TO: CITY MANAGER
FROM: ACTING DIRECTOR PLANNING AND BUILDING
SUBJECT: REZONING REFERENCE #11-22
Master Plan and Development Guidelines
Brentwood Centre Mixed-Use Development
Brentwood Town Centre Development Plan
ADDRESS: 4515 and 4567 Lougheed Highway (see attached Sketches #1 & #2)
LEGAL: Lot 115, D.L. 124, Group 1, NWD Plan 27154; Lot 113 Except: Firstly: Part Subdivided by Plan 27154; Secondly: Part Dedicated Road on Plan LMP46471: D.L. 123 and 124, Group 1, NWD Plan 26085
FROM: CD Comprehensive Development District (based on C3, C3a General Commercial Districts and P2 Administration and Assembly District guidelines)
TO: Amended CD Comprehensive Development District (based on C3, C3a General Commercial Districts; P2 Administration and Assembly District, RM4s, RM5s Multiple Family Residential Districts, and Brentwood Town Centre Development Plan guidelines and in accordance with the development plan entitled "Brentwood Site Conceptual Master Plan" prepared by James K.M. Cheng Architects Inc.)
APPLICANT: Shape Properties Corp.
2020 – 505 Burrard Street
Vancouver, B.C. V5K 3R1
(Attention: Mr. Benj Nelson)
PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2012 August 28.

RECOMMENDATIONS:

1. THAT the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Section 5.5 of this report, contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.

2. THAT a Rezoning Bylaw be prepared and advanced to First Reading on 2012 July 30, and to a Public Hearing on 2012 August 28 at 7:00 p.m.
3. **THAT** the following be established as prerequisites to the completion of the rezoning:

   a. The submission of a suitable plan of development.

   b. The consolidation of the net project site into one legal parcel.

   c. The dedication of any rights-of-way deemed requisite.

   d. The granting of any necessary covenants, including, but not necessarily limited to, Section 219 Covenants allocating development densities on the overall site, guaranteeing provision and maintenance of public art, and the provision and maintenance of identified public plazas.

   e. The granting of any necessary statutory rights-of-way and easements, including, but not necessarily limited to, statutory rights-of-way guaranteeing public access to the proposed plaza, public open space and pedestrian walkway/Linkage areas.

   f. The submission of a suitable master on-site stormwater management system to the approval of the Director Engineering, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation, with detailed storm water management plans to be required as part of individual site specific rezoning applications.

   g. The pursuance of design guidelines, including a master comprehensive sign plan for the site in accordance with Section 3.8 of this report.

   h. Completion of the Highway Closure Bylaw.

   i. The approval of the Ministry of Transportation to the rezoning application.

   j. The submission of a Site Profile and resolution of any arising requirements.

**REPORT**

1.0 **REZONING PURPOSE**

The purpose of the proposed rezoning bylaw amendment is to establish a Conceptual Master Plan framework and companion Design Guidelines for the subject site, which would guide further site specific rezoning applications for the development of a multi-phased, mixed-use, high-rise apartment and office development, with ground-oriented townhousing and street-fronting commercial uses. No specific development or new construction is being sought under the subject rezoning application.
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2.0 BACKGROUND

2.1 On 2011 May 30, Council received the report of the Planning and Building Department regarding the rezoning of the subject site and authorized the Department to work with the applicant toward the preparation of a suitable plan of development with the understanding that a further and more detailed report would be submitted at a later date.

2.2 On 1996 June 10, Council adopted the Brentwood Town Centre Development Plan which designated the site for a mix of core commercial (C3), high density residential (RM5), and medium density residential development (RM4), including the provision of a public plaza in the range of 0.4 hectares (1 acre), see attached Sketch #2.

2.3 On 2010 December 13, Council gave Final Adoption to an amendment to the Burnaby Zoning Bylaw which expanded the established density bonus provisions by adding a new suffix (‘s’) for the RM3, RM4 and RM5 Districts. Council also adopted a policy for applying ‘s’ category zoning. The policy applies ‘s’ category zoning potential to sites with a prevailing RM3, RM4 or RM5 designation within the City’s four Town Centres of Edmonds, Lougheed, Brentwood and Metrotown.

Based on the adoption by Council of ‘s’ category zoning and the accompanying policy for its application (which makes the subject site eligible for its use), the proponent for the subject rezoning amendment has submitted plans, for the residential component, in accordance with the RM4s and RM5s Districts as guidelines.

2.4 The subject site involves two lots: 4515 and 4567 Lougheed Highway. The property at 4515 Lougheed Highway is currently vacant, but was formerly occupied by an automobile service station. The Brentwood Mall complex currently occupies 4567 Lougheed Highway. Both properties together comprise approximately 11.5 ha (28.4 acres) in area, see attached Sketch #1. Brentwood Mall currently accommodates three major anchor retailers (Zellers, Sears and London Drugs), a LCLB liquor store, two levels of retail, several restaurants and cafes and a centralized food court. The subject site is in the heart of the Brentwood Town Centre Core, with numerous commercial, office and high-density residential developments within proximity of the site. Directly to the south along Lougheed Highway is the Millennium SkyTrain Line and Brentwood SkyTrain Station with an elevated concourse linking the station to the site. To the south and southeast beyond the SkyTrain guideway is a gasoline service station and automobile dealerships. To the west across Willingdon Avenue is a gasoline service station and a number of smaller office buildings with the high-rise mixed-use developments of Motif and the Madison beyond. To the southwest across Lougheed Highway and Willingdon Avenue is the SOLO District mixed-use development site which recently received Final Adoption under Rezoning Reference #06-47. To the west across Beta Avenue is the Brentwood Gate multiple-family development. To the north and northwest is the established Brentwood Park single family neighbourhood. Vehicular access to the site is currently from Willingdon Avenue, Lougheed Highway and Beta Avenue.
2.5 As noted, the subject site is within the core area of the Brentwood Town Centre Development Plan (BTCDFP), which identifies the site for high-density, mixed-use redevelopment including residential and office towers, ground-oriented townhousing and extensive street oriented retail uses. Specifically, the site is designated for C3 general commercial uses and RM4s and RM5s multiple-family residential uses (see attached Sketch #2 and Figure 1), which is reflective of the Plan’s vision for the core area as the heart of the Town Centre. The core is intended to provide the highest level of service in terms of transportation infrastructure and commercial opportunities, while accommodating a significant portion of the Town Centre’s population. The overall goal of the BTCDFP is the creation of a complete and highly walkable and accessible community. The proposed Master Plan concept contemplated by the subject rezoning application is intended to best utilize its strategic location in relation to the abutting Brentwood SkyTrain Station, with a direct linkage to the site by way of an elevated concourse. Finally, the scale, form, quality and public expression of the development indicated by the subject concept is also reflective of a new urbanity for Brentwood that is both visionary and complimentary in relation to the surrounding development and that is reflective of its Town Centre designation.

