



**CITY OF VANCOUVER**  
**POLICY REPORT**  
**DEVELOPMENT AND BUILDING**

Report Date: April 28, 2005  
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RTS No.: 04939  
CC File No.: 5303  
Meeting Date: May 10, 2005

TO: Vancouver City Council  
FROM: Director of Current Planning  
SUBJECT: CD-1 Rezoning - 2950-3190 Celtic Avenue

**RECOMMENDATION**

- A. THAT the application by Progressive Construction Ltd. to rezone 2950-3190 Celtic Avenue [Lots 1 - 10, Block 16, DL 194, Plan 2242; Part of Lot B (Amended Ref Plan 1624), DL 194 lying east of the production southerly of the west boundary of Lot 1, Block 16, DL 194, Plan 2242; and Lot D, Block 8, DL 194, Plan 11178] from RA-1 to CD-1 to permit the site's legal parcels to be reconfigured for single-family residential development, be referred to a Public Hearing, together with:
- (i) draft CD-1 By-law provisions, generally as presented in Appendix A; and
  - (ii) the recommendation of the Director of Current Planning to approve, subject to conditions contained in Appendix B; and

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at Public Hearing.

- B. THAT, subject to approval of the rezoning at a Public Hearing, at the time of enactment the by-laws be accompanied by the draft design guidelines, generally as presented in Appendix D.
- C. THAT, subject to approval of the rezoning at a Public Hearing, the Noise Control By-law be amended to include this CD-1 in Schedule B; and

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendments to the Noise Control By-law at the time of enactment of the Zoning By-law.

- D. THAT, subject to approval of the rezoning at a Public Hearing, authorization for the property owner to apply to the Agricultural Land Commission, as required under the Agricultural Land Commission Act, to subdivide the site at 2950 - 3190 Celtic Avenue to reconfigure the site's legal parcels be approved; and

FURTHER THAT, prior to enactment of the CD-1 By-law, the Director of Current Planning be in receipt of a decision by the Agricultural Land Commission that approves the property owner's application.

### GENERAL MANAGER'S COMMENTS

The General Manager of Community Services RECOMMENDS approval of the foregoing.

### COUNCIL POLICY

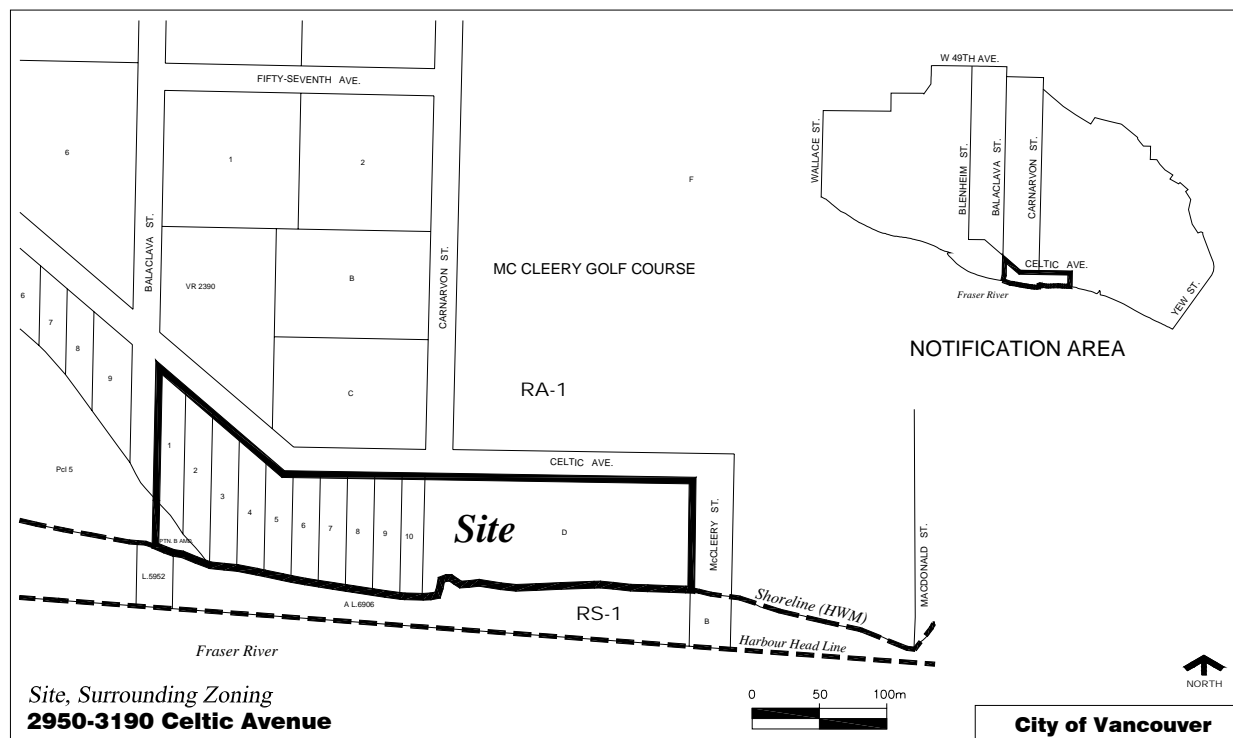
- RA-1 District Schedule, enacted by Council in October 1955, and amended on October 6, 1987, to be consistent with the draft Southlands Plan.
- Southlands RA-1 Guidelines, approved by Council on October 20, 1987, and last amended February 4, 1992.
- Southlands Plan, approved by Council on March 8, 1988.
- Fraser River and Burrard Inlet Waterfront Policies and Guidelines, approved by Council on December 11, 1973 and September 24, 1974, and last amended August 30, 1988.
- Floodproofing Policies, effective January 5, 1988, and last amended February 28, 1995.
- Interim City-wide Community Amenity Contribution (CAC) Policy, approved by Council on January 28, 1999.
- Subdivision By-law, enacted by Council on October 31, 1978, which requires a minimum parcel area of 9 100 m<sup>2</sup> (2.25 ac) and parcel width of 30.48 m (100 ft.) in the RA-1 District. Because the By-law does not permit approval of a subdivision in the RA-1 that would not conform to these standards, the proposed CD-1 rezoning would need to be enacted before a subdivision application could be approved.

