

Royal Oak Urban Village Community Plan

Phase 1

Welcome

We want to hear your **thoughts on the phase 1 preliminary visioning, goals and plan directions to help us update the Royal Oak Urban Village Community Plan.**

Get involved! Please provide your feedback.

Join the discussion at the open house

Review these display boards, ask questions and share your thoughts with us.



Take the survey



Discussion guide & info

Take our survey!

Deadline: Monday, July 31

Visit Burnaby.ca/YourVoice-RoyalOak or scan the QR code. A discussion guide is included to help you complete the survey.

Send us an email

Email your questions or comments to RoyalOakPlan@Burnaby.ca

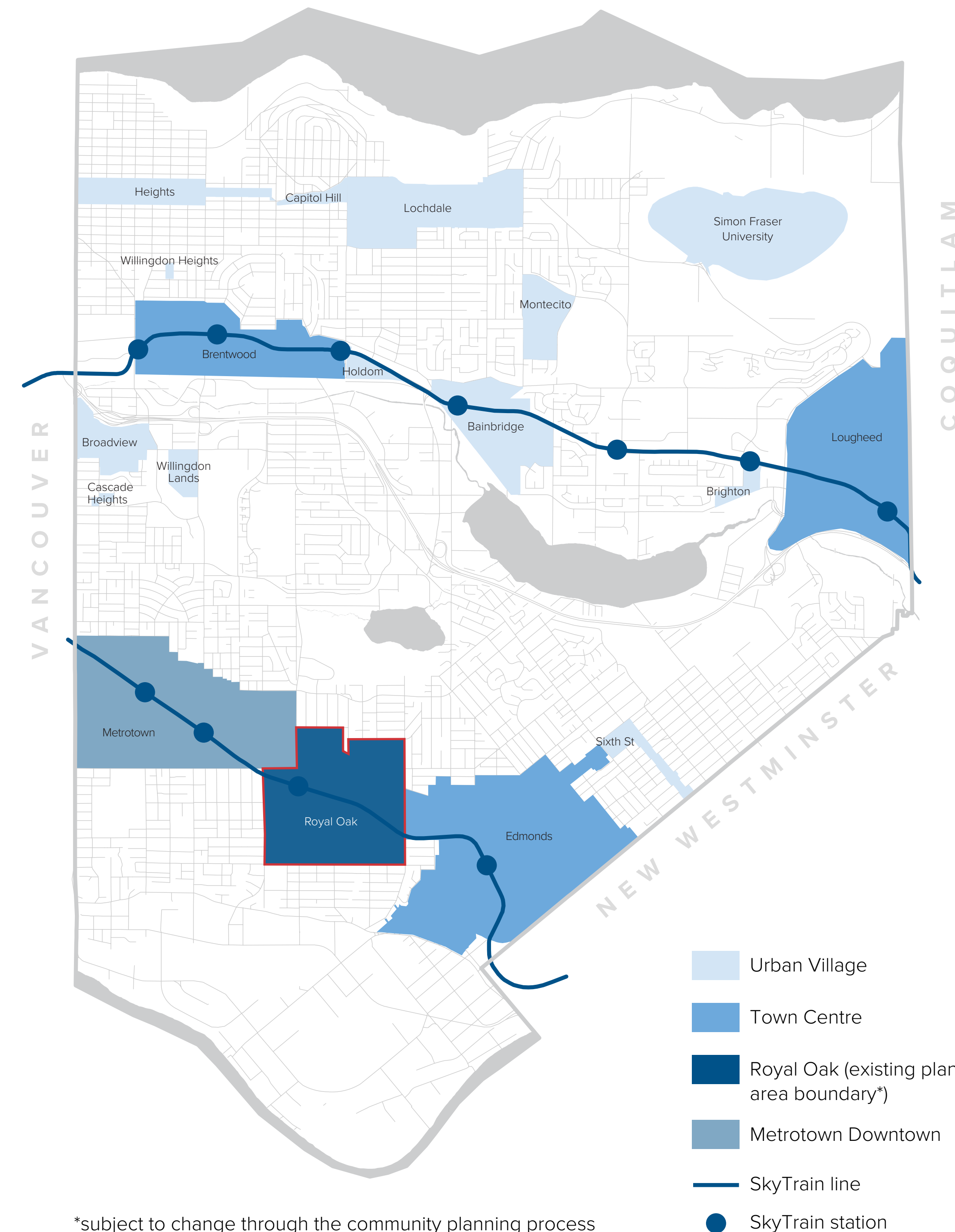
Submit written feedback

Mail or drop of your written comments at Burnaby City Hall, 4949 Canada Way, Burnaby, BC, V5G 1M2

Stay informed

Sign up to get notified of upcoming engagement and the latest project related news at Burnaby.ca/YourVoice

The feedback we receive in phase 1 will help develop preliminary draft plan directions that will be presented in phase 2 in fall 2023-winter 2024.



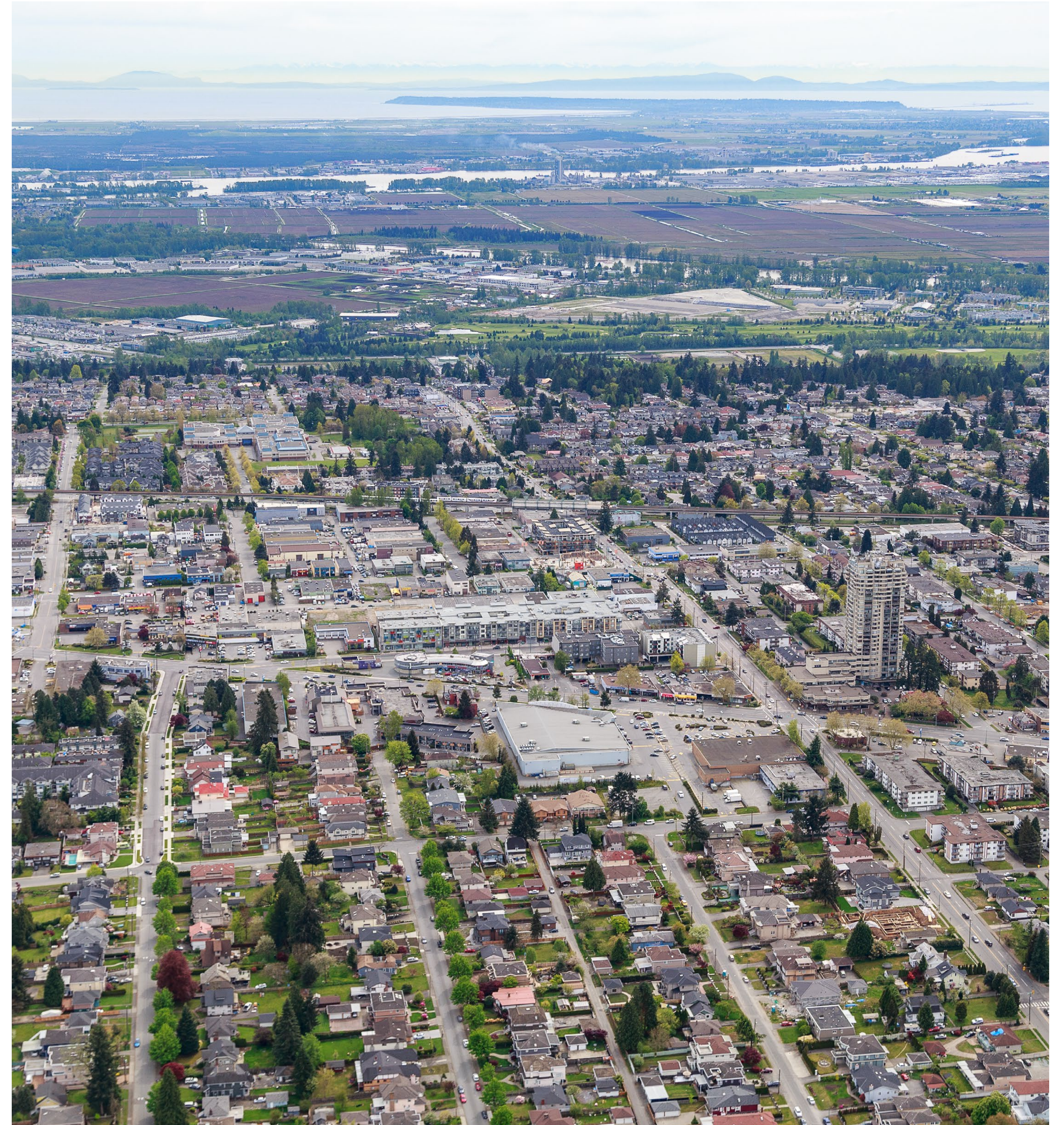
*subject to change through the community planning process

Within Burnaby, Royal Oak is identified in the Official Community Plan (OCP) as an Urban Village. It has direct access to the Royal Oak SkyTrain Station, Kingsway, industrial uses, and natural assets such as the Highland Park Line, the BC Parkway Trail and nearby creeks.

Purpose

The purpose of the new Royal Oak Plan is to build off of the original community plan and the ongoing growth and evolution of the Royal Oak community that has occurred since, and to provide an updated framework for the strategic and well-managed growth of the Royal Oak Urban Village, in line with recent emerging community and citywide trends, including:

- » climate action and community resiliency
- » Official Community Plan update (ongoing)
- » Truth and Reconciliation
- » sustainable transportation
- » housing choices
- » employment options
- » building community, public space and urban design
- » transit-oriented development



Community plans

The City of Burnaby has a comprehensive set of community plans that provide policy direction to guide mid- to long-term development, growth and change in neighbourhoods throughout the city. These are developed in line with the Regional Growth Strategy, the Official Community Plan and other citywide and regional policies.

What’s the difference between a community plan and the OCP?

Burnaby’s Official Community Plan (OCP) is currently being updated. The OCP differs from community plans as it sets a long-range vision to guide and manage Burnaby’s growth over the next 25 years. While the OCP provides direction on land use, transportation, environment, etc., it doesn’t typically include the detailed local context that community plans do. Find out more Find out more about the OCP at [Burnaby.ca/Burnaby2050](https://burnaby.ca/Burnaby2050).

See below for an overview of Burnaby’s planning framework.

The Royal Oak Urban Village Community Plan will complement Burnaby and Metro Vancouver’s current and future policies and plans with a focus on local land use and neighbourhood issues that are specific to the Royal Oak Urban Village Plan area. The Edmonds Town Centre and Cascade Heights Urban Village are also undergoing community plan updates.

Learn more at [Burnaby.ca/YourVoice-Edmonds](https://burnaby.ca/YourVoice-Edmonds) and [Burnaby.ca/YourVoice-CascadeHeights](https://burnaby.ca/YourVoice-CascadeHeights).



About you

To help ensure we are hearing from a variety of people in our City, let’s know a bit more about you.



Place a sticker on where you live or work in Royal Oak (or elsewhere in Burnaby)

What is your age group?

Place a sticker next to the age group you belong to.

- » Under 18 years _____
- » 18 to 24 years _____
- » 25 to 34 years _____
- » 35 to 44 years _____
- » 45 to 54 years _____
- » 55 to 64 years _____
- » 65 and older _____

What language do you speak at home?

Place a sticker next to the language that you speak at home.

