



Metrotown

Nelson Avenue

Royal Oak

Imperial Street



2.6 SITE HISTORY

Since time immemorial, **həŋqəmihəŋ** and **Skw̓xwú7mesh** Sníchim ancestors used canoe routes and trails to access village sites and resources in present-day Burnaby. Burnaby's lands provided a wide variety of plants and animals, and its waters were home to fish and seafood.

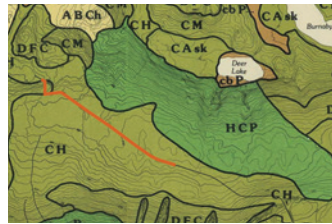
HISTORICAL ECOLOGIES

Vegetation of the area pre-settler.

CH: Mixed wet (Cedar, Hemlock, Spruce, Alder, Cottonwood, Willow, Yew, Crabapple, ferns)

DFC: Mixed coniferous (Douglas Fir, Grand Fir, Cedar, Hemlock, Pine, Spruce, Alder, Dogwood, Vine Maple, briars)

HCP: Mixed scrub (Hemlock, Cedar, Pine species, Douglas Fir, Alder, Cherry, Hazel, Vine Maple, ferns)



Source: Minister of Supply and Services Canada

By the 1850s, colonial governments were encouraging non-Indigenous people to become settlers in British Columbia through “pre-emption.” Unceded First Nation lands were parceled into private lots. Trees were cleared and farms and homes were built for settlers.

1891

CONSTRUCTION OF THE INTERURBAN TRAM

Amongst the new settlers in Burnaby were a large number of Chinese immigrants, many of whom came to work on the construction of the Central Park Interurban tram line. The new route was completed in 1891, connecting New Westminister to Vancouver. It was an important new asset for moving people and goods both locally and regionally.



~10,000 YEARS AGO COAST SALISH PEOPLES

A modern interpretation of how the host Nations lands may have appeared shows an overland route where Kingsway sits today (dashed red line).



Source: Indigenous History in Burnaby Resource Guide

SETTLEMENTS AND TRADITION

South of the Kingsway and Royal Oak intersection, evidence of a First Nation settlement was found, including tools used for splitting wooden planks.



Source for all artifact images: Heritage Burnaby Archives

1860'S ESTABLISHMENT OF THE KINGSWAY ROUTE

Royal Engineers constructed a wagon road from New Westminister to Vancouver - now Kingsway - along the pathway of a traditional First Nations transportation route.



CENTRAL PARK RECOGNIZED AS FIRST PROVINCIAL PARK IN BRITISH COLUMBIA

The same year that the tram line was completed, the Lieutenant Governor of British Columbia proclaimed Central Park as a new public recreation ground - located near today's Patterson SkyTrain Station. Previously, the land was utilized as a naval reserve by the Royal Navy given its strategic location on a ridge and near the wagon road. Despite a great fire in 1860, the park has managed to preserve some of its original temperate rainforest ecology.

By 1913, Burnaby was home to a whole network of electric railways and streetcars. The city grew up around this early transportation network. Although some residents owned automobiles, most walked or took the streetcar to get around. Land was subdivided to create buildable plots for new homes, shops and industries. Places where roads intersected with electric railway lines were the first to develop and commercial districts grew up around the stations.

1986
 SKYTRAIN EXPO LINE, BC PARKWAY TRAIL SYSTEM, AND METROPOLIS AT METROTOWN

After limited use for two decades, the interurban tram line route was brought back to life as a new transit corridor with the construction of the Skytrain Expo Line and a complimentary multi-use trail beneath it, later to be called the BC Parkway. All this in time for Expo 86. Population continued to increase in the area with Metrotown opening on the Simpson-Sears site the same year.



Source: City of Vancouver Archives

The area around the BC Parkway corridor lands anticipate a significant increase in density and population over the coming decades as Burnaby's Metrotown Downtown Plan (2017) gets implemented. Large redevelopments are planned at multiple locations along the corridor. The Royal Oak urban village area will also intensify around the Royal Oak SkyTrain station.

Parks and public spaces around downtown will be pressured to deliver more recreational and social spaces for resident use and wellbeing. There is a great opportunity for the BC Parkway corridor lands to help fill the gap in the community's recreational amenity needs.

