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| ITEM | 1 |
| MANAGER'S REPORT NO. | 10 |
| COUNCIL MEETING | 95/03/06 |

TO: CITY MANAGER

1995 February 28

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **FRAMEWORK FOR THE BRENTWOOD TOWN CENTRE PLAN
(PHASE II OF THE DEVELOPMENT PLAN REVIEW PROCESS)**

PURPOSE: To report on the public input obtained on the draft policy framework for the Brentwood Town Centre and to submit a finalized framework for Council's consideration.

RECOMMENDATION:

1. **THAT** the Phase II policy framework entitled "Framework for the Brentwood Town Centre Plan" as outlined in this report be approved as the basis for pursuing the Phase III preparation of a revised Development Plan.

REPORT

1.0 INTRODUCTION

The Brentwood Town Centre Plan encompasses a 420 acre study area (See Sketch #1). The Brentwood Town Centre Plan review involves a three phase process: Phase I - Information gathering and issue identification; Phase II - Determination of a policy framework; and Phase III - Preparation and adoption of a revised Development Plan (See Sketch #2 - Process Chart). The Phase I process has been completed. The stakeholders in the area were contacted to obtain their views of issues and desires that would affect future choices and a wide range of issues were raised. Finalization of Phase II of the Plan review is now being pursued. With proposed adjustments arising from the Phase II public input process, this subject report outlines the recommended finalized Phase II policy framework for the consideration and approval of Council. An adopted Phase II framework will permit staff to pursue the Phase III process involving the formulation of a revised Development Plan.

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2.0 PHASE II DRAFT FRAMEWORK

Phase II of the Plan review process involves the development of policies based on the input received during the first phase. Various strategies resulted from discussion of each of the issues and were outlined under seven general headings. As well, the discussion and previous information assisted in identifying major organizing principles for the town centre. The purpose of the fifty strategies is to provide a diverse and comprehensive framework for the town centre. The five organizing principles assist in knitting the fifty strategies together. These organizing principles constitute the overall vision statement for the town centre.

At its meeting of 1994 December 12, Council endorsed the draft framework with some adjustments for the purposes of obtaining public comment. Public input has been achieved through the distribution of an information brochure, an open house and presentation, a mall display, and newspaper advertisements.

3.0 PUBLIC RESPONSE

3.1 Information Brochure

Approximately 10,000 information brochures outlining the proposed policy framework strategies and organizing principles were mailed to property owners and tenants within the town centre and abutting areas. The brochure indicated a request for comments.

3.2 Newspaper Advertisements

Newspaper advertisements were also placed in the two local newspapers informing residents and others of the planned Open House and Mall Display, advising on the available information, and inviting the submission of comments.

3.3 Mall Display

A mall display at Brentwood Mall manned by staff was set up for all day Friday and Saturday of 1995 January 27 and 28. Many hundreds of persons visited the display over the two days and discussed various aspects of the framework with staff. The display was considered very successful and the framework was generally well received. Appreciation is particularly expressed to the Brentwood Mall management for permitting the City to set up this display in the mall and its cooperation in providing tables, chairs and storage for the display.

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3.4 Open House and Presentation

An open house which included a presentation with a question and answer session was held at the B.C. Tel Education Centre at 1795 Willingdon Avenue on Thursday evening of 1995 February 02. Approximately 65 persons, not including staff, were in attendance. About two-thirds were estimated to be residents. Over 40% of the total were related to the general Brentwood Park area. About one-third were business related or other interested persons. Of some twenty questions asked at the open session, over half were related to traffic and public transit issues with a substantial number related to residential densities. The other questions related to specific aspects of the proposed framework and the review process. Those in attendance appeared appreciative of this open house opportunity, and the comments and suggestions of the public during discussions with staff at both the Open House and the Mall Displays were helpful in gaining an appreciation of individual's views and concerns. Appreciation is also publicly acknowledged to B.C. Tel for opening up the Education Centre in the evening to accommodate the open house as well as setting up the room and providing refreshments.