- » English _____
- » French _____
- » Cantonese _____
- » Mandarin _____
- » Korean _____
- » Tagalog _____
- » Spanish _____
- » Punjabi _____
- » Iranian Persian _____
- » Other _____

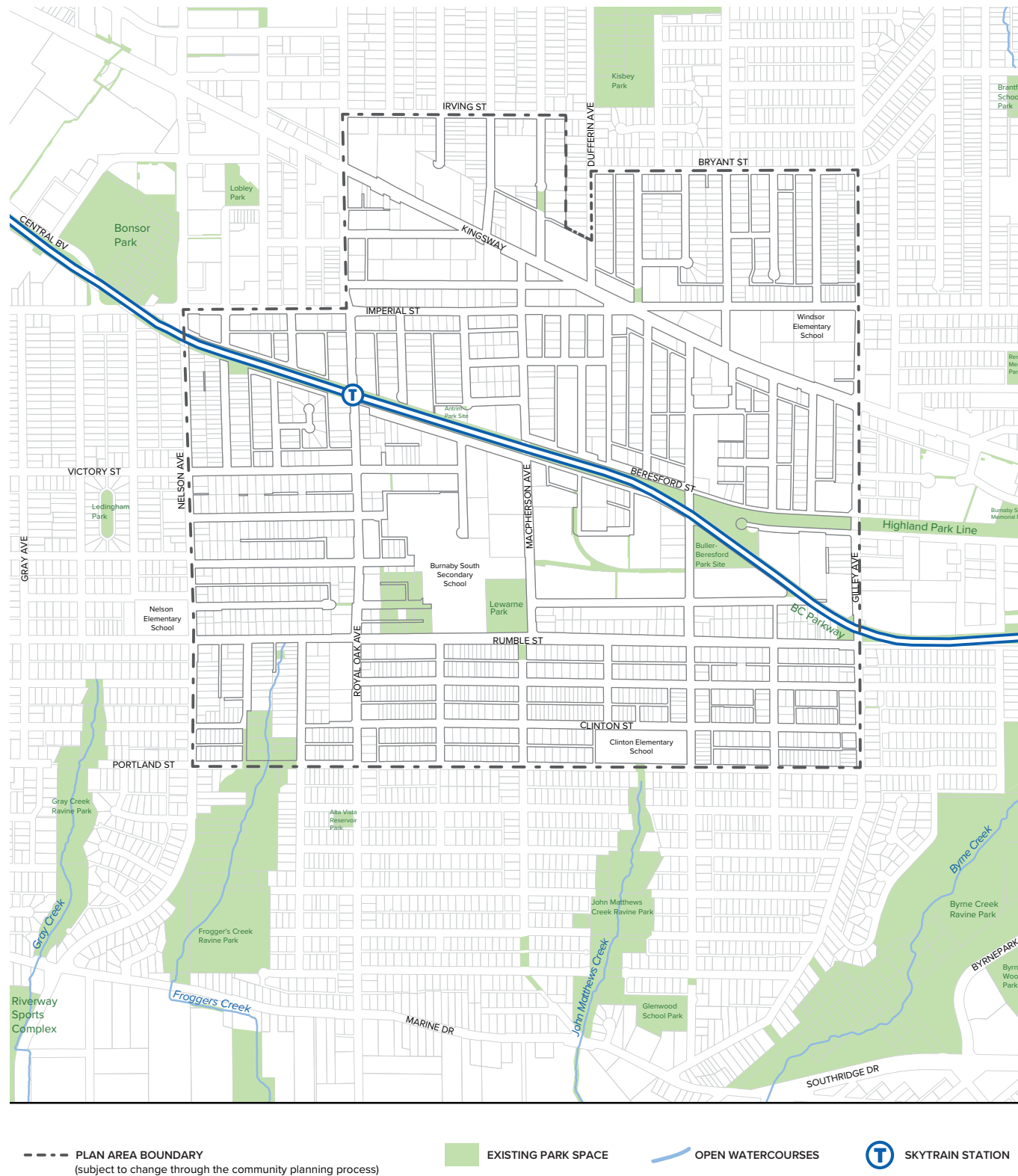
Royal Oak Urban Village Community Plan

Phase 1

Snapshot of Royal Oak

Royal Oak is the largest urban village in Burnaby occupying approximately 224 hectares and is well-connected to Burnaby and beyond. Its deep history is tied to the Royal Oak Interurban Station. Royal Oak is also a transitional area providing traditional industrial and commercial uses as well as residential. See a snapshot of the community below.

Existing park spaces in Royal Oak



Demographics

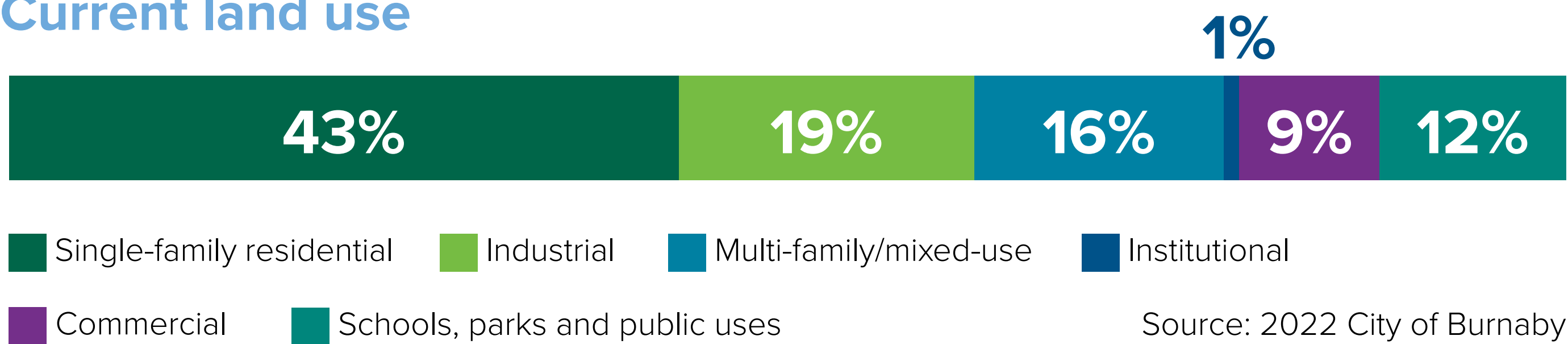
Population

15,949 (6% of Burnaby's population)

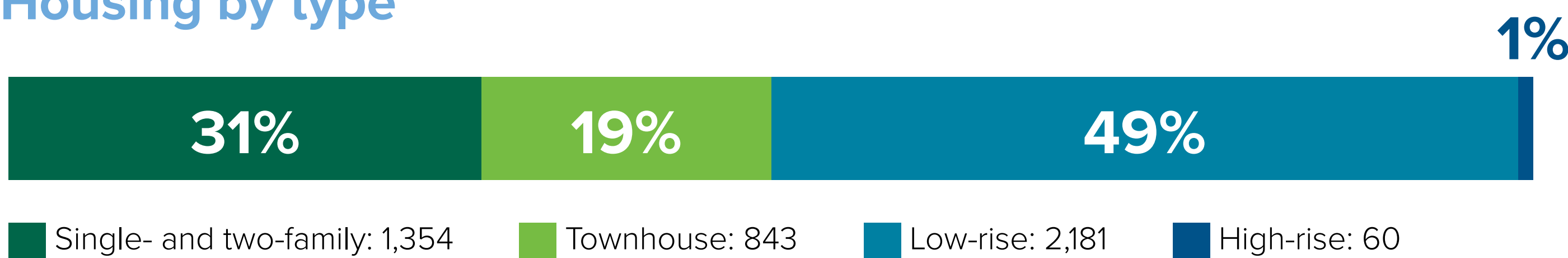
Source: 2021 Census Data

Land use and housing

Current land use



Housing by type



Community amenities and open space



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

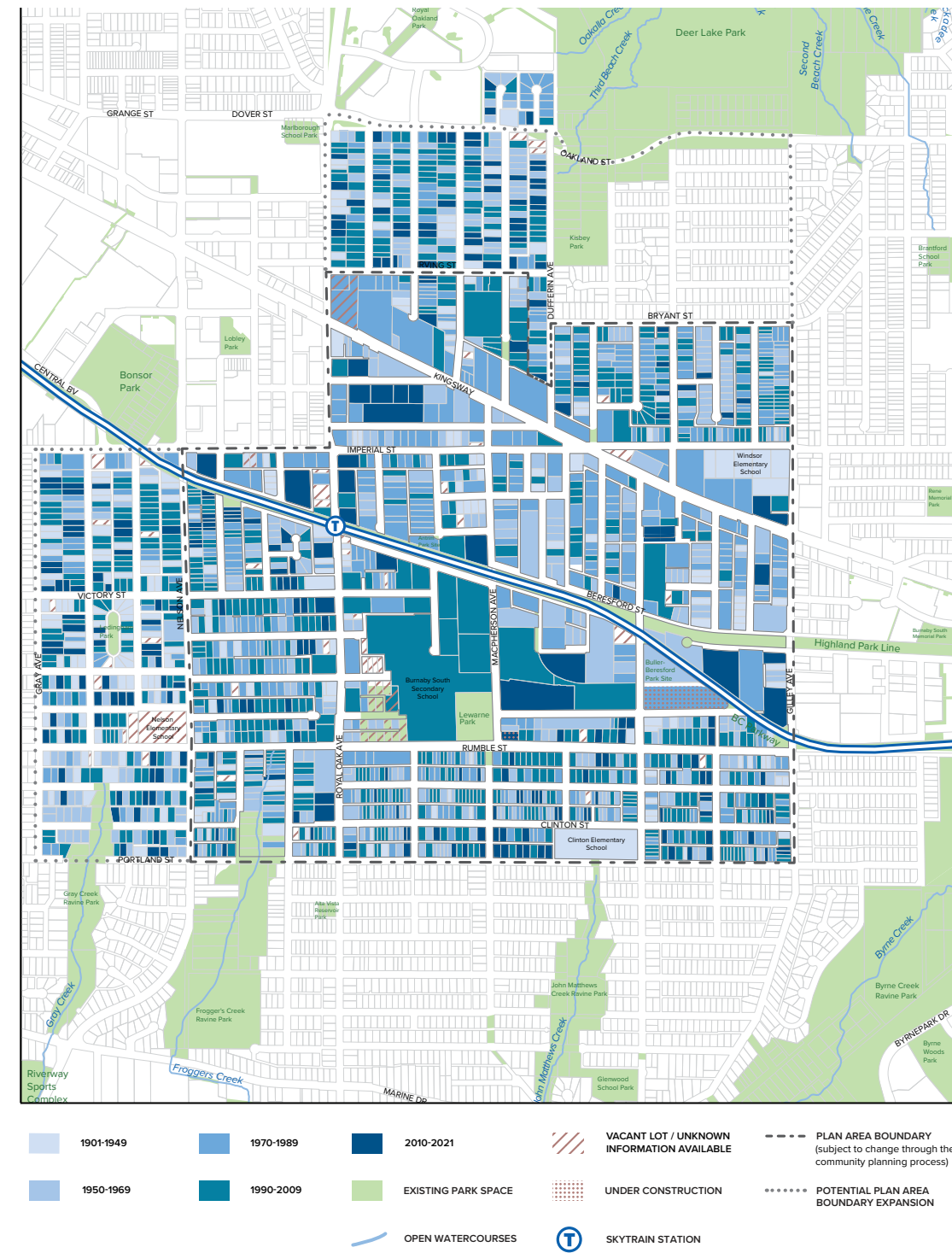


Royal Oak also provides access to the Bonsor Recreation Centre within walking distance



Burnaby South Secondary School, Windsor Elementary School, and Clinton Elementary School are within the Urban Village

Building ages in Royal Oak



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 expands from New Westminister to Vancouver



Existing public transit allows for travel from Royal Oak to: Metrotown, Edmonds, Vancouver, New West in 30 minutes

History of Royal Oak

From time immemorial, the rich resources of these lands have been accessed by hə́ŋqəmiŋə́m and Skwxwú7mesh speaking peoples. Today, their descendants continue to live in Burnaby and the adjacent municipalities that developed within their traditional 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 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 and McKee 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 on his way from the Royal Oak interurban station to his nearby home. Burnaby Village Museum: BV020.9.5



The Naud family constructed a farmhouse at present-day 4737 Victory Street in 1908. The O.G. Naud House is now a designated heritage home in Burnaby. City of Burnaby Archives 172-002

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.



