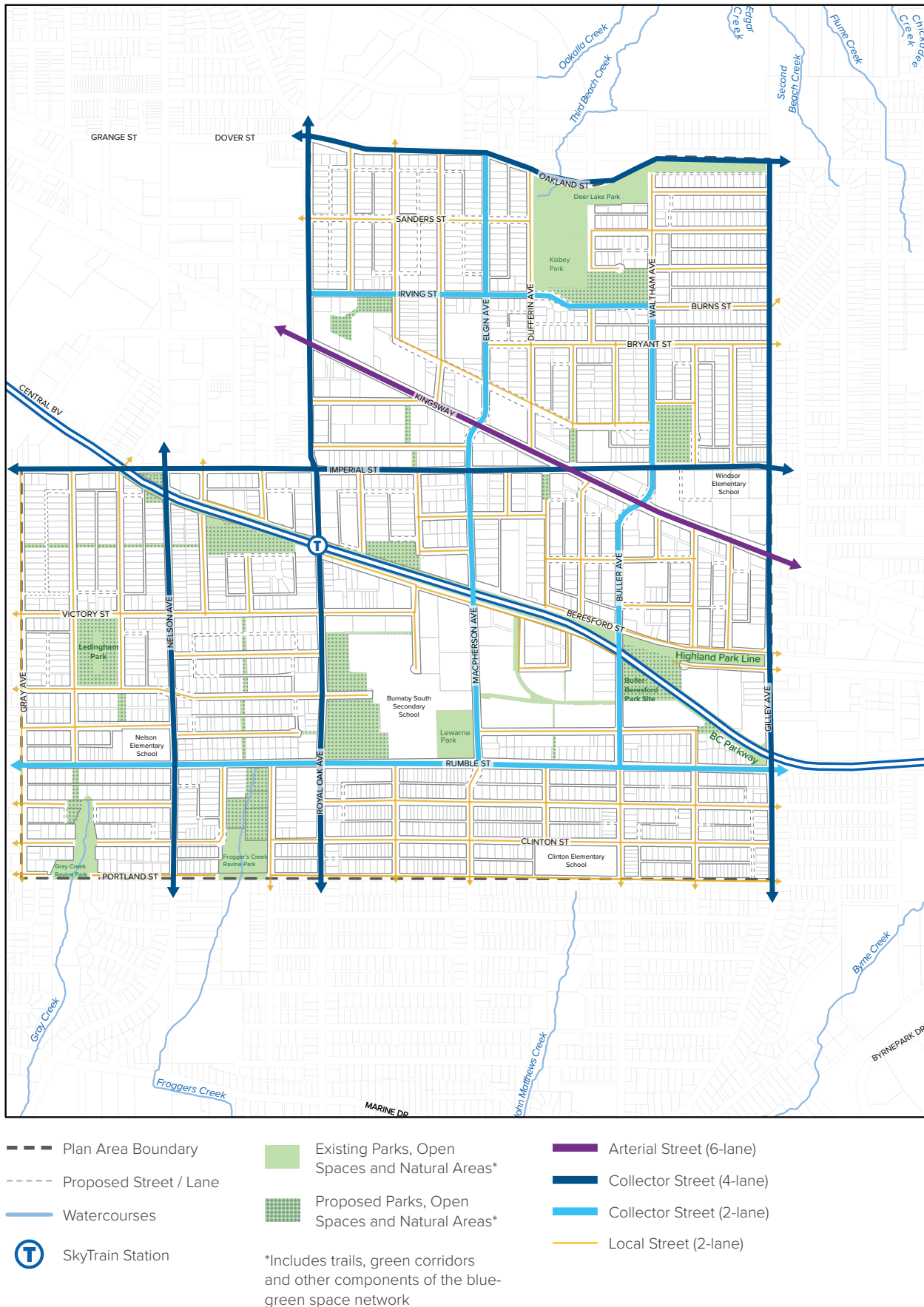
While recognizing the ongoing role of vehicles in the transportation and mobility network, the plan will focus on creating pedestrian-oriented streets. The emphasis is on active transportation, public transit and reducing single-occupancy vehicle trips, aligning with citywide initiatives such as the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



Imperial Street, Burnaby



Figure 17. Royal Oak Street Network Map





PART 5

**HOUSING AND  
COMMUNITY BUILDING**

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## 5.1 A Comprehensive Approach to Housing

The City of Burnaby supports a range of housing opportunities to meet the diverse needs of its residents, including those without homes, renters, homeowners and those in homes with supports. This is important for Royal Oak as it serves as a link between Edmonds and Metrotown and provides key transportation connections, making it a desirable place for people to live in.

The Royal Oak Plan presents an opportunity to address key housing goals as a focal point of growth in the City, enabling more affordable and diverse forms of housing to be constructed near transit and in various types of neighbourhoods.

