

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT,  
January 20, 1966.

Mr. H. W. Balfour,  
MUNICIPAL MANAGER.

Dear Sir:

Re: BRENTWOOD AREA APARTMENT DEVELOPMENT

1. INTRODUCTION

Area #4 of the Brentwood Study, bounded by Delta, Halifax, Springer and Lougheed, was the subject of an earlier general report on apartment development which included recommendations for high rise development (RM5) on the east side of Delta Avenue, the new apartment category (RM4) on the north and northeast, and medium-density development (RM3) in the southeast portion of the area. The provision of a park facility in the interior of the block was also proposed.

Council concurred with these recommendations and directed that an overall scheme be prepared for the area as well as the appropriate individual rezoning reports.

The adjacent block to the west of Area #4, between Beta and Delta Avenues (Area #3) was previously recommended for high rise apartment development in the Brentwood Land Use Study Report of 1964.

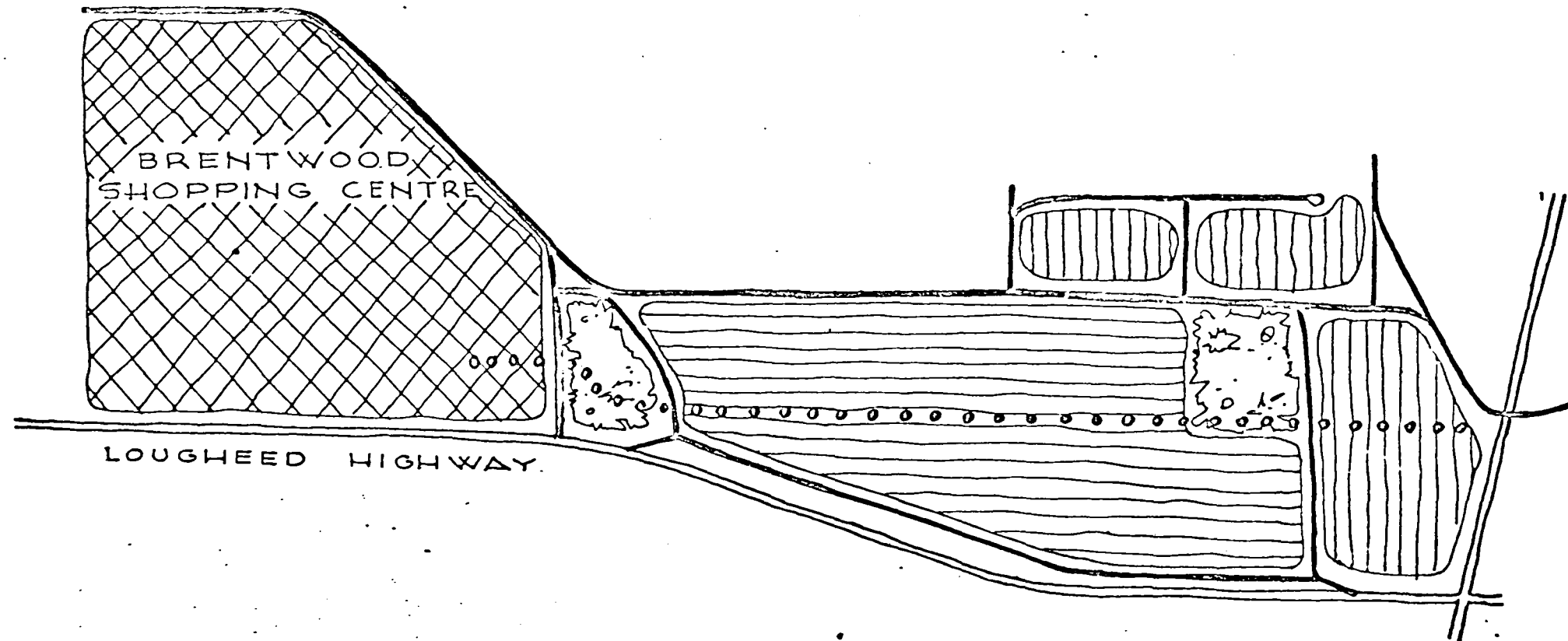
2. PROPOSED MASTER PLAN

The long-range plan for the area, shown on the attached sketch, proposes high rise development (RM5) on either side of Delta Avenue, extending from Ridgelawn Drive to the Lougheed Highway. Apartment development under the new RM4 category is proposed in the northern and eastern sections, opposite Halifax Street and Springer Avenue. This latter type of development, is considered desirable at those locations where it will provide a suitable transition from the surrounding lower density residential areas to the high rise buildings in the central and westerly portions of the apartment complex.





Also recommended is the provision of two park facilities - one in the centre of the Delta-Springer block; the other to the west of the high rise apartment area opposite Beta Avenue. A park at this location will provide open space at both ends of the high density apartment complex. These park areas would be linked by a proposed pedestrian access way.

Under the proposed master plan, Ridgelawn Drive would replace the lane to the south as the main access route from the apartment development to the Brentwood Shopping Centre. This will remove the problems of grade connected with the improvement of the lane and overcome the interference with traffic movement created by the numerous access points to private garages at the rear of the properties fronting on Ridgelawn Drive. Further, the establishment of Ridgelawn as the ultimate northern boundary for apartment use will provide greater depth and flexibility to future high density multiple family development in the block between Beta and Delta Avenues.

(.....2)



LEGEND

-  COMMERCIAL
-  RM 4
-  RM 5
-  WALKWAY



SCALE : 1" = 400'

SKETCH PLAN

FUTURE APARTMENT DEVELOPMENT

The easterly extension of Ridgelawn across Delta to Springer Avenue will provide a direct route from the apartment development to the Brentwood Shopping Centre. This will also permit the future closure of Halifax Street at Springer which will improve traffic circulation and help to preserve the residential character of the adjoining residential district.