Applicable provincial legislation:

- Agricultural Land Commission (ALC) Act, introduced on April 18, 1973, which requires a landowner to submit an application to the Commission for permission to subdivide a parcel in the Agricultural Land Reserve, if the parcel was 8 094 m<sup>2</sup> (2 ac) or greater in area on December 21, 1972. Under the ALC Act, the Commission needs prior authorization by City Council before it can consider an application that, in order to proceed, also requires a zoning by-law amendment.

## PURPOSE AND SUMMARY

This report assesses an application to rezone a site (shown on the map below) from RA-1 Limited Agriculture to CD-1 Comprehensive Development District, to reconfigure the site's one large and 11 small parcels to give 12 parcels of approximately equal size (thereby increasing the area of the smaller parcels by approximately 49%) and to allow them to be developed with 12 single-family dwellings and stables. In addition, the application seeks to increase the residential floor area permitted on a parcel from 334 m<sup>2</sup> (3,595 sq. ft.) to 464.5 m<sup>2</sup>, (5,000 sq. ft.). (Refer to Appendix H for a summary of proposal details).



Staff assessment supports the application, which is generally consistent with the policies and guidelines for Southlands. Design guidelines are proposed to ensure a form of development that is compatible with the area's semi-rural character. The applicant has offered a Community Amenity Contribution (CAC) which staff recommend be applied to waterfront and other trail development in the area. Staff recommend that the application be referred to Public Hearing, with a recommendation that it be approved subject to conditions. In addition, because the subject site is located within the Agricultural Land Reserve, staff recommend that if approved at Public Hearing, Council authorize the proponent to apply to the Agricultural Land Commission and secure their permission to subdivide in the Agricultural Land Reserve.

## BACKGROUND

**Site Context:** The site is located on the Fraser River, south of Celtic Avenue and directly west of the McCleery Golf Course, within the Celtic Island area of Southlands which is zoned RA-1 Limited Agriculture and designated Agricultural Land Reserve. The site has accommodated long-standing legally non-conforming industrial operations pre-dating the RA-1

zoning first adopted in 1955. The site was used as a shipyard from 1948-1994 and continues to operate with various commercial and industrial operations. Over the years, and in particular more recently, area residents have expressed concerns about the site's industrial use, heavy truck traffic, and the site's untidy appearance. (Details of the site and surrounding context are included in Appendix E).

**Existing Zoning:** The RA-1 zoning adopted by Council in 1955 was amended in 1987 to be consistent with the draft Southlands Plan. The intent of the RA-1 zoning is to maintain and enhance the area's semi-rural, equestrian, and limited agricultural nature, while allowing compatible residential development. There are key provisions in the zoning that ensure implementation of its intent to balance the objectives of encouraging a semi-rural and equestrian character in Southlands with allowing a reasonable amount of development. These include:

- A relatively large minimum site area of 9 100 m<sup>2</sup> (2.25 ac);
- A strict limit on the amount of residential development. Under RA-1 provisions on similar sized parcels to the proposed, residential development would not be permitted to exceed a maximum floor area of 334 m<sup>2</sup> (3,595 sq. ft.) or the equivalent of .125 floor space ratio (FSR), based on the average area of parcels prior to dedication of the waterfront walkway;
- A liberal upper limit for equestrian and limited agricultural use. Under RA-1, a maximum FSR of 0.12 could be permitted subject to provision of adequate parking, equine turn-out area, etc.; and
- Provision for stables as a principal building in addition to a residence, thus enabling their commercial use for such activities as equine boarding.

