



Item.....
Meeting ..... 2012 October 15

COUNCIL REPORT

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**TO:** CITY MANAGER **DATE:** 2012 October 10

**FROM:** DIRECTOR PLANNING AND BUILDING **FILE:** 49500 20  
*Reference: REZ #11-22*

**SUBJECT: REZONING REFERENCE #11-22  
BRENTWOOD MALL  
4515 AND 4567 LOUGHEED HIGHWAY  
RESPONSE TO PUBLIC HEARING**

**PURPOSE:** To provide further information on the proposed Brentwood Site Master Plan as requested at the Public Hearing for Rezoning Reference #11-22.

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**RECOMMENDATION:**

1. **THAT** a copy of this report be sent to the applicant and to individuals who spoke at, or submitted correspondence to the Public Hearing for Rezoning Reference #11-22.

**REPORT**

**1.0 BACKGROUND**

On 2012 August 28, a Public Hearing was held for Rezoning Reference #11-22. The subject rezoning application proposes to establish a Conceptual Master Plan framework and companion Design Guidelines for the subject Brentwood Mall site at 4515 and 4567 Lougheed Highway. The proposed plan is intended to guide future site specific rezoning applications to permit the construction of a multi-phased, mixed-use, high-rise apartment and office development, with ground-oriented townhousing and street-fronting commercial uses (see *attached* Sketch #1 and #2). It is noted that no specific development is being advanced in connection with the subject rezoning application.

At the Public Hearing, Council requested that staff prepare a report which provides further information and clarification on the submitted Conceptual Master Plan for the Brentwood Mall Site in response to those who spoke and/or provided correspondence at the Public Hearing. In terms of written correspondence to the Public Hearing, 91 written submissions were received, and 27 delegates spoke to the rezoning application. In general, of the written submissions, 66 expressed support of the proposed Master Plan, and 25 expressed concern or requested further information. At the Public Hearing, 16 individuals generally spoke in support of the proposal, 5 expressed opposition, and 6 were undecided and had outstanding questions. The questions and comments expressing concern or seeking further information and clarification generally related

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to traffic, building form and density, shadowing, crime, sightlines, infrastructure capacity, services and amenities, construction access, transit, parking, cycling and walking facilities, and open space. As requested by Council, this report provides information and clarification on the proposed Conceptual Master Plan to address the matters raised by those who presented at or provided correspondence to the Public Hearing. The responses have been grouped under key topic headings to assist in presenting the information.

## 2.0 SUBJECT TOPICS RAISED

**Development Form and Density:** Clarification was requested regarding open space and public facilities, site density, tower heights, shadowing and sightlines.

### *Open Space and On-Site Public Facilities*

The Brentwood Conceptual Master Plan process evolved from a public realm first approach, with open space being at the core of the concept. As such, a major public square at the corner of Loughheed Highway and Willingdon Avenue is proposed. The plaza is comprised of a lower level connected to the street, with the larger elevated component of the plaza connected to the SkyTrain concourse level, as indicated in Figure #1. The area of the public plaza is to be approximately 0.4 hectares (1.0 acres.) in size. It is also proposed that the site accommodate a number of smaller public open spaces accessible by the broader public, and a new greenway along the northern edge of the site.

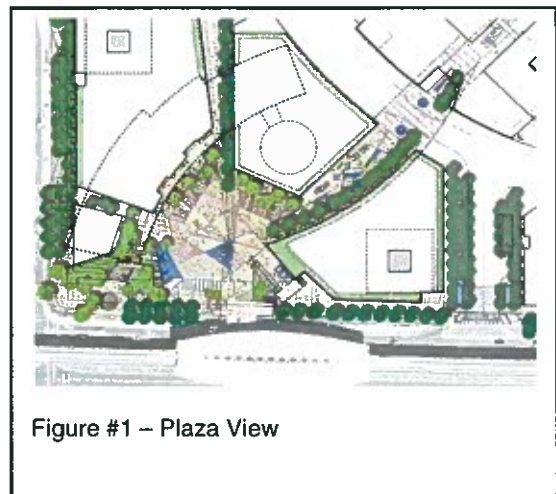


Figure #1 – Plaza View

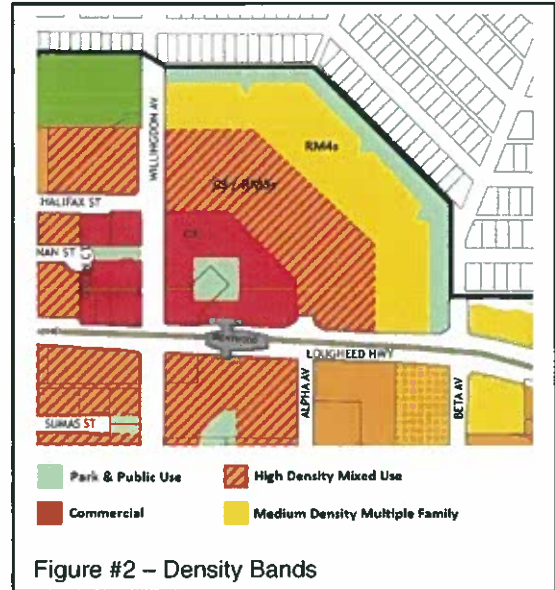
Regarding public facilities on site, the applicant has also expressed their intention to pursue amenity bonusing, which would be allocated towards future on and off-site community amenities. The specific amenity contributions from the site are to be considered by the City's Community Development Committee for recommendation to Council at the time of each site specific rezoning application for new development in line with the subject Master Plan.