Also proposed is the construction of a frontage road along the north side of the Lougheed Highway to serve the apartment development between Beta Avenue and Springer Avenue. A portion of the proposed frontage road falls within the Lougheed right-of-way. However, discussions with Department of Highways officials indicates that this does not present any problem and preliminary examination shows that the frontage road is technically feasible. The frontage road is considered essential in view of the high density development proposed, and the major arterial function of the Lougheed Highway.

This road, by preventing direct access to the Lougheed, will serve to protect the traffic handling efficiency of the highway. In addition, the proposed connection to Ridgelawn and the extension of the Ridgelawn collector road along the north side of the Brentwood Shopping Centre, will provide a continuity between the apartment complex and the road access to the centre. This, together with the easterly extension of Ridgelawn to Springer Avenue, will provide a collector "ring road" system that will directly serve the high density apartment area and discourage the overloading of residential streets by the high traffic volumes generated by such development.

The establishment of this collector road system will also make feasible the future closure of the steep portion of Delta Avenue and permit a closer integration of western and eastern sections of the high density apartment development area.

3. THE DEVELOPMENT OF AREA #4 (bounded by Delta, Halifax, Springer and Lougheed)

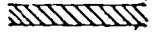
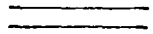
The block bounded by Delta, Halifax, Springer and Lougheed covers an area of approximately 27.2 acres. Approximately 22.2 acres (81.6%) of the area is vacant land, while single family residential development occupies approximately 5 acres, making up the remaining 18.4% of the total area of the block.

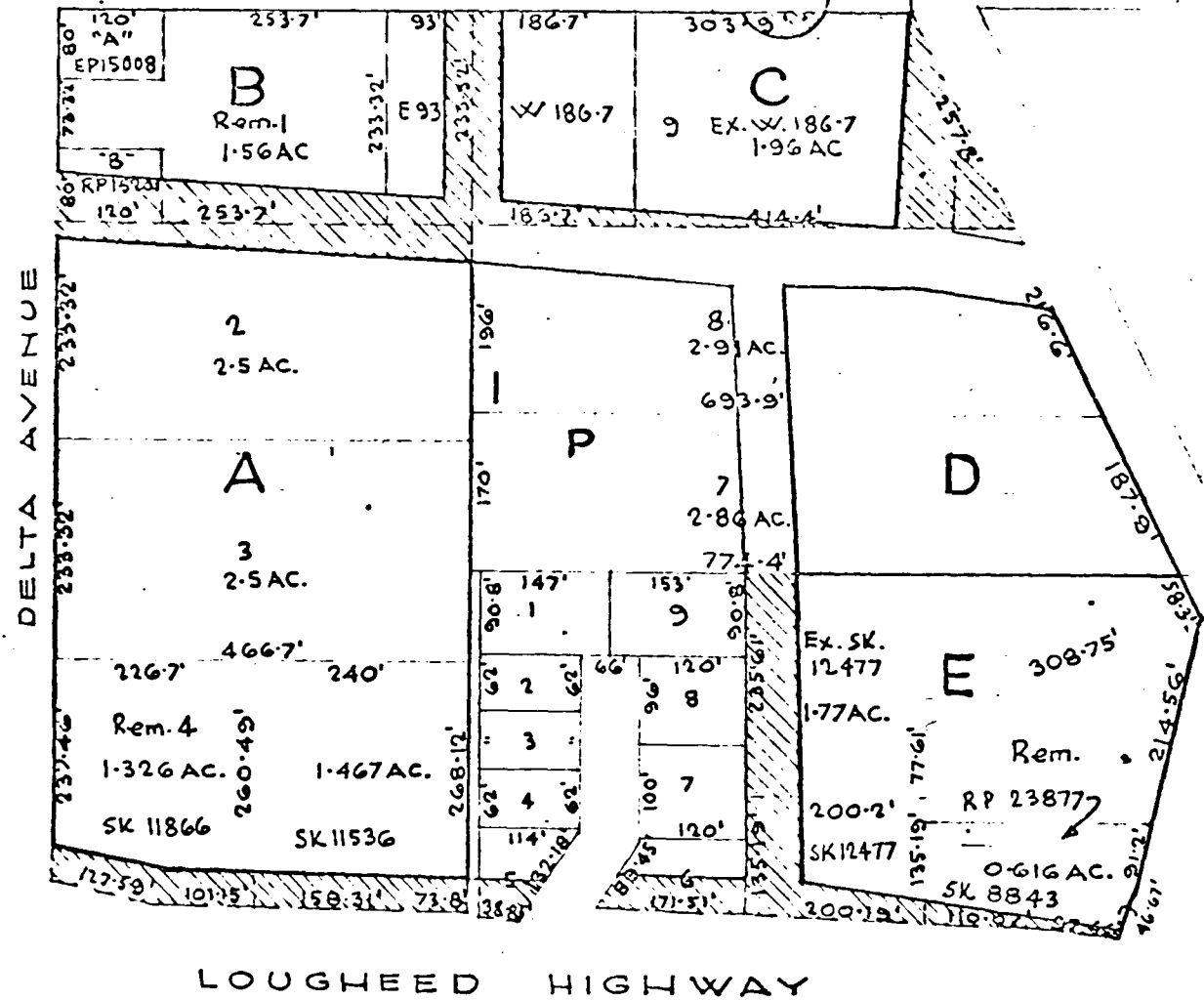
- (1) Roads, Streets and Sidewalks - In order to maintain the traffic carrying capacity of the Lougheed and thereby preserve its efficiency and protect its function as an intermunicipal highway, it is proposed that no direct access to the apartment developments be permitted from this route. This also applies to that portion of Springer Avenue between Broadway and the Lougheed Highway, which is scheduled for future major arterial status. However, it is possible that a point of access and egress to an abutting apartment development could be designed in the case of the latter route, providing that strict control of location and traffic turning movements is exercised.

The relating of the proposed high density apartment area to surrounding development in such a way as to provide easy accessibility to the Brentwood shopping facilities as well

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# LEGEND

- A,B,C,D,E APARTMENT SITES
- P PARK
-  DEDICATION FOR ROAD BY OWNER
-  DEDICATION FOR ROAD BY MUNICIPALITY



SCALE 1" = 200'

PROPOSED AREA DEVELOPMENT

as maintaining the residential character of the adjoining blocks is of major concern in the planning of an internal circulation system.

