

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT,
June 1, 1971.

Our file #15.148

Mr. Melvin J. Shelley,
MUNICIPAL MANAGER.

Dear Sir:

Re: COMMUNITY PLAN #9 - BRENTWOOD
APARTMENT STUDY 1969 - AREA "D".

Under the 1969 Apartment Study, a portion of the Brentwood Town Center has been designated as a "Community Plan Area", for high density apartment development. A comprehensive development proposal for this area has already been approved by Council, although construction has not yet started. With this area already committed, it was felt desirable to broaden the area of study and establish a comprehensive approach to the future development of the proposed apartment areas to the east and west of Brentwood. The report will concentrate on the large, undeveloped area to the east, as a substantial portion of the area to the west has been examined and a comprehensive plan prepared under the 1968 "Brentwood Town Center Study", which was approved by Council.

This department has, therefore, prepared the following report and attached plans which indicate a conceptual development proposal and a possible road and subdivision pattern for the apartment area to the east of Brentwood, as well as indicating the proposed development for the designated Community Plan area and the conceptual proposal for the area west of Brentwood. The various sites and developments have been identified on the plans and are referred to by number. (A copy of the applicable apartment study plan has been included).

The proposed future road pattern for the area would include the following recommendations:

1. The development of a frontage road along the north side of Lougheed Highway between Beta Avenue and Springer Avenue to provide secondary access to those properties currently fronting on Lougheed Highway. Access to and from the highway would be limited to a right turn off, near Springer Avenue and a right turn on, near Beta Avenue. The frontage road would allow for better access to underground parking facilities, as there is an extreme slope from north to south. The restricted access to and from Lougheed Highway should help to prevent major traffic problems as a result of the increased traffic volumes generated by the proposed high density apartment developments.
2. The extension of Ridgelawn Drive, to connect Springer Avenue with Willingdon Avenue, north of the Brentwood Shopping Center, which would provide a secondary collector route around the apartment and commercial core areas and help prevent additional traffic congestion on Lougheed Highway. In the future, this street could form part of a possible local east-west route through Burnaby.
3. The development of Bellwood Avenue, between Ridgelawn Drive and the proposed frontage road, which would provide an alternate route in and out of the proposed high density apartment area.
4. The closing of portions of Beta Avenue and Delta Avenue to eliminate difficult and unnecessary access to the apartment area. A portion of Beta would be retained to allow for right turn movement off Lougheed Highway and access to the Brentwood Shopping Center. The closed portion could provide for a landscaped separation between the shopping center and the apartment developments as well as provide for an uninterrupted pedestrian link. A portion of Delta Avenue would be retained to

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Community Plan #9 - Brentwood Apartment Study 1969 - Area "D".

provide secondary access to a variety of sites.

5. The closing of a portion of Halifax Street, in conjunction with the extension of Ridgelawn Drive to Springer Avenue, which will prevent unnecessary through traffic along Halifax into the residential area north of Brentwood.

As noted on the attached plans, a pedestrian route has been proposed between the shopping center and Springer Avenue, which will provide a continuous walkway system through the proposed high density apartment area east of the shopping center.

The following comments relate to the various individual sites and areas as noted on the attached plans.

~~Although the 1969 revised apartment study proposed the area bounded by Gilmore,~~ Douglas, Madison and Loughheed for future medium density apartments, the existing commercial and industrial developments are such that it is unlikely that they would be replaced by medium density apartments. In the last four years, three additional industrial developments have taken place, which will further restrict the potential for apartment developments. Therefore, as a result of the industrial developments both within and around the area, we would recommend that the apartment study be revised so as to acknowledge the existing and potential service commercial and industrial developments within the area.

Further, this area is separated from the proposed commercial core by a block of relatively new light industrial developments as indicated on the attached plans. It cannot be considered a desirable location for apartments with industrial development on the west and south sides, a cemetery on the north side and a combination of light industrial and service commercial to the east. We would, therefore, recommend that the present zoning pattern, within the area, be reaffirmed and the proposed multiple family zoning, as indicated in the 1969 revised apartment study, be removed. We would further propose that the area designated for service commercial development would function as a reinforcement to the major commercial core, and the area for light industrial development as a buffer between the existing heavy industrial areas and the proposed service commercial area.