3.5 Written Comments

Written comments were requested to be submitted by 1995 February 08. Forty-two written comment sheets or letters were received on the draft framework - four prior to the mall display, twenty-six at the mall display, three at the open house, and nine after the open house as of February 20. Approximately 80% of the written responses were estimated to be from residents with 50% of the total estimated to be from the general Brentwood Park area. Approximately 20% of the responses were from business and non-residential sources including letters from the Burnaby Library Board, the Ministry of Transportation and Highways, the Executive Director of the Heights Merchants Association, and the owner of Brentwood Mall.

The range of comments received is discussed and assessed in the following section. However, it is noted that bearing in mind the 10,000 brochures distributed, the newspaper advertisements, and the opportunities for public comment at the mall display and the open house, the written responses are few. In general, the responses tend to be from those with very specific interests or concerns related to the framework. For example, many residents and others had extensive discussions with staff but did not feel disposed to comment in writing, although given every opportunity.

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4.0 DISCUSSION OF COMMENTS RECEIVED

This section provides a summary listing, [Items a) to l)], of the most frequently mentioned issues obtained in the written comments as well as mention of the expressed positions of the Ministry of Transportation and Highways, the Burnaby Library Board, the Heights Merchants Association and owners of keystone properties relative to some of the issues.

As outlined in the previous section, the great majority of written comments were received from residents with most of these from single-family residents in the Brentwood Park area just to the north of the study area. Comments by residents tended to be generally longer with multiple points, emphasizing issues related to protecting and buffering the single-family dwelling neighbourhood, especially Brentwood Park with concerns expressed on potential negative effects and scale of redevelopment of the Brentwood Town Centre area. It is noted that two individuals mentioned the desire for a community advisory committee. The issues - Items a) to e) - were primarily resident related. The issue identified as Item a), mentioned most frequently, in ten responses, was related to traffic concerns in the area.

Other issues and comments - Items f) to l) - were not as clearly related to primarily residents. The issue, Item f), most frequently mentioned from this mixed grouping, in nine responses, was related to public transit improvements.

The most frequently mentioned issues and comments are listed as follows:

- a) Through traffic especially through the Brentwood Park area is cited as a problem with concerns for increased difficulties with new development. Traffic calming and parking control measures were mentioned as a potential need. The area was considered in general to have too much traffic. Lougheed Highway traffic needs to be improved including improved pedestrian crossings. On the other hand, the Ministry of Transportation and Highways in its staff response has noted the lack of an east-west connector north of the Lougheed Highway to relieve pressure on provincial facilities.
- b) The desire to retain much of the existing treed area south of Ridgelawn Drive between Beta and Delta Avenues as a buffering conservation area was expressed by residents to the north of this area. There was some acknowledgement of the possible suitability of low-rise multiple-family development in this area. The remaining private owners in this area would like to see significant multiple-family development.
- c) The need to provide green spaces, buffering landscaping and environmental improvements was noted.

- d) Concern was expressed regarding expectations of increased crime, noise, and crowding resulting from increased development.
- e) The desire was expressed to protect abutting or nearby single-family dwelling neighbourhoods from new development by providing buffering treatments, lower-scaled developments, and view corridors.
- f) Support for Light Rapid Transit (LRT) was expressed as well as the need for bus transit improvements and lessening of emphasis on auto orientation. The Ministry of Transportation and Highways has indicated that sufficient right-of-way will be protected to facilitate only vehicular traffic needs. This is in line with recent Council direction on the matter. The Ministry expressed a desire to be involved in future discussions and studies regarding LRT. The view was also expressed by some that development of the town centre should not commence until a commitment to LRT was achieved.
- g) Pedestrian improvements are needed in the area including improved sidewalks and walkways along the Lougheed Highway.
- h) A large grocery store or supermarket is desired in the area.
- i) More community facilities and services are considered desirable in the area to meet increased development. The needs of youth and children were mentioned. The Library Board has indicated that a library facility is not proposed in the Brentwood Town Centre in the foreseeable future with replacement of the McGill Library being the main north Burnaby priority.
- j) Some owners and representatives of industrial properties expressed a strong interest in high-density residential redevelopment for their properties.
- k) Some explicit general support for the policy framework was expressed while conversely, a few noted opposition. Although support for furthering a "village" urban design concept with stronger street orientation was expressed, the difficulties of achieving such a concept were also noted, including such reservations by the Brentwood Mall owners and the Heights Merchants Association. The Heights Merchants Association in noting the reference to proposed commercial development on Dawson Street and Willingdon Avenue indicated its view that such commercial should be oriented to local office and residential development. The Ministry of Transportation and Highways staff did not wish to see strip commercial development along the Lougheed Highway.