In terms of the governing allowable density for the site, an appropriate blended average residential floor area ratio of 3.4 FAR would be applicable to the net site. This is reflective of the allowable 5.0 FAR for the RM5s District area and 3.6 FAR for the RM4s District area, inclusive of available density bonusing, identified in the adopted Plan and as shown in the above Figure 1. The maximum allowable commercial floor area would be approximately 3.2 FAR applicable to the net site, which is within the allowable 6.0 FAR for the C3 District designated area of the Plan.

2.6 After considerable design and development review, the applicant has now submitted a plan of development in the form of a Conceptual Master Plan document and companion Design Guidelines suitable for presentation to a Public Hearing.

3.0 PROPOSED DEVELOPMENT CONCEPT

3.1 Guiding Principles

A series of tenets and principles have guided the Conceptual Master Plan process for the subject site. These tenets and principles have had a direct effect on the concept, by emphasizing inviting public spaces, meaningful transit orientation and world-class design; and through a strong focus
on urban design, architecture and landscape architecture, they act as unifying elements to further the goal of encouraging an inclusive, connected community with a vibrant street life.

The tenets and principles are also intended to guide future phases of site-specific redevelopment, with a view of creating a dynamic, mixed-use neighbourhood in the heart of the Town Centre that is well connected, both to the surrounding core of Brentwood, and to the rest of the region. Overall, the principles are intended to foster a distinctive sense of place with a particular emphasis on the public realm. Perhaps, most importantly, the resulting development will establish a high-quality urban standard for Brentwood that will inform and guide future development within the Town Centre.

The tenets noted below reflect the over-arching goals of the plan, including:

A. Strengthen the Surrounding Community
B. Exceptional Urban Design and Architecture
C. Create a Diverse and Inclusive Community
D. Encourage Sustainable Development
E. Contribute to Developing a Creative City
F. Create a Livable Community

These tenets set the foundation for seven distinct principles that act as pillars supporting the Conceptual Master Plan vision. A summary of the supporting principles are as follows:

1. **Edges and Connections**: To create a seamless and inviting interface between the site and its bounding streets of Willingdon Avenue, Lougheed Highway and Beta Avenue, while respecting the existing residential interface to the north.

2. **Site Circulation and Movement**: To identify a clear and easily legible movement pattern through the site for pedestrians, cyclists and vehicles that is safe, welcoming and universally accessible.

3. **Transit-Oriented Development**: To foster a meaningful mixed-use destination for the Town Centre that capitalizes on, and supports the adjacent Brentwood SkyTrain Station.

4. **The Heart and Public Realm**: To inspire a creative, animated public realm that takes advantage of our temperate climate with a wide array of outdoor activities and uses to engage the broadest spectrum of residents and visitors.

5. **Diversity and Integration**: To encourage a wide variety of land uses, building types and amenities to attract a diverse mix of residents, businesses and visitors, reflective of its Town Centre location.

6. **Sophisticated Design**: To transform the site from a typical shopping centre to an iconic Town Centre core with signature environmental design and timeless architecture in order to make Brentwood a regional destination.

7. **Design Evolution**: To provide for the redevelopment of the site over time, with the advancement of multiple phases transitioning seamlessly with one another, with each phase responding to the Master Plan’s vision.
3.2 Scope of Rezoning

As noted earlier, the applicant is seeking to establish general development guidelines for the Brentwood Mall site that will inform future detailed rezoning applications for specific phases of development. The proposed Master Plan establishes general built form, building heights, development densities, range of permitted uses, public open space requirements and a proposed subdivision and phasing pattern.

![Figure 2 - Site Plan Concept](image)

The overall concept is for the complete redevelopment of the Brentwood Mall site (between Willingdon Avenue and Beta Avenue, Lougheed Highway and the north lane) involving a mixed-use concept with street-oriented commercial uses focussed around a new high-street, vehicular and pedestrian connections through the site, as well as the accommodation of pedestrian pathways radiating from a gracious public plaza at the corner of Willingdon Avenue and Lougheed Highway, as shown in the above Figure 2. An office and retail core is identified in the centre of the site with lower scaled residential development transitioning toward the single-family neighbourhood to the north and the northeast. Under the uses and densities identified within the Council adopted BTCDP and the subject Concept Plan, the site would accommodate up to eleven residential towers ranging in height from 20 storeys to a maximum potential height of 70 storeys for two towers located near the corner of Willingdon Avenue and Lougheed Highway. The Concept Plan also identifies two stand-alone office buildings ranging in height from 30 to 40 storeys in the centre portion of the site. The Concept Plan also
accommodates several ground-oriented commercial retail structures that reflect the human scaled public realm interface for the development. Finally, the Concept Plan proposes a transitional area to the north and northeast that accommodates a green buffer and low-rise townhouse/apartment development as a complementary interface with the established single-family community beyond. In regard to form, the more intensive building forms are intended to be located along the Willingdon Avenue and Lougheed Highway frontages terracing downward from the public plaza through the site and along its frontages, to achieve a lower, less intensive, and residentially-focused interface with the existing single-family area to the north and northeast.

3.3 Land Use and General Built Form

As noted, the general concept is for the complete redevelopment of the Brentwood Mall site over time, with interim renovations to the existing mall structure to ensure phase consistency until its redevelopment in line with the Plan as part of a latter phase of development. Each individual phase of development will require rezoning approval by Council in accordance with the guidelines established by the subject Master Plan.

3.3.1 Southwest Quadrant

The first phase of construction envisions the complete redevelopment of the Southwest Quadrant of the site, bound by Willingdon Avenue, Lougheed Highway, Halifax Street and Alpha Avenue, as well as substantial renovations to the high-street frontage of the mall, as shown in Figure 3. Redevelopment of this part of the site is proposed to include two residential towers over commercial podiums, with a purpose-built signature low-rise building curving away from the corner of Willingdon Avenue and Lougheed Highway. Each building will be strongly oriented to the street, with grade-level commercial uses providing a highly interactive interface with the pedestrian realm. A new anchor retail tenant is proposed for the Willingdon Avenue frontage and theater/cinema uses are proposed within the upper podium level. Through the development of this quadrant, all existing surface parking and required parking for the development will be located underground. The residential towers for the Southwest Quadrant are proposed to range from 45 storeys to 70 storeys in height, with low-rise commercial elements and residential lobby spaces relating to the street. The variation in tower heights, in this and other areas of the site, is a result of the minimum and maximum residential densities permissible for the overall site as allocated to this quadrant, which is linked to the maximum densities allocated to the remaining quadrants of the site.
The focal point of the Southwest Quadrant will be the two-tiered public plaza at the corner of Willingdon Avenue and Lougheed. The upper tier is set at the same elevation as the Brentwood SkyTrain Station concourse, thus creating a seamless connection between the site and the station, allowing for the fluid movement of residents, patrons and employees to and from the site, exemplifying the true definition of Transit Oriented Development (TOD). The upper tier of the plaza is the heart of the entertainment district for the site, to accommodate special events, art exhibitions and live entertainment, framed by interesting and unique storefronts, restaurants and café’s to provide activity and vitality for the public space. The lower tier of the plaza, linked by a series of terraced stairs, elevators and escalators, relates strongly to the street edges, with convenience retail and services that engage pedestrians and transit users.