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

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

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



Six-storey residential form in River District, Vancouver

Assuming the Royal Oak Plan is fully built-out and developed in accordance with the draft land use designations in the long-term future, the community has the potential to accommodate over 60,000 housing units (including a significant number of non-market rental units), representing an increase of ten times the current number of homes.

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

### Housing Near Transit

Encourage development of higher-density and transit-oriented multi-family housing forms near the Royal Oak SkyTrain Station and at the intersection of Kingsway and Royal Oak Avenue.

### Urban Style Townhouses

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

### Missing Middle

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

### Diversity and Options

Enable a full range of housing forms\*, partially by limiting where taller buildings may be developed, and encouraging ground-oriented housing forms that allow for greater social cohesion particularly for newcomers and families (e.g. townhomes, multiplexes\*).

### Mixed-Use Corridor

Support mid-rise residential and mixed-use forms along the Kingsway corridor providing a transition in height from Edmonds and Metrotown. Create a distinct housing and commercial corridor, that mixes community amenities with housing, making it a desirable neighbourhood for people to live, work and recreate in.

### Housing in RGS Amendment Areas

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

### Location

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

### Rental Housing Renewal

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

### Housing on Institutional Sites

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

## A Full Spectrum of Housing Forms

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

### Transit-oriented Housing

In key locations such as the intersection of Kingsway and Royal Oak Avenue, and near the Royal Oak SkyTrain Station, high-density multi-family residential and mixed-use building forms, co-located with employment, transit, major thoroughfares, civic amenities, and public open spaces are supported. These housing types feature the highest housing forms.



### Kingsway Corridor Housing

Along the Kingsway corridor, multi-family residential mixed-use mid-rise forms are supported. These forms are lower in height to provide a significant transition in building form from the higher-density mixed-use nodes at the Village Centre and Station Area District.



### Low-rise Housing

Beyond the Village Centre, Station Area District and the Kingsway corridor, low-rise multi-family residential apartment forms are supported. These housing forms are often smaller in scale and provide an effective transition in urban form between higher and lower density neighbourhoods.



### Ground-oriented Missing Middle Housing

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





## 5.2 Civic and Community Uses in Royal Oak

As Royal Oak continues to accommodate existing residents while welcoming new ones in the future, it is important to ensure that a variety of services and amenities are readily available to serve the population. The ways in which complete communities provide access to civic and community amenities can boost social connection and promote neighbourhood health and resilience.

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

### Child Care

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

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

Assuming the Royal Oak Plan is fully built-out and developed in accordance with the draft land use designations in the long-term future, the community will have a potential projected demand of over 4,000 childcare spaces.

### Schools and Education

Work with the Burnaby School District to consider expanding existing school resources where needed.

### Basic Commercial Services and Needs

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



Child care centre in Burnaby, BC

## 5.3 Sense of Place and Community Identity

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

### Food Security

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

### Heritage Buildings\* and Landmarks\*

Provide property owners with incentives to retain heritage buildings and encourage the inclusion of heritage buildings and landmarks into new developments, with a particular focus on heritage resources in the Jubilee Cultural Heritage area (see page 61).

### Character Streets and Plazas

Develop new Character streets and plazas that act as landmarks and special places that people can identify with and are excited to be in, including a new Beresford Brewery Row.

### Indigenous Histories

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

### Public Art and Public Spaces

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

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

### Amenities

Through the site-specific development process, support a network of integrated amenities (parks, places of worship, cafes, bookstores, etc.) outside of homes and workplaces that intrigue people from various backgrounds to explore the urban and natural environment while developing a distinct identity for Royal Oak.

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## Families

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

## Transportation History

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

## Small Local Businesses

Through the site-specific development stage, encourage developers to work with local businesses and business groups to promote and encourage smaller local businesses on mixed-use development sites, particularly along key commercial corridors such as Kingsway and Royal Oak Avenue.