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- 1) Of the five keystone property ownerships identified in the draft framework, written comments on the framework were submitted by only two. Of those responding, private owners south of Ridgelawn Drive between Beta and Delta Avenue have expressed an interest in major redevelopment. The Brentwood Mall owners, in particular, have expressed concern regarding some of the statements related to the Brentwood Mall in the draft framework.

The mall owners consider Brentwood Mall to be a strong regional draw, the key existing commercial linchpin in the area governed by existing C3 District zoning which permits major expansion of Brentwood Mall and other commercial uses if desired by the owners. While requesting some wording adjustments to reflect this existing situation, the mall owners continue to express the desire to cooperate fully with the City in pursuing redevelopment and improvements in line with the general town centre framework.

A general assessment of the comments received is that they primarily repeat issues previously raised and tend to reinforce statements which are already outlined in the draft framework. The perspective of received comments tends to be more focussed on issues that are perceived to affect individual respondents.

5.0 PROPOSED FRAMEWORK ADJUSTMENTS

Various adjustments are proposed to the draft policy framework arising out of the consideration of the comments obtained from the public input process and resulting from further staff review of the draft policy framework. As a whole these are considered relatively minor in scope. A short point-form reason for each proposed adjustment is noted for guidance. Most are short word or phrase deletions or additions which assist in improving and qualifying the accuracy, clarity or description of the text. Some acknowledge the expressed views of the Burnaby Library Board and the Heights Merchants Association. Some provide a more balanced assessment and in the case of Brentwood Mall acknowledge the reality of the existing C3 District zoning relative to future redevelopment approaches. Although desired by the Ministry of Transportation and Highways, an east-west connector north of the Lougheed Highway is not in nor planned for in the Burnaby Transportation Plan (draft).

In light of comments and discussions related to LRT, staff propose to pursue the Phase III process towards a revised Development Plan based on the assumption of a future LRT line within the Lougheed Highway right-of-way alignment. While concerns were expressed on the timing of LRT relative to redevelopment, the determination of a revised Development Plan is being pursued on the basis that Council would provide direction to staff in due course as to the timing of redevelopment in terms of a firm commitment for LRT.

While specific positions were strongly expressed in some of the written comments, the policy framework attempts to maintain a balance which keeps open the possibility of some variations of use and density. The Phase III process regarding the preparation of a revised Development Plan will outline more specific proposals which can be the subject of further public input and even debate in determining the most appropriate use and density proposals for specific areas within the proposed Development Plan.

Seventeen proposed adjustments are outlined. The framework as adjusted is proposed as the finalized policy framework for the consideration and approval of Council. A copy of the main document of the finalized policy framework report has been provided separately to Council members. A copy of the main document would be made available upon specific request. Copies of this main document will also be available for view by the public at the Planning information desk.

The finalized strategies and organizing principles which constitute the policy framework are listed in summary form as Appendix 'A'.

The notations for the proposed deletions and additions are indicated as follows:

Deletions - Their locations noted in the main document with square brackets - [deletion].

Additions - Noted in the main document in italics.

The proposed adjustments are:

5.1 Page 4, Sections 3.1.1, Discussions, last sentence.

To improve accuracy

Delete - ...[some]...

5.2 Page 7, Section 3.1.5, Discussion, second sentence.

To improve description

Add - ...improvements *including services* and facilities.

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- 5.3 Page 8, Section 3.2.2, Discussion, at end of first paragraph.

To qualify

Add sentence - *While difficulties in achieving such a "village" and pedestrian-oriented environment are acknowledged, this objective should be viewed as a challenge.*

- 5.4 Page 11, Section 3.3.1, Discussion, second paragraph, after first sentence.

To provide further guidance

Add sentence - *High rise towers should be sited to provide for views between towers and to respect important public view corridors.*

- 5.5 Page 13, Section 3.3.4, Discussion, second paragraph, third sentence.

To correspond to library program and improve description

Delete - ...[small local public library]...

- 5.6 Page 13, Section 3.4.1, Discussion, add after first paragraph.