### *Site Density*

The proposed density for the site is in accordance with Council adopted Brentwood Town Centre Development plan (1996), which designates the site for a mix of commercial and multiple-family residential uses. The Brentwood Plan identifies three specific bands across the site for the purposes of calculating development density. As shown in Figure #2, the bands provide an area for determining C3 General Commercial Density, RM5s High Density Multiple Family Residential and RM4s Medium Density Multiple Family Residential. These bands are figurative and do not represent the specific location of such uses, however, the Master Plan Concept is generally consistent with the prevailing designation in that it proposes a majority of the

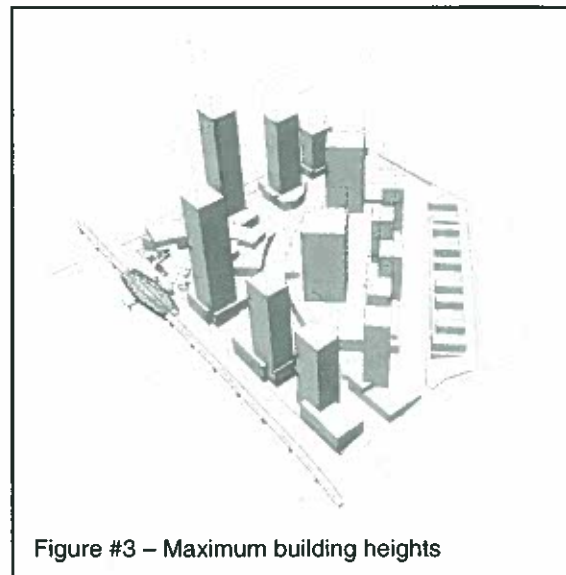
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commercial uses surrounding the proposed public plaza and SkyTrain Station to the southeast and the low and mid-rise multiple family development to the north and northeast. The site's potential density has been conceptually applied in order to minimize any interface issues with the surrounding single-family residences, as well as to maintain suitable spacing between buildings to ensure adequate separation, open space and privacy. As such, a majority of the available residential density has been allocated along the Willingdon Avenue and Lougheed Highway frontages, terracing downward in height to the north and north east. More active commercial uses are also more appropriately located away from the neighbouring single family area, and focused on major roads, the new high street, and in the area of the existing mall.



*Tower Heights*

The conceptual tower heights, ranging between 20 storeys at the centre of the site, to a potential of 70 storeys at the corner of Willingdon Avenue and Lougheed Highway, as shown in Figure #3, are consistent with the permissible RM4s and RM5s district densities designated within Council adopted Brentwood Town Centre Development Plan (1996). Through a detailed site planning process, staff and the applicant worked together to maximize the distance between the proposed residential towers and adjacent lower intensity land uses to the north and north east, as well as to secure the greatest amount of open space on the site. The outcome is that fewer, albeit taller towers, are considered to be the most suitable option for the site. Given the site's approximately 11.3 hectares (28 acres) of area, and an average tower site being in the range of 1.3 acres in size,



the site could potentially yield approximately 22 residential towers, albeit lower and likely bulkier. However, this form of development is not supported as it would result in substantially less open space, increased shadowing, greater view obstruction and reduced separation between buildings. In contrast, the conceptual Master Plan for the site proposes 11 residential towers and two office buildings, with the two tallest towers at the corner of Willingdon Avenue and Lougheed Highway, which are adjacent to the SkyTrain Station, bus service and the highest concentration of commercial services within the Town Centre. Commensurately, tower heights

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terrace downward along Lougheed, Willingdon and through the site to respond to the adjacent lower scale residential uses. To further control tower height, a maximum and minimum building height is established for each of the proposed towers, whereby the tallest towers are to be those at the corner of Willingdon and Lougheed, and all other proposed towers being lower to maintain the required terraced form. Furthermore, no additional residential towers, beyond the 11 proposed, will be permitted under the Master Plan.

Questions were also raised regarding the structural and fire suppression requirements of tall buildings. In discussion with the project architect, who was the architect of the 62 storey Living Shangri-La Development in Downtown Vancouver, and is a member of the International Council on Tall Buildings, it was noted that structural and seismic requirements for tall buildings are addressed by the BC Building Code 2006. Furthermore, all architectural and engineering submissions consistent with the Building Code are to be prepared by structural engineers with expertise in tall structures. Fire access and suppression is both regulated by the BC Building Code 2006 and BC Fire Code 2006. Project consultants would work closely with the Burnaby Fire Prevention Division to ensure that all necessary fire access and suppression measures will be met. It is further noted that few additional requirements are needed for buildings over 45 storeys given that sprinkler systems, firefighting elevators, staging areas, fire hose cabinets and designated firefighting elevators are required as part of the construction requirements for high-rise buildings. Notwithstanding, the applicant will undertake a detailed fire access plan, and other reviews to ensure that all necessary provisions in regard to fire access and suppression requirements for each phase of development are met.