To support and extend the public plaza, two pedestrian promenades framed by retail uses are proposed to radiate outward from the public plaza, connecting it to a new pedestrian and vehicular High Street through the centre of the site. In addition, to providing a higher level of standard for the pedestrian with street fronting retail and restaurant uses, the High Street also provides a key transportation function linking Halifax Street with Alpha Avenue for bikes, vehicles, and transit.

Vehicular access to the Southwest Quadrant will be accommodated via Halifax Street and Alpha Avenue, which will have separated and screened underground parking portals. Exiting the underground parking will be accommodated along the High Street in advance of the Halifax Street and Alpha Avenue access points. The High Street will be a private road with a statutory right-of-way to ensure unrestricted public access. As a private road, the High Street allows for a higher level of urban treatment, with a greater use of tactile surfaces, such as interlocking pavers, allowing for a more integrated environment for pedestrians, cyclists and vehicles. Furthermore, the opportunity to allow periodic closures of the High Street would be accommodated for special events inspired by Hats Off Day and Edmonds City Fair.

3.3.2 Southeast Quadrant

It is anticipated that the Southeast Quadrant, shown in Figure 4, could be the second phase of development. Bound by the Alpha Avenue extension, Lougheed Highway and Beta Avenue, this phase of development will consist of two residential towers, with the structure established to accommodate a third residential tower at a future date. Commercial uses will include ground-oriented retail fronting the High Street with the Lougheed Highway frontage.
accommodating both smaller scaled commercial uses, as well as residential lobby and amenity spaces. This phase is envisioned to accommodate a food store of approximately 4,650 m² (50,000 sq.ft.) on the north side of the High Street. Through the development of this quadrant, all existing surface parking and required parking for the development will be located underground. The residential towers for the Southeast Quadrant are proposed to range from 35 storeys to 55 storeys in height at the corner of Alpha Avenue and Lougheed Highway, 30 to 40 storeys in height at the corner of Beta Avenue and Lougheed Highway, and between 25 and 40 storeys in height for a potential future tower atop the proposed food store north of the High Street.

To further support the overall public realm strategy for the site, a smaller public plaza space is identified along the High Street in advance of Beta Avenue. The purpose of this plaza space is to provide a roundabout for vehicles traversing the High Street, allowing for a convenient pick-up and drop-off location for the food store, as well as the opportunity for periodic closures to vehicles for street festivals and events, such as farmers markets. In addition to the roundabout plaza, this phase envisions a landscaped park-like green roof above the proposed food store and the underground parking structure at the northwest corner of Ridgelawn Drive. This park-like area is intended to counter balance the more urban hardscaped concept for the central plaza within the Southwest Quadrant, providing a more naturalized environment with a mixture of trees, shrubs and grasses, with opportunities for seating and passive recreation. This quadrant also proposes the initiation of a northern landscaped transition buffer area between the site and the single-family dwellings to the north. This linear parkway is intended to be a naturalized environment, with a mixture of native and ornamental landscaping and generous walking paths, providing a less animated, non-commercial pedestrian experience on the site.

Vehicular access to the Southeast Quadrant will be accommodated primarily via the Alpha Avenue access and a proposed underground portal off Lougheed Highway between Alpha and Beta Avenues, with secondary access provided via a High Street connection to Beta Avenue. In support of the residential buffer to the single-family area east and northeast of the site, a future extension of Ridgelawn Drive connecting Beta Avenue to Willingdon Avenue is proposed parallel to the radial streets north of the site. The Beta Avenue access to the proposed Ridgelawn extension would replace the existing access on at the northeast corner of the site. This internal road connection is proposed to further accommodate traffic on-site, limiting the need for access to local roads to the north. With appropriate traffic control measures in place to control on-site traffic, this connection also provides for greater access to the site by local residents. In addition to the noted access points, the Southwest and Southeast Quadrants will be linked underground and via the High Street, providing access to Halifax Street and Willingdon Avenue, reducing the need for traffic to exit onto Beta Avenue.
3.3.3 Northwest Quadrant

Although it is anticipated that the Northwest Quadrant, shown in Figure 5, bound by Willingdon Avenue, Halifax Street, the High Street and the north lane, would be the third phase of development, this phase could conceivably proceed as the second phase or concurrently with the Southeast Quadrant. This phase of development will consist of two residential towers, with a terracing mid-rise form extending along Willingdon Avenue to the north. Commercial uses will include ground-oriented retail fronting the High Street with the Willingdon Avenue frontage accommodating both smaller scaled commercial uses, as well as residential lobby and amenity spaces. Through the development of this quadrant, all existing surface parking and required parking for the development will be located underground. The residential towers for the Northwest Quadrant are proposed to range from 35 storeys to 55 storeys in height at the corner of Halifax Street and Willingdon Avenue, 20 to 35 storeys in height to the north along Willingdon Avenue, with a connecting building terracing downward from 11 storeys to 2 storeys in height near the north lane.

Similar to the Southeast Quadrant, in support of the overall public realm strategy for the site, a second small public plaza space is identified along the High Street, just north of Halifax Street. The purpose of this plaza space is to provide a second roundabout for vehicles traversing the High Street, and allows for a convenient pick-up and drop-off location for a major retail anchor at the north end of the High Street. Like the Southeast Quadrant’s roundabout plaza, it is proposed that the vehicle traffic could be periodically closed for street festivals and events. This quadrant also continues the northern landscaped transition buffer area between the site and the single-family dwellings to the north, facilitating its connection to Willingdon Avenue.