Right-of-way and pavement widths of 66 ft. and 36 ft. respectively are proposed for the east-west collector road extending from Delta Avenue to Springer Avenue. This will be the major road in the block and will provide the main points of access and egress to and from the abutting apartment developments. This is considered desirable in order to discourage the increased use of adjacent streets such as Brentlawn Drive and Halifax, which are essentially residential in character.

The southward orientation of the apartment buildings on the north side of the collector road will relate them more closely to the rest of the apartment complex and away from the developing residential district on the north side of Halifax Street. The provision of a 5 foot sidewalk along the north side of the collector road will provide for east-west pedestrian movement across the block.

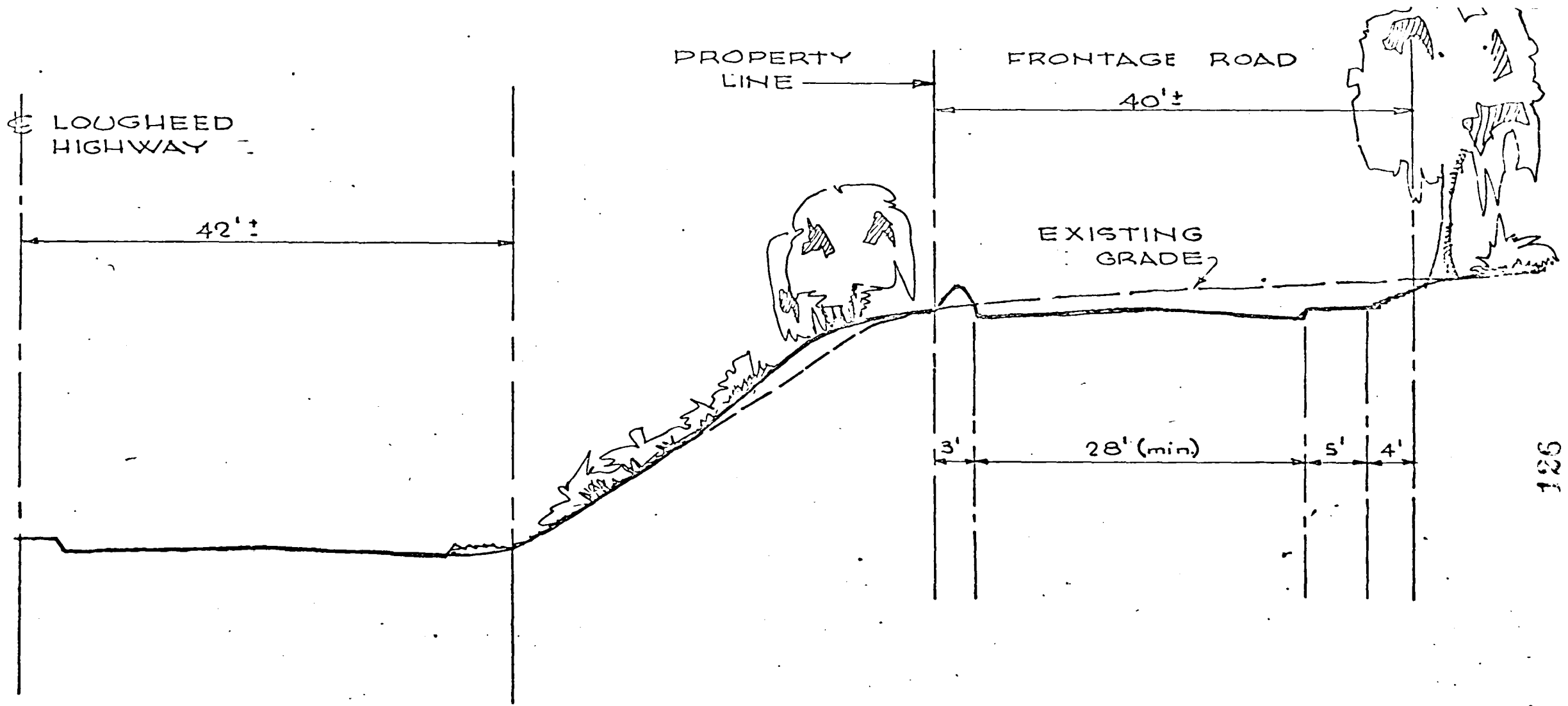
A direct link from that portion of Springer Avenue situated north of Halifax Street to the east-west collector road is proposed in the future, the connection following the southerly extension of the existing right-of-way across Halifax Street. It will be necessary to provide this connection before effecting the closure of Halifax Street to the west. The construction of a 5 foot sidewalk along the west side of this proposed road link is also recommended.

A short north-south connection between Halifax Street and the proposed parallel collector road is considered necessary in view of the length of the block and the recommended future closure of Halifax Street and Duthie Avenue. A right-of-way of 60 feet and a pavement of 28 feet are the suggested widths for this road. A 5 foot sidewalk is proposed along the west side of the road to provide pedestrian access from Halifax Street. The southerly extension of this sidewalk from the collector road along the western boundary of the proposed park area will provide a link to the park and the walkway system in the interior of the block.

A 20 foot easement extending from Delta Avenue to Springer along a line corresponding with the southern boundary of the municipally-owned block is recommended. This easement will be used for services as well as providing for an interconnecting walkway between the apartments and parks in the overall development of the area. A 10 foot width is suggested for the actual walkway. A sidewalk connection from this walkway along the east side of Delta Avenue to the collector road and Halifax Street is also proposed.

A 40 foot right-of-way width, which would include a 28 foot pavement, is considered sufficient for the proposed frontage road running parallel to the Loughheed Highway across the southern part of the block. South of Anola Place the existing grades would necessitate the construction of a retaining wall between the frontage road and the Loughheed. However, the moving of the road to the north would make a retaining

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SKETCH OF TYPICAL SECTION OF  
PROPOSED FRONTAGE ROAD

wall unnecessary and preliminary investigation indicates the likelihood that acquisition of the two most southerly lots in this development (Lots 5 and 6) would prove to be less costly than constructing a retaining wall.