### *Shadowing*

As part of the extensive site planning exercise undertaken for this site, strong consideration was given to limiting the affect buildings could have on shadowing public spaces and adjacent land uses. As a requirement of the Conceptual Master Plan, the applicant was required to submit a shadow analysis modeling both the minimum and maximum heights proposed. As the tallest towers are proposed along the Lougheed Highway and Willingdon Avenue frontages, and a minimum spacing of 100 ft. is provided between buildings, shadow impacts have been minimized on the site and to adjacent sites. Shadowing of the public plaza is minimized, and impacts to adjacent single family to the north and northeast, on the south side of Brentlawn Drive, are limited to the earlier dusk hours in fall and winter. It is also worth noting that during the fall and winter months in the Lower Mainland, skies are typically overcast, thus shadows are not cast. Conversely, during the spring and summer months, shadows are shorter and are unlikely to affect adjacent land uses. The shadowing of public spaces and adjacent sites is expected to be transient and reduced due to the spacing and limited number of towers.

*Sightlines*

As noted, the detailed site plan and specific placement of buildings, as shown in Figure #4 maximizes open space on the site, which also benefits visual permeability. As noted, the unsupported approach of having a greater number of lower and likely bulkier towers on the site would effectively create a more consistent visual obstruction that would minimize sightlines for existing adjacent residents. The specific location of towers attempts to maintain sightlines from the northeast to southwest.



Figure #4 – Site Plan & Accesses

**Traffic:** Questions were raised regarding the proposed development’s impacts relating to arterial traffic, local traffic, construction traffic and parking.

*Arterial Traffic*

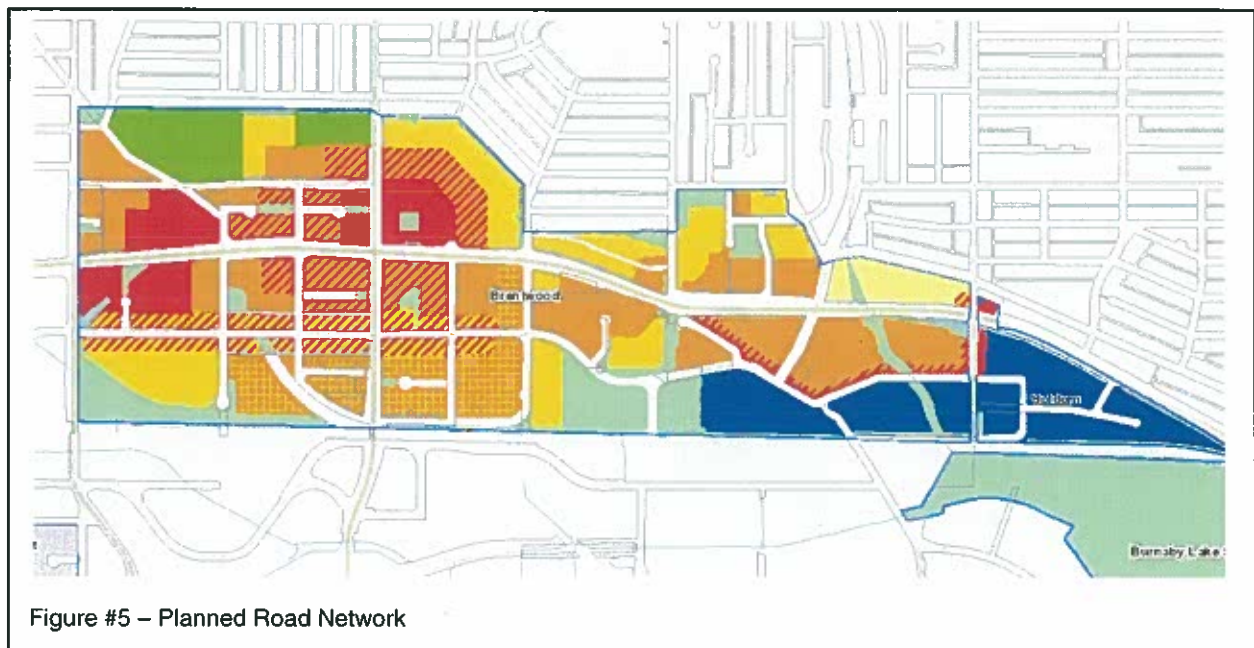
As a requirement of the Master Plan concept, the applicant has submitted a comprehensive traffic impact analysis for the site. As no specific development rights are being sought as part of the Master Plan, further more detailed traffic impact analyses will be required as part of each individual site specific rezoning application. The traffic study noted that given the site’s location adjacent the Brentwood SkyTrain Station, available bus service, and the proposed improvements to pedestrian and cycling facilities along Loughheed Highway, Willingdon Avenue and through the site, the mode split of users will shift toward a larger proportion of pedestrians, cyclists and transit users. To support alternate modes of transportation, individual residential developments on the site will be required to pursue Transportation Demand Management (TDM) strategies, allowing for a parking ratio of 1.1 spaces per unit, where double the required bicycle parking is provided, an on-site car share program is pursued, and transit passes are provided to residents for a minimum of 2 years.

Given the addition of residential uses and the expansion of commercial floor area on the site, the number of parking spaces accommodated within underground parking will increase from what is present today. As such, a detailed site access and underground parking plan has been prepared to ensure vehicles entering and exiting the site are suitably managed. The site currently has five points of access with connections to surface parking areas. In consultation with traffic consultants and the City’s Engineering Department - Traffic Division and Planning Department - Transportation Division, the proposed access points have been increased to seven, with specific controls on access being integrated. The two additional access points include one on Willingdon Avenue north of Halifax Street and the second on Loughheed Highway between Alpha Avenue and Beta Avenue. To assist in managing traffic disruptions on adjacent arterial streets, traffic

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movements are to be strictly controlled with certain access points being limited to right in and right out movements with the flow of traffic. Alternatively, certain access points including Alpha Avenue and Halifax Street will be fully signalized allowing all movements, which will help manage traffic in this developing Town Centre environment. Finally the proposed signal locations adjacent the site will assist in managing traffic flows onto Lougheed Highway and Willingdon Avenue through a detailed signal timing plan, which will coordinate signal timing and phases to focus on the efficiency of the local road network to serve users within the Town Centre.