Vehicular access to the Northwest Quadrant will be accommodated primarily via the Halifax Street access, with two secondary accesses north of Halifax connecting to the High Street and the proposed Ridgelawn extension, complete with underground parking accesses. The two new accesses north of Halifax Street are intended to replace the current northern access adjacent the single-family lane, resulting in a widened linear parkway buffer. In addition to the noted accesses, the Northwest Quadrant will also be linked underground and via the High Street to the Southwest and Southeast Quadrants, providing access to Lougheed Highway via the Alpha Street extension, thus reducing potential traffic at the Lougheed Highway and Willingdon Avenue intersection.
3.3.4 Northeast Quadrant

It is anticipated that the Northeast Quadrant, as shown in Figure 6, would be the fourth and final phase of development. However, it is acknowledged that portions of the quadrant could be included as part of the preceding three phases, as market conditions permit. The final phase encompasses the balance of the mall site and remaining surface parking. This phase of development will consist of four mid- to high-rise residential towers fronting the new Ridgelawn Drive extension within the area of the existing mall. To the north of the proposed Ridgelawn extension, low-rise townhousing, interspersed by greenspace, is proposed as an extension of the green buffer to the established single-family uses to the north. The townhousing ranges from 2 to 4 storeys in height. Commercial uses will include two office towers fronting the High Street with podium level office uses connecting the two towers, as well as redevelopment of the commercial centre to include additional general retail, large format anchor retail, restaurant and service commercial uses. The office towers are envisioned to be between 30 to 40 storeys in height. Through the development of this quadrant, all remaining surface parking and loading, as well as required parking for the development will be located underground.

In line with the Northwest and Southeast Quadrants, in support of the overall public realm strategy for the site, a continuation of the linear parkway buffer is proposed. The linear parkway is enhanced with a series of semi-private open spaces that provide for more passive activities for local residents; as well as private open spaces for back yards and patios for use by townhouse residents. The continuation of the linear parkway provides a non-commercial connection around the site ideal for dog walking, strolling and jogging, and to establish a quiet interface to the residential area beyond.

Vehicular access to the Northeast Quadrant will be accommodated primarily by an underground portal via the High Street from the southeast. Vehicular and pedestrian access is also facilitated via the Ridgelawn extension. Vehicular access to Fairlawn and to the lane separating the site and the single-family dwellings to the north is not accommodated to and from the site. In addition to the noted access, the Northeast Quadrant will be linked underground to the High Street, providing access to Lougheed Highway via the Alpha Avenue extension, and Willingdon Avenue via the Halifax Street extension, thus reducing potential traffic along Beta Avenue.
3.4 Public Realm and Social Expression

Based on the guiding tenets and principles, the site has been designed using a public realm-first approach. The plaza, pedestrian walkways, streets and public open spaces have determined the appropriate site plan, in which the proposed buildings all relate to public spaces, which are not intended to be developed in isolation. Dynamic architecture, although essential to the overall success of the design, plays a supportive role to an exceptional public realm. The streets, sidewalks, parks, plazas, vistas and arcades play host to the most exciting elements of public life, acting as a platform for organized gatherings, chance encounters and quiet solitude. The public realm concept embodies these ideals, with the intent of creating public spaces that attracts residents, employees and visitors, with a wide array of social environments and surrounding uses, encouraging them to linger and to return again to experience new elements of the site.

As indicated in Figure 7, the public realm for the Brentwood site has been categorized into four distinct precincts: the Street Frontage Precinct, the Entertainment Precinct, the Central Shopping Precinct and the Northern Transition Precinct.
3.4.1 Street Front Precinct

The Street Front Precinct includes the edge streets of Willingdon Avenue, Lougheed Highway and Beta Avenue, which surround the site and provide the outward expression of the development. Each street is intended to be unique, memorable and reflective of its character and intended uses. In addition to being the public face of this new neighbourhood, Willingdon Avenue and Lougheed Highway are major linkages within the Town Centre and across the city, both being major arterial roads and truck routes. However, it is the intent of this site, in conjunction with other newer developments within the area, to aid in softening the experience of these arterial roadways through engaging the public at street level with interactive uses, such as café’s, convenience commercial and highly transparent, glazed storefront displays. The following describes in more detail the character of the three bounding streets comprising the Street Front Precinct.

Lougheed – The Town Centre Boulevard

Lougheed, shown in Figure 8, is intended to be the ‘grand boulevard’ of the Town Centre, and will likely be experienced by most passers-by via SkyTrain, automobile, bicycle and on foot. It is considered one of the two front doors to the development, and is represented by a more structured urban treatment. Buildings are to frame and be oriented to the street, with uses generally being commercial in nature. To connect residents to the street, residential lobbies are also intended to be oriented to Lougheed. The urban design reflects a uniform, high-quality choice of materials, landscaping and street furniture, making the non-vehicular space easily legible and comfortable to the public. In line with the Council adopted Burnaby Transportation Plan, Lougheed Highway will continue to provide a vital east-west arterial function accommodating six vehicle lanes, with left turn bays at Willingdon, Alpha and Beta Avenues. The frontage is also comprised of softening

Figure 8 – Lougheed Street Design Concept
elements, such as rain gardens, the introduction of a separated urban trail accommodating off-street bicycle facilities, a double row of street trees and more generous sidewalks flowing into the adjacent commercial setback areas. At the corner of Lougheed Highway and Willingdon Avenue, the sidewalk area expands into the lower plaza area of the Entertainment Precinct. Opening up the corner invites pedestrians into the site, as well as providing a more generous curb-side area for bus loading/unloading and transfer movements between curb side busses on Lougheed Highway and the SkyTrain station above.

As a primary route, not only linking the Brentwood Town Centre to the Lougheed Town Centre, but beyond to adjacent municipalities, Lougheed Highway could act as a divisive element in the Town Centre separating north from south. It is the goal of the improvements to Lougheed Highway, proposed by this and other developments, to highlight Lougheed Highway’s connectivity benefits through greater pedestrian, cycling and transit usage and a stronger relationship between the built form and the street. In addition to grade crossings of Lougheed proposed at Willingdon, Alpha and Beta Avenues, the site will be linked to the south side of Lougheed by the elevated SkyTrain concourse, which is at the same level as the upper tier of the plaza. The resultant public realm improvements to Lougheed will assist in connecting people within the Town Centre, as well as inviting them into the site and the public plaza, as shown in Figure 9 below.