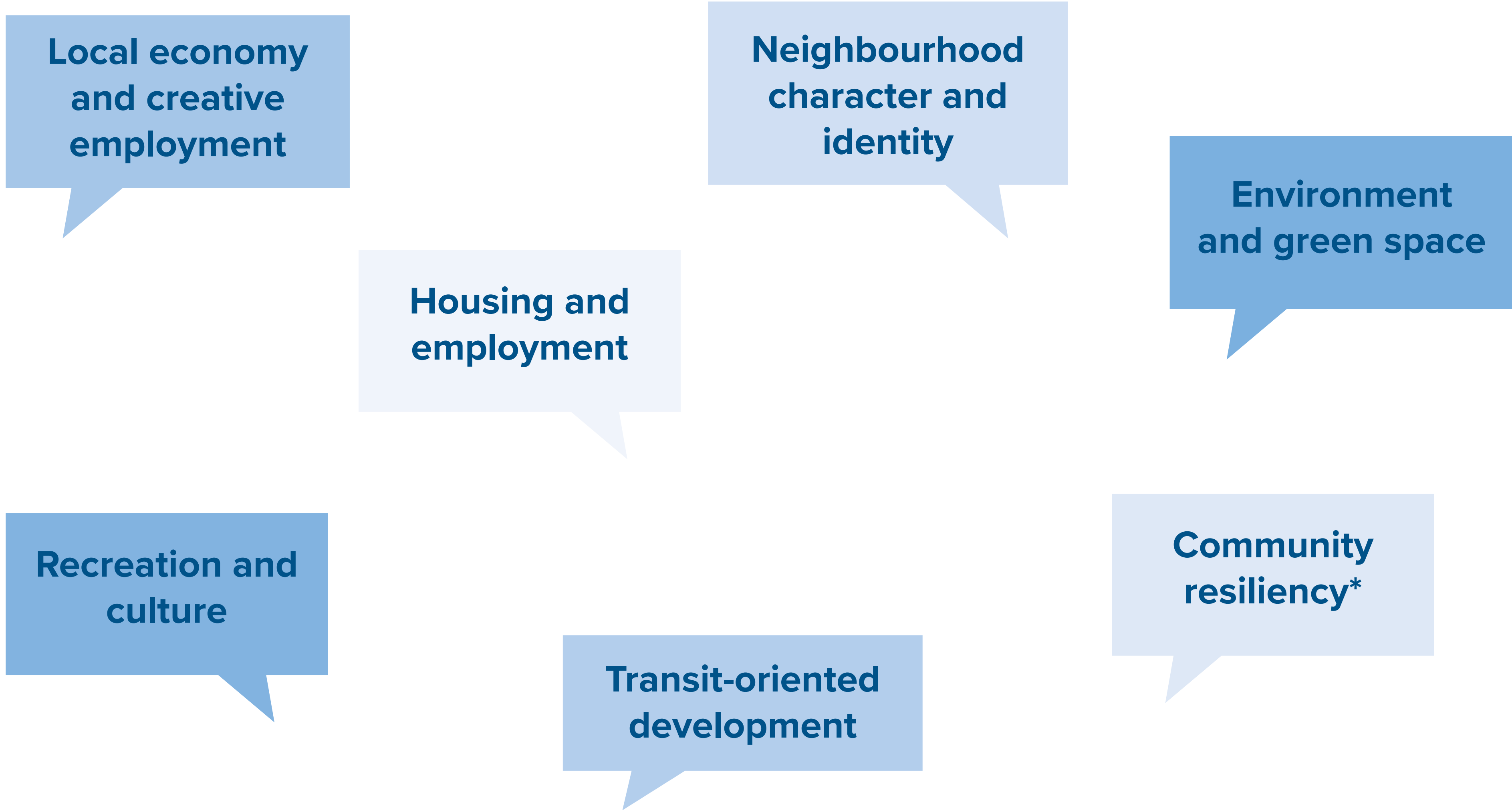
Triangle Conduit and Cable, circa 1960. This business at 7515 Gilley Avenue was one of many industrial businesses that was established in the Royal Oak neighbourhood after the Second World War. City of Burnaby Archives 112-001

Community plan timeline



Preliminary visioning

Some of the key values that we hope to promote in the new Royal Oak plan are:



*Community resiliency

A strong, connected and well-served community also supports a neighbourhood’s resiliency and capacity to respond to future challenges or adversity. In general, resiliency is the capacity of people, communities, organizations and the built and natural environments to prepare, withstand, adapt and bounce forward regardless of social, environmental and economic changes, uncertainties and challenges.



Preliminary goal 1:

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

Sub-goals

- High-density mixed-use nodes
- Medium-density uses along Kingsway corridor
- Apartment & townhouse/rowhouse forms
- Existing housing policy (eg. RUZP & TAP)
- Non-profit & supportive housing
- Community amenities, services & commercial



Preliminary goal 2:

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

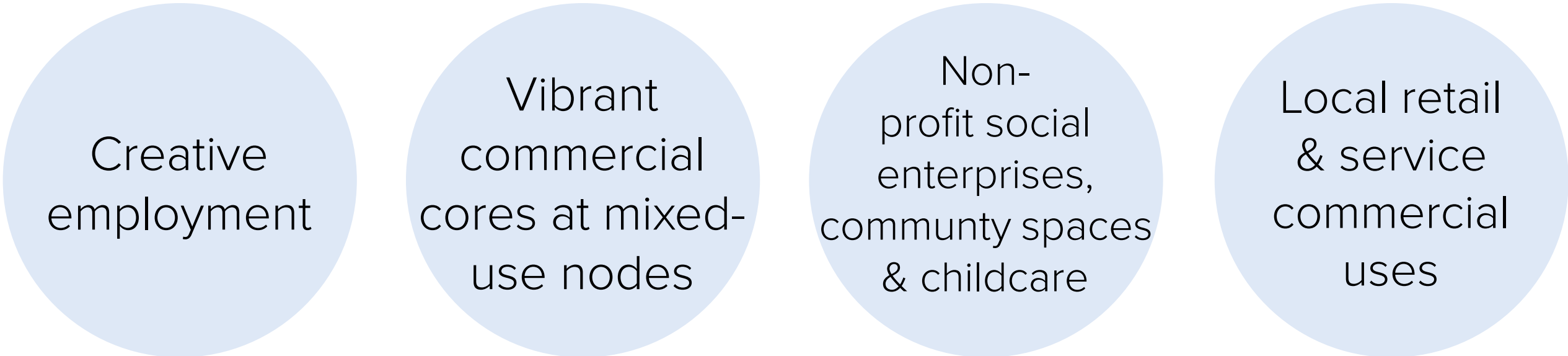
Sub-goals

- High-quality Urban Village streetscapes
- Expanding & enhancing green spaces
- Climate-resilient public spaces
- Enhancing pedestrian & cycling connections
- Public education & environmental stewardship

Preliminary goal 3:

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.

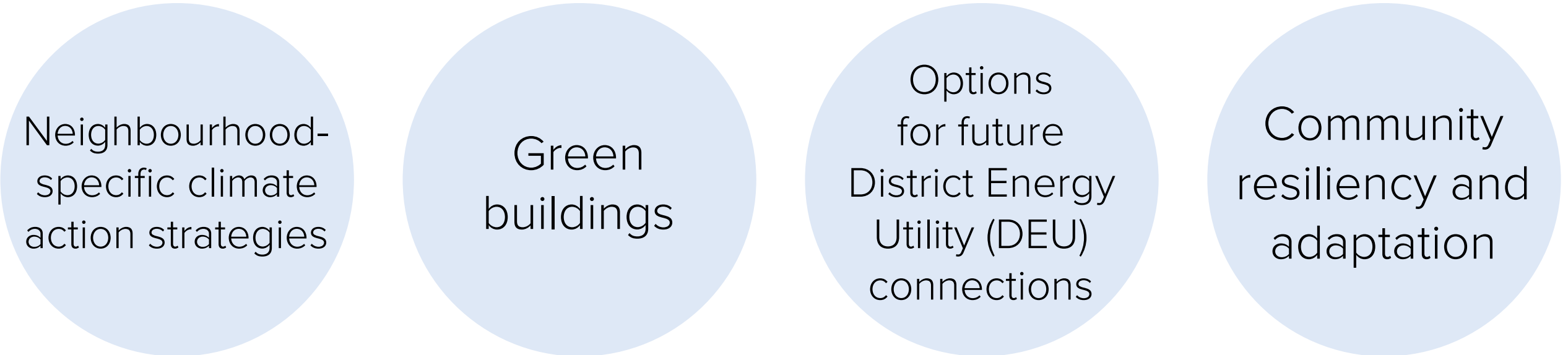
Sub-goals



Preliminary goal 4:

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

Sub-goals



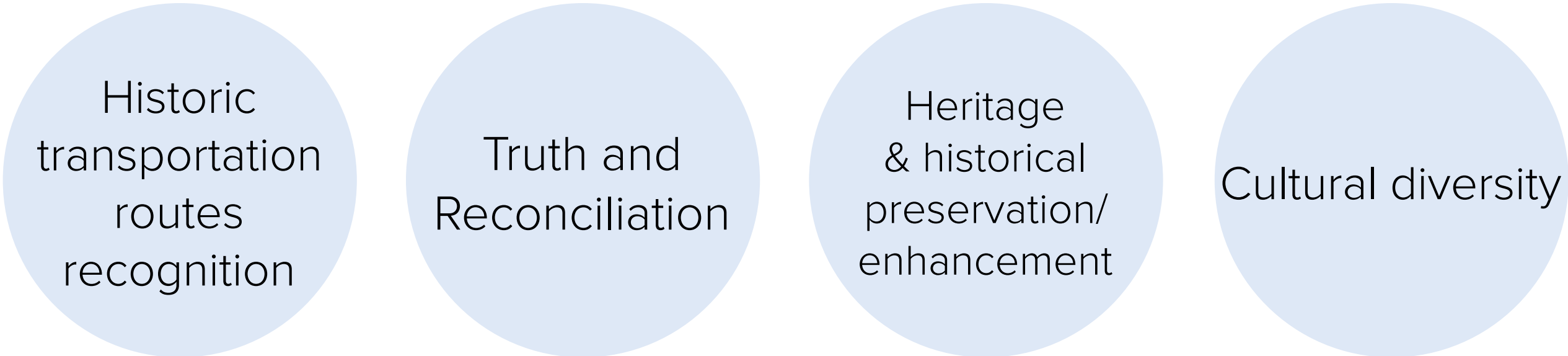
Burnaby Climate Action Framework: Quick Starts



Preliminary goal 5:

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.

