

Royal Oak Urban Village Community Plan

Phase 1 Public Consultation:

Preliminary visioning, goals and plan directions

Spring/summer 2023



This discussion guide provides information about the following topics to help you better understand the planning process for phase 1 of the Royal Oak Urban Village Community Plan:

1. Preliminary visioning
2. Preliminary goals and sub-goals
3. Preliminary plan directions:
 - » Plan area boundary
 - » Land use framework
 - » Mobility and public space directions



1. Preliminary visioning

Vision statements establish broad-level goals and aspirations for a community's future. In phase 1, we're seeking input on important aspects and values that the community believes should be part of the vision for the new plan. A formal vision statement for the Royal Oak plan will be established later in the process. Some of these aspects and values include:

- » maximizing the neighbourhood's strategic location as a transit-oriented Urban Village between Metrotown and Edmonds
- » fostering a distinct, unique and resilient Urban Village community
- » enhancing Kingsway, Royal Oak and Imperial Street as vibrant commercial corridors
- » expanding the range of housing, commercial and creative employment options
- » improving access to recreation, nature and cultural amenities

Your input will help guide the development of a formal vision statement that will be included in the new Royal Oak plan.



2. Preliminary goals and sub-goals

We're introducing a set of preliminary goals and sub-goals to help inform discussion and garner meaningful input on the future of the Royal Oak community.

Goal 1: Urban Village housing

Provide diverse and unique Urban Village housing options in Royal Oak and locally-focused community amenities and services that are distinct from Metrotown Downtown and Edmonds Town Centre.

Sub-goals:

- » Focus higher residential densities and mixed-use forms around the Royal Oak SkyTrain station (Station Area node) and along the Kingsway corridor leading from Metrotown (Village Centre node) to create prominent gateways to the Urban Village (see **3b. Preliminary Plan Directions: Land Use Framework**).
- » Provide medium-density, mid-rise mixed-use forms along the Kingsway corridor leading into Edmonds and Royal Oak Avenue, transitioning from high-density.
- » Residential areas outside of high-density mixed-use nodes will provide distinct low- to mid-rise apartment forms as well as missing middle forms such as townhouses and rowhouses.
- » Facilitate development of non-profit and supportive housing within the Urban Village by leveraging City-owned sites.
- » Apply the City's existing housing policies (e.g. the Rental Use Zoning Policy and the Tenant Assistance Policy) to ensure the provision of rental housing in future developments and protection for existing residential tenants during redevelopment.
- » Concentrate locally-serving small-scale, community amenities, services and commercial uses along the Kingsway, Royal Oak Avenue and Imperial Street corridors, providing visual

distinction from the adjacent Town Centres and serving the 15-minute city model throughout the Urban Village.

Goal 2: Sustainable mobility and public spaces

Connect Royal Oak residents to convenient and sustainable mobility options, high-quality public spaces and enhanced connections to parks and green spaces.

Sub-goals:

- » Apply Streetscape and Urban Village Design Guidelines that were established through the Bainbridge and Lochdale community plan processes to ensure new and existing streetscapes within Royal Oak meet the needs of all users, including provisions for landscaping, trees, lighting, sidewalks and cycling facilities.
- » Expand the network of open and green spaces (i.e. parks, pocket parks, pedestrian plazas, trails) as well as green connections to and from these spaces that provide recreational and social gathering opportunities.
- » Integrate urban public spaces that enhance and promote climate resilience, such as greenways, seasonal flooding parks, demonstration gardens and emergency hubs.
- » Enhance north-south and east-west pedestrian and cycling connections from the Highland Park Line and BC Parkway Trail by breaking up larger blocks and improving connectivity.
- » Promote public education and stewardship of environmentally-sensitive areas such as Gray Creek Ravine Park and Frogger's Creek Ravine Park. Identify locations and develop policies that support nature-based solutions (i.e. multi-use water quality/natural wetland facilities) for improving rainwater management, water quality and overall watershed health.

Goal 3: Local economy and the creative economy

Enhance the local economy to better serve existing and future residents and establish Royal Oak as a complete Urban Village with a mix of locally-serving retail, services, social infrastructure and other commercial and employment uses.

Sub-goals:

- » Encourage the incremental development of creative employment uses south of Kingsway between MacPherson and Gilley Avenues through the adaptive re-use of existing industrial spaces and integration of accessory commercial uses.
- » Encourage ground-level retail, non-profit and commercial uses in key locations such as near the Royal Oak SkyTrain station and along Kingsway and Royal Oak Avenue.
- » Encourage accessory non-profit social enterprises, community spaces and childcare centres in mixed-use developments to support employees and residents.
- » Strengthen the local retail and service commercial base so basic everyday needs for area residents (e.g. groceries, banks, personal services, cafes, pharmacies, etc.) are within walking distance.

Goal 4: Climate action and resiliency

Establish the Royal Oak Urban Village as a neighbourhood that advances the City's climate action and community resiliency goals.

Sub-goals:

- » Establish climate action strategies specific to the Royal Oak neighbourhood and in line with citywide strategies in areas such as land use, transportation, public realm and urban design.
- » Require green buildings to minimize energy use, water use, waste and greenhouse gas emissions.
- » Encourage District Energy Utility (DEU) connections for existing and new multiple family residential, commercial, industrial and other uses within Royal Oak as this option becomes available.
- » Build community resilience in Royal Oak such that the community is able to withstand, adapt to and rebound from changes and events (e.g. floods, heat waves, pandemics) with minimal impact.