Figure 9 – Plaza Concept at the corner of Lougheed and Willingdon
Willingdon Avenue—“The Community Connector”

Willingdon Avenue, shown in Figure 11, is the city’s primary north south axis, connecting pedestrians, cyclists, transit and vehicles between Burnaby Heights, Brentwood, BCIT and Metrotown. Willingdon will maintain its arterial function with six vehicle lanes, including HOV/Bus Lanes across the frontage of the site, and left turn signals at Halifax Street and Lougheed Highway.
Willingdon also serves as one of the primary transit portals to the site and to the Town Centre, accommodating a number of bus stops between Lougheed Highway and Halifax Street, and by being connected seamlessly to the upper plaza space and the SkyTrain Station. Similar to Lougheed Highway, buildings are intended to frame the street with uses south of Halifax Street being generally commercial in nature, and oriented toward the pedestrian, cyclist and transit user. North of Halifax Street, commercial uses are less intense with residential entry lobbies and amenity spaces oriented to the street. As with Lougheed Highway, Willingdon is comprised of softening elements, such as rain gardens, the introduction of a separated urban trail, accommodating off-street bicycle facilities, a double row of street trees, bicycle racks, bench seating and broad sidewalks, adjacent the commercial setback areas.

**Beta Avenue - The Neighbourhood Street**

Beta Avenue, shown in Figure 12, is a local road, which provides access to the Brentwood site and the multiple-family development to the east, with connections from the single-family neighbourhood north of the Brentwood site, through Lougheed Highway to the planned multiple-family community, a future elementary school and a park along Dawson Street.

![Figure 12 - Beta Avenue Design Concept](image)

Beta is intended to be a quiet street with opportunities for smaller-scaled community commercial use at the corner of Lougheed Highway and Beta Avenue, or residential entry lobbies and amenity spaces oriented to the street. Given the substantial grade of the street northward, the public realm is intended to be pedestrian in nature with curb-side rain gardens and broad sidewalks facilitating an ease of movement into, and around the Brentwood site.
3.4.2 Entertainment Precinct

The Entertainment Precinct, shown in Figure 13, is intended to be completely car free and includes the Central Plaza, and two pedestrian promenades that link the Plaza to the High Street and the Central Shopping Precinct. The plaza and pedestrian promenades are framed by animated uses including street level retail and café’s with outdoor display and seating, as well as second floor restaurants with patio seating overlooking the pedestrian activity below. Entertainment elements will include a lighted water-play fountain within the centre of the plaza, that, when turned off, provides ample open space for public gatherings, events, community theatre and music. The opportunity is also provided to accommodate a theatre complex within a purpose built signature building elevated above the plaza space.

As the plaza and pedestrian promenades are somewhat internal to the site, sheltered from Willingdon Avenue and elevated above the Lougheed Highway grade, signage is intended to be bold and expressive, reinforcing the Entertainment Precinct theme and contributing to the animation and vitality of these public spaces.

Figure 13 – Birds Eye View of the Public Plaza

The plaza and pedestrian promenades are intended to be the hub of the development and the heart of the Brentwood Town Centre; places of movement and interaction, both passive and active, with a wide variety of unique experiences and perspectives from the
SkyTrain to adjacent structures and street level. As shown in Figure 14, the irregular geometry of the pedestrian promenades and plaza are purposeful, to peak curiosity through a screened view, enticing exploration. Once inside, the plaza’s southwest orientation is designed to capture sunlight throughout the day, making it a bright, warm and inviting place to spend time.

Figure 14 – Areal View of Upper Plaza and Pedestrian Promenades

3.4.3 Central Shopping Precinct

The spine of the Central Shopping Precinct is the High Street promenade, connecting residents, employees and patrons from one end of the site to the other. Framed by commercial retail, restaurant and office uses, the High Street is designed to be highly active, integrating pedestrians, cyclists, bus service and vehicles.

Figure 15 – High Street Promenade
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The High Street provides a vital link between the Halifax Avenue and Alpha Avenue within the Town Centre, but is intended to be slower moving for vehicles, giving priority to non-motorized forms of transportation. To emphasize the multi-modal approach, the street surface is designed to be uniformly level (without curbs), blurring the edges between street and sidewalk, giving the feeling of a continuous urban space (e.g., Granville Island).

![Figure 16 - High Street Multi Modal Concept](image)

The High Street is connected to the broader urban fabric via Willingdon Avenue and Beta Avenue, but is punctuated by two round-about plazas’ providing the opportunity for users to “cruise” the High Street by circling back at their leisure.

3.4.4 Northern Transitional Precinct

The northern transitional precinct is a response to the established single family community north and northeast of the Brentwood Site. To assist in managing on-site traffic and vehicles destined to the site, an extension of Ridgelawn, internal to the site, is proposed to provide access to the townhousing north of the Central Shopping precinct, as well as providing an opportunity for residents and visitors to easily make their way through the site.
As noted, in addition to the Ridgelawn extension shown in Figure 17, a linear parkway connection is proposed between the low-rise townhousing and the single-family service lane to the northeast. This parkway, shown in Figure 18, provides a quiet reprieve from the more active Central Commercial Precinct and Entertainment Precinct internal to the site. This green buffer is punctuated by a number of private, semi private and public open spaces emphasizing the naturalized open space concept, further enhancing the separation between the Brentwood site and the single-family neighbourhood to the north. The existing lane between the site and the single-family area to the north is intended to remain in its current form.
3.5 Signature Architecture

Related to the density and resulting built form proposed, a very high standard of architectural treatment is proposed. On the Brentwood site, iconic architecture will be a result of an attention to detail, both at a micro and macro scale. The attention to detail in the choice of materials and the design of spaces beginning from the ground level is essential to engage pedestrians. Furthermore, detail in the building form is essential to establish a skyline that is distinct to the site, and that blends into the broader context of the existing and future Brentwood Town Centre area.

The ground-oriented commercial buildings are proposed to have unique storefront facades, indicative of a city street rather than a homogenous shopping centre. Smaller retail businesses and cafés are intended to line the public promenades and roadways with the expansive use of glass and tactile materials, such as stone, wood and metal to engage pedestrians. Larger retailers and restaurants are intended to be located above ground level, with larger more architectural signage, upper level canopies and active balconies to draw pedestrian’s attention upward. Residential entry lobbies and amenity spaces are to be discretely integrated into the ground level facades in order to maintain a strong connectivity between commercial and residential environments. Tower forms are intended to compliment the ground plane, by encouraging strong lines and a clear relationship to the commercial façade. This integration is critically important, in order to ensure the success of the public realm, by providing seamless connections to the street, services and transit for all users of the site. Overall, the proposed concept will set a high-quality architectural standard for the Brentwood Town Centre and Burnaby as a whole, with a commitment to a public realm first philosophy with principles of inclusion, accessibility and sustainability as its foundation.
3.6 Landscape Architecture

To complement the built form, a mix of landscaped elements are proposed, providing spaces ranging from active hard landscaped urban environments to tranquil groves, in order to appeal to all residents, employees and visitors. Again, through the employment of highly tactile materials, such as stone, cast concrete, wood, metals and discrete lighting, alongside a mix of native and ornamental trees and shrubbery, the site will provide a spectrum of experiences to meet the individual preferences of residents, employees and visitors. The use of rain gardens and ample placement of street trees (double rows in many locations) are used to soften the development’s edges and provide an environment conducive to gathering. Water features are also used to create ‘white noise’ that competes with the noise of the adjacent arterial roadways. Distinct surface treatments, including colored cut concrete, paving stones and inset lighting denote quality and a unique sense of place. The landscape design also provides for on-site pedestrian lighting, casual seating opportunities and raised planters that help to define public and private spaces. Each of the site’s public areas are landscaped to be comfortable and safe, as well as meeting the principles of Crime Prevention Through Environmental Design (CPTED), ensuring that sightlines remain unobstructed from surrounding residential units and commercial spaces. Commercial roofs and tower podiums are also proposed to be developed with extensively landscaped green roofs, providing both environmental benefits, and opportunities for amenity space for residents and commercial employees.