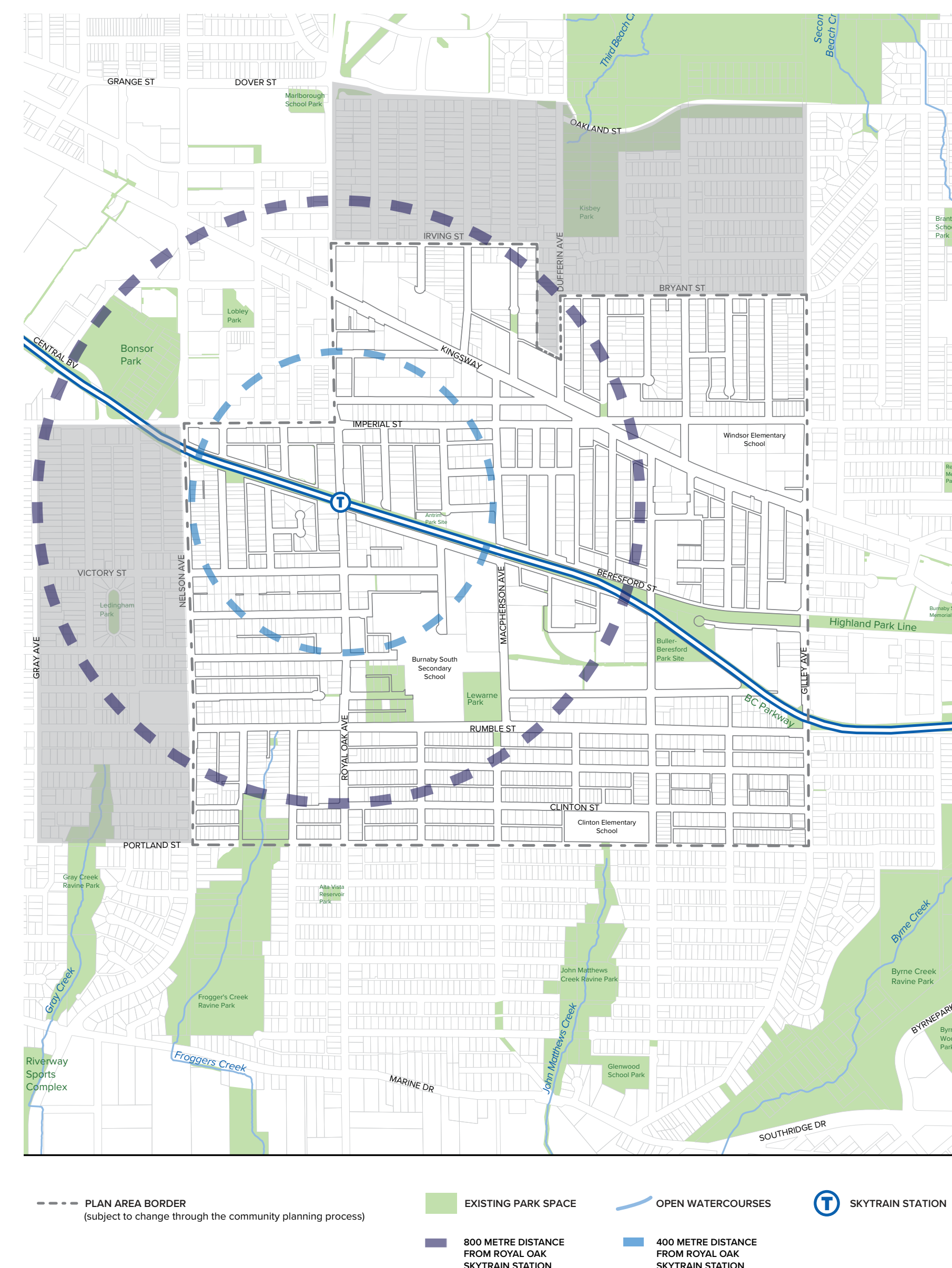
Sub-goals



Preliminary plan area boundary

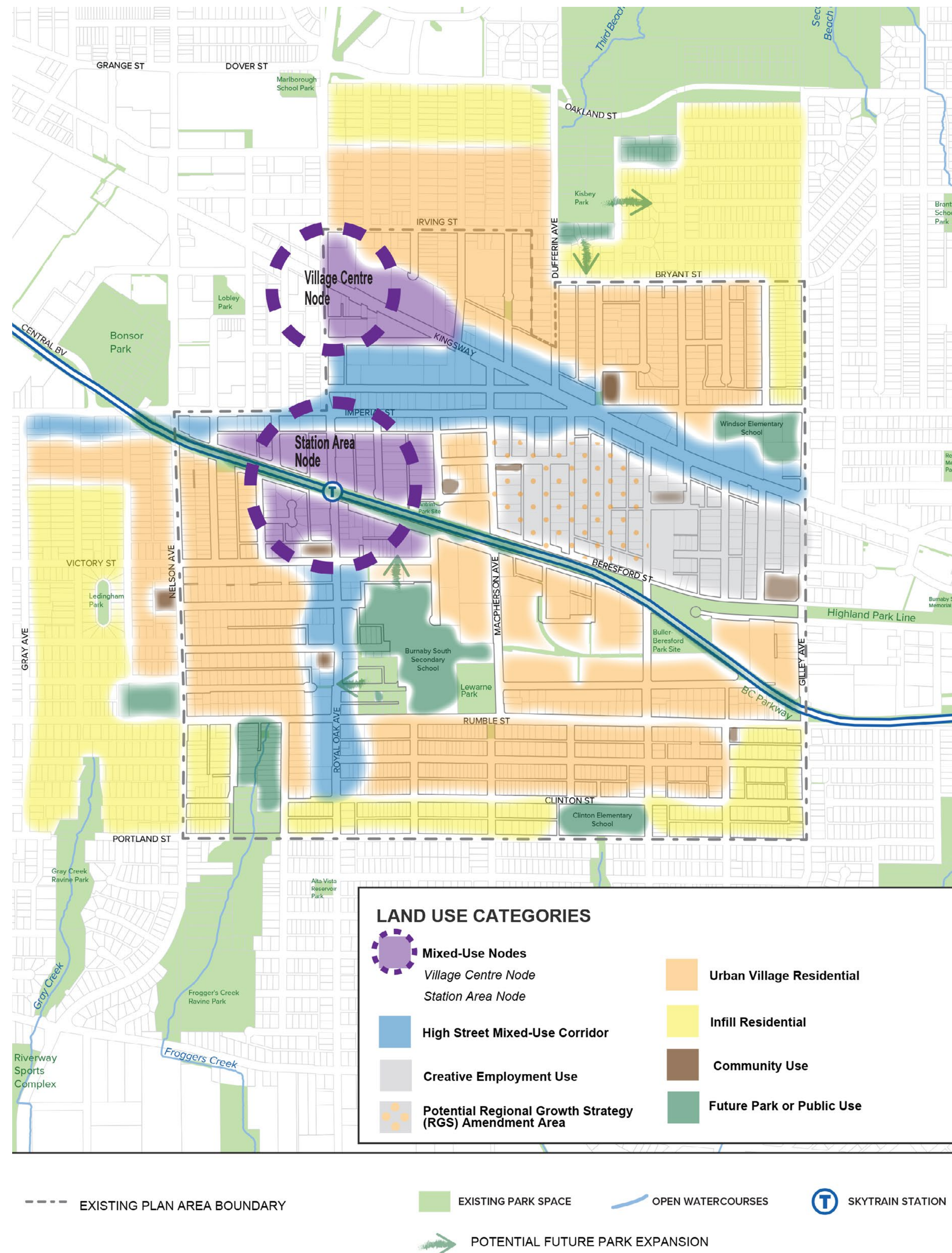
To provide greater housing options, enable better mobility connections, expand park and public uses, preserve heritage resources and manage built form transitions at the edges of the Urban Village, we're considering an amendment to the Royal Oak Urban Village plan area boundary. The map below shows the potential amended plan area boundary.

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.



An amended plan area boundary will help:

- » provide 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 create gradual transitions between the Urban Village and surrounding neighbourhoods, in coordination with the Housing Choices Program
- » provide better continuity between Royal Oak and adjacent neighbourhoods
- » enable better mobility connections and improve public spaces in a wider area of the community
- » expand opportunities to preserve heritage resources in the neighbourhood, especially in areas west of Nelson Avenue
- » enable the possible expansion of park and public use spaces as the community grows



Preliminary land use framework

The map and tables displayed present potential land uses and building typographies (i.e. heights and zoning) that may be considered in different character areas of the Royal Oak community, including areas in the potential amended plan area boundary. Proposed building height ranges and zoning districts are provided for the high-density mixed-use nodes. We'll provide more detailed information about building typographies for all other character areas in phase 2 based on community feedback we receive as part of phase 1.

Preliminary land use framework

Mixed-use nodes

Station Area node

Centred around Royal Oak SkyTrain station, this node would be a transit-oriented area accommodating a range of housing options and commercial uses in terraced mid- to high-rise forms, supported by enhanced pedestrian-oriented public spaces and connections to public transit.

Potential zoning districts: RM5/RM4, C2

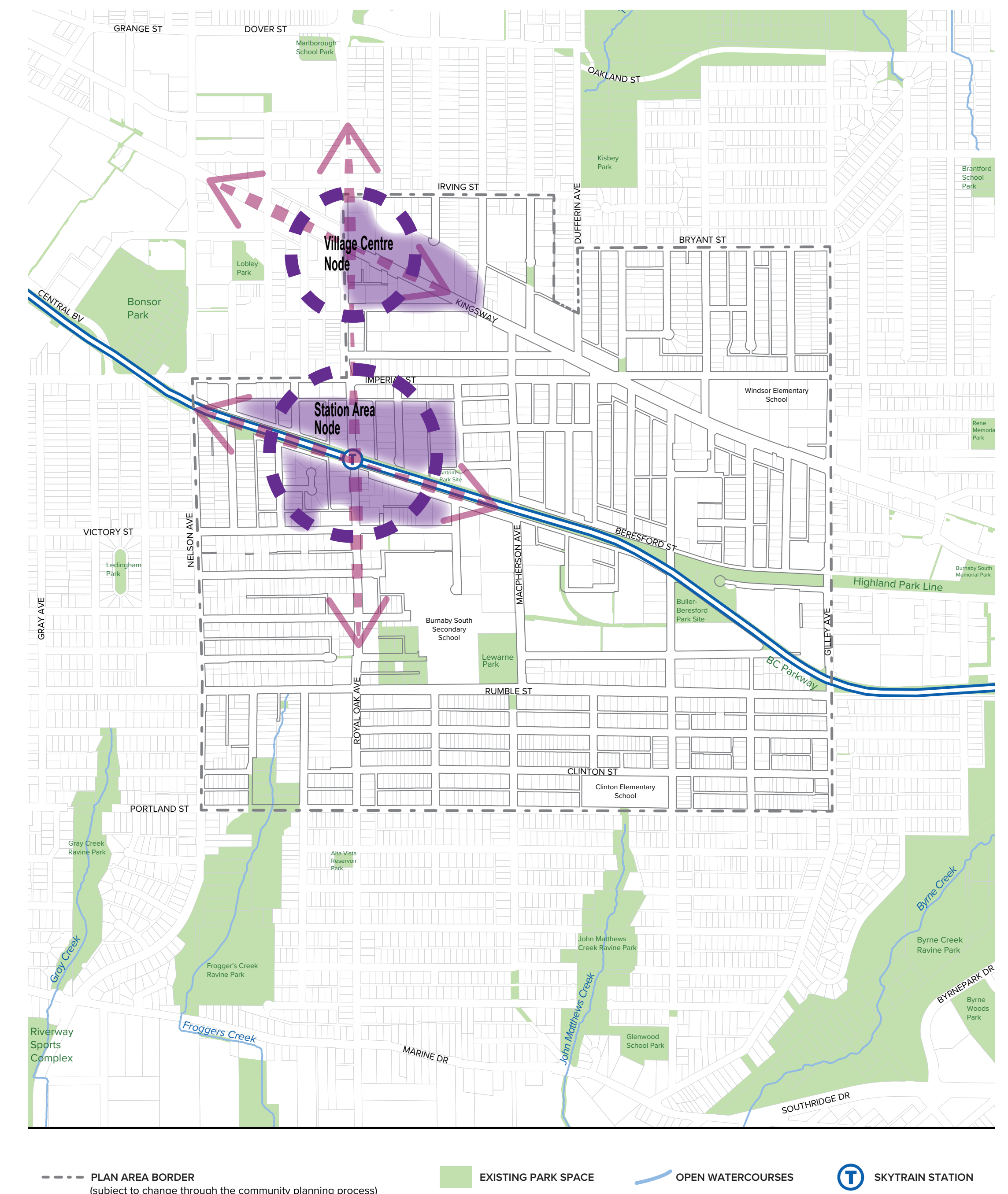
Building height ranges: up to 20 storeys in strategic locations adjacent to the SkyTrain station