Goal 5: Unique transit-oriented Urban Village

Establish Royal Oak as a unique, transit-oriented Urban Village community and a distinct place to live, work and visit in-between the busier Metrotown and Edmonds communities.

Sub-goals:

- » Recognize historic transportation routes including interpretive strategies such as signage and banners.
- » Work with Burnaby's Host Nations and members of Burnaby's urban Indigenous communities to establish strategies specific to Royal Oak that will help advance the City's Truth and Reconciliation efforts. These may include strategies related to signage, building community identity and place-naming, public art, housing, social and environmental sustainability, architecture and urban design.
- » Apply policy directions to identify and conserve heritage resources, including updating the inventory of character homes and encouraging retention of significant character homes.
- » Preserve and enhance significant heritage assets in the Royal Oak community. Where feasible, incorporate heritage assets (including buildings, natural heritage features and objects) as part of new developments.
- » Through the development process, support a network of integrated "third places" (parks, places of worship, cafes, bookstores, etc.) outside of homes and workplaces that intrigue people of diverse cultural backgrounds, income levels and demographics to explore the urban and natural environment while developing a distinct identity for Royal Oak.

3a. Preliminary plan directions: Plan area boundary



- PLAN AREA BORDER
(subject to change through the community planning process)
- POTENTIAL AMENDED
PLAN BOUNDARY AREAS
- EXISTING PARK SPACE
- 800 METRE DISTANCE
FROM ROYAL OAK
SKYTRAIN STATION
- OPEN WATERCOURSES
- 400 METRE DISTANCE
FROM ROYAL OAK
SKYTRAIN STATION
- T SKYTRAIN STATION

As part of phase 1, we're presenting ideas and options for how the Royal Oak Plan area boundary may be amended through the community plan process to achieve various objectives, including:

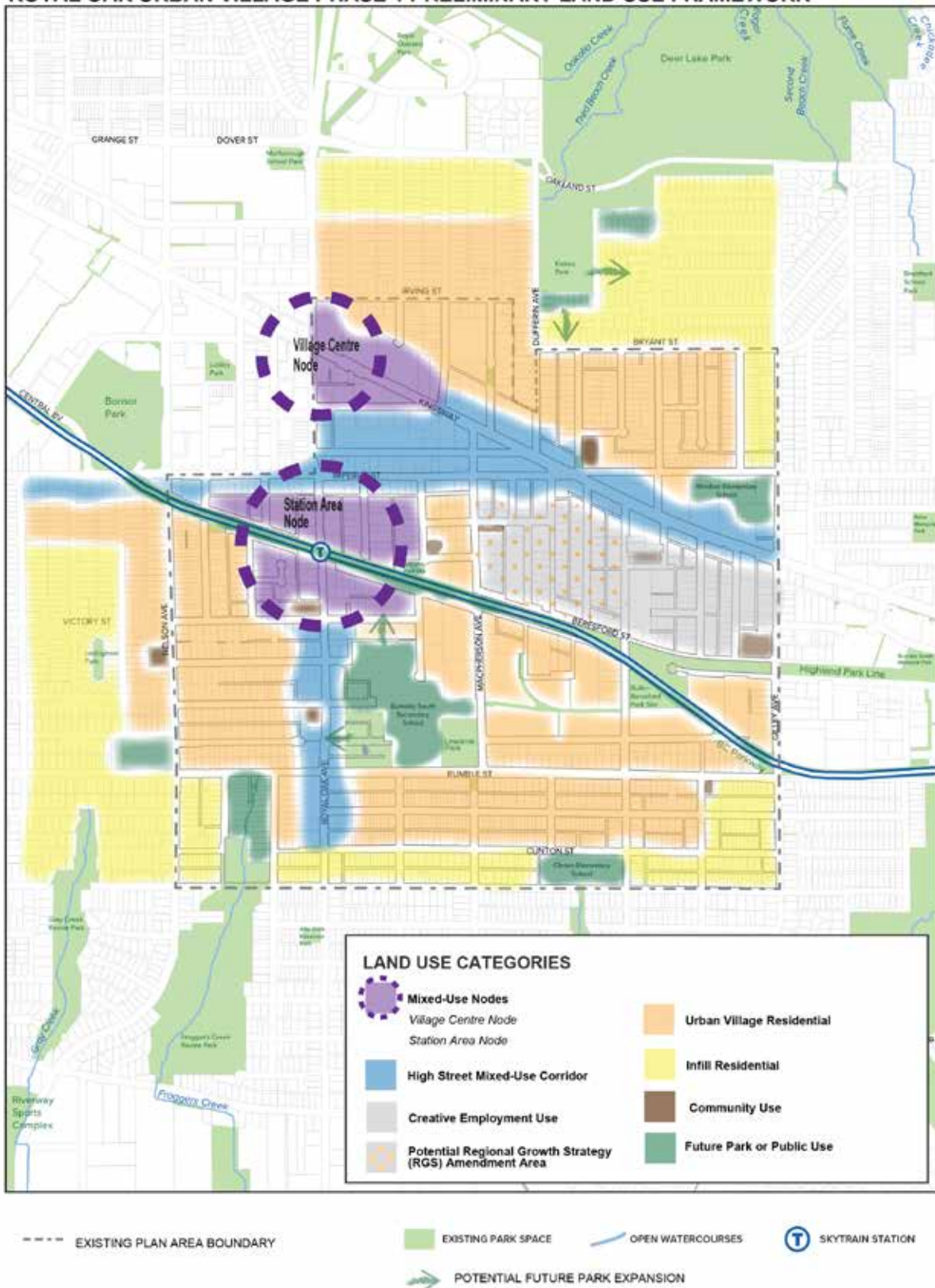
- » providing additional opportunities for missing middle housing (e.g. townhouses, rowhouses, multiplexes) that are located close to transit (i.e. within 400-800 metres of the Royal Oak SkyTrain station) and that create gradual transitions between the Urban Village and surrounding neighbourhoods, in coordination with the ongoing Housing Choices Program
- » providing better continuity between Royal Oak and adjacent neighbourhoods
- » enabling better mobility connections and improving public space in a wider area of the community for the benefit of more residents and visitors
- » expanding opportunities to preserve heritage resources in the neighbourhood, especially in areas west of Nelson Avenue
- » enabling possible expansion of park and public use spaces as the community grows