1900'S TO TODAY

BURNABY'S TRANSIT GROWTH: THE SKYTRAIN AND BC PARKWAY

HEADING INTO THE FUTURE

DENSIFICATION AND ACTIVATION ALONG THE PARKWAY

1954
 END OF PASSENGER SERVICE ON THE CENTRAL PARK LINE END

1961
 OWNERSHIP OF THE BC PARKWAY LANDS TRANSFERS TO THE NEWLY FORMED BC HYDRO CORPORATION

1962
 MAYWOOD ELEMENTARY SCHOOL OPENS



LATE 1900'S
 CIVIC CENTRE DEVELOPMENT BOOM

Development along the newly established Expo SkyTrain Line booms. Development of Bonsor Recreation Complex ('88), Station Square ('88), Metropolis at Metrotown - called Eatons Centre at the time ('89), Bob Prittie Library ('91) and Crystal Mall (2000). Residential areas also densify.

2017
 METROTOWN DOWNTOWN PLAN

FUTURE DEVELOPMENT PROJECTS IN THE AREA

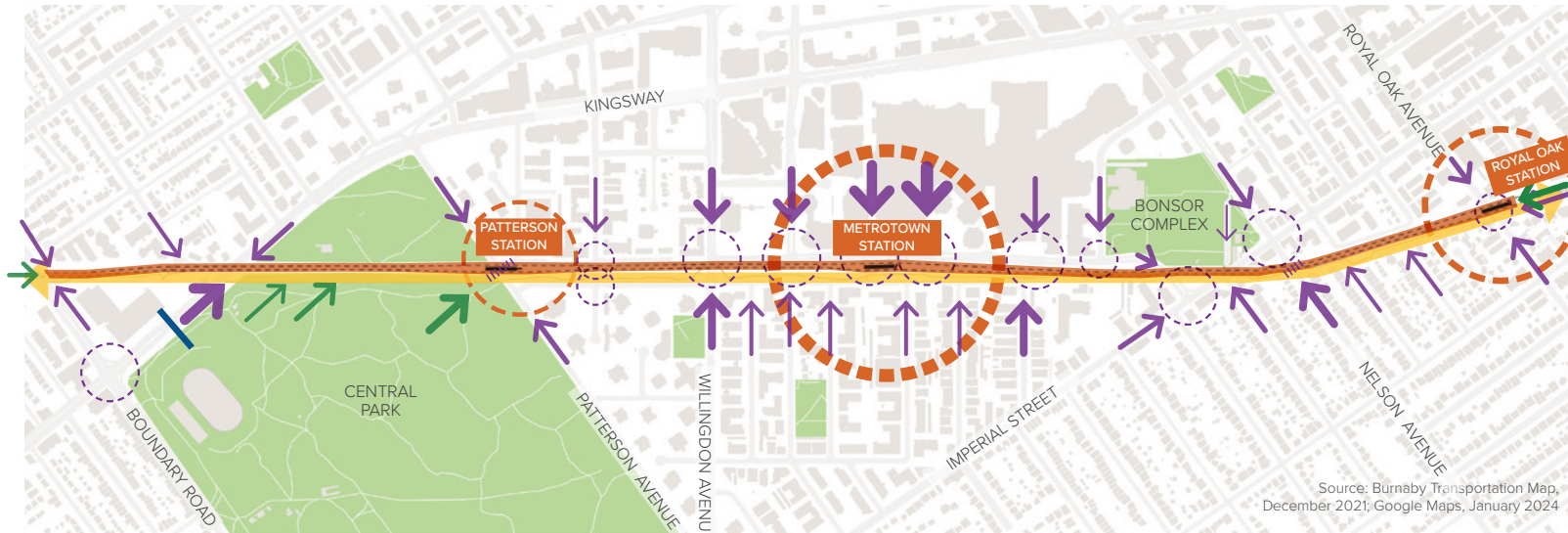
- 2012-2022: Station square redevelopment
- 2021-TBD: Redevelopment of Metropolis
- TBD-Telus Redevelopment
- 2025-2026: Destination playground
- In progress: Royal Oak Urban Village Community Plan (policy)



2.7 SITE ANALYSIS

A thorough site analysis was conducted to inform design decisions and direct the Framework Plan development for the BC Parkway study corridor. This included the surrounding regional context, the overall BC Parkway corridor, and six detailed study areas identified by the team. The following pages showcase a snapshot of that analysis. The full site analysis can be referenced in Appendix A.