Finally, it is noted that area wide network improvements are proposed including the completion of the Still Creek Avenue connection south of the BNSF rail line, the connection of Dawson Street between Beta Avenue and Douglas Road, and the connection of First Avenue to Douglas Road, as shown in Figure #5. These additional road connections provide improved connectivity



within, and around the, Town Centre and thus are intended to serve Town Centre traffic needs. Furthermore, in relation to regional through traffic, it is noted that the Highway 1 improvements, currently underway, are intended to serve such traffic needs and lessen the demand on local arterial roadways, such as on Lougheed within the Town Centre.

Staff have reviewed the master transportation impact study and concur with its general finding that with the proposed Transportation Demand Management (TDM) measures, site access improvements, transit access improvements, street and public realm upgrades, pedestrian and cycling facilities, improved signal timing and network improvements, these will serve to appropriately support desired movements by all modes within this developing Town Centre. The study also concluded that the transportation infrastructural improvements achieved through the proposed phased redevelopment, namely intersection improvements at Willingdon Avenue and

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Lougheed Highway, Willingdon Avenue and Halifax Street and Lougheed Highway at Alpha Avenue and Lougheed Highway at Beta Avenue, in connection with the new accesses provided by the development on Willingdon Avenue and Lougheed Highway, will offset the added demand placed upon the local transportation network. It is also noted that Lougheed Highway and Willingdon Avenue will be upgraded to their final standard across the subject site, which is for 3 travel lanes in each direction and any necessary left/right turn lanes. It is also emphasized, that the phased development proposal is over a 30 year or more timeframe, which will allow, on an ongoing basis, further review and refinement of the transportation system to response to future needs and considerations.

*Neighbourhood Traffic*

Current and future concerns regarding local traffic in the Brentwood Park community to the north and northeast were raised. Through the comprehensive site planning process as part of the Master Plan, vehicular access to and from the site to Fairlawn Drive and the lane to the north is not proposed. Moreover, the applicant has been required to relocate the existing northern driveway off Beta Avenue further south, to minimize potential conflicts with the adjacent residential area. Site access from Beta Avenue will be secondary in nature to the main access points along Willingdon Avenue and Lougheed Highway, with no direct access to underground parking from Beta Avenue to limit access demand. Further, as each site specific rezoning application is advanced, the developer is required to monitor traffic volumes on adjacent roadways, including Beta Avenue, as part of subsequent more detailed traffic studies. As a result of these further traffic studies, if any recommendations for potential traffic mitigation measures are raised, they would be pursued concurrently with that phase of development, as appropriate. In addition, where future concerns arise on a neighbourhood-wide basis, traffic management planning processes are available to the City's neighbourhoods with the concurrence of the Transportation Committee and Council to further address traffic issues.

*Construction Access and Traffic*

Although the Master Plan does not seek specific development rights, it provides a conceptual phasing program beginning with the southwest Quadrant, as shown in Figure #6. With the advancement of this first phase, site specific detailed development plans would be required, including a construction access plan that must be approved by the Engineering Department – Traffic Division. Staff will work with the applicant and their consultants to minimize any disruption to adjacent streets and residents, including managing construction access locations, identifying materials delivery locations and timing, and controlling specific requests for

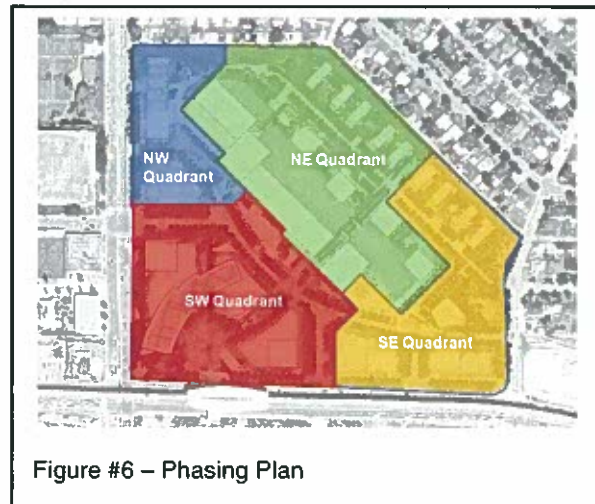


Figure #6 – Phasing Plan

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construction related road closures to mitigate potential impacts to traffic volumes. As an overriding principle, the applicant will be requested to accommodate construction traffic and materials delivery on the subject site, wherever possible. Furthermore, contractors and trades will be encouraged to use transit to access the site, and the applicant will also be required to secure sufficient off-street parking for contractors and trades so that parking on city streets is not necessary.