3.7 Signage

The subject rezoning application includes a progressive and expressive signage concept as part of the site’s Master Plan that complements the strategic location and proposed signature design of the development. While the primary purpose of the proposed signage is to advertise commercial tenants, signage is also used to help create a unique sense of place, accent striking architectural design, and contribute toward the artistic expression of a site. Signage for the proposed site is intended to respond to many influences including the highly active Willingdon Avenue and Lougheed Highway, the Entertainment Precinct’s central plaza and pedestrian
promenades, and the vitality of the High Street. As such, signage must reflect the environment to which it is located, being bold where appropriate and subdued where required. Similar signature mixed-use developments, including SOLO and Station Square, have been given special consideration regarding the form and location of signage, establishing a standard for significant mixed-use developments within Town Centres. Proposed signage would reflect a ‘downtown’ look and feel, with a variety of sizes, shapes, orientation, materials and lighting methods.

3.8 Design Guidelines

In addition to the Conceptual Master Plan booklet for the site, a companion book of Design Guidelines has been provided, establishing Architectural, Landscape and Signage Guidelines for the site. The guidelines are required to provide consistency over the multiple phases and many years it is anticipated to complete the site’s redevelopment. As such, the guidelines have noted minimum standards for the following:

- Building Setbacks
- Building Projections
- Building Heights
- Residential and Commercial Tower Footprints
- Site and Building Grades
- Private Road and Sidewalk Widths
- Pedestrian Thoroughfare Widths
- Plaza Sizes and Configuration
- Commercial Flex Zones (outdoor retail display and restaurant seating)
- Development Entry widths
- Canopy Heights
- Signage Types and Sizes
- Landscape Treatment
- Site Lighting
- Universal Accessibility
- Crime Prevention Through Environmental Design

These standards are not intended to restrict the architectural expression of the project as design aesthetics will change over time. It is, however, intended to encourage a language of unifying elements amongst the architecture, landscape architecture and signage that will guide individual designs for the site regardless of the designer, owner or applicant in the future.

3.9 Sustainability

The Master Plan concept is deeply rooted in a sustainable development approach. At its core, the concept proposes the transition of a shopping mall surrounded by surface parking, into a transit-oriented, walkable, mixed-use green community, as illustrated in Figure 23 below.
The site is intended to be highly walkable, with universal access to shops, the public plaza, busses and SkyTrain. As noted, this site exemplifies Transit-Oriented Development in practice with all retail, commercial and residential components within 500m of the Brentwood SkyTrain Station. In regard to the built form, the concept proposes a Leadership in Energy and Environmental Design - Neighbourhood Development (LEED – ND) Gold Rating, with the goal of making substantial improvements to the site’s local ecosystem, public health and livability on a neighbourhood scale. In addition to the site as a whole, it is proposed that individual buildings pursue their own environmental targets, with commercial buildings achieving LEED equivalency, office buildings achieving LEED Gold equivalency and residential buildings achieving LEED Silver equivalency. Supporting specific green building initiatives, including energy, water and waste reduction; and exposed roof areas that are intended to be extensively landscaped providing stormwater management benefits to the site and available amenity space for the community and adjacent residents.
The concept also proposes specific Economic and Social Sustainability goals in line with the City’s Economic Development and Social Sustainability Strategies, including proposing a broad continuum of housing types and tenures to meet the needs of residents of varying age groups and income levels; ensuring universal access to throughout the site for people with mobility challenges; designing safe and comfortable public spaces based on Crime Prevention Through Environmental Design (CPTED) principles; ensuring seamless integration between businesses and residents to improve access to services; and supporting local economic development during both the construction and operating phases of the development.

3.10 Subdivision

Currently, the site is comprised of two properties encompassing approximately 28 acres. The applicant is pursuing a future subdivision proposal that will initially create 4 quadrants (NE, NW, SE, SW), as shown in Figure 24, ranging in size from 3.2 acres to 10 acres, with each quadrant made up of smaller subdivided lots and airspace parcels.

Figure 24 - Proposed Quadrant Subdivision
To: City Manager  
From: Acting Director Planning and Building  
Re: Rezoning Reference #11-22  
2012 July 25 ..............................................................Page 26

Overall the preliminary residential commercial gross floor areas proposed by quadrant are as follows:

<table>
<thead>
<tr>
<th>Quadrant</th>
<th>Area (sq.ft.)</th>
<th>Residential GFA Min (sq.ft.)</th>
<th>Residential GFA Max (sq.ft.)</th>
<th>Commercial GFA Proposed (sq.ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW</td>
<td>334,398</td>
<td>900,000</td>
<td>1,300,000</td>
<td>516,000</td>
</tr>
<tr>
<td>SE</td>
<td>284,756</td>
<td>590,000</td>
<td>800,000</td>
<td>176,620</td>
</tr>
<tr>
<td>NW</td>
<td>138,558</td>
<td>550,000</td>
<td>900,000</td>
<td>156,044</td>
</tr>
<tr>
<td>NE</td>
<td>437,766</td>
<td>629,000</td>
<td>1,084,908</td>
<td>1,675,682</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,195,478</td>
<td>2,669,000</td>
<td>4,084,908</td>
<td>2,524,346</td>
</tr>
</tbody>
</table>

Table 1 - Proposed subdivision areas and density allocation

A density allocation covenant and development agreement will guide each future phase of development in accordance with Table 1, above. Required road dedications will be taken in connection with the subject subdivision and rezoning application; however, this does not preclude the possibility for further dedications in the future to meet current standards and any necessary further provisions.

With respect to site servicing, a master servicing approach will be required in connection with the subject rezoning and subdivision applications, including a master stormwater management plan, with specific detailed designs and provision of required works, including the public plaza and separated sidewalks to be completed in connection with each phase of development.