## Diversity and People

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

## Aging in Place

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

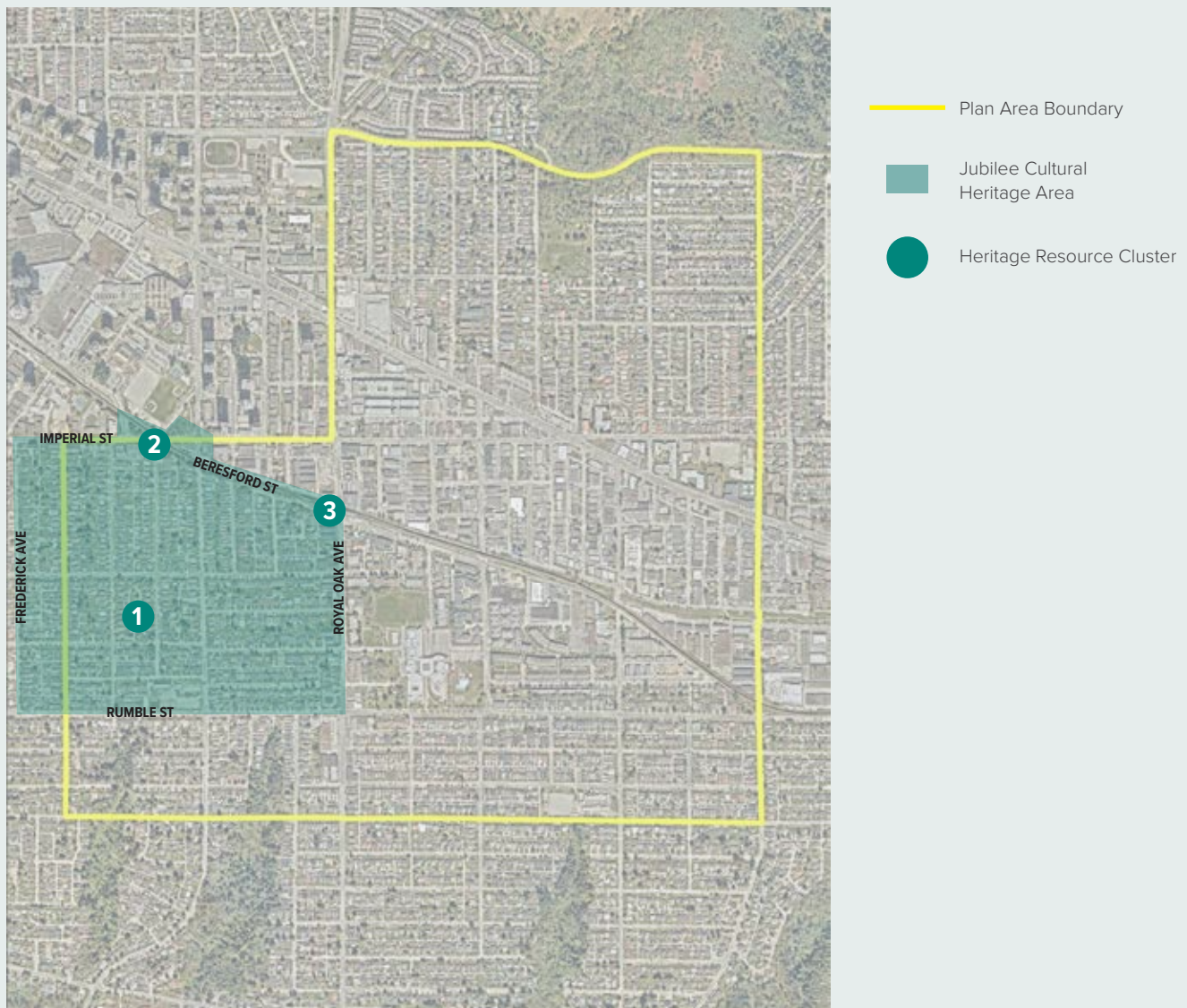




## Jubilee Cultural Heritage Area

The Jubilee Cultural Heritage Area was identified as a distinct area through the Royal Oak Heritage Inventory Project (completed 2023) that is home to several intact and well-preserved older buildings as well as public spaces with historical value such as Ledingham Park and the BC Parkway. A significant portion of the Jubilee Cultural Heritage area, which is bounded by Royal Oak Avenue, Frederick Avenue, Imperial Street/Beresford Street and Rumble Street, lies within the plan area boundary of the Royal Oak Plan (see map below).

Three “heritage resource clusters” are identified within the Jubilee Cultural Heritage Area for special considerations for future heritage preservation and enhancement efforts (see map below). Additional future policy (e.g. through the Official Community Plan [OCP] and other broader city-wide plans) will establish more specific strategies that encourage and incentivize heritage preservation and enhancement within the Jubilee Cultural Heritage Area and other cultural heritage areas throughout the City as redevelopment occurs. These may include the establishment of specific design and architectural guidelines to encourage thoughtful integration of heritage resources into new developments and to preserve visual access to heritage resources as they are incorporated into a new development through signage, site layout, architectural expression, wayfinding\* measures, landscaping and other means.



The Jubilee Cultural Heritage Area within the Royal Oak plan area boundary

## Jubilee Cultural Heritage Area (cont'd)

The three “heritage resource clusters” identified within the Jubilee Cultural Heritage Area are described in further detail below:

1

Ledingham Park was an early subdivision that included a park space for the exclusive use of its residents. The original developer sold the undeveloped lots surrounding the park and the new owners subsequently constructed individual homes, some of which still exist today.