### *Parking*

The transportation impact study also examined whether the proposed off-street parking is sufficient to support the development. It concluded that the bylaw required parking standard of 1.1 spaces per residential unit, and the proposed averaged 1 space per 448 sq.ft. of net commercial area is adequate to serve the development. Proposed parking will be located underground accessed by multiple points of entry throughout the site, allowing for convenient easy use with direct proximity to above ground commercial services, amenities and residential lobbies. As there is intended to be sufficient off-street parking located on the site, and given proposed on-street parking along internal streets, as well as on Lougheed Highway and Willingdon Avenue during off-peak periods, potential parking conflicts are not expected to arise. As previously noted, given the site's adjacency to the Brentwood SkyTrain station, and the transportation demand management initiatives required by the City (provision of transit passes, car share programs, improved pedestrian facilities and double the bike parking), the development will provide a relatively favourable mode split encouraging a higher proportion of walking, cycling and transit usage to and from the site, reducing the demand for, and increasing the availability of, on-site parking. Again, it is emphasized that individual traffic studies for each phase of development will review and consider any off-site parking issues that may arise.

***Infrastructure, Services and Amenities*** – Questions were raised regarding the capacity of local schools and parks, community facilities, sidewalks and bicycle routes and utilities.

### *School Capacities*

In regard to the capacity and expansion of local schools relating to the projected population growth within the Brentwood Town Centre, the City works closely with the Burnaby School District to project future population growth and its relationship to school enrolment and the provision of new public school facilities. Planning for school needs is set within an overall context of a relatively stable total school age population demographic. The relative stability of Burnaby's student age population has meant that the City and School District have not had significant challenges in meeting school needs. As such, current and anticipated near term growth within the Town Center is expected to be accommodated within the existing or potential capacity of district schools including Brentwood Park, Kitchener and Parkcrest elementary schools, and their respective secondary schools.



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As development advances in the Town Centre, particularly on the south side of Lougheed Highway, it has been anticipated that there may be a need for a further elementary school. As such, the City has identified a future school/park site on the south side of Dawson Street between Beta Avenue and Douglas Road for the location of a new elementary school, as the Brentwood Town Centre Park and school site. The City and School District are pursuing the acquisition of this school/park parcel in anticipation of future enrolment demand within the area. The northwest quadrant is also well served by secondary schools with Alpha Secondary, Moscrop Secondary Burnaby North Secondary and the new Burnaby Central Secondary within close proximity, with the future planned capital upgrade and replacement program maintained by the School District providing the opportunity to upgrade and increase the capacity of facilities to meet the growth of Northwest Burnaby's Secondary school population, as needed.

*Park and Open Space Facilities*

The Brentwood Town Centre is served by park and open space facilities within the immediate area, the northwest quadrant of Burnaby and the broader city wide provisions for park lands. In addition to the proposed school park site, a number of park and open space sites have been recently secured by the City, including Jim Lorimer Park at Gilmore Avenue and Dawson Street, the expansion of Willingdon Heights Community Centre and Park at Gilmore Avenue and Douglas Road, and two public greenspaces on Madison Avenue south of Lougheed Highway and on Dawson Street west of Douglas Road. As noted earlier, the subject site will provide a significant contribution to the public open space network in the Brentwood Town Centre including a large public plaza at the corner of Willingdon Avenue and Lougheed Highway, several smaller plaza and natural open space areas punctuated throughout the site, and the addition of linear parkway green buffer along the northern edge of the site. These, together with other existing and planned park and open spaces, will serve the Brentwood area into the future.

*Community Facilities*

As noted, the proposed public plaza, for the use of residents, employees and visitors, is to be provided as part of the first phase of development on the Brentwood site. The plaza is to be a minimum of 1 acre in size and will provide a venue for public gatherings, seasonal celebrations, public art and community expression. In addition to the provision of the public plaza, as the development advances on the subject site, it is anticipated that through the City's density bonus program that the site will substantially contribute to the provision of area amenities, which could be accommodated both on-site or off site on the recommendation of the Community Development Committee to Council. Similar amenity contributions in the Brentwood Town Centre that have recently been obtained by the City through the density bonus program include affordable housing units within the Brentwood Gate and Renaissance developments, not-for-profit office space within the Legacy and Vantage developments, a childcare centre within the Watercolours development, and improvements to Willingdon Heights Park and Community Centre as part of the Aviara Development. These and future amenity contributions will continue to directly benefit the residents of the Brentwood Town Centre by providing access to a range of amenities and facilities.

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In addition to amenities secured within the Brentwood Town Centre, Northwest Burnaby is also served by community facilities including Eileen Daily Pool, McGill Library, Confederation Park and Community Centre located at Willingdon Avenue and Albert Street. As community needs grow within the Brentwood Town Centre and the Burnaby Heights area, it is anticipated that future expansions and upgrades to the facilities at Confederation Park would be pursued to meet population demand, in line with the City’s capital program.

*Sidewalks and Bicycle Routes*

The Burnaby Official Community Plan, Burnaby Transportation Plan and the Brentwood Town Centre Development Plan designate specific roads as bicycle routes throughout the Town Centre. In addition, all new developments are required to provide sidewalks along adjacent streets that are separated from adjacent traffic. Both Willingdon Avenue and Lougheed Highway adjacent the site are designated as bicycle routes. In conjunction with the advancement of the Master Plan for the Brentwood Site, enhanced sidewalk and bicycle facilities, including separated bicycle and pedestrian pathways on Willingdon and Lougheed, and the inclusion of rain garden landscape elements to assist in stormwater management have been required, as indicated in Sketch #7. As part of the Master Plan concept, the applicant has prepared a conceptual design for all internal and external road frontages including separated sidewalks and bicycle facilities. Based on this conceptual design, the City will obtain these facilities through the site’s phased development. As part of each individual phase of development, the applicant would be required to design and construct the required bicycle and pedestrian facilities. Ultimately, as development advances, the intent is to secure a network of improved pedestrian and cycling facilities throughout the Town Centre to support alternate modes of transportation and limit the need for personal car use and ownership.