This section of the completed frontage road would provide for one-way traffic movement with an entrance to the development at the eastern end and an exit on the west side of Delta Avenue. The closure of Delta should coincide with the construction of this portion of the frontage road. A 5 foot sidewalk on the north side of the frontage road will permit pedestrian movement in the area between Delta Avenue and the proposed north-south access road.

This North-South access road, with recommended right-of-way and pavement widths of 60 and 28 feet respectively will provide a link from the frontage road to the east-west collector road in the northern part of the block. A 5 foot sidewalk would provide a corresponding link for pedestrian traffic along the east side of the road.

The proposed road, street and sidewalk provisions outlined above are considered the essential minimum requirements that should be met by the developers for the proper functioning of the area under the densities envisaged.

- (2) Services - One of the basic prerequisites to development in this area is the provision of sanitary and storm sewer facilities. According to Engineering Department estimates the cost of constructing a storm sewer from the water course east of Springer Avenue along Loughheed to the height of land near Anola Place and from Anola Place to a water-course near Delta Avenue, would be approximately \$32,500.

Insofar as sanitary sewers are concerned, the area may be divided into two major zones. That portion of the block extending to the north and east of a line roughly parallel to the lane south of Ridgelawn Drive and west of the subdivision fronting on Anola Place, is considered to be tributary to the Loughheed Sanitary Trunk Sewer. The cost of constructing the sanitary sewer from the end of the trunk east of Springer Avenue to the height of land at Anola Place on Loughheed is estimated at about \$13,500 by the Engineering Department.

The remainder of the area which includes the south-western part of the block and the adjoining block on the west side of Delta Avenue is at too low an elevation to connect to the Loughheed Trunk Sewer by gravity and pumping will be necessary. The construction of a private pumping station to serve these proposed high-rise areas would cost between \$30,000 and \$40,000 according to Engineering estimates. The servicing of these areas from the Municipal pumping station at Holdom and Roy south of Loughheed would on the other hand, require an estimated expenditure of between \$125,000 and \$150,000.

The implementation of the road and easement dedications referred to in the previous section will open the area for the extension of sanitary and storm sewer and water utilities to serve the individual parcels. A breakdown

of the improvement requirements affecting each of the proposed developments will be made in the section of the report which deals with the individual rezoning applications.

- (3) School Requirements - Elementary school enrolments, based upon full development of Area #4 at the densities proposed, are estimated in the 115 to 130 pupil range. These figures represent a net increase of between 70 and 80 pupils over the estimates that were made for this particular area in the Burnaby School Sites Report of 1962.

This block lies within the catchment area of the Brentwood-Park School. Sufficient building capacity is presently available to serve an additional 70 to 80 pupils, although additional facilities will be needed as other sections of the catchment area approach full development. It is unlikely that this will present any particular problem at the Brentwood School where sufficient area is available to permit a reasonable expansion of facilities.

#### 4. REZONING APPLICATIONS AND AREA DESIGNATIONS

The six rezoning applications for apartment development will be grouped into areas for purposes of analysis and description. In some cases properties not involved in the original applications are included since their acquisition and consolidation is considered as a basic prerequisite to development. These areas, shown on the attached sketch plan, are as follows:

<u>Area</u>	<u>Rezoning Ref. #</u>	<u>Properties</u>
A	37/65	Lots 2, 3, 4 & 5, Pcl. A, Blks. 1, 4 & 6, D.L. 125.
B	53/65	Lot 1 ex. E.93', E.93" of Lot 1, Lot "A" (EP 15003), Lot "B" (RP 15201), Blks. 1/4/6.
C	50/65	Lot 9 ex. W.185', W.186' of Lot 9, Blks. 1/4/6.
D	---	Eastern portions of Lots 7 and 8 owned by the Corporation.
E	45/65 46/65	Lot A ex. sk. 8843, sk. 8843, Lot 1 ex. sk. 12477, sk. 12477, Blks. 1/4/6, S.D. 5 and 6.