To acknowledge existing zoning of Brentwood Mall

Add new paragraph - *The Brentwood Mall site is currently zoned C3 General Commercial District which permits a wide range of commercial uses including accessory residential at a second floor level, high-density development with a maximum Floor Area Ratio of 5.0 with surface parking, and a maximum height of 10 stories. The cooperation of the Brentwood Mall owners will be important in achieving the proposed redevelopment strategies for the mall site, while at the same time acknowledging the site's current zoning potential and assuring the continued competitiveness of Brentwood Mall.*

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- 5.7 Page 13, Section 3.4.1, Discussion, second paragraph, second sentence.

To provide a more balanced statement

Delete - ...**[is not supported by the public input.]**
Substitute - ...*needs to be carefully considered.*

- 5.8 Page 14, Section 3.4.1, Strategy (18)

To improve description and acknowledge existing zoning ramifications

Draft text reads - The Brentwood Mall site should reduce its shopping centre, surface parking and auto-oriented uses emphasis. Existing shopping centre uses should be supported but not expanded in a major way.

Reword to read - *In the process of redevelopment, the Brentwood Mall should attempt to reduce its emphasis on both surface parking and the auto-oriented mode of consumer transportation.*

- 5.9 Page 14, Section 3.4.1, Strategy (19)

To improve clarity

Draft text reads - The redevelopment of the Brentwood Mall site should be towards an integrated urban, high-density, high-intensity mixed-use (including residential) complex with initiatives pursued to achieve an outdoor street and pedestrian-oriented organizing system and improved linkages to the surrounding community.

Reword to read - *In order for the Brentwood Mall site to be developed towards an integrated urban, high-density, high-intensity mixed-use (including residential) complex, initiatives to achieve an outdoor street and pedestrian-oriented organizing system and improved linkages to the surrounding community would be encouraged.*

- 5.10 Page 15, Section 3.4.3, Discussion, third sentence

To improve description

Add - ...visual *and noise* intrusions...

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- 5.11 Page 17, Section 3.5.1, Discussion, third paragraph, at end of first sentence.
To improve accuracy
Add - ...industrial lands *particularly for residential development.*
- 5.12 Page 22, Section 3.6.4, Discussion, third paragraph, end of first sentence.
To expand description
Add - ...curb lanes *as well as parallel separated walkways.*
- 5.13 Page 22, Section 3.7.1, Question heading.
To delete extraneous phrase
Delete - ...[(ie. recreation centres, library space, etc.)]...
- 5.14 Page 23, Section 3.7.1, Discussion, second paragraph, last sentence.
To correspond to library program
Delete - ...[a local library,]...
- 5.15 Page 23, Section 3.7.1, Discussion, third paragraph, after first sentence.
To improve description
Add sentence - *The needs of all age groups including seniors, youth and children should be taken into consideration.*
- 5.16 Page 25, Section 3.7.3, Discussion, after fourth sentence.
To improve description
Add sentence - *The needs of youth in town centre areas warrant attention.*

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5.17 Page 26, Section 3.7.4, Strategy (50).

To expand and improve description

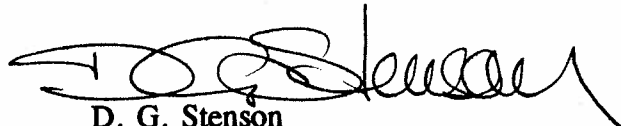
Add - ...concerns of *the impact of development and safety*...

6.0 CONCLUSIONS

This report outlines the public input process which was pursued to obtain comment on the draft policy framework for the Brentwood Town Centre Plan. Public input was achieved through the distribution of an information brochure, an open house and presentation, a mall display and newspaper advertisements. Approximately 10,000 brochures were mailed. The attendance at the mall display and open house were considered good. Staff received the benefit of comments and questions raised at the Mall Displays and Open House, and forty-two written responses were received.

The comments in general tended to repeat issues previously raised and/or reinforce statements already outlined in the draft framework. However, several adjustments are considered warranted from the comments received and are outlined in Section 5.0 of this report and in the proposed finalized policy framework.