3.11 Phasing

In general terms, the approach is to phase the development of the site starting with the Southwest Quadrant, with the underground parking structure, at grade commercial, public plaza, pedestrian promenades and the High Street proceeding as a first phase. Sub-phases of the Southwest Quadrant would include the development of one or both residential towers. Upon completion of the Southwest Quadrant, the applicant envisions advancing the Southeast Quadrant as the next master phase, again beginning with the underground parking structure, at grade commercial and continuation of the High Street to Beta Avenue. Sub-phases of the Southeast Quadrant would include the advancement of the residential towers above the commercial podiums. The Northwest Quadrant could alternatively advance as the second master phase, preceding the Southeast Quadrant, depending on market and lease conditions of existing commercial tenants. The Northwest Quadrant would also be developed initially with the underground parking structure, High Street extension and commercial podium, with residential development above advancing as sub-phases. The Northeast Quadrant is anticipated to encompass the final master phase of development, including the construction of the Ridgelawn extension, development of two office towers, new commercial centre, four residential towers and ground-oriented townhousing, which would likely advance under six or more sub-phases. It is envisioned that the four quadrants would be developed under approximately 16 sub-phases over a period of 30 years. However, it is acknowledged various phases of development may be coalesced to advance the project more quickly as market conditions permit. It is also anticipated that there may be longer periods of time between the phases to respond to market conditions. While the subject
application provides an overall general development concept (form, density and land use) it is reiterated that no specific development is being advanced as part of this Master Plan, with each phase of development advancing as part of further more detailed rezoning applications with future Public Hearings to permit specific forms of development.

4.0 DEVELOPMENT OPEN HOUSES

The applicant undertook two public Open Houses during the master planning process. The first public Open House was held on 2012 January 09, with the intent of soliciting input on the general site redevelopment concept. The second public Open House was held on 2012 June 19, to obtain feedback on the more detailed master plan concept. Notices for each Open House were mailed to adjacent residents, posted on the Brentwood Mall and Shape Properties Corp. websites, and advertised in the Burnaby Now. At the Open Houses, staff from Shape Properties and their consultants assisted attendees with developing an understanding and appreciation of the Concept Plan as it has developed, as well as distributing and collecting comment forms from Open House attendees.

At the first Open House, 178 attendees registered, with approximately 200 attendees present in total. Staff of the Planning Department were also in attendance. Of the 200 attendees, 47 submitted comments. A majority, 22 of the attendees that provided comments, noted that they supported the general redevelopment concept, with 11 of the comment forms noting traffic as a concern.

At the second Open House there were 152 attendees registered, with approximately 190 attendees present in total. Staff of the Planning Department were again in attendance. Of the 190 attendees, 30 submitted comments. A majority, 27 of the attendees that provided comments, noted that they supported the master plan with fewer attendees (5) noting traffic concerns.

5.0 GENERAL COMMENTS

5.1 All required residential parking will be located underground, with primary access taken via Alpha Avenue, Halifax Street and the Ridgelawn extension. Secondary access is available via Lougheed Highway, Willingdon Avenue and the High Street. Residential parking is provided at a ratio of 1.1 spaces per unit (0.1 of which is for visitor parking). The developer has committed to pursuing specific Transportation Demand Management (TDM) strategies in relation to the noted parking ratio. First, given the subject site’s adjacency to the Brentwood SkyTrain Station and bus loop, the developer is pursuing a transit pass program for 15% of residents, in line with ‘s’ category provisions, along with twice the required secured bicycle parking. The developer is also considering co-op car and electric vehicle programs, on-site for residential units. All commercial parking and loading is to be underground with the exception of a select number of surface parallel parking spaces along the High Street. Given the high integration of land uses and overall development’s direct relationship to significant transit infrastructure, commercial parking is proposed at 2.4 spaces per 100 m² (1 space per 448 sq.ft) of Gross Leasable Area, based on a demand study undertaken by traffic consultants. This parking ratio is
consistent with the average office, retail, restaurant and shopping centre requirements, as outlined in the Burnaby Zoning Bylaw. It is noted that similar averaged standards have been applied elsewhere in Metrotown and Brentwood. Finally, the proposed parking standards outlined above are related to the sustainability approach, embedded within the proposed development and the developer’s agreement to pursue green building practices for the site. The residential parking standard is also related to the developer agreeing to pursue green building practices for the site.

The proposed parking standard and supportive transportation demand management measures are also supported by the transportation studies submitted by the applicant. The studies conclude that the required off-street parking provided is sufficient to serve the proposed development, given its high density apartment form, its location within a walkable neighbourhood, and especially, its direct relationship to regional rapid transit. The study also concludes that the road improvements gained by this site’s development will adequately accommodate associated car trips during peak periods.

5.2 Given the site’s Town Centre location, the applicant proposes utilizing the amenity density bonus provisions indicated within the Zoning Bylaw. As the density permitted over the site has been established in specific zones shown in the Council adopted Brentwood Town Centre Development Plan, the following zoning districts shall apply:

<table>
<thead>
<tr>
<th>Site Area (sq.ft)</th>
<th>Maximum FAR</th>
<th>Maximum Bonus FAR</th>
<th>Maximum Bonus GFA</th>
<th>Maximum GFA</th>
</tr>
</thead>
<tbody>
<tr>
<td>RM4s Multiple-Family Residential District</td>
<td>553,605</td>
<td>3.6</td>
<td>1.1</td>
<td>608,966</td>
</tr>
<tr>
<td>RM5s Multiple Family Residential District</td>
<td>418,386</td>
<td>5.0</td>
<td>1.6</td>
<td>669,418</td>
</tr>
<tr>
<td>Aggregate Residential Total Over Entire Site</td>
<td></td>
<td>3.4</td>
<td></td>
<td>1,278,384</td>
</tr>
<tr>
<td>C3 General Commercial District</td>
<td>641,864</td>
<td>6.0</td>
<td>N/A</td>
<td>3,851,184</td>
</tr>
<tr>
<td><strong>Total Site Area</strong></td>
<td><strong>1,195,478</strong></td>
<td></td>
<td></td>
<td><strong>1,278,384</strong></td>
</tr>
</tbody>
</table>

Table 2 - Permitted Density Maximum

The applicant is proposing a range of potential densities for the specific subdivided parcels to coincide with a range in proposed building heights. If the applicant elects to develop the initial phases with a lesser height and density than that which is permitted, then the density and height of subsequent buildings will be reduced to ensure that the most substantial forms and densities are allocated within the Southwest Quadrant nearest the intersection of Willingdon Avenue and Lougheed Highway. To ensure a suitable distribution of density across the entire site, including the Northeast Quadrant which currently accommodates the Mall, a development agreement will be executed, prior to Final Adoption which will identify the minimum and maximum densities by quadrant, as well as the allocation of base and bonus densities across the site. The applicant has elected to negotiate density bonus values based on current market conditions at the time.
of individual site rezonings. Therefore, in line with standard density bonus procedure, staff would advance a specific report to the Community Development Committee concerning the requested Amenity Density Bonus with the negotiated value for its consideration as part of the processing of future applications.