Your input now will help shape further discussions during phases 2 and 3 and contribute to developing the proposed plan area boundary for the new Royal Oak plan.



3b. Preliminary plan directions: Land use framework

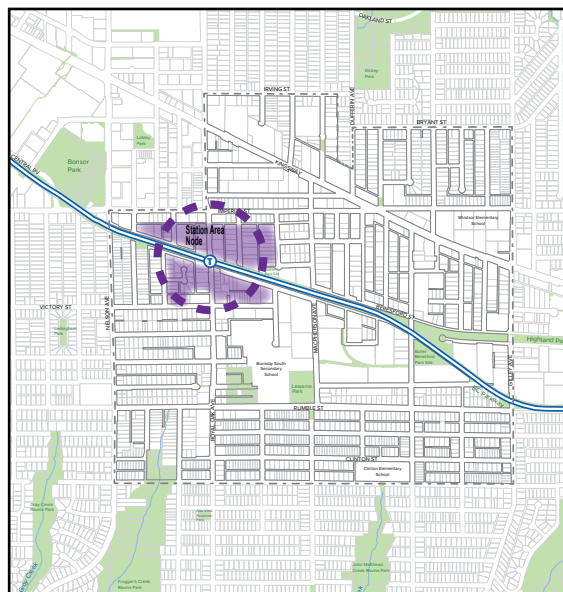
ROYAL OAK URBAN VILLAGE PHASE 1 PRELIMINARY LAND USE FRAMEWORK



The phase 1 preliminary land use framework builds on the ideas and land use concepts established in the original Royal Oak Urban Village Community Plan (1999) while looking forward to the longer-term future of the Royal Oak community. It also takes into account current and anticipated priorities, trends and community needs as Royal Oak evolves into a complete Urban Village.

Your input on the preliminary land use framework will help shape more detailed land use concepts and land use designations for properties within Royal Oak. These will be presented during future phases and in the new Royal Oak Urban Village Community Plan.

Please note the commentary presented here on potential building forms and heights are intended as guidelines only and may be revised based on input we receive during phase 1.



Mixed-use nodes: Station Area node

Description: The Station Area node is centered around the Royal Oak SkyTrain station with current surrounding land uses including a mix of lower density residential, industrial and commercial uses. The phase 1 framework envisions this area as a transit-oriented village centre that would accommodate a range of housing options and commercial uses, supported by enhanced public spaces that prioritize pedestrian traffic and connections to public transit.

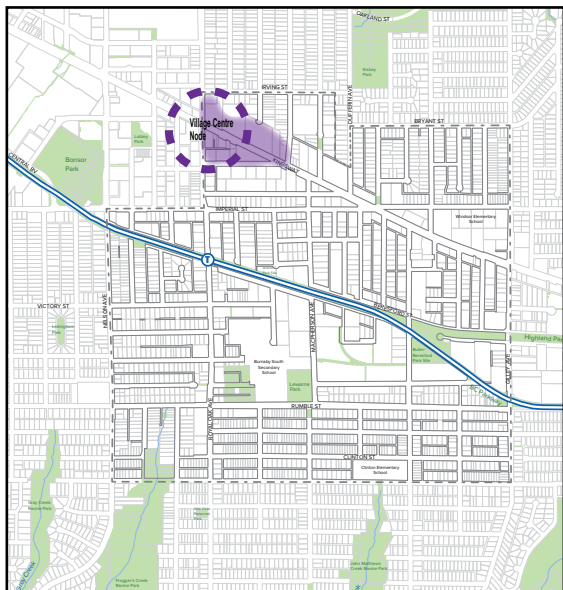
Royal Oak Avenue, Imperial Street and the BC Parkway will continue to act as key corridors that link this area to other parts of the Urban Village.

Potential building form and urban design considerations:

The phase 1 framework considers a range of mid-rise, terraced forms in this area with slightly lower forms along both sides of Royal Oak Avenue and Imperial Street. These frame the streetscape and maintain a human-scaled, pedestrian-oriented environment. Taller forms may be considered in other locations, subject to high-quality urban design and architectural considerations that will contribute to the Station Area's uniqueness and sense of place.

Potential zoning districts: RM5/RM4, C2.

Potential building height ranges: Up to 20 storeys in strategic locations adjacent to the SkyTrain station.



Mixed-use nodes: Village Centre node

Description: The Village Centre node, located at the intersection of Kingsway and Royal Oak Avenue, currently accommodates primarily low-density commercial uses. The phase 1 framework envisions this area as a mid- to high-density mixed-use gateway to Royal Oak from Metrotown along the Kingsway corridor. The densest land uses would be concentrated along both sides of Kingsway with opportunities for mid-rise, medium-density mixed-use development further south beyond Kingsway.