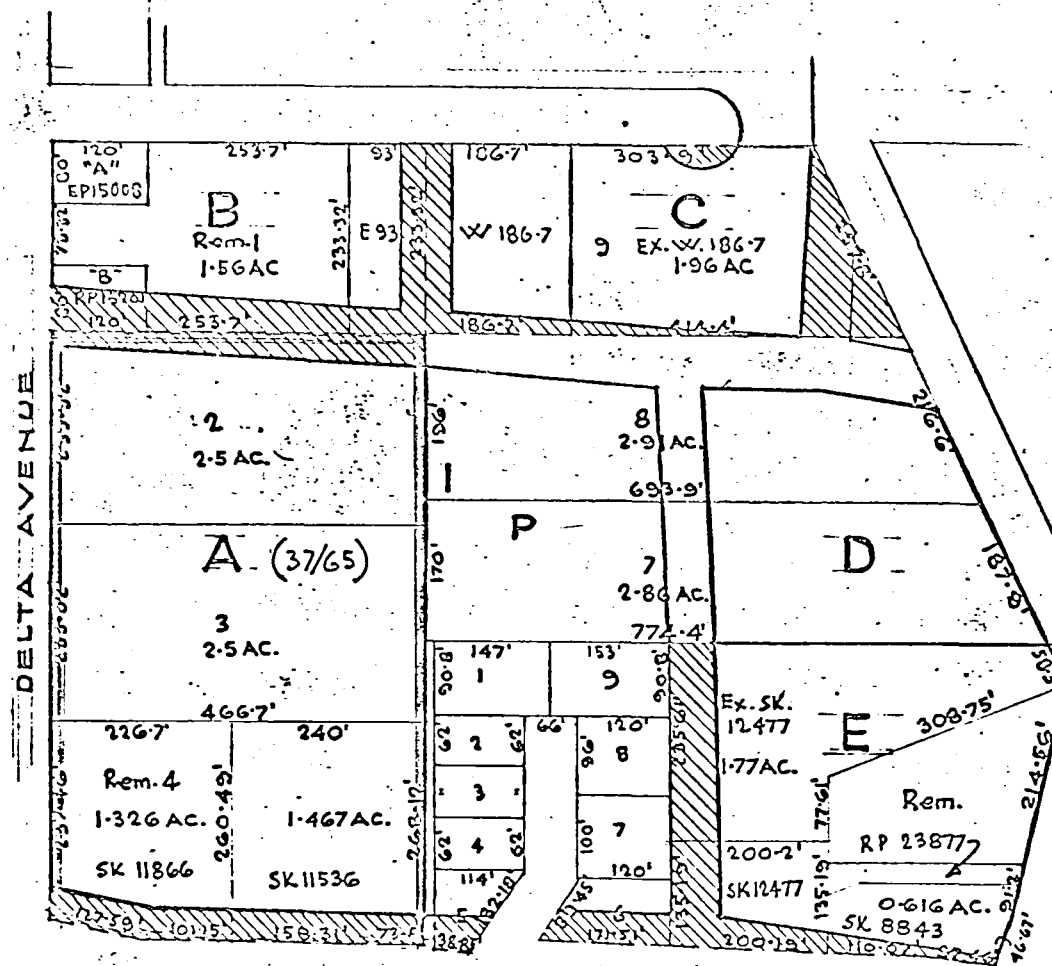
(1) Area A (Ref.#37/65) -

It is recommended that this application be approved for the requested RM5 Zoning, subject to the following conditions:

- (a) The consolidation of the 4 lots involved into one parcel, or into parcels appropriate to a staged development of an approved comprehensive plan.
- (b) That there be no direct access to the site from the Lougheed Highway.

(.....3)





# LEGEND

- A, B, C, D, E APARTMENT SITES
- P PARK
- DEDICATION FOR ROAD BY OWNER
- DEDICATION FOR ROAD BY MUNICIPALITY



SCALE 1" = 200'

PROPOSED AREA DEVELOPMENT

125

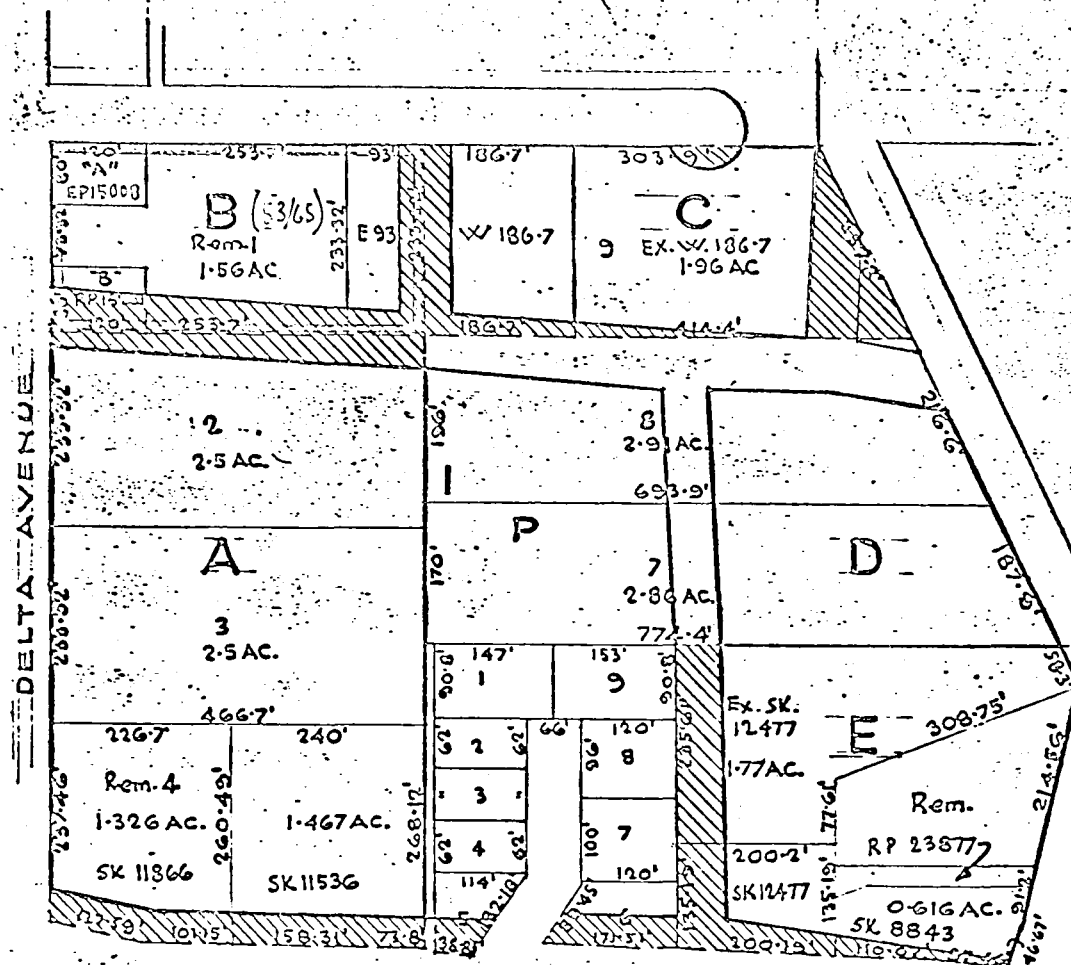
- (c) The dedication of property on the north side of the site for road purposes as shown on the attached plan and the constructing or depositing of monies to cover 50 percent of the cost of constructing a road on the above allowance to a 36 foot pavement width standard. Should the development of Area B not proceed at this time, the developers of area A will be required to face the full cost of dedicating and constructing the East - West road.
- (d) The dedication and construction of a frontage road along the north side of the Loughheed Highway from Delta Avenue to the eastern boundary of the site. Such construction to be undertaken as a prerequisite to development in the southern half of the site.
- (e) The construction of a 5 foot sidewalk along the eastern side of the site, extending from the east-west collector road to the southern boundary of the proposed park area.
- (f) The dedication of a 20 foot easement extending across the site from Delta Avenue to the proposed park area as shown on the attached plan and the construction of a 10 foot walkway within the easement.
- (g) The construction of a 5 foot sidewalk to connect the above walkway with the east-west collector road along the east side of Delta Avenue.
- (h) The installation of all sanitary and storm sewer and water service facilities necessary to meet the requirements of the development of the site. This would include the construction of a sewage pumping station required to service all but the northern portion of the site as outlined in the earlier section on services.
- (i) The presenting of detailed sketch plans of the proposed development.