CONNECTIVITY - PEDESTRIAN NETWORK



The Parkway has multiple access points for pedestrians as a result of the street grid being aligned perpendicular to it. However, street crossings along the west/east access have some challenges with intersections not always aligning with the parkway path and some unsafe crossings. There is opportunity to enhance crossings in general at key intersections, as well as provide new north-south connections through the Parkway.

Source: Burnaby Transportation Map, December 2021; Google Maps, January 2024

- Legend
- Approximate Study Area
 - Primary Sidewalk Access
 - Crosswalk
 - Pedestrian Overpass
 - Multi-use Path (NTS)
 - Path Access
 - Signalized Intersection
 - Major Access Node at Transit Station

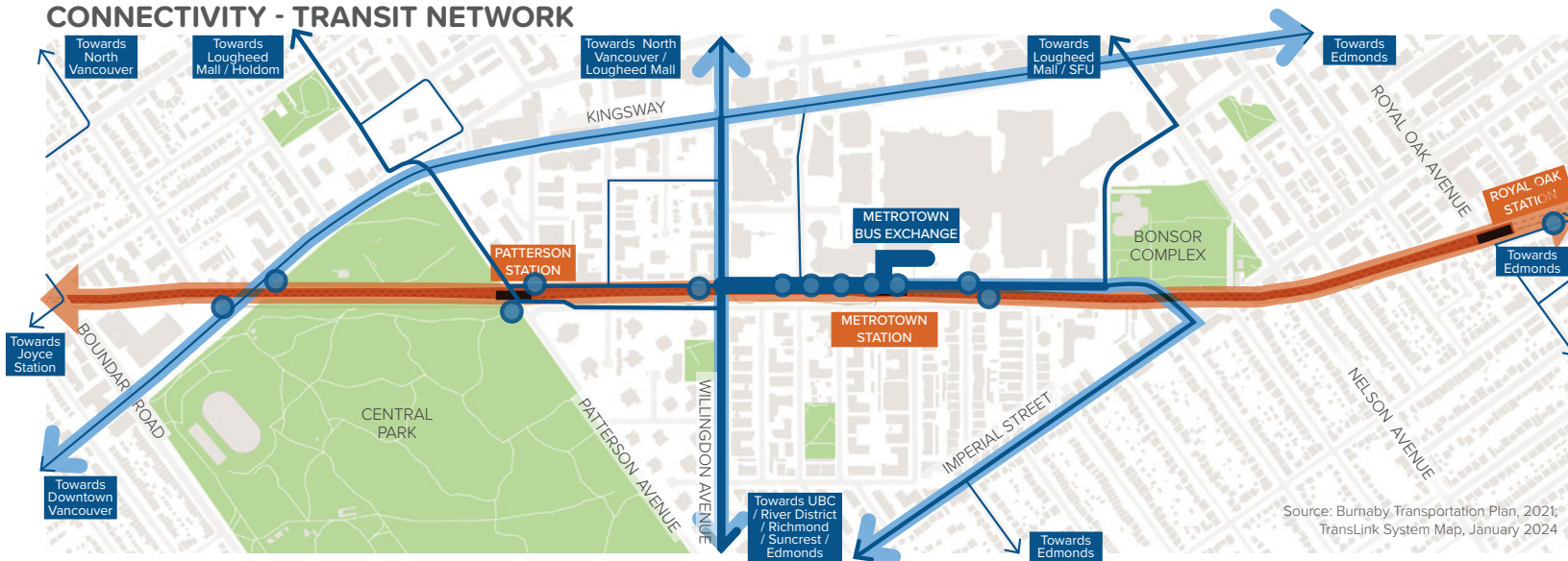
CONNECTIVITY - CYCLING NETWORK



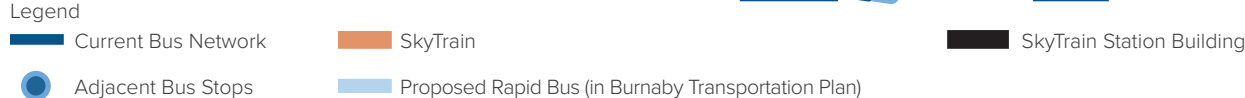
The Parkway serves as a major commuting route for cyclists from Vancouver all the way to New Westminster. There is currently a multi-use shared path in place, but TransLink has already begun implementing a new plan to separate cycling pathways from pedestrian paths for improved safety along the route. The Framework Plan should consider opportunities for alignment of new trails to accommodate adequate space for proposed activity areas.



