

CITY OF BURNABY

HOUSING COMMITTEE

**D**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**RE: CANADA WAY/CLAUDE AVENUE AREA-REVISED  
TOWNHOUSE DEVELOPMENT GUIDELINES**

**RECOMMENDATION:**

1. **THAT** Council support, in principle, the adjusted development guidelines for this site as outlined in Sections 2.0 and 3.0 of this report.

**REPORT**

The Housing Committee, at its Open meeting held on 2004 January 27, received and adopted the *attached* report reviewing the development guidelines for an area designated for townhouse use in the Canada Way/Claude Avenue area. The Committee advised that this area has been proposed for redevelopment since 1974. The quality of the existing housing generally is in very poor condition. Given the unique characteristics of the soil conditions and the need to pursue a form of residential redevelopment that is compatible with the balance of the neighbourhood, the Committee supported a revision to the development guidelines for this area to provide for a CD (RM2) redevelopment with a maximum 0.70 FAR. The Committee also advised that a preliminary plan for the development of townhouses on this site proposes that the parking be under the units and depressed below the finished grade rather than below the existing grade due to the need to preload the site and the existing high water table.

Respectfully submitted,

Councillor C. Redman  
Chair

Councillor D. Johnston  
Vice Chair

Councillor C. Jordan  
Member

COPY - CITY MANAGER  
- DIRECTOR PLANNING & BUILDING  
- DIR. PARKS, RECREATION & CULTURAL SERVICES  
- DIRECTOR ENGINEERING

TO: CHAIR AND MEMBERS  
HOUSING COMMITTEE

2004 JANUARY 23

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: CANADA WAY/CLAUDE AVENUE AREA- REVISED  
TOWNHOUSE DEVELOPMENT GUIDELINES

PURPOSE: To report on an area designated for townhouse use in the Canada Way/Claude Avenue area and to review the development guidelines for the site.

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**RECOMMENDATION:**

1. **THAT** Council be requested to support, in principle, the adjusted development guidelines for this site as outlined in Sections 2.0 and 3.0 of this report.

**1.0 BACKGROUND:**

This area is in the enclave between Canada Way and the Trans-Canada Highway, and lies east of Sperling Avenue and the Number 1 Fire Hall. (Refer **attached** Sketches #1 and #2) This area is currently developed mostly with older detached homes on 18 large lots and was designated by Council for CD (RM1) townhouse redevelopment in 1974. Six lots of the 18 are vacant. The existing zoning in the area is predominantly R4 Residential District, while the frontage along Canada Way is zoned C2 Community Commercial District. The C2 District zoning allows a density of 1.0 FAR or 1.3 with underground parking. The eastern portion of the area was assembled and redeveloped in the late-1990's for small lot R9 Zone development composed of 23 new lots. At the time, Council amended the area plan to allow small lot R9 single-family development as an alternative to the townhouses originally proposed for the entire area between McCarthy Court and Sperling Avenue. A developer has now indicated that he has assembled 13 of the 18 lots in the subject area and has submitted a preliminary proposal for the development of townhouses on the 2.2 ha ( 5.4 acre) site.

The 1974 Area Plan envisioned redevelopment of the 18 lots in a manner similar to the "One Harbour Lane" townhouse development that dates from the 1980's located on the north side of Canada Way at the corner of Burris Street. The condition of the majority of the existing houses in the area is fair to poor and there are no new homes in the proposed redevelopment area. There is a mix of resident and absentee owners that has added to the complexity of assembling the large number of lots in the area to create a feasible redevelopment site. There have been a number of unsuccessful efforts over the years to assemble the lands. The area has Deer Lake Brook at the west edge of the area and an unnamed creek tributary to Deer Lake Brook at the east edge of the area. Each creek will be protected with riparian setbacks. The soil conditions in this area are peat with depths up to 4.5m

with weak soft soils beneath the peat. The water table is near the surface on the majority of the area. The Director Engineering advises that the site will need to be flood-proofed. These site conditions significantly increase the cost of construction for buildings and the required City services. It also eliminates the feasibility of placing parking fully underground. This area designated for redevelopment since 1974, has proven to be more complex to redevelop than most others of this type in the City.

## **2.0 CURRENT SITUATION:**

Prior to the R9 Residential District designation in 1993, the former development guidelines for the area were based upon the CD (RM1) Multiple Family District that provides for a floor area ratio of 0.45 for townhouses with surface parking or 0.60 for townhouses with underground parking.