With further reference to item(d) above, the full extension of the frontage road to Springer Avenue involves the acquisition of Lots 5 and 6 on Anola Place. The acquisition costs should be the responsibility of a future developer in Anola Place area. However, some cost - sharing arrangement may be necessary involving Areas A and E in order to ensure that the road is developed when needed.

A similar arrangement may be necessary to provide for the future inclusion of the small triangular area on the west side of Delta Avenue in the proposed frontage road in order to facilitate vehicular movement from this road onto the Loughheed Highway until such time as the frontage road is extended Westwards to Beta Avenue. With the closure of Delta Avenue, following the development of the frontage road and property West of Delta Avenue, it is proposed that the eastern half of the unused road allowance be incorporated into Area A and the western half into the appropriate properties.

(2) Area B (Ref. #53/65) -

Lot "B"(RP 15201) in the southwest corner of this Area is Corporation owned. It was originally acquired for future road development. It is therefore suggested that the major portion of the lot which falls within the boundaries of the proposed collector road be dedicated for this purpose.  
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# LEGEND

- A, B, C, D, E APARTMENT SITES
- P PARK
- DEDICATION FOR ROAD BY OWNER
- DEDICATION FOR ROAD BY MUNICIPALITY



SCALE 1" = 200'

The remaining strip along the north side of the lot should then be sold as an addition to the apartment site at the time when the recommended acquisitions and dedications have been completed.

It is recommended that this application be approved for RM4 Zoning, subject to the following conditions:

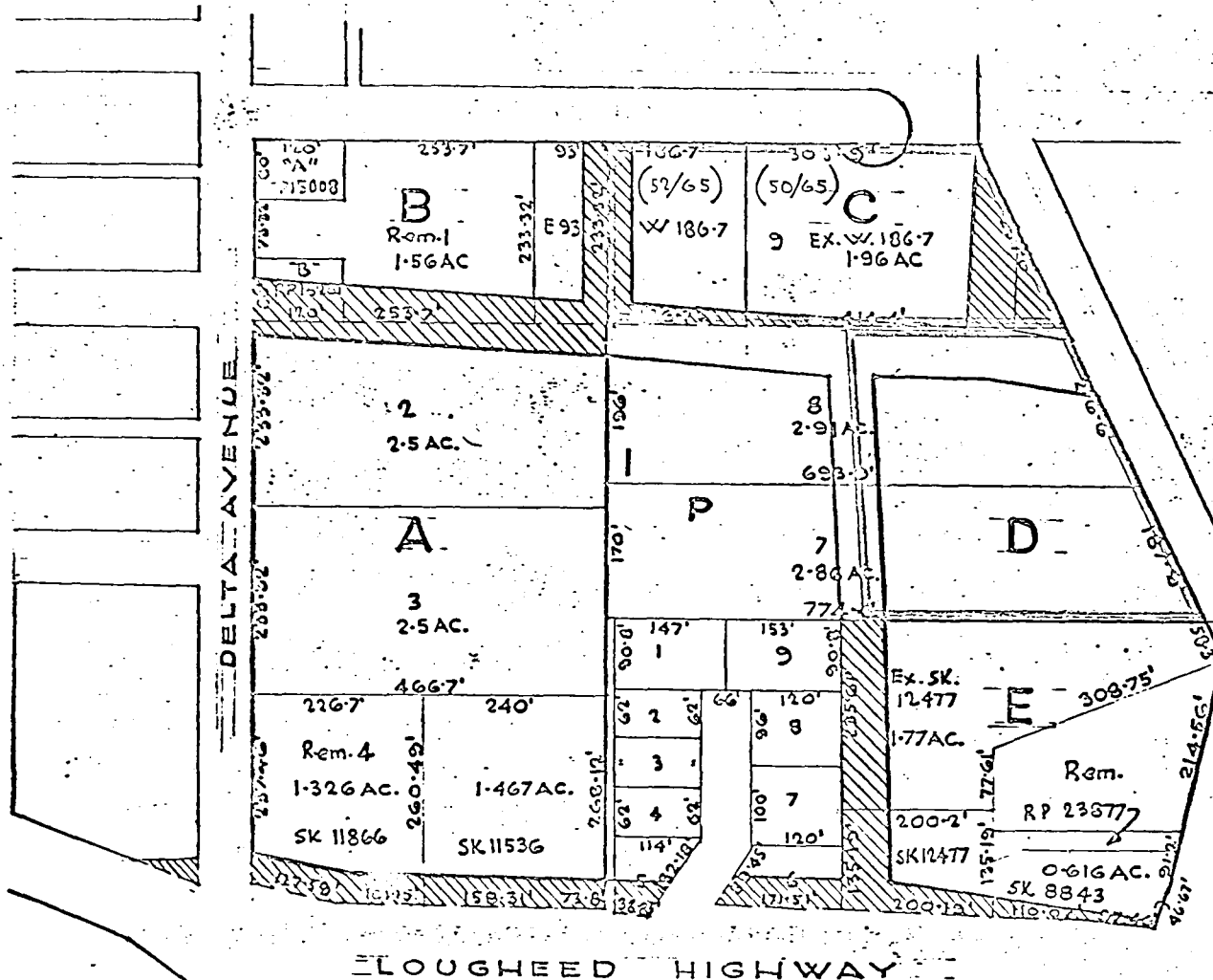
- (a) The acquisition of Lot "A" (EP 15003) in the northwest corner and Lot E. 93' of Lot 1 on the east side of the site, and the consolidation of the three lots involved, plus the remainder of Lot "B", into one parcel.
- (b) That there be no direct access to the site from Halifax Street.
- (c) The dedication of property on the south side of the site for road purposes as shown on the attached plan and the constructing or depositing of monies to cover 50 percent of the cost of constructing a road on the above allowance to a 36 foot pavement width standard.
- (d) The construction of a 5 foot sidewalk along the north side of the collector road.
- (e) The dedication of 30 feet of road allowance along the east side of the site from Halifax Street to the collector road, and the constructing or depositing of monies to cover 50 percent of the cost of constructing a road on the above allowance to a 28 foot pavement width standard.
- (f) The construction of a 5 foot sidewalk along the west side of this road.
- (g) The construction of a 5 foot sidewalk along the western boundary of the site on Delta Avenue.
- (h) The installation of all sanitary and storm sewer and water service facilities necessary to meet the requirements of the development of the site.
- (i) The presenting of detailed sketch plans of the proposed development.