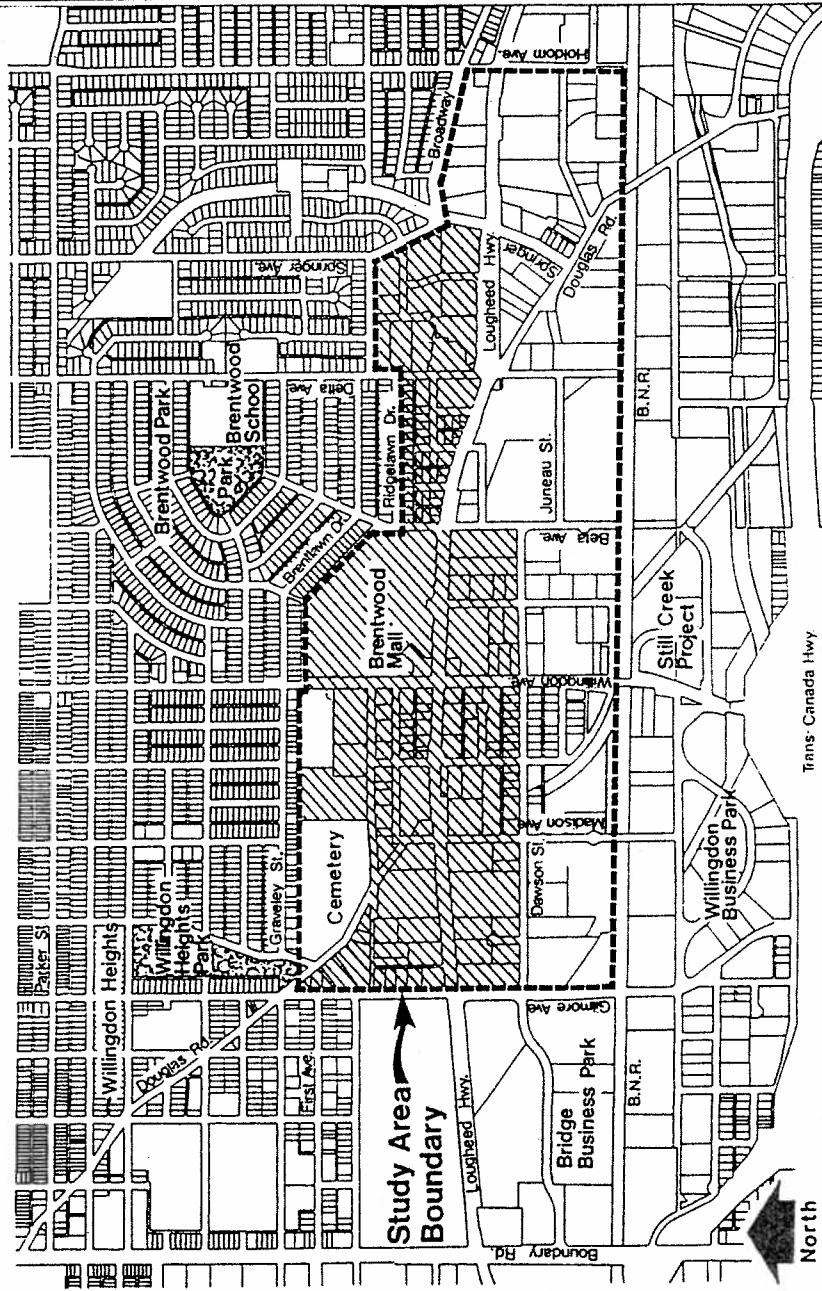
It is recommended that Council approve the finalized "Framework for the Brentwood Town Centre Plan" as adjusted. An adopted Phase II framework will enable staff to pursue the Phase III process, involving initially the formulation of a draft revised Development Plan including conceptual alternatives where appropriate. This draft Plan with Council's concurrence would be the basis for obtaining further public input. Following consideration of the public input, a finalized revised Development plan would be advanced to Council for approval.



D. G. Stenson
Director Planning and Building

KI:lf
Attachments - Sketches #1 and #2
- Appendix "A"

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▲ Extent of Existing Community Plan Nine
Study Area - Brentwood Town Centre

Date:
 DECEMBER 1994

Scale:
 N.T.S.

Drawn By:
 J.F.C. 112



City of
Burnaby
 Planning & Building Dept.