On the basis of past experiences in the area and current discussions with development interests, changes to the existing development guidelines are being presented for consideration. In order to accommodate townhouses on the site, it is proposed that the type and density of development be changed from R9 (0.60 FAR) to CD/RM2 (0.7 FAR) with under-building parking. Due to the unusual ground conditions and high water table on the site, it is also proposed that the parking spaces be placed under the townhouses but not, as is normally required, to have the parking depressed under existing grade.

Other development guidelines for the site continue to include but are not limited to:

- the dedication of a road widening for the provision of a separated sidewalk and improvement of Canada Way.
- appropriate sound attenuation and building setback from Canada Way.
- the provision of a 30m(100 foot) setback to be dedicated to the City as a riparian setback/ park along Deer Lake Brook (this will have a negligible effect on the subject 13 lot site consolidation).
- the provision of a 15 to 30m undisturbed setback with an additional 4m rear yard building setback along with restoration works along the tributary watercourse at the east end of the site, closer to McCarthy Court. All environmental requirements are subject to Environmental Review Committee consideration.
- the dedication and construction of the roadway to re-align Claude Avenue with Wilton Avenue along the northern edge of the site and reconstruction of Claude Avenue to a finished standard.

- provision of any necessary drainage works, underground wiring or other services.
- submission of a suitable concept plan for the future redevelopment of those lots not included in the current lot assembly.

### **3.0 DISCUSSION OF ISSUES**

#### **3.1 Considerations Related to Townhouse Development:**

If townhouse redevelopment of the site is to be pursued, a number of development issues need to be considered.

#### **3.2 Preloading, Protection of Adjoining Property and Tree Removal:**

The majority of the site is, as noted, composed of peat soils and has a water table near the surface. This will necessitate preloading of the site and flood proofing the site to facilitate the new housing. The operational steps include clearing of the site, removal of the peat, then pre-loading with sand or material that would be partly removed prior to construction. This procedure was followed for the single family lots to the east of this site. The pre-load would not be placed in the riparian setback areas. There will need to be an undertaking with a geotechnical engineer's report confirming that the remaining private lots abutting this site will be protected from damage during the preloading/development process and after the site has been developed. Staff support this approach as there does not appear to be viable alternatives to this method of development in areas with these type of soil conditions.

#### **3.3 Parking:**

To achieve the maximum Floor Area Ratio under the RM1 District zoning, the parking for townhouses is required to be underground. This is defined as 51% below grade.

In this case, it is proposed that the parking be under the units and depressed below the finished grade rather than below the existing grade due to the need to preload the site and the existing high water table. Due to the unique features of this site, and the fact that the parking areas will not be seen from the periphery of the site, staff support this approach for under-building parking.

The developer has requested the use of tandem type parking . Where tandem parking is permitted, two tandem spaces for a unit are considered equal to 1.5 bylaw spaces with 0.25 surface spaces per unit continuing to be provided for visitors, thereby meeting the required bylaw equivalent of 1.75 spaces per unit.

### **3.4 Density of Development:**

The density of development is calculated on the net site with the land dedicated for road construction excluded from the area used for density calculations. Riparian setbacks and the Canada Way buffer are included in the net area used to calculate the density. The small Deer Lake Brook setback is to be dedicated to the City as part of a long standing proposed park acquisition program area and it is considered appropriate to include the creek setback/park areas in the density calculation as this area will remain open space. Eight of the lots along the Canada Way frontage of this site have historic C2 zoning. This zoning has an existing 1.0 to 1.3 FAR development potential. The development of commercial use on these lands would conflict with traffic function of Canada Way and the residential land use objectives for this site as opposed to a more piecemeal approach using existing commercial zoning.

Given the unique conditions associated with this site; the open space around the perimeter that is to be provided along the 50 foot buffer along Canada Way and the riparian setback areas, staff are prepared to support a townhouse density of 0.70 FAR based upon the net site. The RM2 Multiple Family Residential zone provides for a floor space ratio of 0.70 for designs with surface parking. It is proposed to utilize the CD (RM2) zone with a basic 0.70 density limit for this site on the basis of under-building parking as described.

Staff support this approach for this site given the existing residential and commercial mix of zoning. Given the complexities and difficulty of this site, it is considered that the marginal increase in density is warranted and can be accommodated on the site.

### **4.0 CONCLUSIONS AND NEXT STEPS:**

This area has been proposed for redevelopment since 1974. The quality of the existing housing generally is in very poor condition. Given the unique characteristics of the soil conditions and the need to pursue a form of residential redevelopment that is compatible with the balance of the neighbourhood, staff support a revision to the development guidelines for this area to provide for a CD (RM2) redevelopment with a maximum 0.70 FAR as described in this report.