Potential building form and urban design considerations: The tallest forms in Royal Oak could be considered here to transition from Metrotown, though developments should reflect a unique urban design form (e.g. terracing and

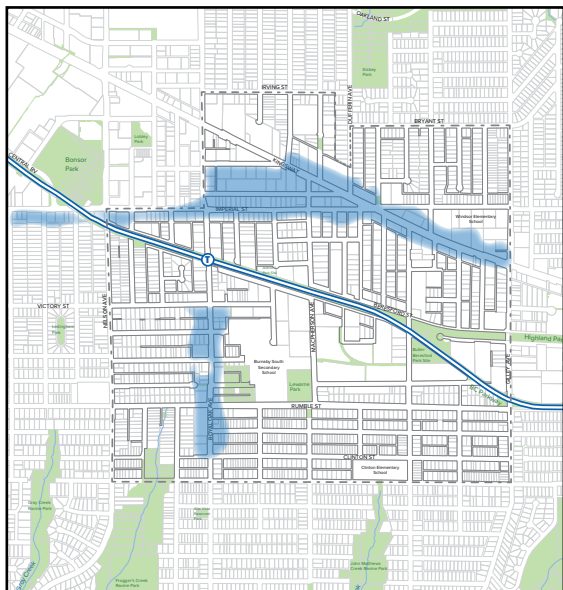
building articulation—breaks or variations in the building façade or structure) that is distinct from Metrotown’s point tower/podium* forms. Beyond Kingsway to the south, building heights would taper down to Imperial Street to help reinforce the Village Centre node and Station Area node as distinct places.

**Commercial podiums are the bottom level(s) of a mixed-use building. 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.*

Point-tower and podium forms feature a smaller podium and taller tower form and are appropriate in contexts such as higher-density areas. Larger podium forms allow a building to achieve alternative urban design objectives, such as lower building heights, while accommodating similar levels of density.

Potential zoning districts: RM5, RM4, C2.

Potential building height ranges: Up to 25 storeys with a signature building up to 30 storeys at the strategic intersection of Royal Oak Avenue and Kingsway adjacent to Metrotown.

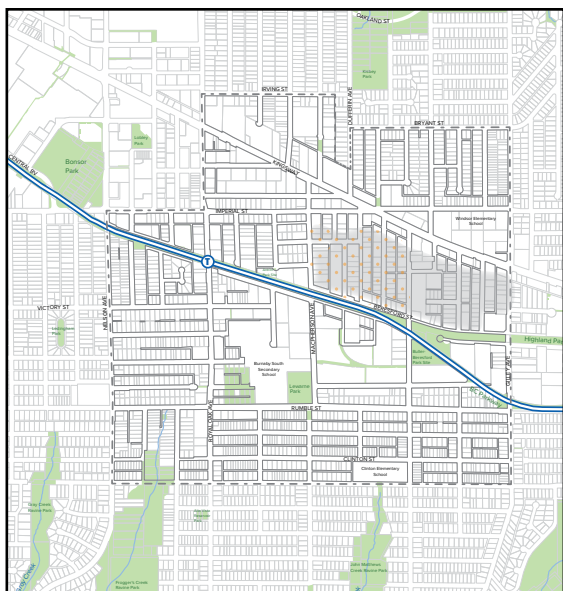


High street mixed-use corridors

Description: Outside of the mixed-use nodes, Kingsway continues to be a significant commercial street to the east, providing for a range of commercial uses and a key link to the Edmonds Town Centre. The phase 1 framework envisions that this portion of Kingsway will continue to function as a key mixed-use corridor for Royal Oak, characterized by ground-level retail and commercial uses with office, public use and/or residential uses above.

The portion of Royal Oak Avenue south of the Station Area node and Imperial Street have the potential to serve a similar function at a smaller scale to provide basic commercial needs and services to nearby residents.

Potential building form and urban design considerations: The phase 1 framework envisions mid-rise terraced forms along Kingsway, Royal Oak Avenue and Imperial Street with heights noticeably shorter than buildings in the mixed-use nodes.

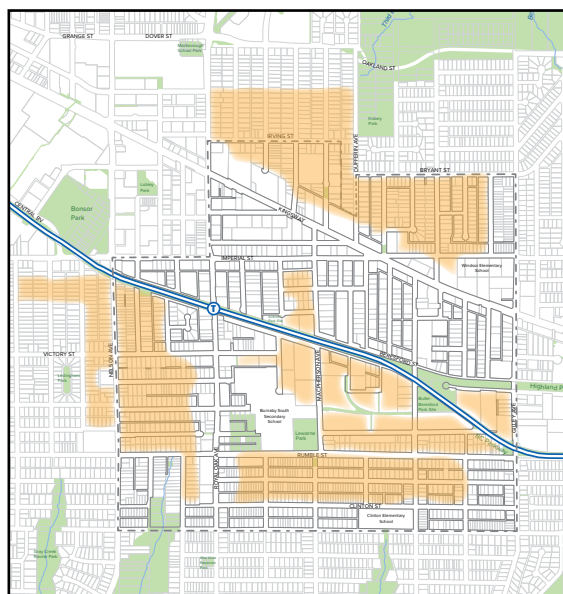


Creative employment use and potential Regional Growth Strategy amendment area

Description: Currently, this area primarily accommodates a range of industrial uses and is designated as Employment Lands under the Metro Vancouver 2050 Regional Growth Strategy (RGS). As Royal Oak continues to evolve into a complete Urban Village, the phase 1 framework envisions that this area will continue to focus on facilitating a range of light industrial, commercial and employment uses. These uses could include creative employment uses such as flex-industrial uses, studios, light manufacturing uses, workshops, galleries, etc. These uses would generally be located at ground level and contribute to creating a unique and pedestrian-oriented public space in this part of the Urban Village.