**STUDY AREA
 BRENTWOOD TOWN CENTRE**

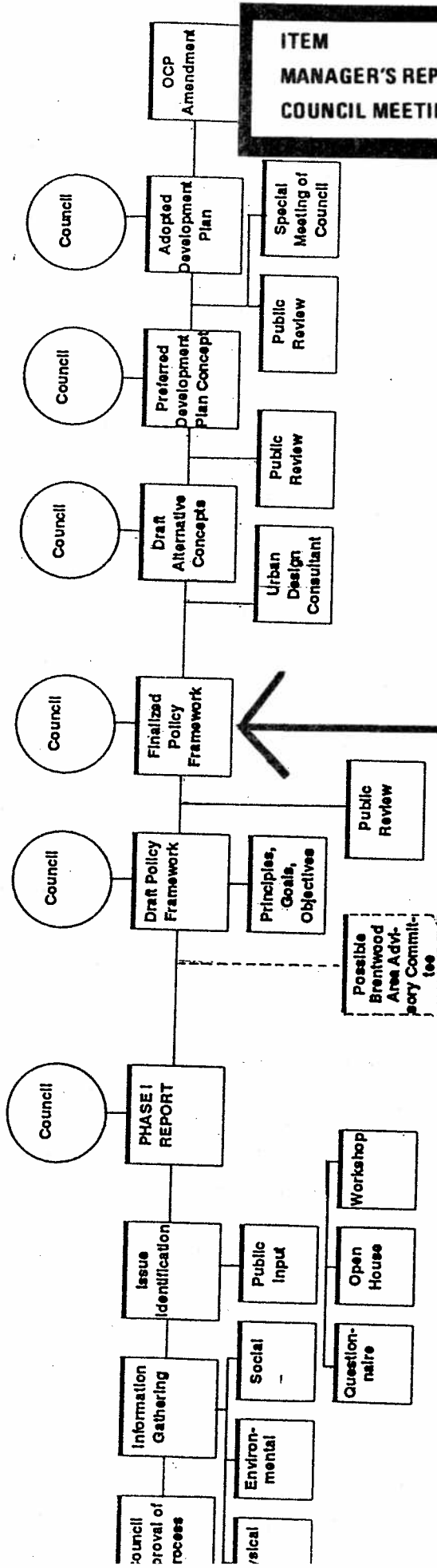
SKETCH # 1.

Brentwood Town Centre Development Plan Review Proposed Approach

Phase I Issue Identification

Phase II Policy Framework

Phase III Development Plan



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SUBJECT REPORT
1995 MARCH
SKETCH # 2

APPENDIX "A"
FRAMEWORK FOR THE
BRENTWOOD TOWN CENTRE PLAN

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(Phase II of the Development Plan Review Process)
1995 FEBRUARY 28

SUMMARY
ORGANIZING PRINCIPLES AND STRATEGIES

Note: The only adjustments proposed for the finalized organizing principles and strategies entail the rewording of Strategies (18) and (19) and addition of a few words to Strategy (50). These adjustments are noted in *italics* in the text.

1.0 ORGANIZING PRINCIPLES

- a) **Organization of the town centre on the basis of a transit-oriented, high-density, mixed-use, high-vitality, central core around the Loughheed Highway and Willingdon Avenue intersection with surrounding medium density supporting development.**
- b) **Development of a complete community with the ability for people to live, work and play within the Brentwood area and to provide an inclusive and diverse community to benefit people of differing ages, family formations, income levels, physical abilities and social needs.**
- c) **Promotion of lower-scaled, pedestrian-oriented streetscapes and movement corridors, creating a unifying, village concept urban design approach for the overall town centre.**
- d) **Provision of a complete and integrated public infrastructure to support the town centre development.**
- e) **Pursuance of appropriate measures to enhance the environmental quality of the area and to cope with substantial site constraints in the area.**