**Southlands Plan:** Following an area planning program, Council adopted the Southlands Plan in 1988, which provides overall policy direction for the area and specific policies for its sub-areas. The Southlands Plan has two policies that apply to this site:

- Action 6.3.2 encourages consolidation of the site's ten 20.1 m (66 ft.) wide parcels to no more than 4 parcels, averaging approximately 4 047 m<sup>2</sup> (1 ac) in area. The intent of this policy was to have the property owner (which at that time was the Provincial government) voluntarily bring the site more into conformity with the prevailing subdivision pattern. The Provincial government, however, did not consolidate the parcels and the site was subsequently sold to the Musqueam Band.
- Action 2.2.5 states that additional parks and trails are to be secured and developed in the Celtic Island area, with priority for creating a continuous riverfront trail and street-end parks at Blenheim and Balaclava Streets. The City's practice is to secure the trail system as sites redevelop through rezonings and permits for conditional development.

**Rezoning Proposal:** In response to earlier development enquiries on this site, staff encouraged enquirers to pursue development under the existing zoning following the intent of the area plan's consolidation policy, or to pursue development as legally entitled on the existing parcels under the RA-1 zoning. Noting cost and feasibility concerns with these options, the applicant decided to pursue a rezoning to reconfigure the site's 12 parcels, holding that this approach would create a more compatible development pattern while maintaining the potential for 12 dwellings. Staff advised that they would be prepared to

consider a rezoning application, provided it included rationale addressing the unique context of the site, and how to achieve compatibility with existing RA-1 zoning and development resulting in an overall better pattern of development than under the current subdivision plan.

The rezoning application was submitted in December 2003, with additional application materials submitted in September and October 2004 and revised plans requested by staff submitted in January 2005. Final application revisions were submitted in April 2005. The application requests the following:

- reconfiguration of the site's 12 parcels creating parcels of similar size between 2 443 - 3 104 m<sup>2</sup> (0.60 - 0.77 ac);
- 12 single-family dwellings, each with a maximum floor area of 464.5 m<sup>2</sup>, (5,000 sq. ft.). The total increase in residential floor area over the total site would be 1 398 m<sup>2</sup> (15,048 sq. ft.) or 33%;
- stables for the keeping or boarding of horses;
- dedication of a waterfront greenway from Balaclava Street to McCleery Street;
- pathways on Balaclava Street and McCleery Street and extending from Carnarvon Street to the waterfront; and
- provision of shoreline protection along the Fraser River.

In order to achieve an additional street-end pedestrian access point at the foot of Carvarvon Street, a road exchange is proposed which would include closure of a portion of McCleery Street adjacent to the site. The road closure would be the subject of a separate report to Council.

The site's historic industrial use and its location within the Agricultural Land Reserve and along the Fraser River bring some complexity to the application. A number of issues need to be addressed for the site's development, including floodproofing, shoreline protection, soils contamination, and river habitat. In addition, the proposal requires review by several other agencies/authorities, including the Fraser River Estuary Management Program (FREMP), North Fraser Port Authority (NFPA), Agricultural Land Commission (ALC), BC Ministry of Water, Land & Air Protection (MWLAP), Fisheries & Oceans Canada, and Environment Canada.

If the rezoning is approved, the proponent intends to proceed with a subdivision application and site preparation. The parcels would then be sold for subsequent property owners to develop. The future form of development on each parcel would be controlled by the CD-1 By-law and design guidelines adopted by resolution of Council.

## DISCUSSION

**Parcel Reconfiguration:** The RA-1 district schedule regulates minimum site area, and requires an area of 9 100 m<sup>2</sup> (2.25 ac) per parcel. A number of parcels in the Blenheim Flats area are smaller having been subdivided before the RA-1 zoning was in place. The existing 34,090 m<sup>2</sup> (8.42 ac) site is comprised of 12 legal parcels: one large parcel at 15 419 m<sup>2</sup> (3.81 ac) and 11 smaller parcels with an average size of 1 692 m<sup>2</sup> (0.42 ac). The application proposes a reconfiguration the site's parcel boundaries to create 12 parcels of similar size, between 2 443 - 3 104 m<sup>2</sup> (0.60 - 0.77 ac). The total number of parcels, and consequently the permitted number of dwelling units, will not change. On this basis, staff support the reconfiguration which will bring the site's parcels more into conformity with the area's

overall subdivision pattern and allow for a more compatible form of development and improved potential for equestrian functions. (See proposed parcel layout in Appendix A).

Some residents, including some in support, are concerned that the proposal could establish a precedent for the subdivision of other properties in Southlands. The subject site is located on the edge of the community and is one of only a few waterfront properties on the Fraser River. The site is also unique in Southlands, because it is the only property comprised of a series of small parcels in conjunction with one very large parcel. The effect of the application will be to redistribute the site's area more evenly among its 12 parcels. It will not create any additional parcels through subdivision. For these reasons, this application should not be considered a precedent for other sites in Southlands to subdivide. (Refer to Appendix E for discussion of the Agricultural Land Reserve).