Given that the westernmost portion of these lands are within walking distance to the Royal Oak SkyTrain station (approximately 400-800 metres), the preliminary land use framework identifies this portion as an area where an RGS amendment could be further explored. This would be done in consultation with the public and Metro Vancouver to potentially allow for consideration of residential uses with an emphasis on non-market rental housing located above employment uses where feasible.

Potential building form and urban design considerations: The phase 1 framework envisions primarily low- to mid-rise forms in this area with ground-level creative employment uses facing and activating the street. To encourage a variety of employment uses, slightly taller forms could be considered for upper-level office uses or similar uses that function optimally above ground level. If residential uses within the RGS amendment area are successfully pursued, supported building forms will remain in the low- to mid-rise range with residential uses located above compatible ground-level creative employment uses.

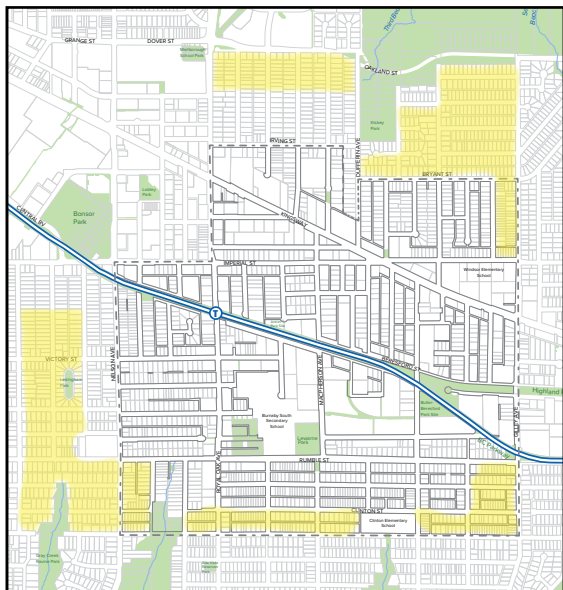


Urban Village residential

Description: The phase 1 framework envisions a range of transit-oriented housing options in the Urban Village residential areas, including market and non-market housing rental or ownership options. The varied housing options would reflect the neighbourhood's existing diversity. Residential development in these areas would consider aspects that promote building community identity and foster community participation and stewardship such as connections in the public space to nature (e.g. through open green spaces and links to parks, trails and green spaces) and food security (e.g. through the provision of community garden spaces).

Potential building form and urban design considerations:

Building forms would vary highly in these areas, dependent on the surrounding context and adjacent forms/uses (e.g. adjacent to Metrotown vs. lower density neighbourhoods). The tallest forms that could be supported in the Urban Village would be located near the mixed-use node areas.



Infill residential

Description: Infill residential areas are envisioned to support various ground-level multi-family housing options, focused around the edges of the Urban Village community. These areas are key to forming gradual building form and height transitions between the central areas of the Urban Village and neighbouring, lower-density neighbourhoods.

Potential building form and urban design

considerations: The phase 1 framework envisions three- to four-storey forms such as townhouses and rowhouses with secondary suites. Alignment with the Housing Choices Program is a key consideration for these areas.



Community use

Description: Community uses are broadly defined and may include schools, recreational facilities, daycares, places of worship, hospitals or care facilities. Residential uses may also be considered for sites identified for community uses, provided the densities keep with surrounding residential uses.

Potential building form and urban design

considerations: Building heights and forms for community uses will vary depending on their location and the nature of the community use.



Future park or public use

Description: These areas provide capacity for the improvement and expansion of parks and other green spaces (e.g. sports fields, picnic areas). Where feasible, these areas may also facilitate smaller-scale community uses such as daycares, schools, recreational facilities or non-market housing. The phase 1 framework also identifies potential expansions of Kisbey Park and the Burnaby South Secondary School field (marked by the green arrows in the preliminary land use framework map) that will be further explored in phase 1 and subsequent phases of the community planning process.