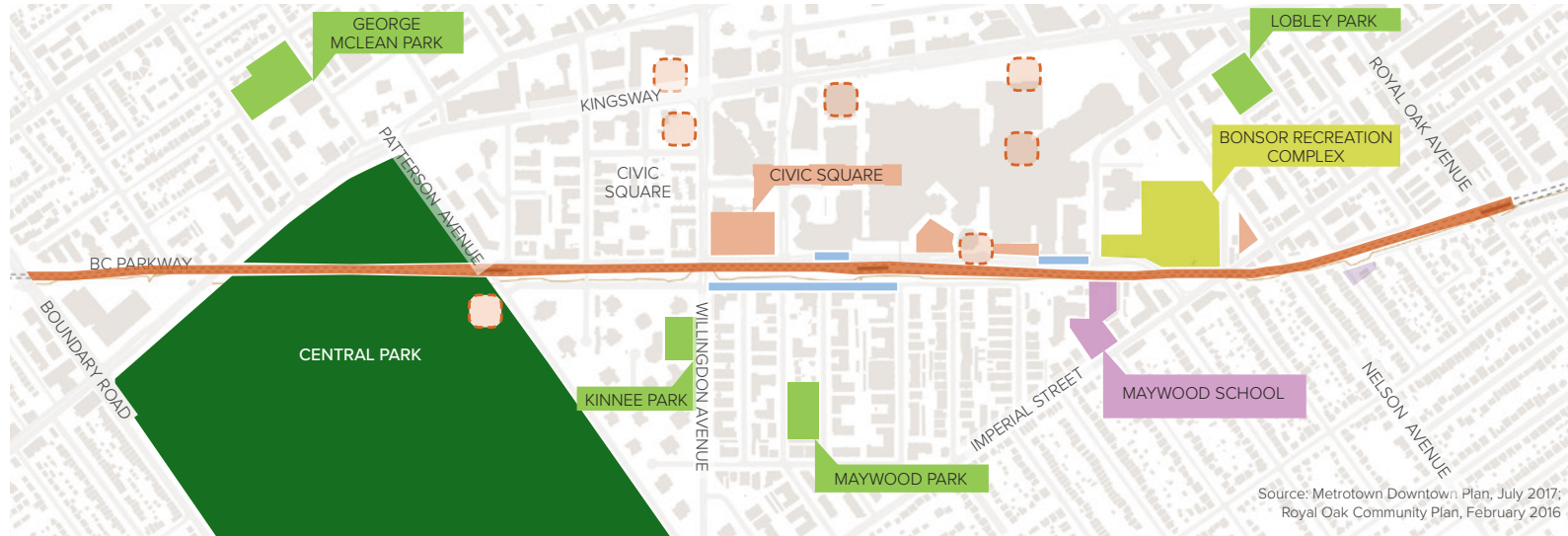
CONNECTIVITY - TRANSIT NETWORK



The Parkway is extremely well connected from a transit perspective, given that it is located along the SkyTrain corridor. There are three major transit stations within the site boundary, namely: Patterson, Metrotown, and Royal Oak. There are plans underway for a new Bus Rapid Transit facility in the vicinity of Metrotown. The specific location is still to be determined. The Framework Plan should consider the influx of crosspaths and high volume of users around Metrotown SkyTrain Station in particular.



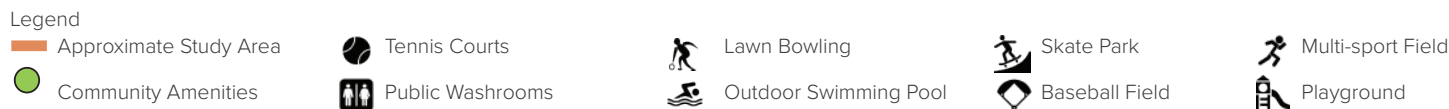
ADJACENT PUBLIC REALM ASSETS



OPPORTUNITIES

- The Parkway lands should be considered a part of existing adjacent green spaces and public realm features.
- The Parkway has an opportunity to offer complementary spaces to those that already exist, to better serve the community and provide diversity of recreational opportunities for public use.