Village Centre node

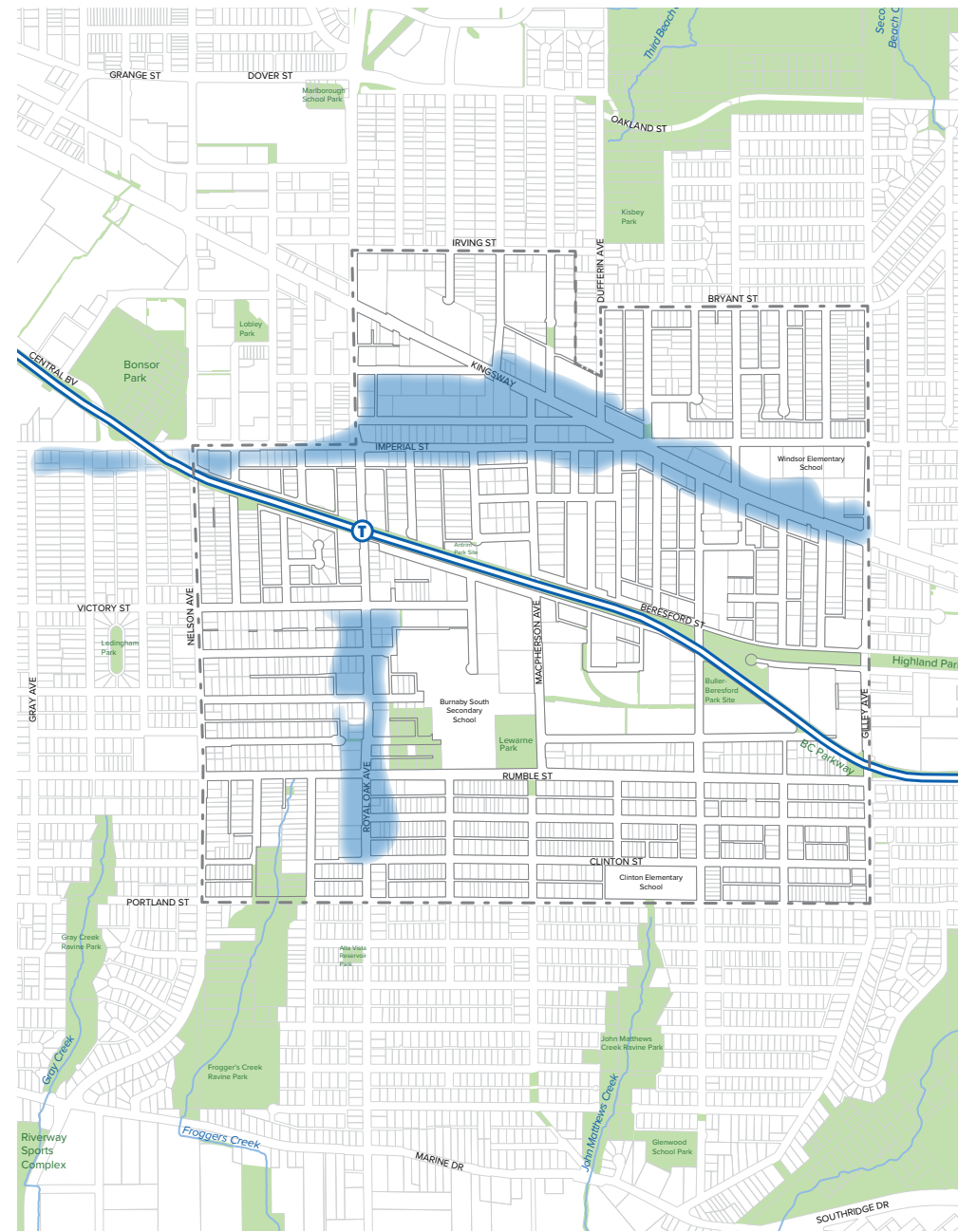
This node would act as the western gateway to Royal Oak, characterized by significant public spaces. The tallest forms would be concentrated around the intersection at Kingsway and Royal Oak Avenue to transition from the high-rise forms in Metrotown. Developments in this node would be uniquely designed and distinct from Metrotown's predominant tower/podium forms.

Potential zoning districts: RM5, RM4, C2

Building height ranges: up to 25 storeys with a signature building up to 30 storeys at the intersection of Royal Oak Avenue and Kingsway next to Metrotown