**Use:** The RA-1 zoning allows limited agriculture, recreational, equestrian, and single-family residential uses. However, the site has long accommodated legally non-conforming industrial uses. The proposed rezoning would allow the site to be redeveloped for single-family dwellings, which may include secondary suites, and for stables for up to 4 horses. The proposal would not increase the number of dwellings that could be achieved under the current zoning, and would bring the site's use into conformity with the surrounding neighbourhood and RA-1 Limited Agricultural District.

The present zoning permits a suite of up to 70 m<sup>2</sup> (753 sq. ft.) for a caretaker on most parcels in Southlands. The application proposes to allow a residence to have a secondary suite of up to 70 m<sup>2</sup> (753 sq. ft.) which could be used for a caretaker, or for family or rental accommodation. While secondary suites are presently not permitted in the RA-1 District, the proposal is consistent with City-wide policy to allow secondary suites in lower density residential zones. Zoning amendments in 2004 permit secondary suites in all RS Residential Districts in the city. Proposed secondary suites on this site would be contained entirely within a principal residence, limited to a modest size, and could not be strata titled such that the secondary suite becomes a separate strata lot. Further, the floor area would be included within the overall floor area limit, similar to RA-1 and RS zones.

Staff are supportive of the proposed stable use, which is consistent with the Southlands Plan goal to preserve and enhance equestrian activities in the district. Given the size of the proposed parcels, staff also concur with the limit of 4 horses. The proposal would permit stables as either an ancillary use related to a principal residence or as a principal building in addition to a residence. The latter would allow property owners the opportunity to board other people's horses or to lease or subsequently strata title stable operations consistent with the surrounding Southlands area.

**Density and Site Coverage:** The intent of the RA-1 District Schedule is to maintain and encourage the semi-rural, equestrian, and limited agricultural nature of Southlands. In 1987, following the development of the draft Southlands Plan, the RA-1 District Schedule was amended to introduce strict maximum limits on the size of a dwelling and ancillary to dwelling uses to discourage large residential estates which compromise the area's prevailing semi-rural and equestrian character. Applying the RA-1 zoning, a maximum residential floor area of 334 m<sup>2</sup> (3,595 sq. ft.) would be allowed on each of the proposed parcels, with an overall residential density of 0.125 floor space ratio (FSR) on the site. Residential density includes all dwelling uses, garages and accessory to dwelling uses.

The application originally proposed much larger residential development in the order of 512 m<sup>2</sup> (5,513 sq. ft.) on average per parcel, an increase of 53%. It also proposed to “bonus” residential floor area on parcels that also had stables by a further 10% to an average of 565.6 m<sup>2</sup> (6,088 sq. ft.) per parcel, for a total increase of 69%. Following a public process and completion of staff’s assessment, the proposal was revised, reducing the maximum amount of residential floor area permitted on each parcel to 464.5 m<sup>2</sup>, (5,000 sq. ft.), and an overall residential density of 0.174 FSR on the entire site. This represents an average increase of 130 m<sup>2</sup> (1,405 sq. ft.) per parcel, or 39% more residential floor area than what would be permitted on similar sized parcels under the RA-1 zoning. However, maximum residential floor area permitted across the entire site increases by 33% with the rezoning Staff support this increase in residential density, and believe it can be accommodated in a form of development that is compatible with the surrounding neighbourhood and the Southlands RA-1 zoning and guidelines.

Under RA-1 zoning, residential site coverage of approximately of 242 m<sup>2</sup> (2,605 sq. ft.), or between 8% and 10%, would be permitted on the proposed parcels (based on the pre-dedication area). The application proposes a residential site coverage between 11% and 14% (based on the pre-dedication area) on the proposed parcels (expressed in m<sup>2</sup> (sq. ft.) in the draft CD-1 By-law (Appendix B)). Staff support this increase in residential site coverage.

The application proposes to limit density for stable use to 0.04 FSR. The RA-1 zoning permits a maximum conditional density of 0.12 FSR for stables and all other non-residential uses, but this provision anticipates the minimum required site area of 9 100 m<sup>2</sup> (2.25 ac). Under conditional zoning and giving due regard to the Southlands RA-1 guidelines, maximum conditional density for stable use could not generally be achieved on smaller parcels, when considering such factors as parking, equine turn-out area, open space, clustering of buildings, and neighbourhood context. Staff believe that the proposed 0.04 FSR density would result in stables that are of an appropriate size for the site, and which would be of sufficient size to accommodate four horses and meet the provisions of the RA-1 District stable guidelines.

The application proposes 40% maximum site coverage for all impermeable surfaces. RA-1 employs an ‘aggregate site coverage’ provision which mixes impermeable and permeable surfaces. The proposed provision is supportable and will assist in maintaining permeable surfaces beneficial for site drainage, and reinforcing semi -rural character.