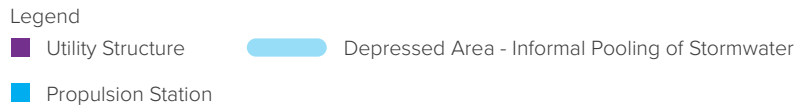
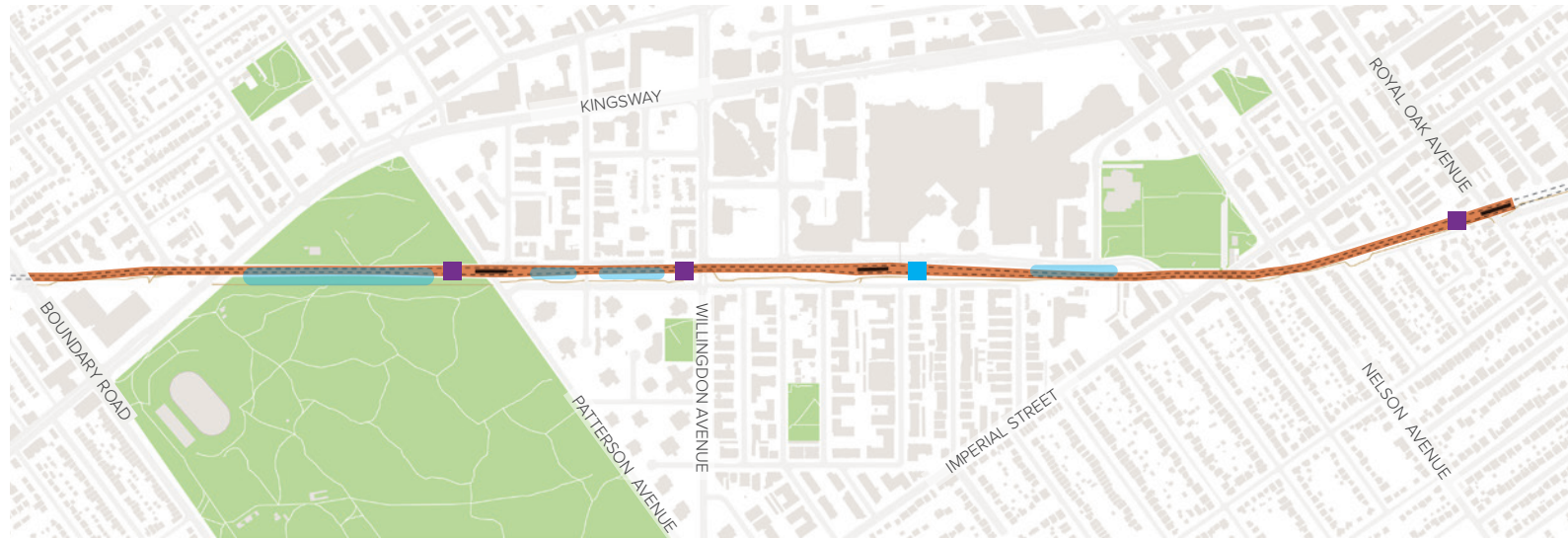
COMMUNITY AMENITIES



OPPORTUNITIES

- The framework plan should consider programming that supports key hubs of activity by the recreational centre and Central Park.
- New activities should be considered along the Parkway in key locations to support higher density residential pockets (current and future), as well as the active centre of Metrotown.
- Consideration should also be given to co-locate relevant activities that support community services and the populations that use them.