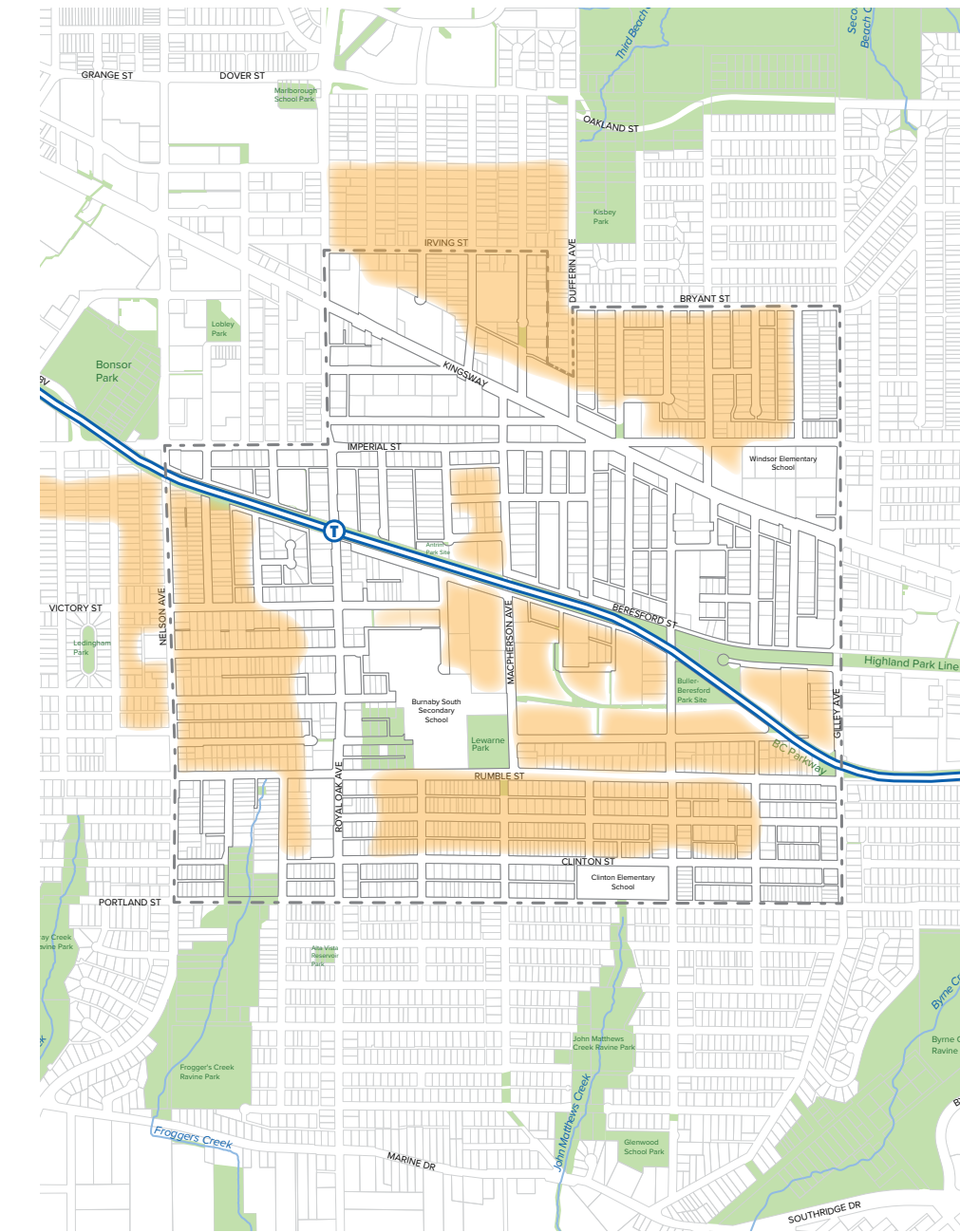


Preliminary land use framework



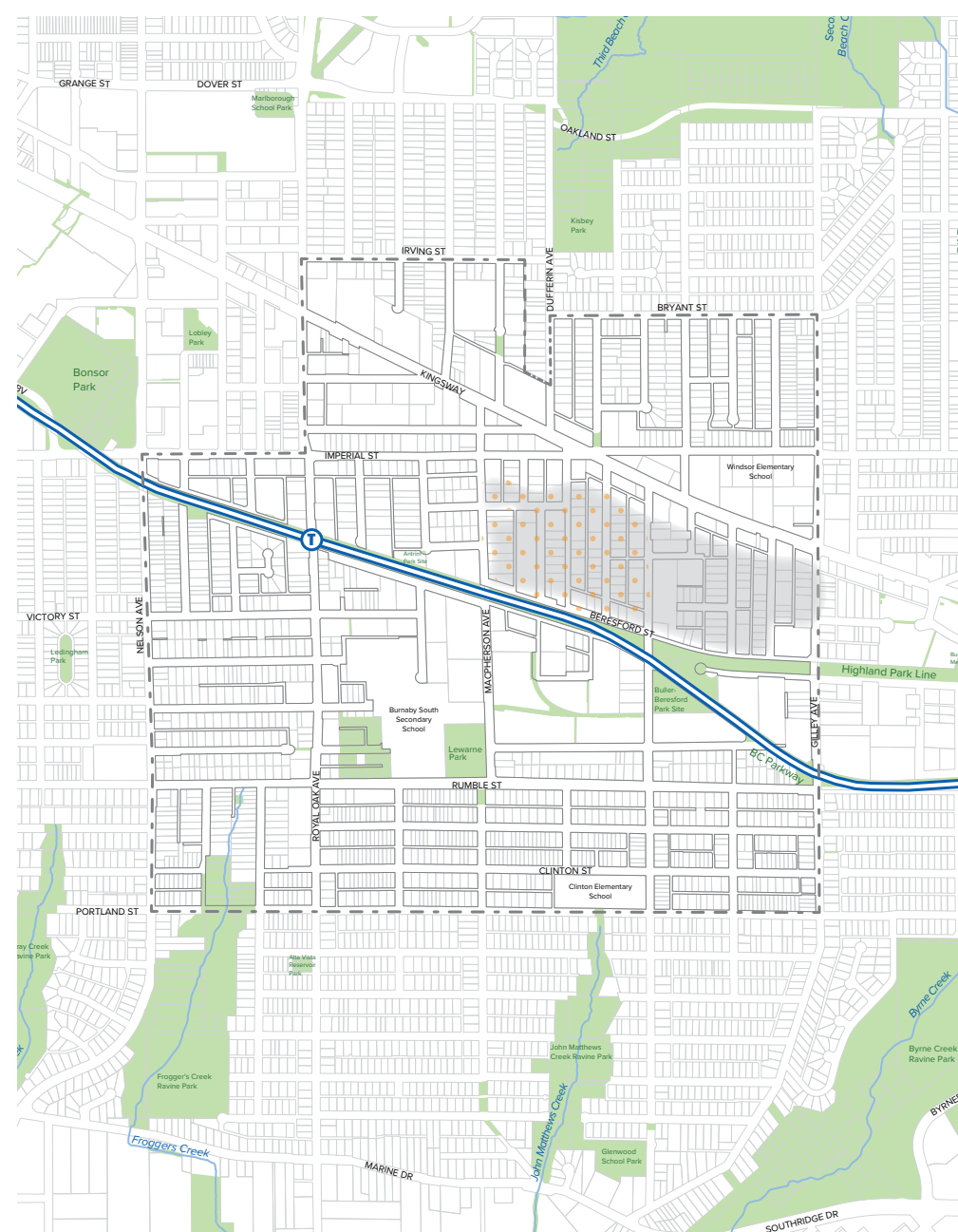
High street mixed-use corridor

The mixed-use corridors along Kingsway, Royal Oak Avenue and Imperial Street will frame these connections with consistent mid-rise forms. Ground-level commercial uses will activate the streetscape with office, public use and/or residential uses above. We'll prioritize opportunities to enhance the pedestrian experience along these traditionally car-orientated corridors.



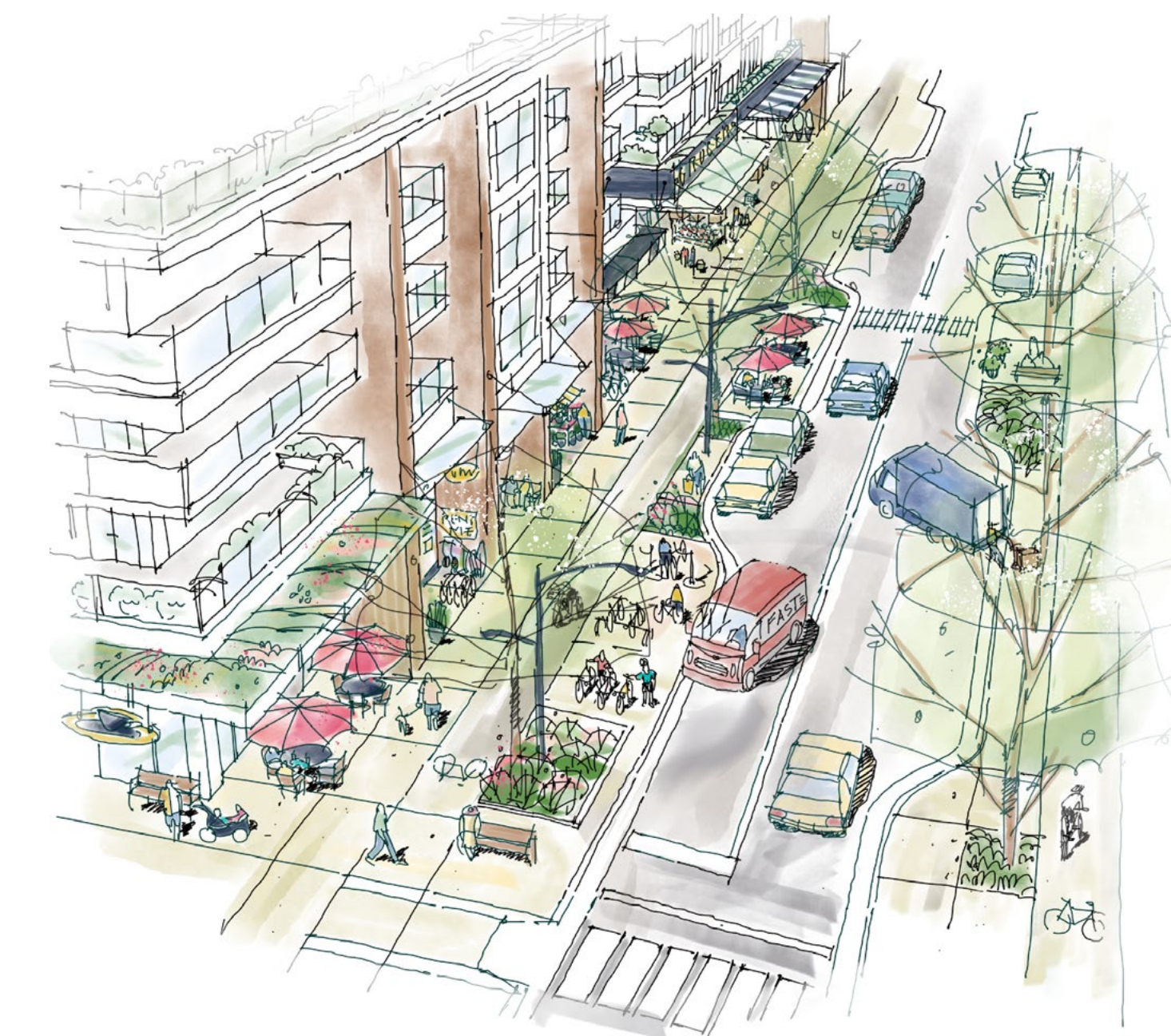
Urban Village residential

These residential areas are intended to accommodate a diverse range of housing forms and rental or ownership options, and would provide significant transition from high-density to low-density areas. Taller forms would be adjacent to the mixed-use nodes. Other areas support mid-rise forms.

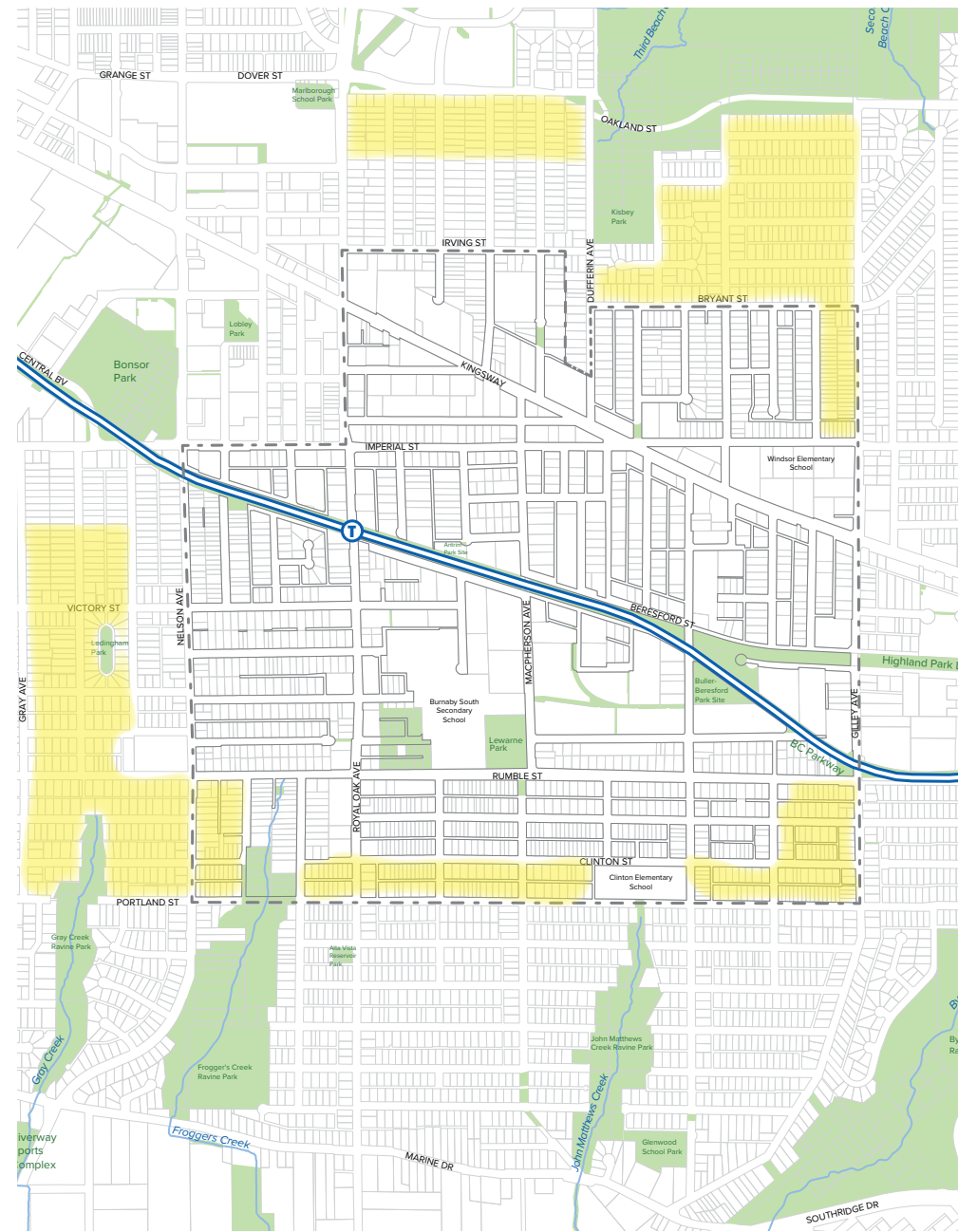


Creative employment use and potential Regional Growth Strategy amendment area

These areas would continue to focus on facilitating a range of light industrial, commercial and employment uses. West of Buller Avenue, residential uses above employment uses could be considered subject to further consultation with Metro Vancouver on an amendment to the Regional Growth Strategy.