(3) Area C(Ref. #50/65 and 52/65) and Area D -

It is recommended that applications #50/65 and 52/65 (Area C) be approved for RM4 Zoning, subject to the following conditions:

- (a) The consolidation of the two lots involved into one parcel.
- (b) That there be no direct access to the site from Halifax Street.
- (c) The dedication of property on the south side of the site for road purposes as shown on the attached plan and the constructing or depositing of monies to cover 50 percent of the cost of constructing a road on the above allowance to a 36 foot pavement width standard.

(.....C) .



## LEGEND

A,B,C,D,E APARTMENT SITES

P - PARK

**DEDICATION FOR ROAD  
BY OWNER**

DEDICATION FOR ROAD  
BY MUNICIPALITY



SCALE 1" = 200'

## PROPOSED AREA DEVELOPMENT

Should Area C not proceed at this time, the developers of Area D would be responsible for the complete dedication and construction of the road.

- (d) The construction of a 5 foot sidewalk along the north side of the collector road between the east and west boundaries of the site.
- (e) The dedication of 30 feet of road allowance along the west side of the site from Halifax Street to the collector road, and the constructing or depositing of monies to cover 50 percent of the cost of constructing a road on the above allowance to a 22 foot pavement width standard.
- (f) The dedication of sufficient property on the north side of the site to permit the future construction of a cul-de-sac of 100 feet in radius extending from the north side of Halifax Street as shown on the attached plan.
- (g) The dedication of the triangular area on the east side of the site, as shown on the attached plan, to permit the future southerly extension of Springer Avenue from north of Halifax Street to the proposed east-west collector road.
- (h) The construction of a 5 foot sidewalk along the east side of the site.
- (i) The installation of all sanitary and storm sewer and water service facilities necessary to meet the requirements of the development of the site.
- (j) The presenting of detailed sketch plans of the proposed development.

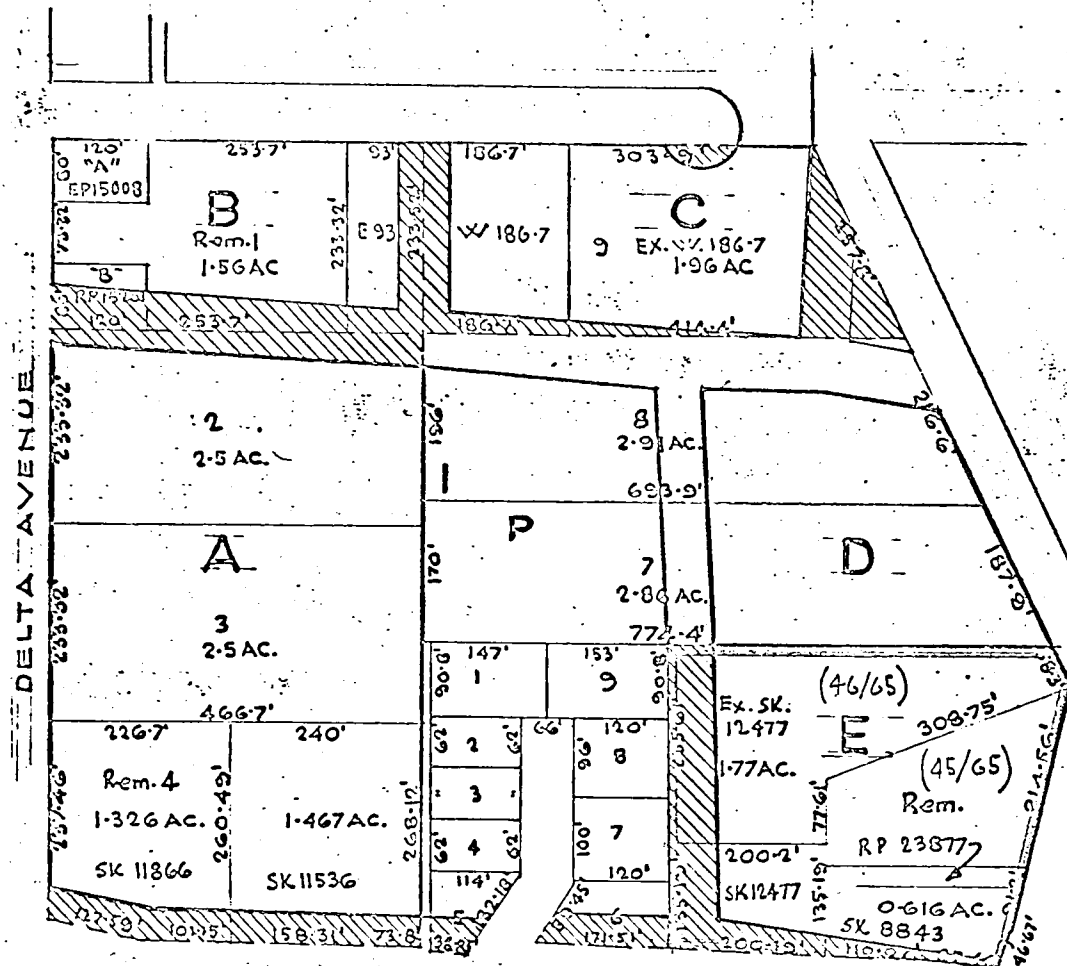
With regard to item(f) above, it is further proposed that, following the closure of Halifax Street, the southerly 33 feet of the unused allowance bordering the site and extending to the west side of Springer Avenue be incorporated into Area C.