UTILITIES AND STORMWATER



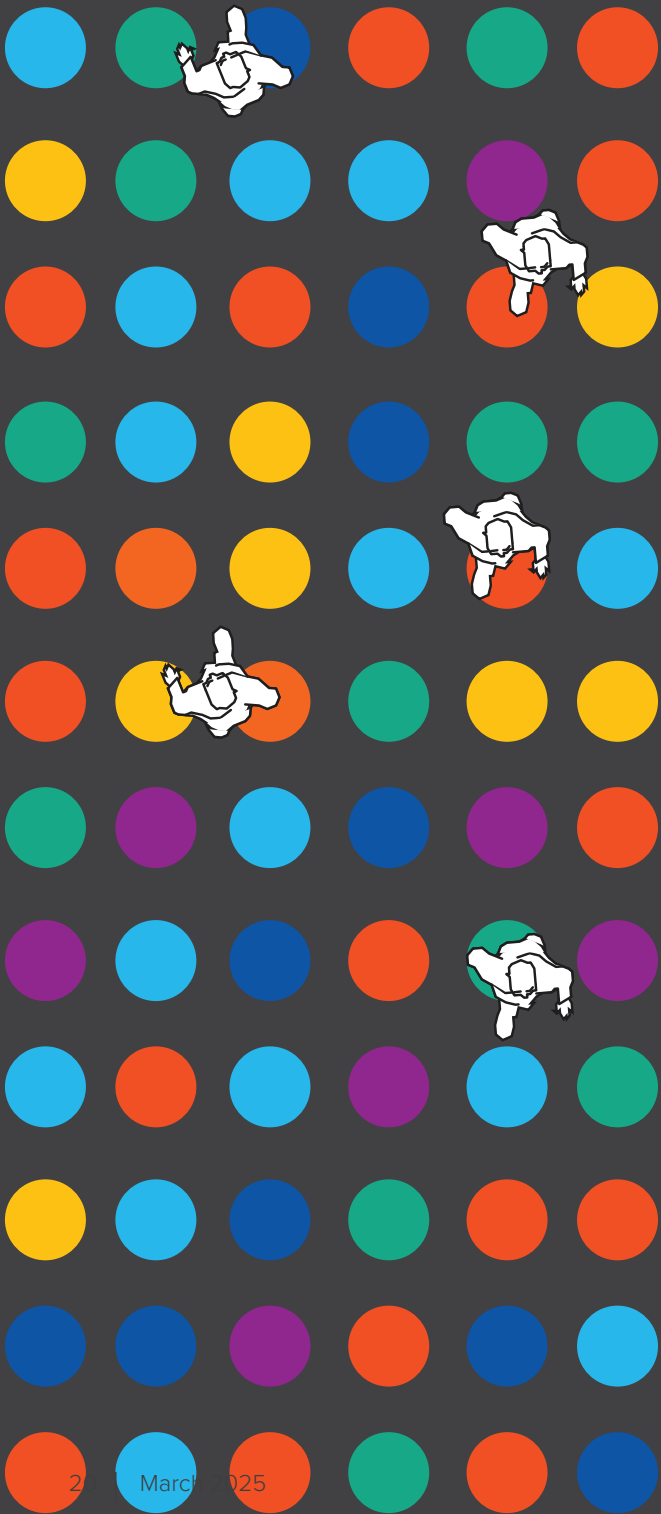
There are a number of utility lines (storm/sanitary/water/gas/hydro) and associated utility structures, as well as depressed detention areas located across the Parkway. In combination, they likely pose the greatest limitation and challenge to the design of open spaces and activity zones along the corridor. The complex nature of the underground utilities will require early planning and coordination with the necessary entities to ensure setbacks and guidelines are respected as the study area is developed.

OPPORTUNITIES

- There is a benefit in planning ahead in coordination with TransLink, to identify additional City infrastructure works to be completed during the initial construction of pathway works. This would simplify and create potential savings for the City during the later completion of placemaking projects.
- It is anticipated that the detention areas available today along the Parkway may be minimized with proposed new activities. As such, conversations with TransLink should also consider drainage infrastructure installed during pathway works to be sized to accommodate potentially higher future flows for future cost savings.



Depressed area and utility structure just east of Willingdon Avenue.



3.0 Vision and Guiding Principles

The Vision Statement and Guiding Principles set the direction for future change along the Parkway over the coming years. While specific plans and designs may evolve, the Vision will remain a consistent guide throughout.

3.1 VISION STATEMENT

Bring ^{THE} parkway
ALIVE!

Socialize, stay,
linger and play.

3.2 GUIDING PRINCIPLES

- Courageous big moves and design interventions
- Visible from afar
- A unique place

BOLD

- Inviting of all ages, cultures, identities, and abilities
- Free to use by all, at various times of day and across all seasons
- Accessible for multiple modes of travel
- Is comfortable and safe

WELCOMING

- Reflective of Burnaby's cultural, historical, and physical identity, through art, design, planting and program
- Supporting of the spirit and energy of Metrotown as the heart of the City

BURNABY INSPIRED

- Stewarded by the community
- Community feels a sense of ownership and participates in the parkway's care, safety and programming

COMMUNITY ACTIVATED

- Offers a diversity of activity types
- Considers every age group and their needs

DIVERSE

- From east to west - connected through the BC Parkway regional trail system
- From north to south - connected with multiple paths and safe crossings to adjacent neighbourhoods and uses

CONNECTED

- Complements and enriches existing ecology and habitat corridors at Central Park and other adjacent landscapes
- Supports pollination, biodiversity, and urban tree canopy, towards environmental resilience

ECOLOGICALLY RICH

4.0 The Concept Plan

4.1 CHARACTER AREAS

The proposed concept plan for the Parkway corridor brings to life the shared vision set out by the community and City. It recognizes the important heritage of the corridor, considers existing site conditions and responds to land use and programming adjacencies as well as future development plans. The concept plan seeks to weave

together all thoughts and ideas in a synergistic way and to respond to the top priority needs of the community. The concept plan also has flexibility built in to ensure the opportunity to adjust certain elements as parameters change over time, without compromising the greater vision and set Guiding Principles.