In conjunction with the road proposals, as described earlier, the area east of the shopping center has been subdivided into a number of high and medium density apartment sites. As a result of the extreme grades, it was felt desirable to provide all sites with a low level access in order to properly develop underground parking facilities. Further, additional frontage has been provided for all sites to allow for the development of secondary vehicular access.

High density apartment development has been proposed for sites 1 through 8 inclusive as noted on the attached plans. The total area would be approximately 22 acres with sites ranging from 1.7 to 3.5 acres. At a density of 100 - 120 units per acre, the total area could accommodate 2,200 - 2,600 units. The individual sites would support one or two towers depending on size. It is further proposed that in the development of the sites, accommodation should be made for the recommended pedestrian link as described earlier in the report.

Site #9 is already developed with a 90 unit high-rise apartment tower while site #10 contains an 87 unit medium density, three storey frame apartment. With an area of 0.84 acres, the density of the highrise apartment site is 107 units per acre while the three storey frame apartment site has an area of 1.62 acres and a density of 54 units per acre.

Site #11, which is municipally owned land, is currently the subject of negotiations, between the Corporation and Action Line Housing, for possible acquisition. The proposal is to develop a low cost medium density apartment complex for low income groups. It is our recommendation that the density of development should be controlled by the RM4 zoning category, which would be consistent with the Council's decision on

the development of site #12. The area is approximately 2.8 acres and, at a density of 80 units per acre, would allow for the development of approximately 225 units, depending on the type of accommodation.

Site #12, which is proposed for medium density apartment development, was the subject of a recent rezoning application. The applicant requested RM3 zoning for the development of three storey frame apartments. However, Council rejected the idea of RM3 zoning and recommended that a more substantial RM4 development should be considered. This department would concur with the recommendation. The area is approximately 3.2 acres and, at a density of 80 units per acre would allow for the development of approximately 255 units.

Site #13 is also proposed as a medium density, RM4 apartment site which would be consistent with the 1969 revised apartment study. The area is approximately 2.3 acres and, at a density of 80 units per acre would allow for the development of approximately 185 units.

Site #14, in keeping with the 1969 revised apartment study, is proposed for future park development and forms part of the total pedestrian system. The park proposal is described in more detail in a later section of the report.

In conjunction with the proposals as set forth in this report, the requirements for schools, parks, transportation, services and commercial facilities were considered, resulting in the following conclusions:

1. SCHOOLS - the requirement for school facilities, generated by high and medium density apartment developments, is minimal and can normally be accommodated by existing school facilities. The proposed apartment areas, as indicated on the attached plans, fall within the Brentwood Park Elementary School catchment area. At the present time the enrollment is about 50 below school capacity. It is therefore, assumed that any additional facilities which may be required as a result of apartment development could be provided, as sufficient area is available to permit a sizeable expansion.
2. PARKS - as noted on the attached plans, a two acre park site (Springer Park) is located within the proposed high and medium density apartment area. Under the Capital Improvement Program, this park is scheduled to be developed in 1976 and is intended to serve the surrounding apartment area. If the development of high and medium density apartments takes place at a fairly rapid pace, it will be necessary to develop the park sooner than 1976. Therefore, its development should relate to the apartment activity.

As noted earlier in this report, the park will form part of the proposed pedestrian route and will be linked to all the apartment sites. As the apartment developments will be comprehensive in nature, they will be able to provide considerable outdoor recreational facilities themselves. Therefore, with the development of the park and pedestrian system in conjunction with the individual apartment developments, the area should be adequately served.

3. TRANSPORTATION - the road proposals, as previously described in this report, should provide the necessary internal movements and accommodate the anticipated increase in traffic volumes generated by the proposed multiple family developments. However, there is still the problem of whether Lougheed Highway could accommodate the increased volumes. This problem will have to be discussed with the Department of Highways.

Community Plan #9 - Brentwood Apartment Study 1969 - Area "D".

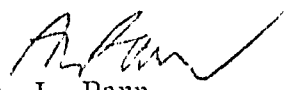
The existing public transit routes on Lougheed, Willingdon, Ridgelawn and Delta are convenient to the study area and should provide an adequate alternate mode of transportation for the apartment occupants. The introduction of a more extensive public transit system should encourage greater use of the facilities by the residents of the area.