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2.0 STRATEGIES

2.1 TOWN CENTRE CONCEPT AND REDEVELOPMENT POTENTIAL

- (1) Brentwood Town Centre should strive to achieve its optimum potential growth with respect to an increased residential, employment and visitor population to further municipal and regional population growth and transportation objectives.**
- (2) Brentwood Town Centre should continue to develop as the principal urban centre for the north-west sector, reinforcing and strengthening its commercial (retail, office, hotel), residential and transportation components.**
- (3) The Hastings Street Village would continue to be supported as a retail service street and commercial/residential character area complimentary to the Brentwood Town Centre.**
- (4) Transitional, lower scaled development enhanced where possible with green buffers, should be provided along the northern boundary of the town centre adjacent the Brentwood Park neighbourhood.**
- (5) Strong and clearly delineated linkages particularly for pedestrians and cyclists should be provided between the adjacent residential neighbourhoods and the town centre core.**
- (6) The major redevelopment of the five identified keystone lands should be encouraged as a catalyst towards the town centre redevelopment.**
- (7) Appropriate funding arrangements will need to be explored for the provision of required infrastructure improvements to support the town centre redevelopment.**

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2.2 QUALITY OF THE ENVIRONMENT

- (8) The development of an environmentally sustainable community should be pursued for the Brentwood Town Centre.**
- (9) Urban design guidelines should be pursued for the town centre to achieve a "village" character for the Brentwood Town Centre especially with regard to providing unifying, high vitality, character, pedestrian-friendly, streetscapes; boulevard humanizing elements; and lower-scaled building elements along local street frontages.**
- (10) A network of green spaces and greenways including the linking of Environmentally Sensitive Areas both within and outside the town centre should be pursued utilizing the approaches of protection, enhancement and creation.**
- (11) A portion of the existing sloping treed area north of the Lougheed Highway should be retained as a conservation park area. Two creeks located on the southwestern and eastern periphery of the town centre would be retained in their natural condition.**
- (12) Ecologically-sound landscaping should be encouraged including a diversity of well-adapted and low-maintenance species with some emphasis on native plants, in line with Integrated Pest Management (IPM) goals.**
- (13) There are a number of environmental matters which need to be addressed in pursuing the redevelopment of the Brentwood area including aspects related to:**
 - (a) contamination and remediation measures with respect to redevelopment of existing industrial sites;**
 - (b) appropriate redevelopment use of low-lying areas in the south portion of the area with poor soil conditions;**
 - (c) controlling the quality and quantity of storm run-off in the town centre, and**
 - (d) appropriate buffering conditions for sites directly adjacent the Lougheed Highway and the railway.**

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2.3 RESIDENTIAL DEVELOPMENT

- (14) An expanded range of housing choices should be provided through medium and high-density multiple-family developments accommodating all household types within a structure of identifiable neighborhoods.
- (15) The potential should be promoted for the Brentwood Town Centre to provide for additional residential growth as a significant component of Lougheed Transit Corridor development and in line with the City's Residential Growth Management Strategy.
- (16) An affordable housing policy for the Brentwood Town Centre should be developed.
- (17) Proposed major residential development especially south of the Lougheed Highway requires the provision of additional parkland, community facilities, school provisions and infrastructure improvements.

2.4 COMMERCIAL AND MIXED-USE DEVELOPMENT

- (18) *In the process of redevelopment, the Brentwood Mall should attempt to reduce its emphasis on both surface parking and the auto-oriented mode of consumer transportation.*
- (19) *In order for the Brentwood Mall site to be developed towards an integrated urban, high-density, high-intensity, mixed-use including residential complex, initiatives to achieve an outdoor street and pedestrian-oriented organizing system and improved linkages to the surrounding community would be encouraged.*
- (20) Focussed, street and pedestrian-oriented convenience and retail commercial development should be provided within the core area of the town centre for the convenient use of both residents of the town centre and industrial and office employees in the area.
- (21) A residential presence is desired in the commercial core to increase residential choice and human interaction and animation at the street level.

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- (22) The full range of office development should be encouraged in the town centre with emphasis on the provision of convenience and service offices and encouragement of major high-density office developments within the core.**
- (23) Major hotel development with a full range of business-oriented and visitor facilities such as conference centres should be encouraged in the core.**

2.5 INDUSTRIAL DEVELOPMENT

- (24) The phasing out of a substantial proportion of industrially-designated lands, much of it currently utilized low-intensity and/or auto-oriented uses, in favour of other higher intensity town centre uses is proposed.**
- (25) Some existing high-quality and high-intensity industrial developments particularly south of Dawson Street and west of Willingdon Avenue with their strong employment base should be retained or alternatively phased out only in the longer term.**
- (26) It is desirable that industrially designated lands outside the town centre area be also retained and strengthened not only to provide for enhanced and diverse employment opportunities but also to support higher intensity and service-type commercial and community uses focussed within the nearby town centre.**
- (27) The specific design of both new appropriate industrial and residential and commercial developments should be carefully considered to minimize conflicts and enhance their compatibility.**
- (28) Sub-area precincts need to be identified where industrial uses are to be retained for the long term, where industrial uses are considered transitional but could remain for some time and where industrial lands are ready for redevelopment to other uses.**