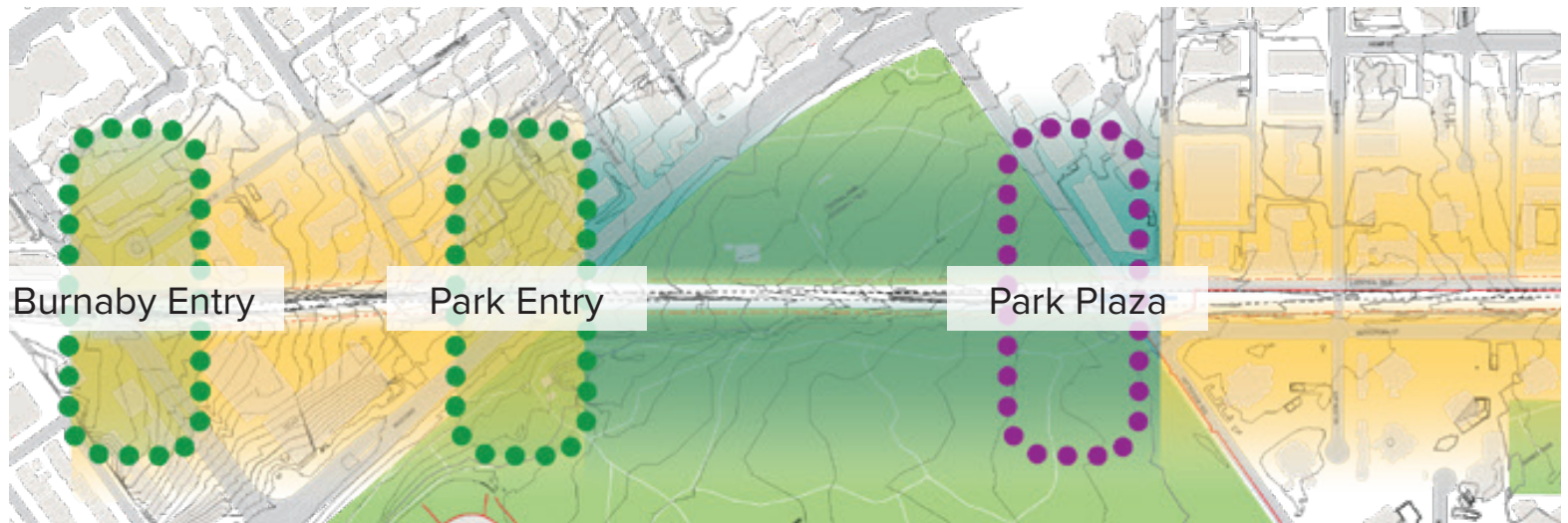
The overall concept plan for the Parkway corridor is designed with sensitivity to the particular cadence of energy as it relates to people activation and associated settings - urban, green or something in between.
(reference diagram at the bottom of the page)

CHARACTER AREAS

BURNABY GATEWAY

CENTRAL PARK AREA

PATTERSON COMMUNITY



CADENCE OF ACTIVITY

The strongest “beat” of activity is set in the urban Metrotown area where we see the greatest level of people movement and action, with a secondary smaller energy hub next to Royal Oak SkyTrain Station. The cadence then sees transition moments through quieter local residential sections and through a different kind of

energy hub at Central Park - one that relates to a diverse and rich ecological habitat. **These varying characters and activation beats along the Parkway have been the defining elements for 6 specific character areas.** The 6 areas are shown in the plan below and are defined in more detail on the following pages.

For the purpose of the report, each character area along the Parkway has been given a temporary name. It is anticipated, however, that official naming for each area, as well as a potential singular name for the fuller extent of the Parkway, is subject to a separate future City process.

METROTOWN URBAN AREA

BONSOR RECREATION AREA

ROYAL OAK COMMUNITY