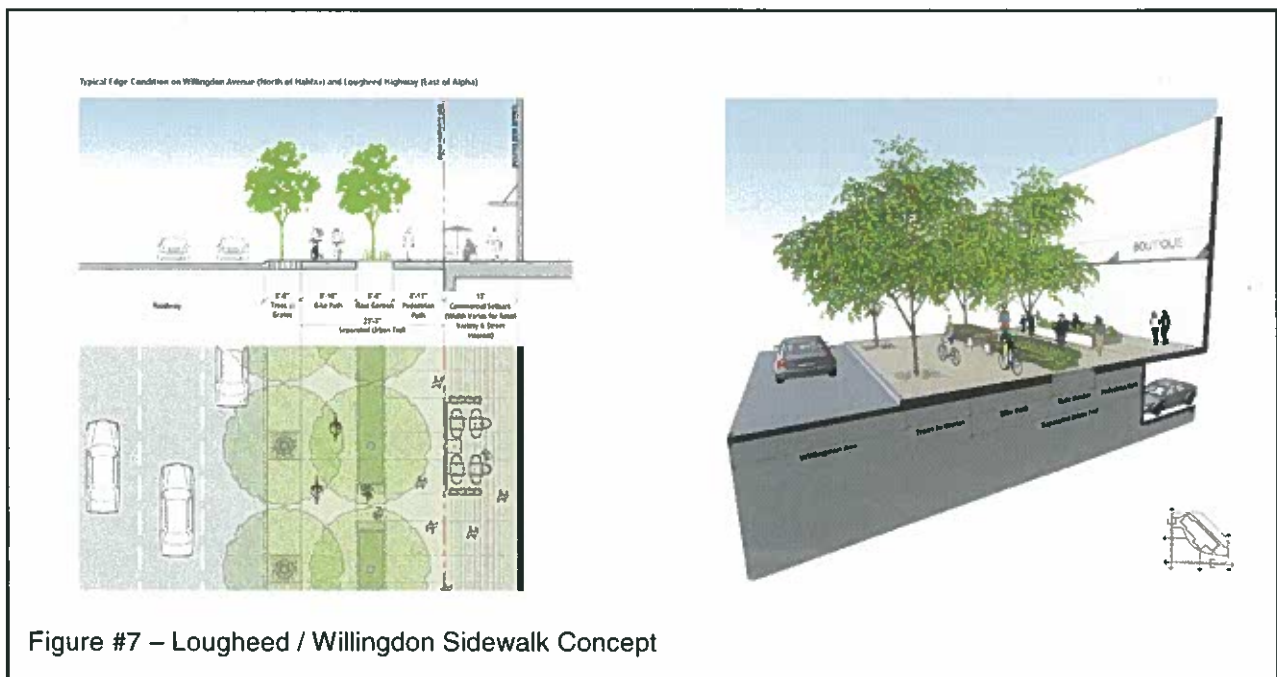


Figure #7 – Lougheed / Willingdon Sidewalk Concept

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*Utility Capacities and Cost to Tax Payers*

As a prerequisite to any rezoning or subdivision application within the City, an applicant is required to provide, at their cost, all necessary services to serve the site, which can include upgrades to adjacent roadways, sidewalk facilities, bicycle facilities, storm sewers, sanitary sewers, sewer pump stations, water lines, fire hydrants and removal of overhead wiring. The detailed design and bonding for service upgrades would be achieved through each individual phase of development. As part of the Master Plan process, the applicant is required to prepare a master servicing plan to model the potential service upgrades and its phasing over the course of the entire 30 year redevelopment. As such, any service upgrades, and associated costs, deemed necessary for the development of the subject site would be borne by the development. In addition, development cost contributions are provided by development to contribute to GVS&DD sewer service, park land acquisition, and school site acquisition.

**Crime** - Suggestions were made that crime may increase as a result of the proposed development.

Staff and RCMP are not aware of evidence to suggest that a residential development, such as that proposed for the Brentwood site, leads to higher crime rates. The RCMP does not anticipate that this or similar developments to be a catalyst for crime. The Master Plan proposal is also accompanied by a set of architectural and landscape design guidelines which have been informed by Crime Prevention Through Environmental Design (CPTED) principles. Public and private spaces are to be adequately delineated; sightlines are to be well maintained; and the site and its immediate environs are to be well-lit. Most importantly, the addition of residential uses to the site results in eyes on the street outside of commercial hours providing a sense of comfort and safety for residents and visitors. Given the foregoing, staff believe the proposed development will have a positive, not negative, impact on crime in the area.

**Transit** – Questions were raised regarding the current bus loop and future transit capacity

*Bus Loop*

The current bus loop location on the Brentwood Mall site is at the southeast corner of Halifax Street and Willingdon Avenue. The bus loop’s current location and function, in relationship to the Brentwood SkyTrain Station and other significant developments in the area, is not ideal as it is separated from the station by a circuitous ramp system and distanced from surrounding services. As such, as a requirement of the Master Plan process, the applicant has worked closely with Translink to prepare a plan for curb-side bus service adjacent the site, and throughout the Town Centre, to better serve the area as a whole. The proposed curb-side pick up and drop off locations will be more proximal to the Brentwood SkyTrain Station, and with the proposed upper and lower plaza areas being advanced as part of the first phase of development, riders will be better served by adjacent commercial services as well as improved access to the SkyTrain concourse for people of all abilities. The relocation of bus service to curb-side pick-up and drop-off is viewed as a vast improvement to transit access and ridership experience within the Brentwood Town Centre.