Potential building form and urban design

considerations: Building heights and forms will

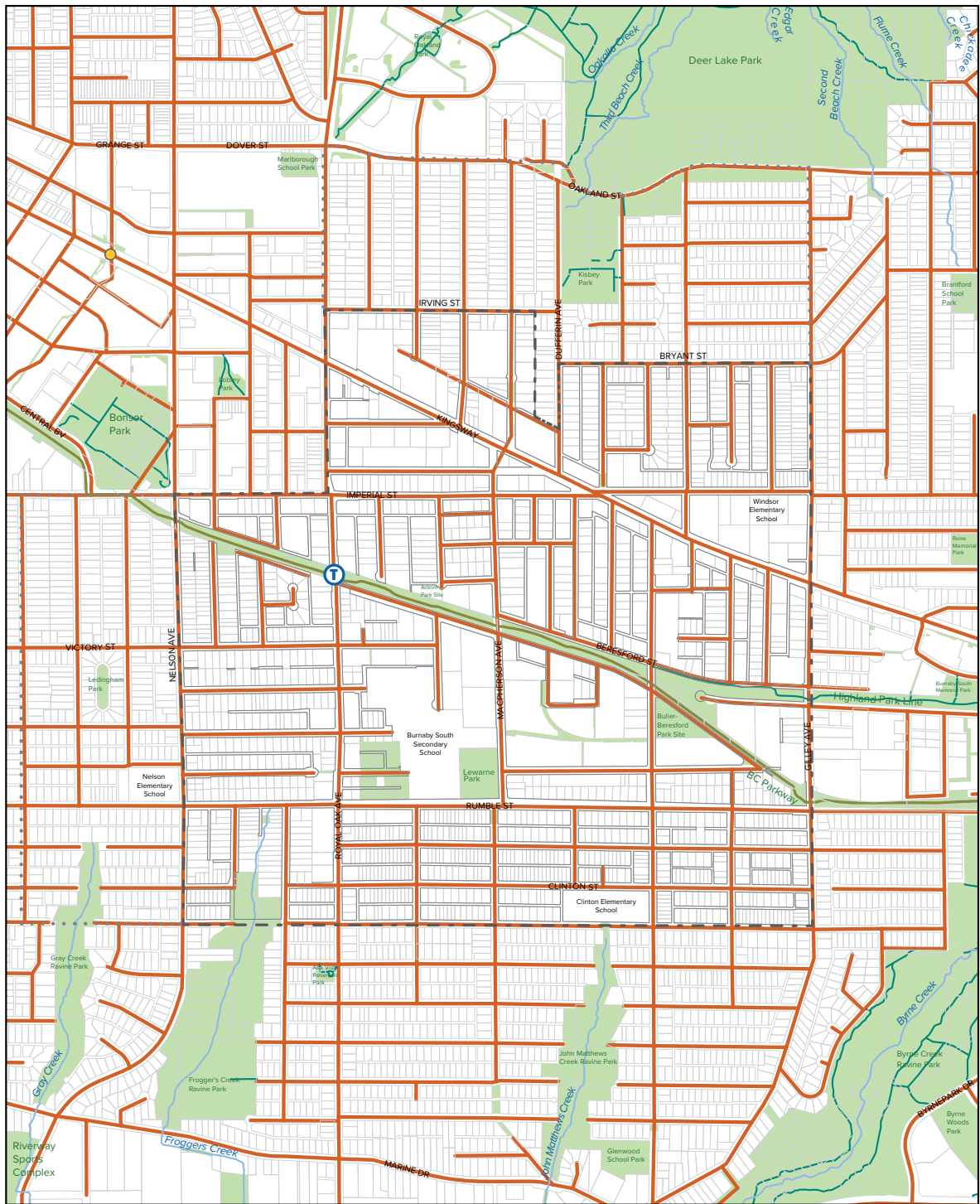
vary depending on the type of community use amenity proposed but will generally be low- to mid-rise.

3c. Preliminary plan directions: Mobility, public spaces and green space connections

As part of phase 1, we're presenting ideas for how mobility, public spaces and green space connections may be enhanced. These will provide a more interconnected Urban Village that provides safe, easy, accessible and convenient ways to move around the community, access public transit and connect with nature. The following maps reflect the future pedestrian, cycling, transit and driving network based on *Connecting Burnaby: Burnaby's Transportation Plan* and the community's network of trails and green spaces. Use these maps as a starting point to consider how we might enhance mobility and public spaces in Royal Oak over the mid- to long-term future.