**Form of Development:** Southland policies and guidelines encourage development that maintains and enhances the area’s prevailing semi-rural character through expansive vistas, open space, equestrian functions, and informal landscaping along site edges. New development is encouraged to provide a gradual visual transition from the public domain along Celtic Avenue to the private development site. The application proposes CD-1 By-law provisions that would place dwelling forms toward the south side of the site (Fraser River), with lower stable and related accessory buildings in front toward the north side of the site (Celtic Avenue). Increased front yard landscape setbacks of 10 m (33 ft.) for stables and 25 m (82 ft.) for residential buildings from Celtic Avenue are proposed. A 10 m (33 ft.) landscape setback is proposed from the southerly property line. Illustrative plans are included in Appendix G.

The RA-1 zoning permits a building height of 9.2 m (30 ft.) and 2½ storeys measured from base surface, which can increase to maximum of 10.7 m (35 ft.) in cases where increased height would not adversely impact an adjacent site and where the increases would facilitate

design objectives to be achieved. This height includes all fill required for floodproofing. The application proposes a maximum height of 9.1 m (30 ft.) from the flood construction elevation of 3.5 m geodetic for dwellings that, in combination with new fill added to the site, would generally not exceed the maximum RA-1 height of 10.7 m (35 ft.). Further, houses would be limited to a maximum of 1.75 storeys. Staff believe that the proposed dwelling height is appropriate, since there will be no impact for adjacent properties and it will enable buildings with pitched roof forms which reduce the apparent height of development. Stables would be limited to a maximum height of 7.6 m (25 ft.). Detached garages and other accessory to residential buildings would be limited to 5.2 m (17.06 ft.)

The proposal also includes a maximum building width provision of 45% applied to stables and accessory buildings. This will improve views through to the interior of the site, assist in maintaining open vistas and prevent a 'street wall' effect of stables along the Celtic Avenue streetscape.

Staff propose CD-1 Design Guidelines to ensure a form of development that is compatible with the area's semi-rural character and neighbourhood context. (See Appendix D) The CD-1 Design Guidelines will state development objectives and principles and specific design criteria. As with other CD-1 sites with multiple development parcels, the Guidelines would be used in conjunction with the CD-1 By-law to assist both development permit applicants and City staff in developing and evaluating development proposals.

The plans and drawings in Appendix G provide general examples of development that could occur under the proposal. (The CD-1 By-law would allow less floor area and site coverage than illustrated - these illustrations were based on the proposal prior to the most recent revisions). As noted, following subdivision and site preparation, the proponent intends to sell the site's parcels for development by subsequent property owners (see Appendix E for discussion of the developer's proposed private design controls). As such, Council consideration and approval of the form of development is proposed to be deferred to the development application stage.

**Waterfront Access:** Consistent with policies for the Fraser River and Southlands, the proposal will require the dedication of a 10 m (33 ft.) wide public waterfront greenway along the Fraser River including native plantings and a 4 m (13 ft.) wide shared path for walkers, cyclists, and horses. It will also permit the phased addition of a second, separate path within the greenway for horses when user demand warrants. See proposal details in Appendix E and illustrative drawings in Appendix G.

**Community Amenity Contribution (CAC):** City-wide CAC Policy applies to private rezoning applications. CACs are based on the increase in value related to the increase in allowable floor area on a site. In this case, there would be an increase in value of the lands by the rezoning, through both the subdivision of the site and the increase in residential floor area. Based on these factors, the applicant has offered to make a Community Amenity Contribution of \$1,280,000.

In the early stages of the application, in addition to the on-site waterfront trail land dedication and construction, the developer committed to construct a section of equestrian trail in Southlands, valued at \$80,000. In terms of local deficiencies and responding to the Southlands Plan and city-wide policy, expanding and upgrading the river-front trail system for all users is supported. Upgrading local equestrian trails on City boulevards is also supported



in policy. It is therefore proposed that the CAC be applied to improve and expand waterfront and equestrian trails in the Southlands area. Specific projects would be selected by the City in consultation with the community.

**Public Input:** An Open House was held on Tuesday, January 25, 2005 at the Knox United Church at 5600 Balaclava Street, and confirmed that there is strong overall support for the proposal. The open house was attended by about 90 people, who were given comment forms to express their opinions about the proposal (noting the proposal presented was prior to the most recent revisions to the application). 144 completed forms were received at the open house and in the weeks following, with approximately 79% of the forms being submitted by people who lived and/or owned property in the Southlands RA-1 District. A significant number of respondents indicated overall support for the proposal, with 75% responding positively to all aspects of the proposal. See Appendix E for further discussion of public input.