The control of potential parking problems as a result of the introduction of high and medium density apartment developments, will depend upon the adequacy of regulations regarding off-street parking requirements and enforcement of any on-street parking controls.

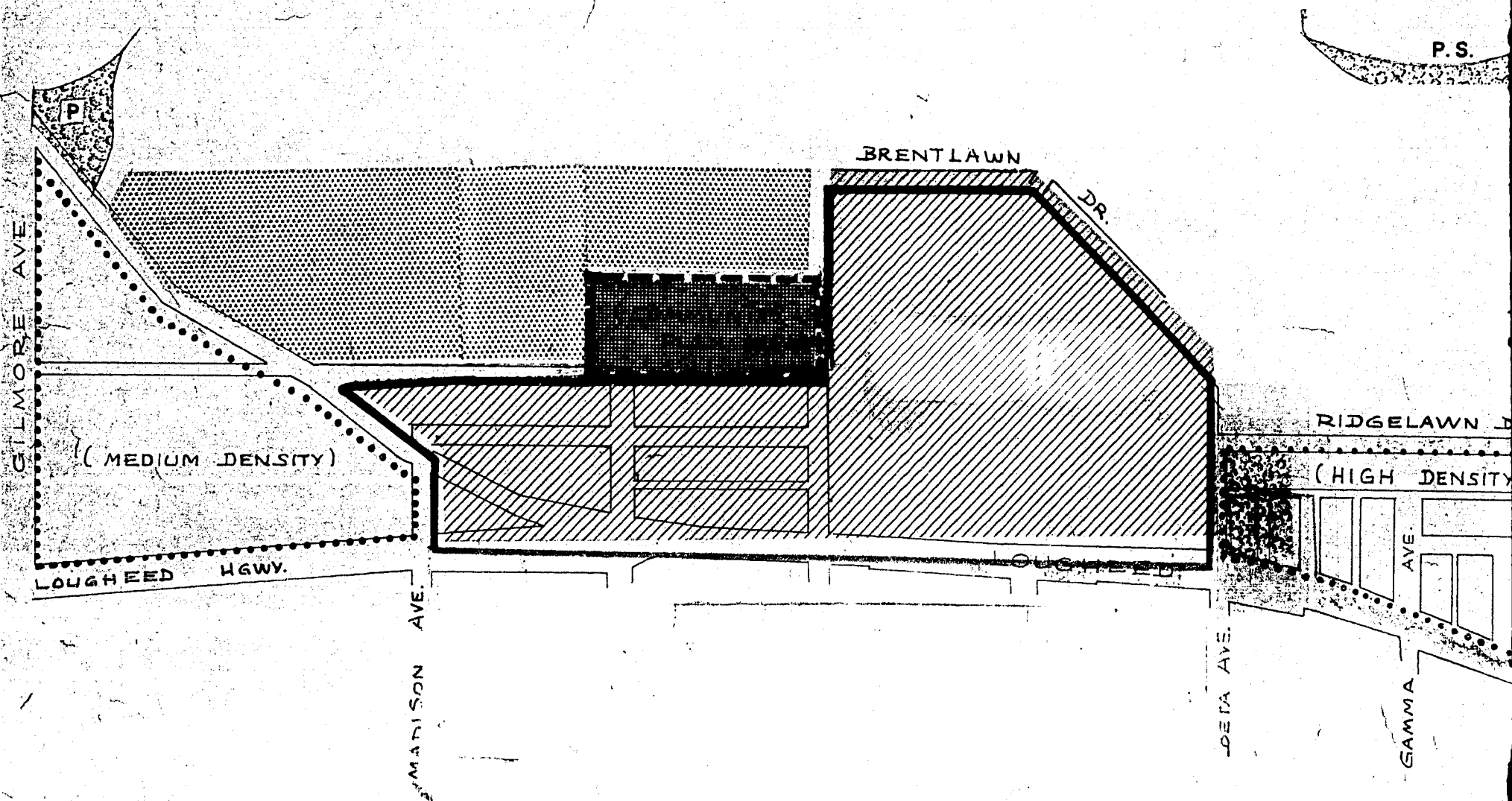
4. SERVICES - the need for additional services, based on the possible maximum development of the study area, has been discussed with the Engineering Department. It would appear from these discussions that, except for sanitary sewer facilities to serve the area west of Anola Place, the existing major services are adequate to serve the various apartment areas. Sites 1 - 7 inclusive would not be served by sanitary sewers. According to the Engineering Department, these sites fall within a major unsewered area known as the Central Valley Pump area #7. The cost estimate for providing this area with sanitary sewers has been set at approximately \$900,000. As construction is not scheduled for the near future, any rezoning proposals would be premature at this time. The remaining areas can be serviced by extending existing facilities and can form part of the cost of the particular development they serve.
5. COMMERCIAL FACILITIES - the close proximity to existing and potential commercial facilities within the Brentwood shopping core makes it unnecessary to provide additional area for this purpose. Any additional needs, as a result of the high and medium density apartment developments could be satisfied through the expansion of existing facilities.