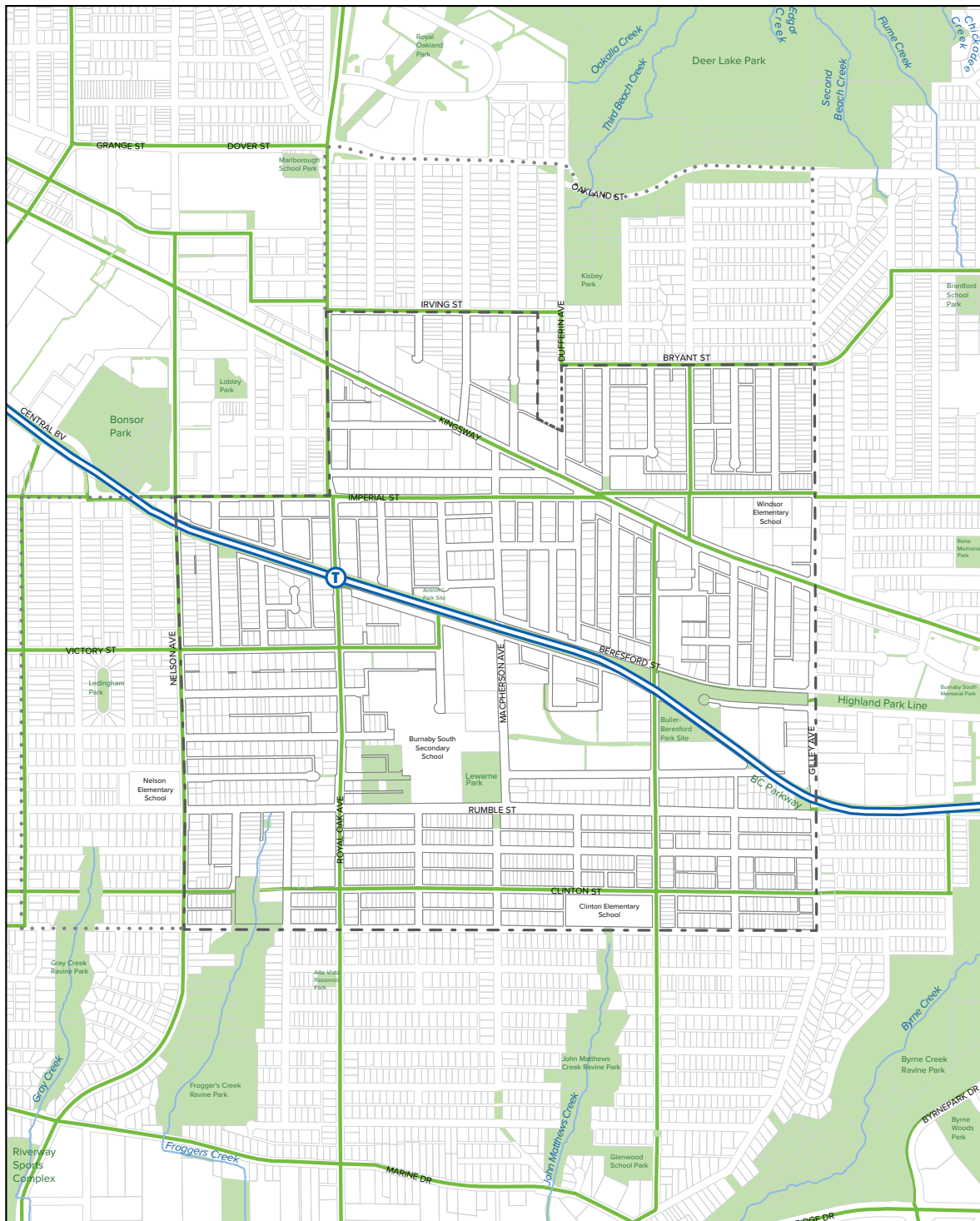


Long range pedestrian network



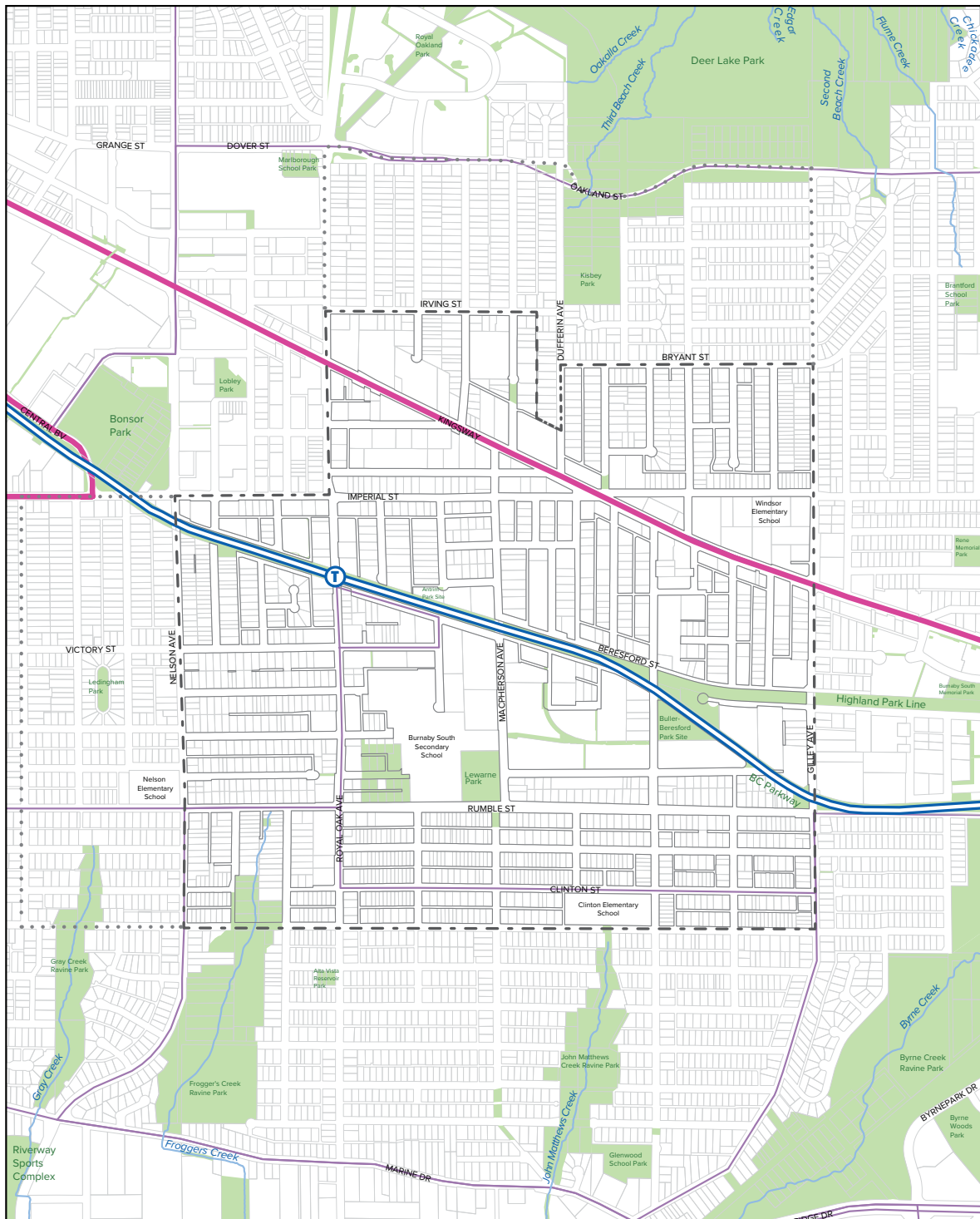
- SIDEWALK NETWORK
- REGIONAL GREENWAY
- T SKYTRAIN STATION
- OPEN WATERCOURSES
- EXISTING PARK TRAIL SYSTEM
- PEDESTRIAN / MULTI-USE OVERPASS
- EXISTING PARK SPACE
- PLAN AREA BOUNDARY (subject to change through the community planning process)
- POTENTIAL PLAN AREA BOUNDARY EXPANSION