5.3 As a condition of the subject rezoning application, the applicant will be required to dedicate the necessary road rights-of-way from the entire development site. However, as no specific development rights are being provided by this Master Plan rezoning, site servicing will not be required at this time. As part of each site-specific rezoning application, the Director Engineering will be requested to provide an estimate of all necessary services required in connection with that quadrant of development, including, but not necessarily limited to:

- Construction of Lougheed Highway to a three-lane standard to the centre median, with a separated urban trail, street trees, boulevards and rain gardens, street lighting, pedestrian lighting and bus stop facilities across the development frontage;
- Construction of Willingdon Avenue to a three-lane standard to the centre line of the street, with a separated urban trail, street trees, boulevards and rain gardens, street lighting, pedestrian lighting and bus stop facilities across the development frontage;
- Construction of Beta Avenue to a two-lane standard to the centre line adjacent the site, with a separated sidewalk, a front boulevard with rain gardens and street trees, street lighting and pedestrian lighting across the development frontage;
- Construction of the Alpha Avenue and Halifax Street extensions, to a four-lane standard, complete with traffic signals, left turn lanes and underground parking ramps, separated sidewalks, with street trees, street lighting and pedestrian lighting;
- Construction of the High Street to a four-lane standard, one moving lane and one parking lane in each direction, with bicycle facilities, enhanced sidewalks, street trees, street lighting and pedestrian lighting;
- Construction of the Ridgelawn extension to a four-lane standard, one moving lane and one parking lane in each direction, with curb bulges, separated sidewalks, street trees street lighting, pedestrian lighting and a new traffic signal at Willingdon Avenue; and
- Construction of the public plaza and pedestrian promenades complete with pedestrian lighting, landscaping, public seating and a proposed water feature.

5.4 To support the foregoing servicing requirements, an approximate 6.7 m (22ft.) dedication is required on Lougheed Highway and Willingdon Avenue, and an approximate 2.4 m (8ft.) dedication on Beta Avenue will be required as part of the subject rezoning application.

5.5 The consolidation of the proposed development site includes the closure of a small portion of Beta Avenue at the intersection with the north lane measuring approximately 271.37 m² (2,921 sq.ft.), and a small portion of Alpha Avenue at Lougheed Highway measuring approximately 267.23 m² (2,876 sq.ft.), which will be achieved through a
Highway Closure Bylaw. The developer will receive credit for the necessary road dedications, measuring approximately 4,447.56 m² (47,873 sq.ft.). As the area of dedication well exceeds the road closure area of 538.60 m² (5,797 sq.ft.), compensation for the proposed road closure area is not be required.

5.6 Any necessary easements, statutory rights-of-way and covenants for the site are to be provided, including, but not necessarily limited to:

- Statutory rights-of-way guaranteeing public access to the noted future pedestrian promenades indicated on the development plans.
- Statutory rights-of-way guaranteeing public access to the noted future public plaza area indicated on the development plans.
- Covenant and development agreement allocating densities within the proposed quadrants.
- Covenant for the provision and maintenance of a Master Stormwater Management Plan.

5.7 The site will need to be subdivided into 4 or more legal lots with each lot accommodating one or more airspace parcels. The first phase of subdivision, which is related to the subject rezoning application, includes the consolidation of the two lots and the dedication of the necessary road rights-of-way. The creation of specific development sites would be accommodated through individual subdivision applications, advanced concurrently with each site-specific rezoning application.

5.8 Given the site’s current commercial uses, a site profile application and resolution of any resultant conditions is required.

5.9 A suitable engineered master on-site stormwater management system design, to the approval of the Director Engineering will be required, as well as a Section 219 Covenant to guarantee its provision and continuing operation. Further individual stormwater management system plans will be required in conjunction with each phase of development.

5.10 Development Cost Charges including the Burnaby School Site Acquisition Charge, Parkland Acquisition Charge and GVS&DD Sewerage Charge will be required in conjunction with each individual phase of development.

6.0 CONCLUSION

The subject rezoning amendment proposes a conceptual Master Plan for the Brentwood Mall site at the northeast corner of Willingdon Avenue and Lougheed Highway. As one of the key sites within the core area of Brentwood, the Brentwood Town Centre Development Plan identifies this site for high-density, mixed-use development, with a component of both high quality commercial and office uses related to the street. The foundation of the Master Plan concept is the goal creating a superior public realm, which is designed with the intent of attracting people and
providing them with a comfortable, active and engaging environment. The public realm is complemented by the surrounding built form, which is proposed to comprise up to 13 towers ranging in height from 25 storeys to 70 storeys, including up to 11 residential towers, 2 office buildings, ground oriented townhousing and a commercially-oriented ground plane. The heart of the site and the Town Centre is the proposed public plaza that will bring vibrancy throughout the day and evening, during all seasons of the year.

As the Master Plan concept is proposing only general development guidelines, no specific development is provided for approval by the subject rezoning application. Subsequent approval by Council for specific development proposals in line with the Master Plan is required, including the submission of subsequent proposals to a Public Hearing.

The proposed Master Plan, while generally consistent with recent development proposals in the City in terms of density and form, contemplates development which is differentiated by a creative and innovative approach to the site’s design. It exemplifies quality urban design in Burnaby that focuses on a public realm first approach, requiring both residential and commercial buildings to relate to the street, contributing to the high standard expected for future development in the City’s Town Centre areas. The concept also proposes exceptional architectural expression, with the intent to serve Burnaby and its citizens in the near term and well into the future. Most importantly, the interplay of land use, urban design, place-making, architecture, landscape architecture and signage showcases a highly creative approach to development within the Brentwood core area, and significantly contributes to Brentwood’s transition into an urban Town Centre. In light of the complexity of this site’s redevelopment, and the foresight undertaken as part of this Master Plan to guide development over the next two to three decades, the proposal is considered supportable by staff.

Lou Pelletier, Acting Director
PLANNING AND BUILDING

JBS/EK:in

Attachments
cc: Deputy City Manager
    Director Finance
    Director Engineering
    Director Parks, Recreation and Cultural Services
    Fire Chief
    OIC RCMP
    Chief Librarian
    City Solicitor
    Acting City Clerk