This report has established a preliminary concept for the development of the Brentwood area with respect to such aspects as land uses, densities, types of accommodation, vehicular movements, land subdivision and possible building locations. We would, therefore, request Council acceptance of the preliminary developments plans, as outlined in the report, as the framework from which more detailed proposals can be developed by both the Municipality and private developers.












Respectfully submitted,


A. L. Parr,
DIRECTOR OF PLANNING.

RKE:ew
att. 3 plans
c.c. Municipal Clerk
Senior Planner



LEGEND

-  PROPOSED APARTMENT AREA LOW DENSITY
-  PROPOSED APARTMENT AREA MEDIUM DENSITY
-  PROPOSED APARTMENT AREA HIGH DENSITY
-  FIRST PRIORITY AREA
-  FUTURE APARTMENT EXPANSION AREA
-  COMMERCIAL CENTRE
-  INSTITUTIONAL AREAS
-  PARK
-  SCHOOL
-  EXISTING APARTMENT DEVELOPMENT PRE. 1966
-  " " " 1966-1969



SCALE: 1" = 400'

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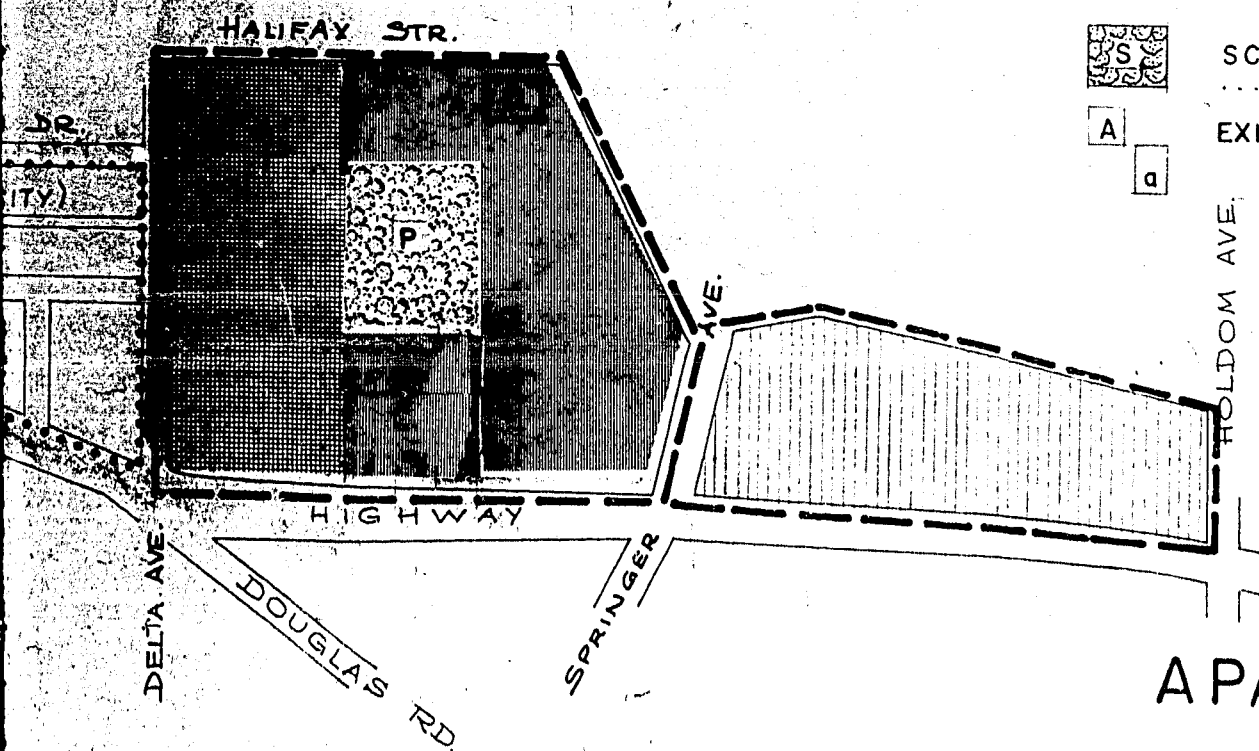
APARTMENT STUDY