The Royal Oak Plan envisions a potential future expansion of Ledingham Park (which exists today as a public park) to the street edges to enhance its visibility and accessibility as part of the future blue-green space\* network in Royal Oak (see [Section 4.1](#)). Through this future expansion there is potential to commemorate the history of this early suburban development through, for example, retaining the older homes along the edge of the park and re-imagining the adjacent distinctive oval-shaped rear laneway that surrounds the park as a feature of the expanded space (e.g. a new pedestrian path or landscaping feature).



House adjacent to Ledingham Park



Jubilee Cycle building



M&B Grocery Store

2

A series of irregular-shaped lots at Imperial Street and Jubilee Avenue exist where Imperial Street intersects with the former right-of-way of the B.C. Electric Railway (BCER). Angular buildings including the Jubilee Cycle building (4816 Imperial Street) and buildings on 4847 and 4853 Imperial Street occupy these lots as a unique urban form constructed in response to the shape of these lots. The South Burnaby Cenotaph is also located at this intersection on the south-east corner of Bonsor Park in Metrotown. Future development in this area could continue to respond to this unique lot pattern and/or retain architectural components of these original buildings as a form of heritage preservation and enhancement.

3

Irregular-shaped lots also exist where Royal Oak Avenue intersects with the BC Parkway. This intersection was home to the Royal Oak interurban station on the BCER Central Park interurban line which connected Vancouver to New Westminster through Burnaby. As the BCER also carried freight in addition to its passenger services, it facilitated the development of industrial land uses in this area. The M&B Grocery Store building (6949 Royal Oak Avenue) has housed neighbourhood businesses for several decades due to its convenient location adjacent to the Royal Oak SkyTrain Station. Some of the remaining track of the BCER is still visible within the BC Parkway near this intersection.

This “heritage resource cluster” provides an opportunity to commemorate the enduring impact of public transportation on Burnaby’s urban design, as well as to commemorate the history of the BCER. This can be done in conjunction with the proposed public realm\* enhancements envisioned in this area to improve access to the BC Parkway and the Royal Oak SkyTrain Station (see [Section 4.1](#)).



## 5.4 Employment and Local Economy

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

As Royal Oak continues to grow and as new industries emerge, it will be essential to ensure that there are employment opportunities for all as part of a complete community, that there are designated spaces for employment, and that existing businesses are supported.

The City's Economic Development Strategy provides citywide direction on enhancing Burnaby's local economy. The following policy directions provide specific strategies to strengthen the local economy in Royal Oak:

### Appropriate CRU Sizing

Work with developers during the site-specific development stage to support retention and growth of smaller local businesses by, for example, constructing smaller commercial retail unit (CRU) sizes where appropriate.

### Creative Employment\*

Allow creative employment\* uses within the existing employment lands designated by Metro Vancouver along Beresford Street. This will support emerging industries such as arts and craft studios, workshops, galleries, small-batch manufacturers, and flex-industrial spaces, that are compatible with nearby residential development.

### Commercial Cores

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

### Brewery Row

Allow breweries, craft distilleries, cideries, and small-scale food production businesses within the Creative Employment\* District to create a vibrant brewery row in Royal Oak. The brewery row will activate the neighbourhood and serve as a broader destination in Metro Vancouver.



Example of small local business within a residential area, North Vancouver



Grimmer Street, Burnaby



PART 6

# PLAN IMPLEMENTATION AND MONITORING

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## 6.1 Implementing the Royal Oak Plan

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

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

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

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Concept sketch of the Beresford Brewery Row

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

### Housing Diversity and Rental Housing

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

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

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

### Climate Action and Resiliency

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

### Local Economy and Employment

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

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

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

### Urban Design and Architecture

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

### Child Care Demand

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

### Public Art and Placemaking

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

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

### Streets, Public Space and Infrastructure

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

### Other Considerations

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



## 6.2 Monitoring the Royal Oak Plan

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

- » Number of residential dwelling units developed, tracked by housing form, unit type and size (i.e. number of bedrooms) and tenure.
- » Consistency between the types of residential dwelling units being developed and projected housing needs according to the Housing Needs Report.
- » Ground-level retail/service floor space developed, tracked by number and size range of commercial retail units (CRUs), occupancy rates, as well as office and other commercial floor space developed.
- » Number, type and age range of child care facilities and child care spaces created, as well as other types of community amenities and services.
- » Active transportation enhancements implemented, including amount of new sidewalks, cycling lanes and facilities, green corridors and street upgrades, and new street connections.
- » Amount of new park space acquired and implemented.
- » Amount of new plaza or character street space acquired and implemented.



# Appendix: Glossary

The following terms are used in the Phase 2 draft plan directions Discussion Guide and are described here for your reference.

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



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

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