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- (29) A unifying streetscape, urban design infrastructure should be pursued to assist in assuring the appropriate coexistence of proximate industrial and residential uses.
- (30) Some initial large residential developments should be encouraged to establish a strong residential presence within the existing industrial context.
- (31) An appropriate form of mixed residential and selected light industrial uses should be considered as a means of providing a transition at interface locations with existing strong industrial sub-areas.

2.6 TRANSPORTATION

- (32) The redevelopment of the Brentwood Town Centre is based on the premise that an LRT line will be established along the general Loughheed Highway corridor and will be a catalyst for major redevelopment.
- (33) Accommodation of the general LRT alignment should be protected and it is desirable that the LRT alignment be deflected off the right-of-way so that it is fully integrated with the town centre redevelopment. Further clarification of a preferred LRT alignment is needed to assist in developing the final Development Plan.
- (34) Potential LRT station locations in the vicinity of the Willingdon Avenue and Holdom Avenue intersections along the Loughheed Highway should be given consideration in the determination of the Development Plan. LRT should be fully integrated into the town centre and station locations should be easily accessible by motor vehicles, cyclists and pedestrians.
- (35) Improved bus routes from all parts of north Burnaby should be focussed into the bus loop located within the Brentwood Town Centre core, as well as the provision of good local bus services within the town centre.

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- (36) The Brentwood bus loop should be fully integrated with a Brentwood LRT Station.
- (37) Improved direct fastbus connections from the Brentwood bus loop to the other Burnaby town centres and to regional activity centres should be provided.
- (38) A comprehensive road network should be pursued for the town centre which discourages wherever possible through-traffic in abutting existing neighbourhoods such as Brentwood Park and which provides for on-street parking where appropriate.
- (39) The proposals for the provision of the Dawson/Juneau Connector and the northern extension of Westminster Avenue to Juneau Street as outlined in the Burnaby Transportation Plan (draft) are supported.
- (40) Improved signalized intersections along the Lougheed Highway for northsouth streets within the town centre should be pursued.
- (41) A comprehensive pedestrian and cycling system which is both street related and independent of streets needs to be provided within the town centre and linked to the surrounding community.
- (42) The pedestrian and cycling system needs be tied into the City's cycle, road and urban trail network and to the Still Creek Parkway.
- (43) Grade-separated pedestrian crossings of Willingdon Avenue and the Lougheed Highway should be considered within the town centre's core area and across the Lougheed Highway at Delta Avenue.
- (44) Extensive areas of surface parking is discouraged in the town centre. Initiatives could be pursued to reduce parking provision such as through the establishment of public parking facilities funded by a payment-in-lieu program, increased public transit usage, and exploration of shared parking options.

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2.7 SOCIAL PLANNING AND COMMUNITY FACILITIES CONSIDERATIONS

- (45) Appropriate community facilities and social services should be provided within the town centre to serve the needs of residents and employees of the town centre as well as those in directly abutting areas. Proposed community facilities within the town centre should be focussed to some extent in order to provide a stronger community presence in the town centre area.
- (46) The major existing and proposed community facilities at Confederation and Kensington Park provide a substantial part of the recreational needs of residents and employees within and proximate to the town centre.
- (47) A side-by-side elementary school and neighbourhood park site with the school functioning as a community school with a community facilities component should be provided south of the Loughheed Highway.
- (48) A range of other smaller neighbourhood park areas and public open spaces including the provision of a "town square" feature in a high profile core location should be provided.
- (49) The provision of facilities of public benefit to town centre residents and employees and the community at large should be provided in major privately developed mixed-use and residential developments within the town centre.
- (50) In fulfilling the town centre development, social planning aspects of the town centre need to be emphasized including meeting the social needs of all segments of the community, including those with disabilities and other needs, and addressing the concerns of *the impact of development and safety and crime in town centre areas.*