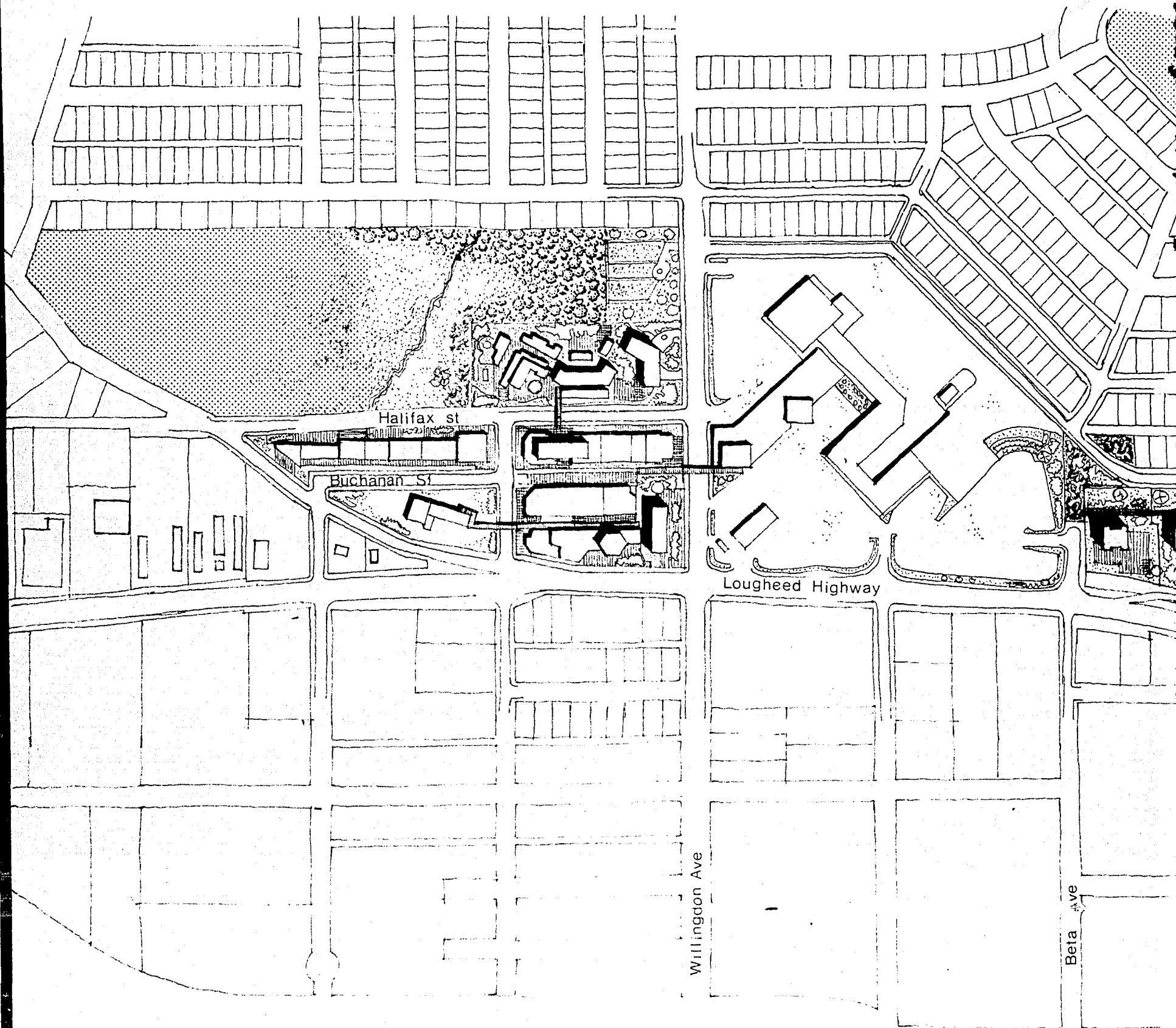
AREA "D"