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### *Transit Capacity*

Questions were raised regarding transit capacity in light of the proposed population density within the Brentwood Town Centre and Lougheed Town Centre, as well as anticipated ridership growth in the northeast sector due to the Evergreen Line extension. Staff have been informed by Translink that the Millennium SkyTrain line envisioned the proposed development within the Brentwood and Lougheed Town Centres and designed the platforms of all Millennium Line SkyTrain stations to accommodate adjoining trains and more frequent train service. The Evergreen Line expansion proposes to add additional cars to the system, as well as to provide an opportunity to accommodate future trains as service needs become apparent. In regard to bus capacity, the transit plan undertaken by the applicant and Translink accounts for service needs, with more frequent bus service and the expansion of some routes to accommodate articulated busses. As such, larger bus bay areas will be required adjacent the subject site on Lougheed and Willingdon Avenue and adjacent future developments to accommodate the larger and more frequent buses.

### **3.0 CONCLUSIONS**

In conclusion, the proposed conceptual Master Plan for the Brentwood Mall site is in line with the adopted Brentwood Town Centre Development Plan and related transportation plans, and is consistent with established Council policy. It is noted that this conceptual Master Plan does not grant any specific development rights, with such development being sought through site specific rezoning applications, which will provide further opportunity for the public to comment through future Public Hearing processes. This report has been prepared in response to matters raised at the Public Hearing held for Rezoning Reference #11-22 concerning traffic, building development form and density, shadowing, crime, sightlines, infrastructure capacity, services and amenities, construction access, bus access and transit capacity, parking, open space, cycling and walking facilities, and crime.

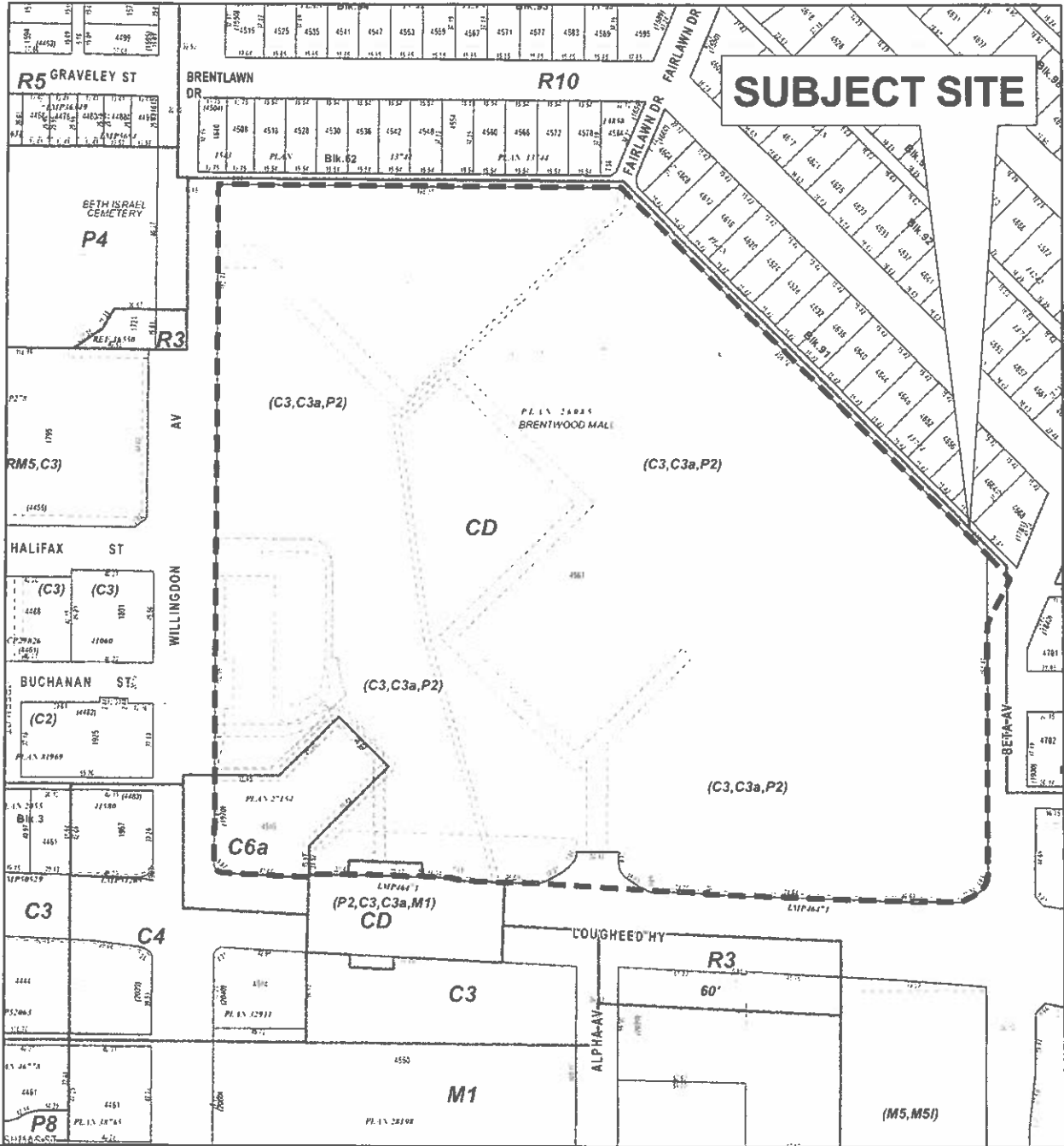
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Lou Pelletier, Director  
PLANNING AND BUILDING