Long range cycling network



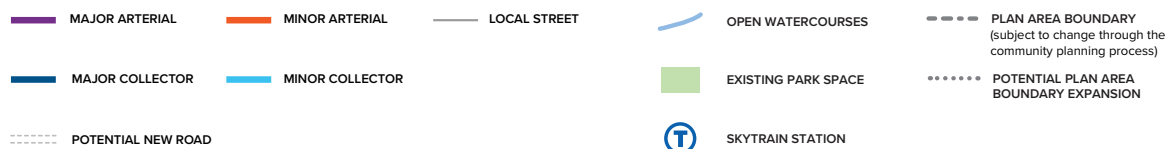
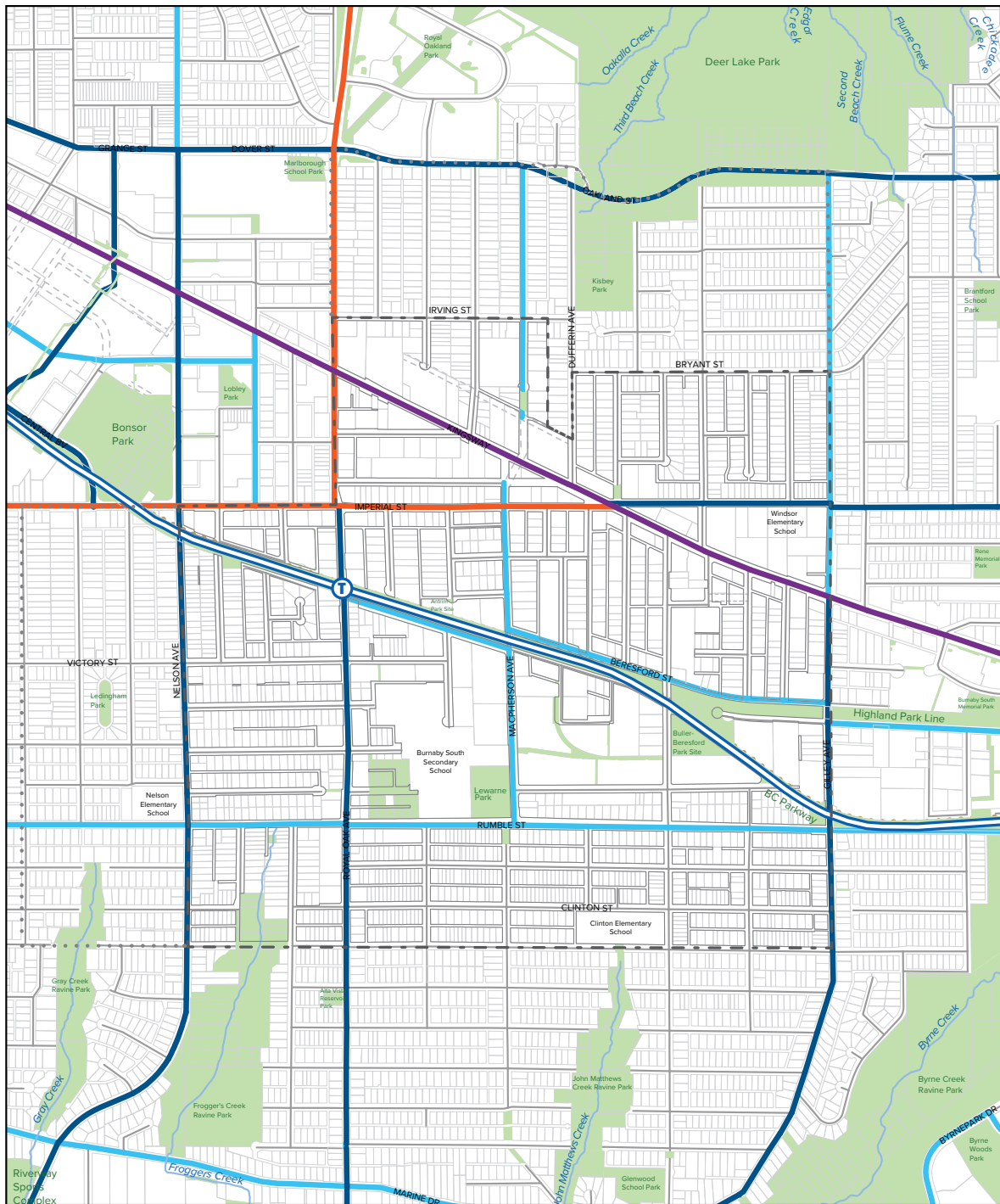
- CYCLE NETWORK
- EXISTING PARK SPACE
- PLAN AREA BOUNDARY
(subject to change through the community planning process)
- T SKYTRAIN STATION
- OPEN WATERCOURSES
- POTENTIAL PLAN AREA BOUNDARY EXPANSION

Long range public transit network



- | | | | |
|---------------------|--------------------|---------------------|---|
| RAPID BUS OR BETTER | SKYTRAIN STATION | OPEN WATERCOURSES | PLAN AREA BOUNDARY (subject to change through the community planning process) |
| EXISTING BUS ROUTE | SKYTRAIN EXPO LINE | EXISTING PARK SPACE | POTENTIAL PLAN AREA BOUNDARY EXPANSION |

Long range driving network



Green space network