## CONCLUSION

Staff support a rezoning of the site to reconfigure the site's parcels and allow single-family dwellings and equestrian use, which is generally consistent with Southlands policies and guidelines. The proposal will enable the site to redevelop for residential and equestrian use consistent with the surrounding neighbourhood context, ending the site's long-standing industrial use, and bring the site more into conformity with the area's prevailing subdivision pattern. While a portion of the benefits could also flow from a conditional development permit approval, the proposal will provide a significant contribution to securing waterfront access along the Fraser River and improving shoreline protection. Environmental remediation efforts on site and within the foreshore will address existing soils contamination and enhance river habitat. A Community Amenity Contribution is also proposed, to be applied to off-site waterfront and equestrian trails in the area.

The Director of Current Planning recommends that the application be referred to Public Hearing and be approved, subject to the proposed conditions of approval. CD-1 Design Guidelines are recommended to ensure a form of development that is compatible with the area's semi-rural character, as well as a consequential amendment to add the CD-1 site to the Noise Control By-law. Finally, the Director of Current Planning recommends that, if approved at Public Hearing, the proponent's application to the ALC seeking permission to reconfigure the site through subdivision in the ALR be authorised to proceed, and that the Director of Current Planning receive a decision by the ALC approving the proponent's application prior to enacting the CD-1 By-law.

\* \* \* \* \*

DRAFT CD-1 BY-LAW PROVISIONS  
(2950-3190 Celtic Avenue)

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Definitions

Figure 1 - Base Surface

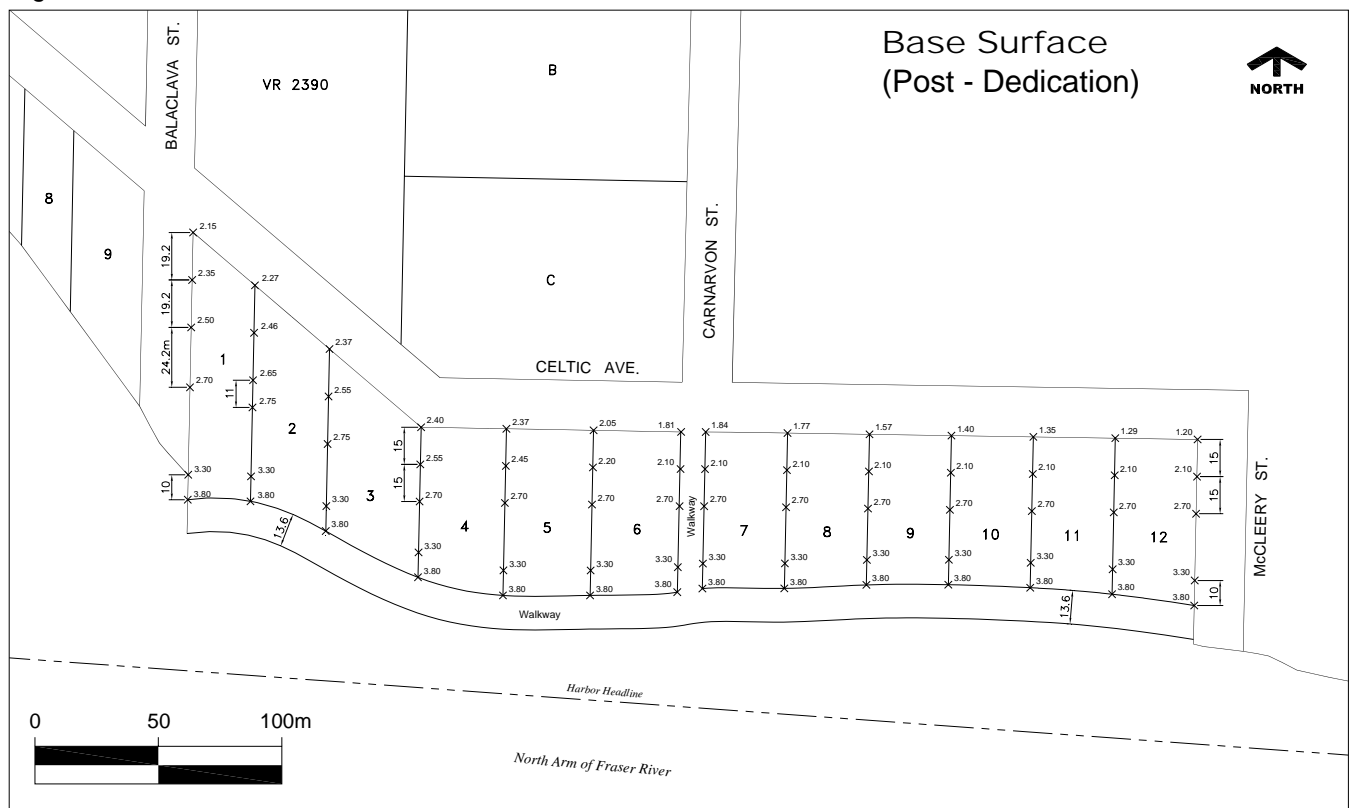
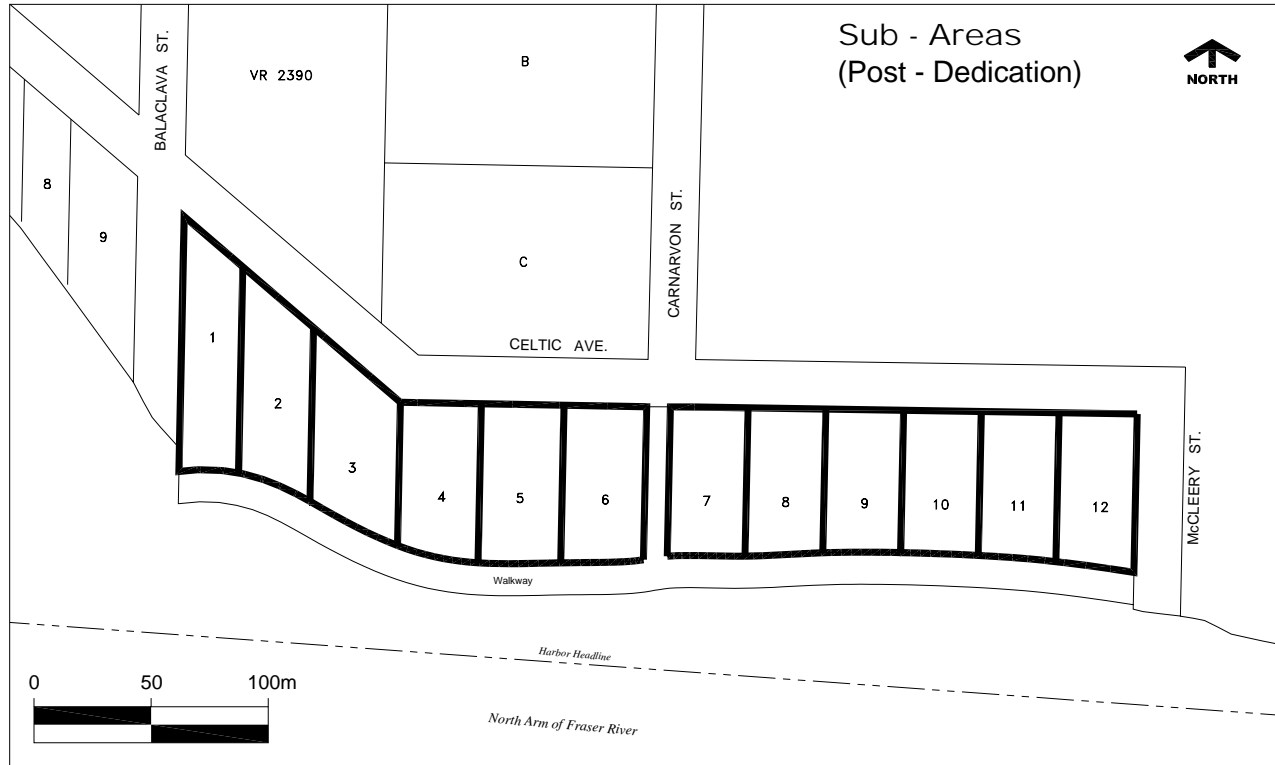