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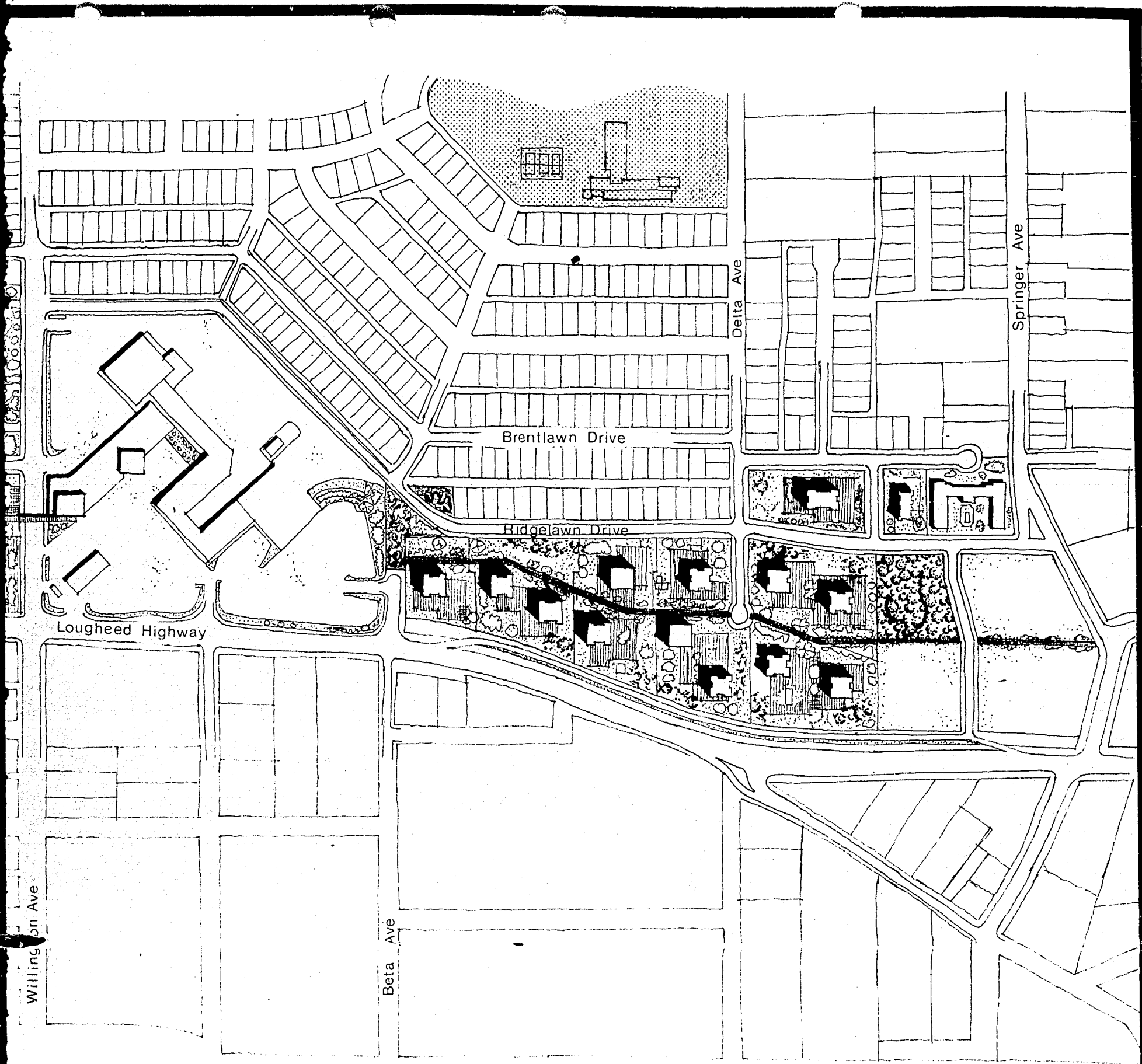
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DATE APRIL, 1969