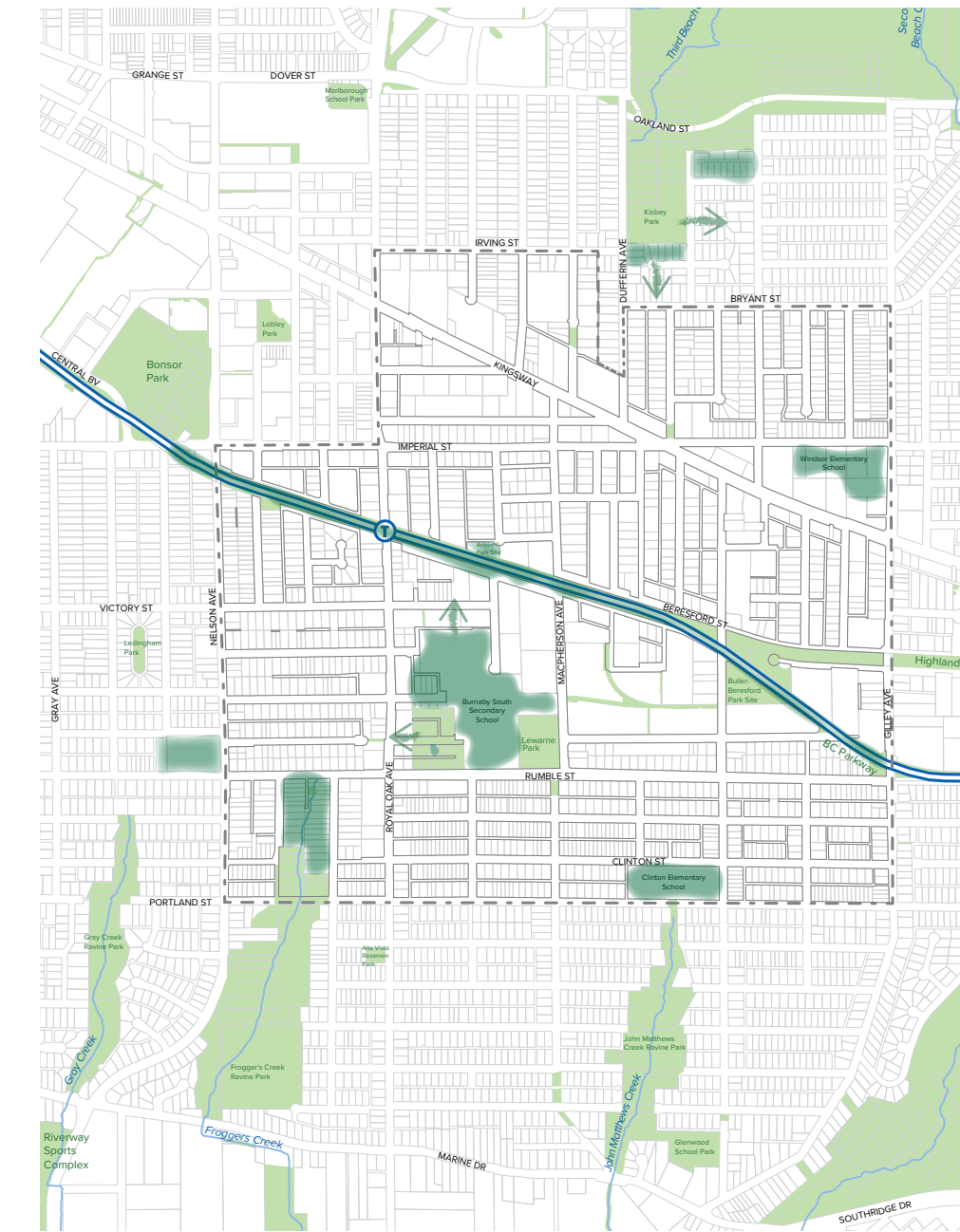


Preliminary land use framework



Infill residential

Infill residential areas are intended to accommodate ground-level housing forms, such as three- to four-storey townhouses and rowhouses centred around locally-scaled park spaces. These areas and forms are key for community building and creating gradual building height transitions towards the traditionally single- and two-family neighbourhoods bordering Royal Oak.



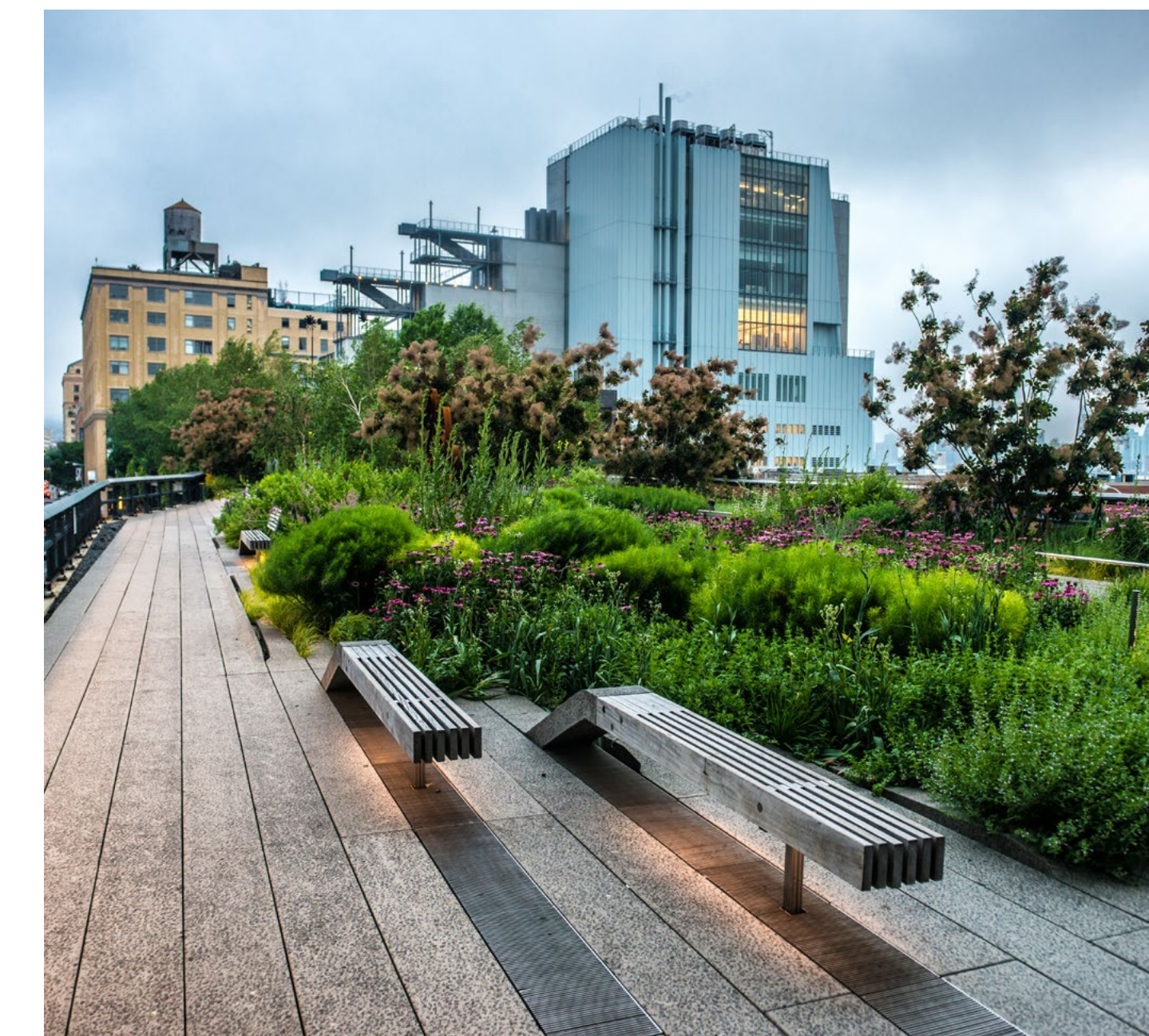
Future park or public use

These areas allow for the improvement and expansion of parks and other green spaces (e.g. sports fields, picnic areas). These areas may also facilitate smaller-scale community uses such as daycares, schools, recreational facilities or non-market housing.