JBS:spf

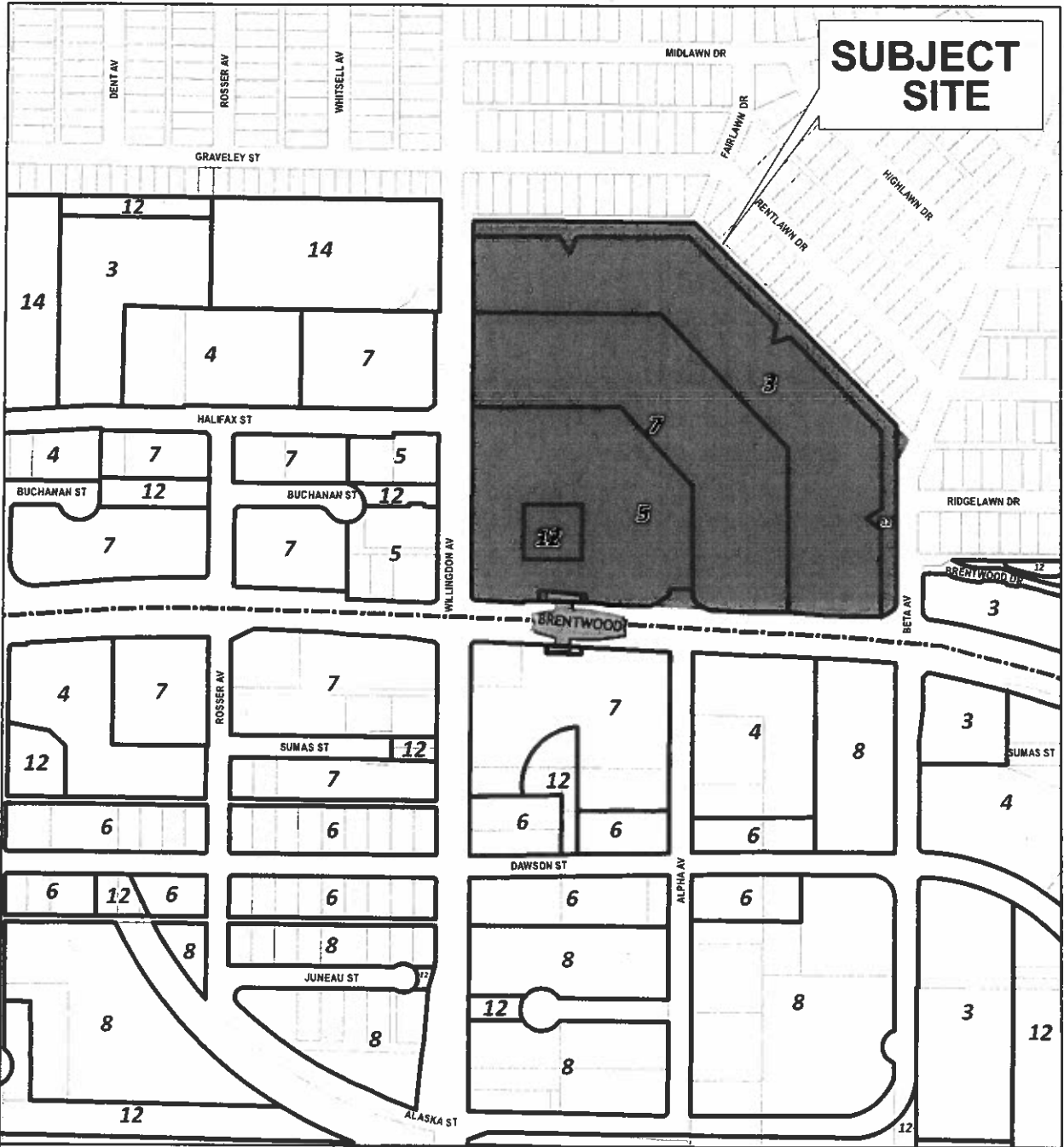
#### ***Attachments***

cc: Director Parks, Recreation and Cultural Services      Acting City Clerk  
Acting Director Engineering      Director Finance



	<p>PLANNING &amp; BUILDING DEPARTMENT</p>
<p>DATE: JULY 16 2012</p>	 Subject Site <b>REZONING REFERENCE #11 -- 22</b> <b>4515 AND 4567 LOUGHEED HIGHWAY</b>
<p>SCALE: 1:3,200</p>	
<p>DRAWN BY: DJ</p>	

Sketch #1

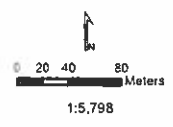


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|---|--|
| <b>2</b> Low Density Multiple Family Residential    | <b>7</b> High Density Mixed Use                          |
| <b>3</b> Medium Density Multiple Family Residential | <b>8</b> Medium or High Density Multi Family Residential |
| <b>4</b> High Density Multiple Family Residential   | <b>10</b> Institutional                                  |
| <b>5</b> Commercial                                 | <b>11</b> Business Centre                                |
| <b>6</b> Medium Density Mixed Use                   | <b>12</b> Park and Public Use/Public School              |
|   | <b>14</b> Cemetery                                       |



Planning and Building Dept

## Brentwood Plan



Printed July 16, 2012

Sketch #2