Should the Committee and Council support the redevelopment of the site under the terms of the

*Chair and Members  
Housing Committee  
Canada Way/Claude Avenue  
Proposed Townhouse Development Proposal  
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guidelines outlined above, staff will work on the redevelopment of this area on this basis.

The Housing Committee is therefore requested to support these adjustments to the plan and to advance the development guidelines proposed in Sections 2.0 and 3.0 of this report to Council for their consideration.

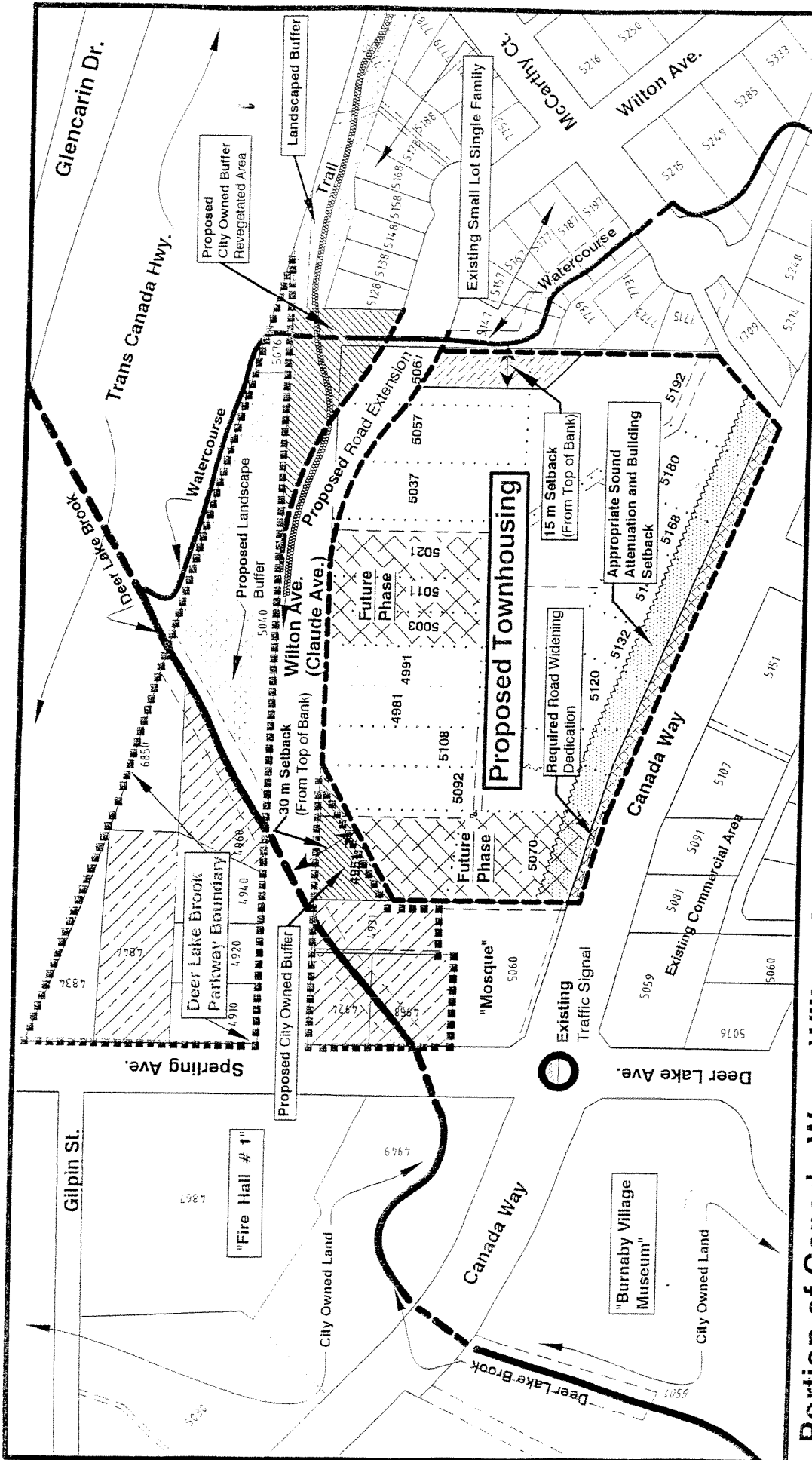


J. S. Belhouse  
Director Planning and Building

BR:KI:gk  
Attach

cc: Director Engineering  
Director Parks, Recreation and Cultural Services

P:\Bill\Enquiries\Canada Way-Claude HC Rpt.wpd



**Portion of Canada Way - Wilton Area Plan (Proposed Townhouse Site)**

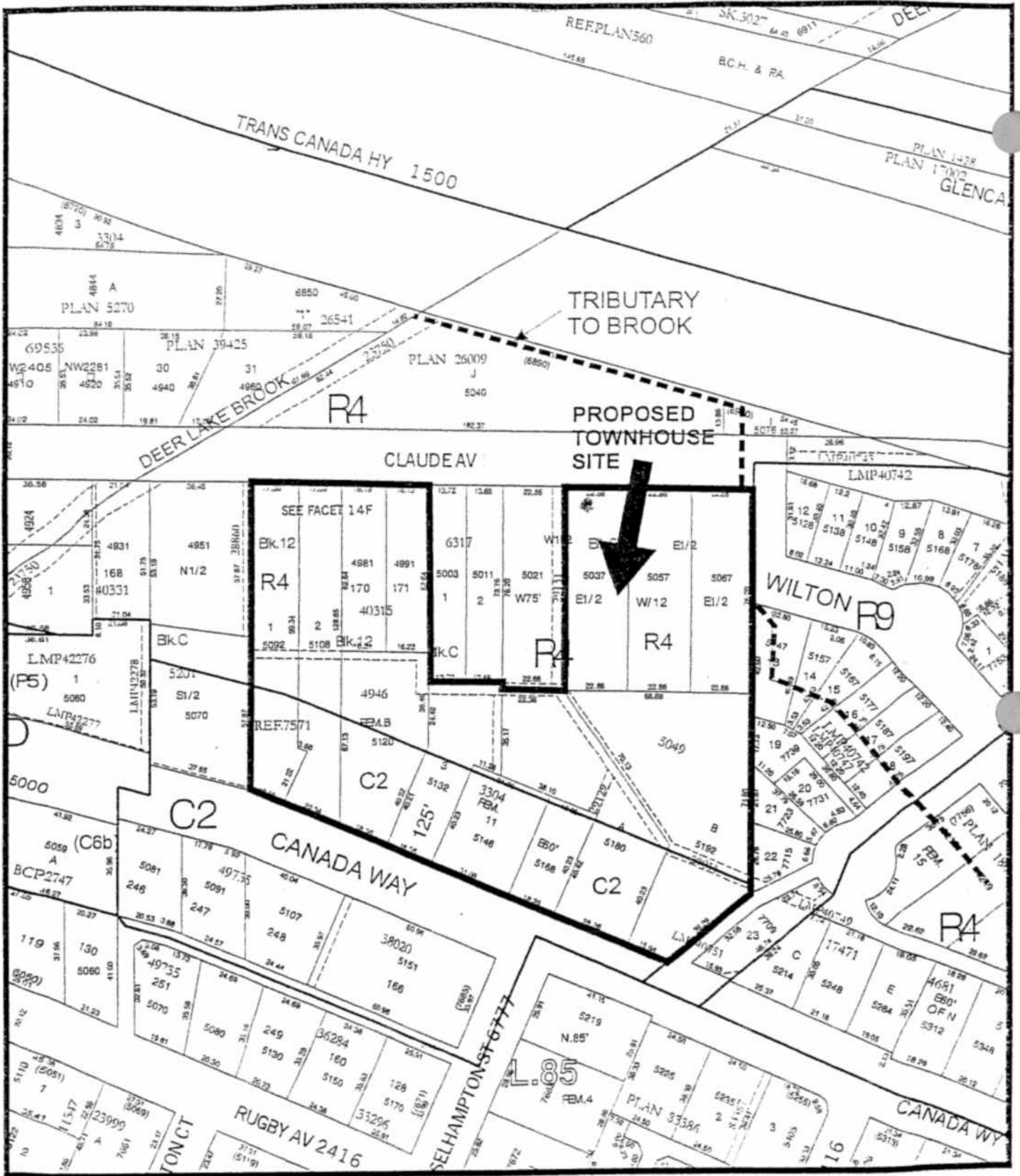


Planning and Building Department



Scale: 1 = 1500 January 2004

- City Property
- Buffer Area to be obtained by City through Townhouse Proposal



Date: 2004 Jan.

Scale: 1:2000

Drawn By: 49



Proposed Townhouse Site - Existing Zoning

Sketch #2