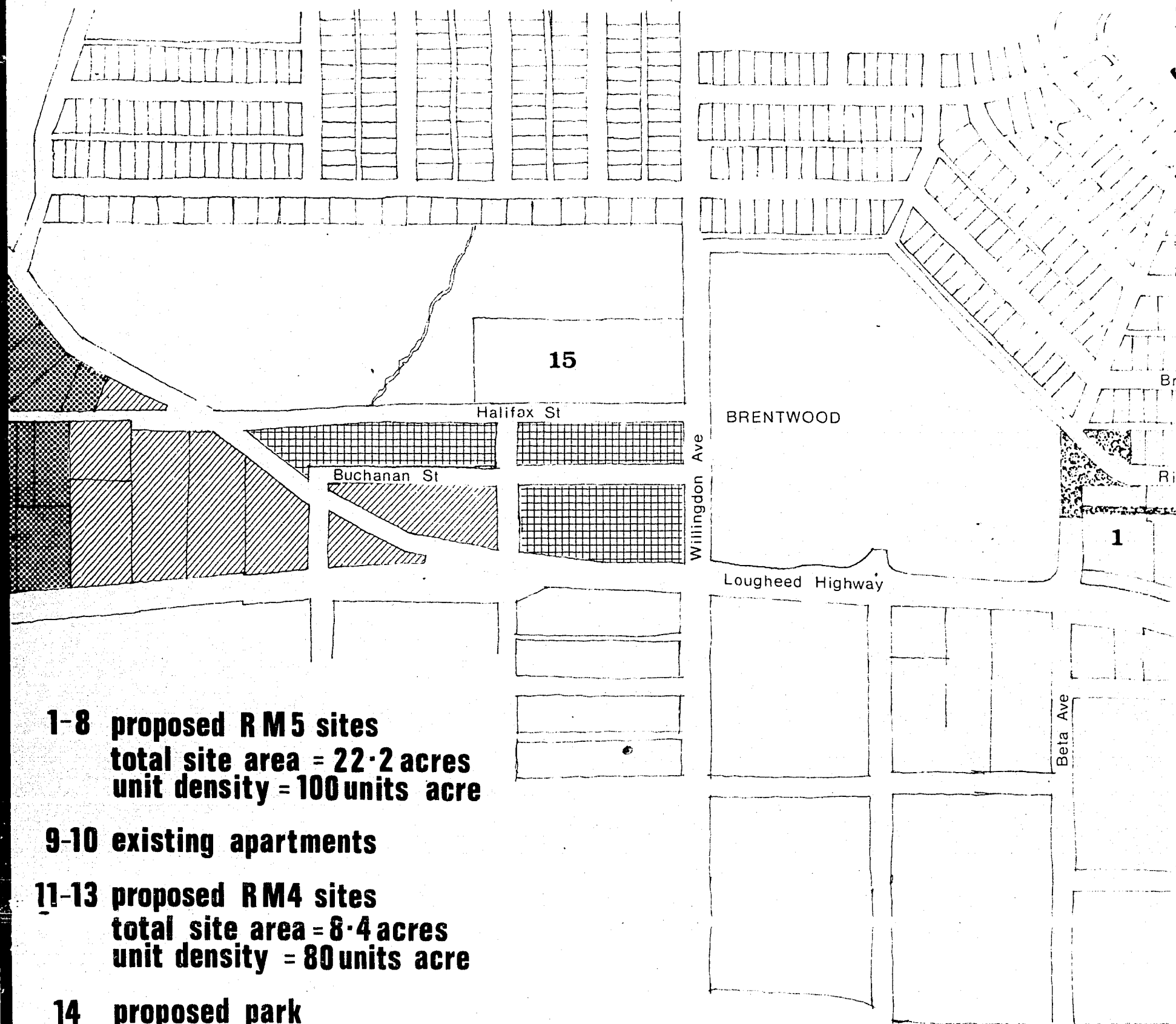


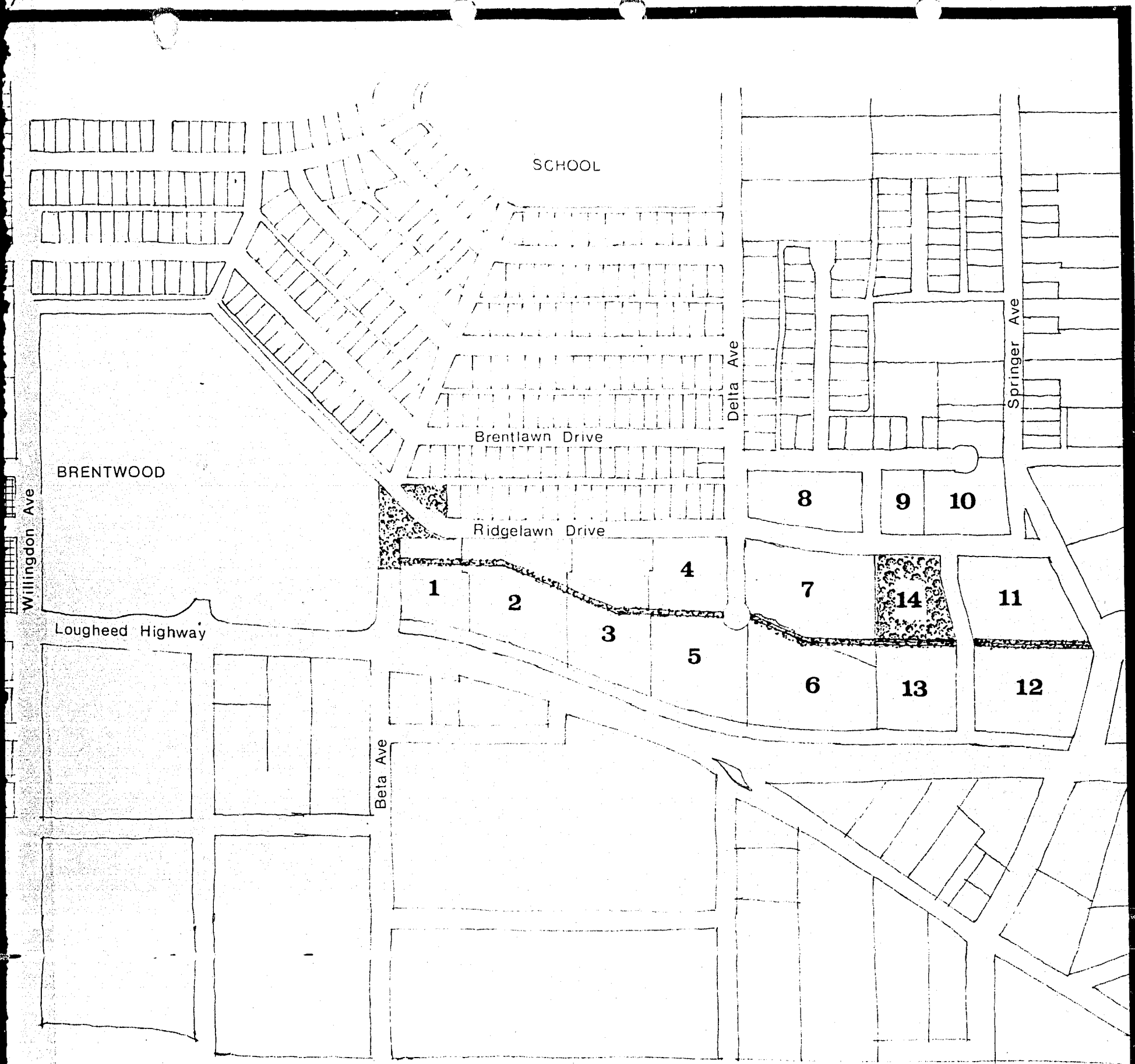
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propos**



community plan - area 'd'
proposed development

scale: 1" = 400'





community plan area 'd'
proposed subdivision

scale: 1" = 400'