Figure 2 - Sub-Areas



### Uses

- Dwelling Uses, limited to One-Family Dwelling and One-Family Dwelling with Secondary Suite.  
Accessory Uses, customarily ancillary to Dwelling.  
Agricultural Uses, limited to Stable which may involve an additional principal building on a site.
- Accessory Uses, customarily ancillary to Stable.
- Deposition or extraction of material so as to alter the configuration of the land.

### Conditions of Use

- In approving any use or development, the Director of Planning shall first consider all applicable policies and guidelines adopted by Council and the submission of any advisory group, property owner or tenant.
- Limit stabling of horses to maximum of 4 horses.
- Limit secondary suites to a maximum floor area of 70 m<sup>2</sup> (753.5 sq. ft.).

### Dwelling Use

- For the purposes of floor space ratio, site coverage and building width, dwelling use includes accessory buildings customarily ancillary to dwelling use including but not limited to garages, covered swimming pools, and covered tennis courts.

### Density

- Maximum floor area for dwelling use is 464.5 m<sup>2</sup> (5000 sq. ft.) except that:
  - garages whether attached or detached shall not exceed 60 m<sup>2</sup> (645.9 sq. ft.); and
  - all dwelling use accessory buildings, except garages, shall not exceed 0.015 FSR.
- Maximum floor space ratio of 0.04 for stable use.
- Floor space ratio inclusions and exclusions as per RA-1 District Schedule.