Area D to the south, shown on the attached plan, is owned by the Corporation and has been proposed for RM4 development.

The major part of the proposed east-west collector road east of Areas A and B is situated on Corporation land. That portion of the proposed north-south connecting road which extends from the collector to the southern boundary of Lot 7 is also located on municipally-owned land.

Following the dedication of these required road allowances, the Corporation could undertake the construction of the road separating the site from the park and share in the cost of constructing the proposed collector road on the north side of Area D. Other proposed improvements to the site include the construction of a 5 foot sidewalk along its western boundary, the dedication of a 20 foot easement extending eastwards from Area A across the park to the east side of the site, and the construction of a 10 foot walkway within this easement. The installation of all the necessary services would also be required in advance of

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## LEGEND

- A, B, C, D, E APARTMENT SITES
- P PARK
- DEDICATION FOR ROAD BY OWNER
- DEDICATION FOR ROAD BY MUNICIPALITY

PROPOSED AREA DEVELOPMENT

development. The Corporation would then be in a position to sell a fully serviced apartment site.

As an alternative to the provision of a fully serviced site, the Corporation could sell the land for RM4 apartment development subject to the meeting of the above requirements.

(4) Area E (Ref.#45/65 and 46/65)

It is recommended that applications #45/65 and #46/65 be approved for RM4 Zoning, subject to the following conditions:

- (a) The acquisition of the two lots adjacent to the Loughheed Highway and the consolidation of the four lots included in Area E into one parcel.
- (b) That there be no direct access to the site from the Loughheed Highway.
- (c) The dedication of 30 feet of road allowance along the west side of the site as shown on the attached plan and the constructing or depositing of monies to cover the cost of constructing a road to a 28 foot pavement width standard.
- (d) The construction of a 5 foot sidewalk along the east side of this road.
- (e) The dedication and construction of a frontage road along the north side of the Loughheed Highway from Springer Avenue to the western boundary of the site.
- (f) The installation of all sanitary and storm sewer and water service facilities necessary to meet the requirements of the site development.
- (g) The presenting of detailed sketch plans of the proposed development.

With further reference to item (e) above, the full development of the proposed frontage road will necessitate some cost sharing arrangement involving Areas E and A for the acquisition of Lots 5 and 6 on Anola Place, unless re-development of Anola Place takes place, at which point the frontage road could be required.

5. SUMMARY OF REQUIRED IMPROVEMENTS

<u>Required Improvements</u>	<u>Responsibility</u> (this may vary according to timing of development)
1. <u>Roads</u>	
a. East-west collector from Delta Avenue to east boundary of Area A (36' pavement width).	50% Area A 50% Area B
b. East-west collector from eastern boundary of Area A to Springer Avenue (36' pavement width)	50% Area C 50% Corporation, (or 25% Corporation adjoining park and 25% to Area D).

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<u>Required Improvements</u>	<u>Responsibility</u>
1. <u>Roads</u> (continued)	
c. North-south connection from Halifax Street to collector (28' pavement width).	50% Area B 50% Area C
d. North-south link from east-west collector to southern boundary of Lot 7 (28' pavement width)	Corporation (or 50% Corporation and 50% Area D).
e. North-south link from southern boundary of Lot 7 to frontage road north of Lougheed (28' pavement width).	Area E
f. Frontage road from Delta Avenue to eastern boundary of Area A(28' pavement width).	Area A (cost-sharing arrangement including Area A for triangular strip west of Delta).
g. Frontage road from eastern boundary of Area A to western boundary of Area E(28' pavement width).	Future redeveloper of Anola Place subdivision or by cost-sharing arrangement including Areas A and E.
h. Frontage road from western boundary of Area E to Springer Avenue (28' pavement width)	Area E
2. <u>Sidewalks &amp; Walkways</u>	
a. East of Delta Avenue from East-West collector road to Halifax Street (5 ft.)	Area B
b. East of Delta Avenue from East-West collector road south to proposed 20 ft. casement (5 ft.)	Area A
c. North of East-west collector road between Delta Avenue and eastern boundary of Area B(5 ft.)	Area B
d. North of East-west collector road between western and eastern boundaries of final apartment development site for Area C(5 ft.)	Area C
e. West side of north-south road connection from Halifax Street to east-west collector (5 ft.)	Area B
f. West side of southerly extension of Springer to east-west collector road(5 ft.)	Area C

(.....11)

<u>Required Improvements</u>	<u>Responsibility</u>
2. <u>Sidewalks &amp; Walkways</u> (continued)	
g. East boundary of Area A between east-west collector road and southern boundary of park area (5 ft.)	Area A
h. East side of North-south road from east-west collector to south boundary of Area D(5 ft.)	Area D
i. East side of north-south road from south boundary of Area D to frontage road(5 ft.)	Area E
j. Walkway along proposed 20 ft. east-west easement between Delta Avenue and park area (10 ft.)	Area A
k. Walkway across south side of park area (10 ft.)	Corporation
l. Walkway across south side of Area D Springer Avenue (10 ft.)	Area D
m. North side of frontage road between Delta Avenue and eastern boundary of Area A (5 ft.)	Area A
3. <u>Services</u>	
The installation of all sanitary and storm sewer and water service facilities necessary to meet the requirements of the development of the site.	Areas A, B. C, D and E.

Respectfully submitted,

  
A. L. Parr  
PLANNING DIRECTOR.

RBC:ejw

att.

c.c. Municipal Engineer  
Municipal Treasurer  
Municipal Solicitor  
Land Agent  
Chief Building Inspector