Community use

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



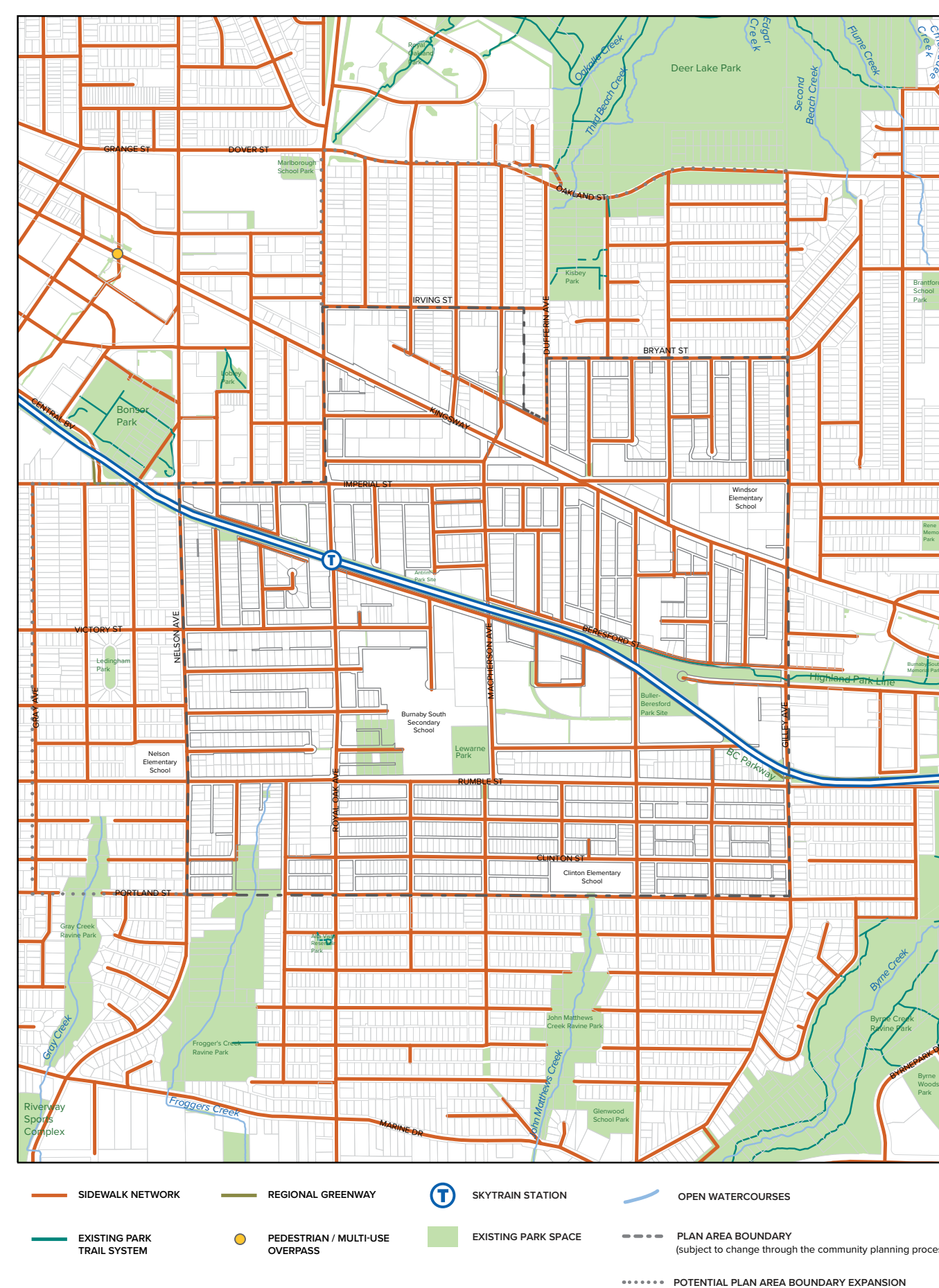
Royal Oak Urban Village Community Plan

Phase 1

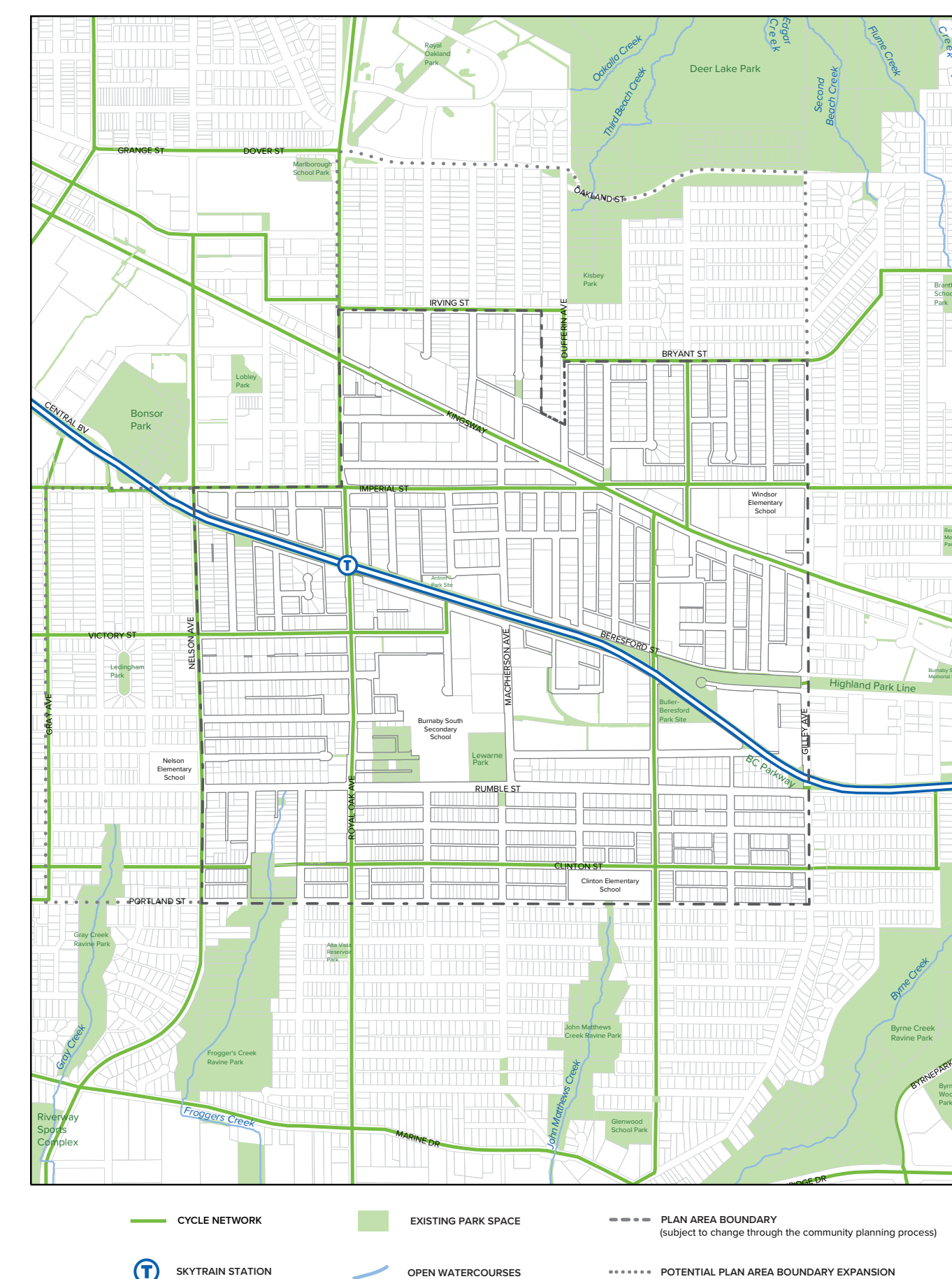
Preliminary mobility concepts, public spaces and green space connections

We want to find out more about how the Royal Oak community feels to you when it comes to transportation and moving around the neighbourhood, accessing and enjoying public outdoor spaces and connecting with nature (e.g. trails, forested areas). What barriers and challenges do you currently face, and what improvements and opportunities would you like to see?

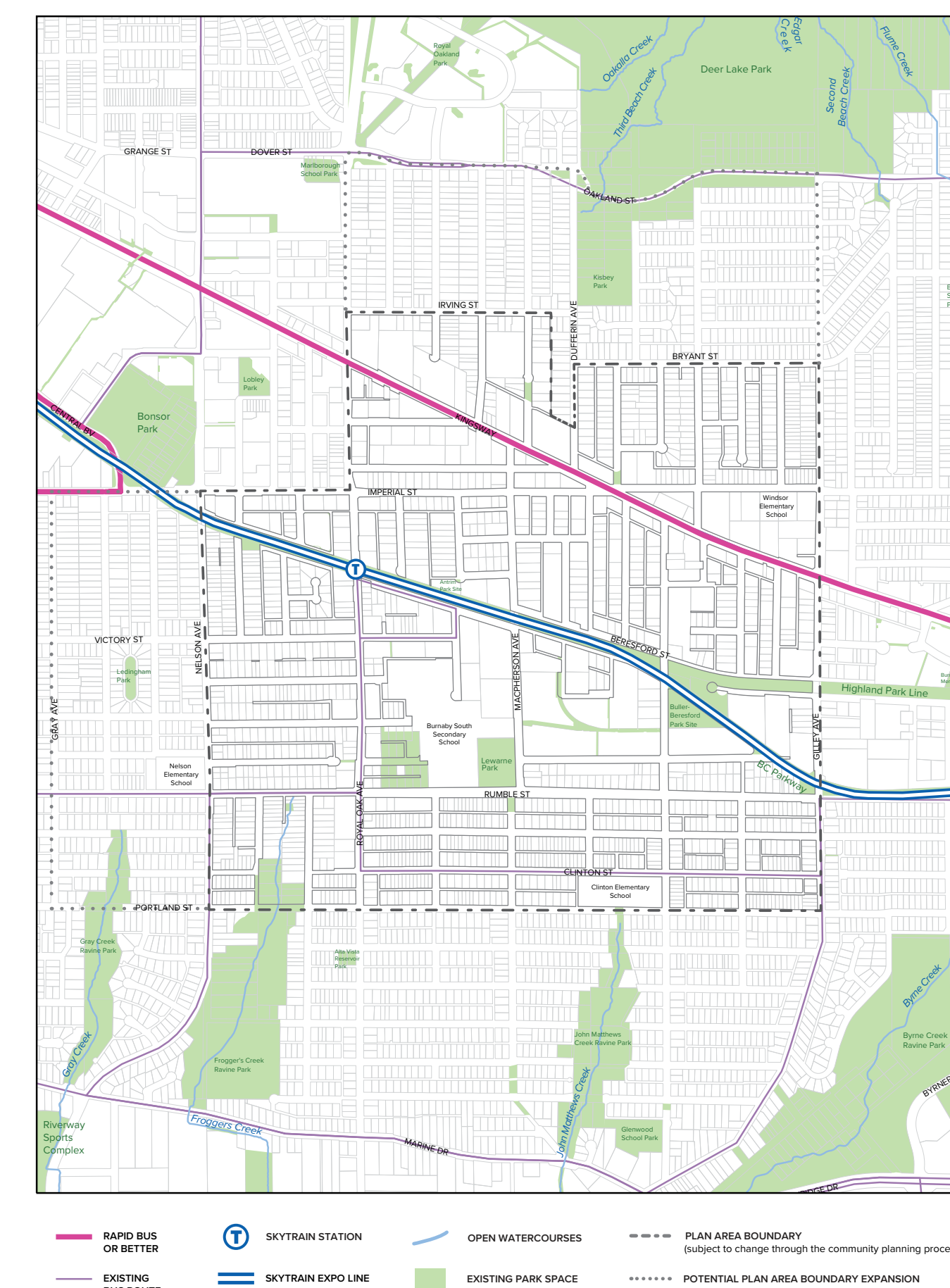
The following maps reflect the future pedestrian, cycling, transit and driving network based on *Connecting Burnaby: Burnaby's Transportation Plan*.



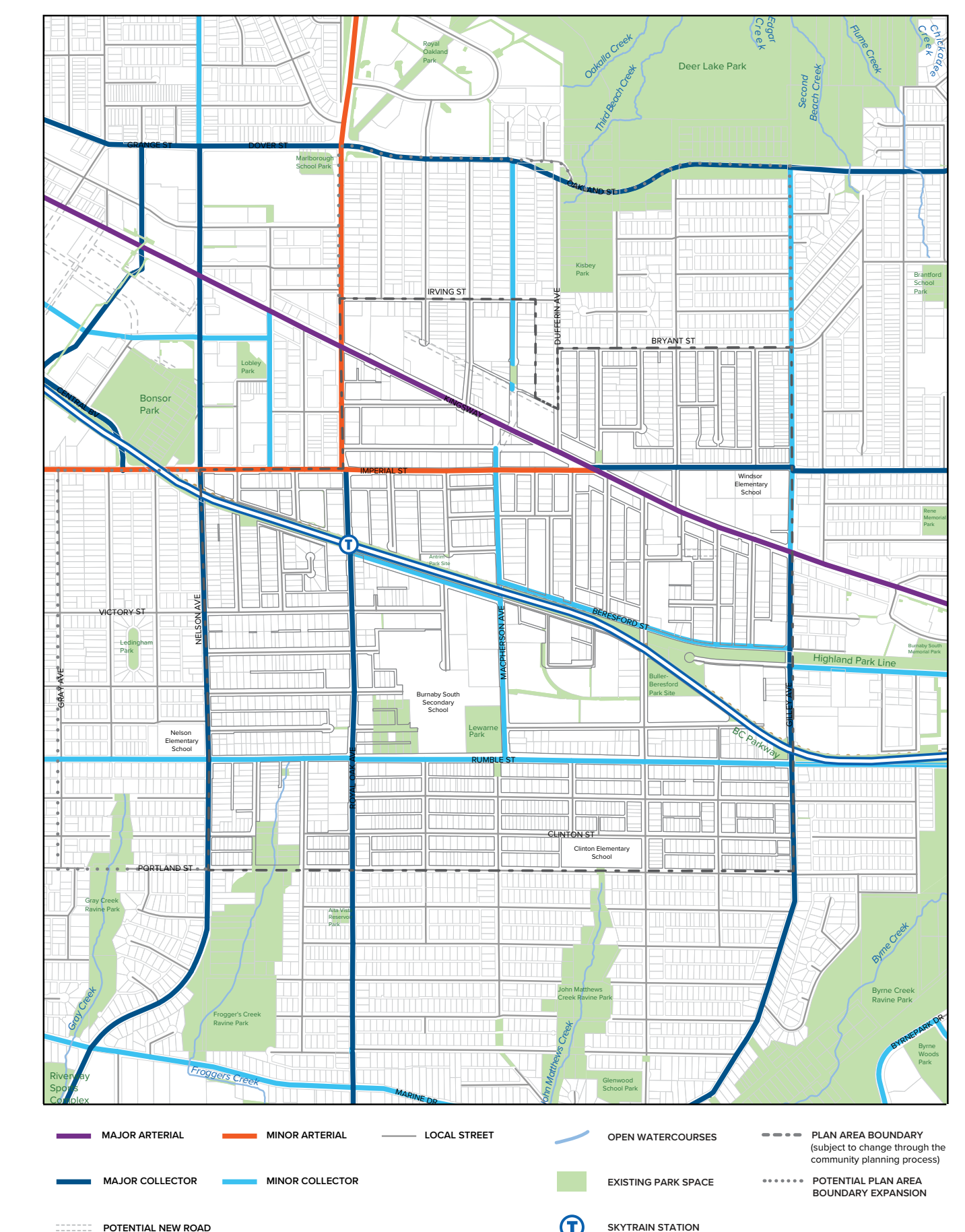
Pedestrian network



Cycling network



Transit network



Driving network

Stay involved!



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survey



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guide & info

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