### Height

- Maximum height for dwellings shall be 9.1 m (29.85 ft.), measured from 3.5 m geodetic (flood construction level), and be a minimum height of 1.5 storeys and a maximum height of 1.75 storeys, except that:
  - the roof has a minimum slope of 7:12 over the whole roof area with the exception of the first storey and be limited to gable, hip or gambrel roofs
  - roof dormers have a minimum slope of 4:12.
- Maximum height for stables shall not exceed 7.6 m (25 ft.) above the base surface, nor have more than 1 storey except that the roof has a minimum slope of 4:12
- Maximum height for garages and accessory buildings, shall not exceed 5.2 m (17.06 ft.) above base surface and garages shall have a sloping roof. The Director of Planning to first consider the design guidelines before approving the roof slope.

### Setbacks

- Minimum setback of 25 m from the Celtic Avenue property boundary for all buildings, except a minimum setback of 10 m and a maximum setback of 25 m from the Celtic Avenue property boundary for stables and accessory buildings customarily ancillary to stables.
- Minimum setback of 4.5 m from a side property boundary for all buildings.
- Minimum setback of 10 m from the southerly property boundary for all buildings, except a minimum setback of 5 m from the southerly property boundary for accessory buildings customarily ancillary to dwelling use.

### Building Width

- The total building width for all stables, accessory buildings customarily ancillary to stables, and dwelling use accessory buildings shall not exceed 45% of the width of the site, as viewed from and projected upon the front property line.

### Site Coverage

- Maximum site coverage of 344 m<sup>2</sup> (3702.9 sq. ft.) for dwelling use.
- Maximum site coverage of 4% for stable use.
- Maximum area of impermeable materials, including building coverage, of 40% of the total site area:
  - The following materials shall be considered impermeable: the projected area of the outside of the outermost walls of all buildings, including carports, covered porches and entries; asphalt, concrete, brick, stone, and wood.
  - Notwithstanding the above, gravel, river rock less than 5 cm in size, wood chips, bark mulch, and other materials which, in the opinion of the Director of Planning, have fully permeable characteristics when in place installed on grade with no associated layer of impermeable material (such as plastic sheeting) that would impede the movement of water directly into the soil below, are excluded from the area of impermeable surfaces.

### Finished Grades

- Maximum finished grades as per the base surface plan (Figure 1) except that:
  - the Director of Planning in consultation with the General Manager of Engineering Services may relax finished grades by a maximum of .3 m (.98 ft.) to address requirements for storm drainage.
  - the Director of Planning in consultation with the General Manager of Engineering Services may relax finished grades for the purpose of construction pre-loading of sites on a temporary basis (time-limited permit).
  - a finished grades plan to form part of the development permit approval and finished grades to be consistent with this plan, prior to issuance of occupancy permit.

### Driveways

- Maximum of one boulevard crossing from Celtic Avenue and one driveway per sub-area.
- Maximum driveway width of 4 m (13 ft.), with the exception of manoeuvring areas adjacent to parking spaces.
- A driveway in Sub-Areas 1, 3, 5, 7, 9 and 11 shall be setback 1.5 m (5 ft.) from the east side property line between the Celtic Avenue property line to a point 25 m from that property line.
- A driveway in Sub-Areas 2, 4, 6, 8, 10 and 12 shall be setback 1.5 m (5 ft.) from the west side property line between the Celtic Avenue property line to a point 25 m from that property line.

### Parking

- Parking to be as per Parking By-law, except that:
  - in no case shall there be more than 3 spaces provided for a principal dwelling and 1 space for a secondary suite;
  - 1 parking space shall be provided for stables ancillary to dwelling use;
  - 1 parking space per 2 horses for stables provided as a principal use; and
  - Relaxation and exemption provisions of the Parking By-law shall apply.

### PROPOSED CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the Public Hearing.

- A) THAT schematic plans illustrating the proposed form of development for a parcel be approved by Council before any development permit for that parcel is issued.
- B) THAT, prior to approval by Council of the form of development for each parcel, the applicant and/or property owner(s) shall obtain approval of a development application for each parcel by the Director of Planning.

### AGREEMENTS

- C) THAT, prior to enactment of the CD-1 By-law, the registered owner shall at no cost to the City:

#### Community Amenity Contribution (CAC)

- (i) Make arrangements to the satisfaction of the Director of Current Planning, and Director of Legal Services for the delivery of the \$1,280,000 Community Amenity Contribution (CAC) offered by the applicant/property owner to be used for the purpose of riverfront trail development and equestrian boulevard trail development in Southlands;

#### Agricultural Land Revenue

- (ii) Secure a decision by the Agricultural Land Commission approving the landowner's application to the Agricultural Land Commission to subdivide the land in the Agricultural Land Reserve at 2950 - 3190 Celtic Avenue and in the form which is compatible with the subject rezoning application;

#### Soils Remediation

- (iii) Obtain and submit to the City copies of all soils studies and the consequential Remediation Plan(s), approved by the Ministry of Water, Land and Air Protection. Enter into or cause to be entered into agreements satisfactory to the Director of Legal Services, providing for the remediation of any contaminated soils in accordance with a Remediation Plan(s) approved by the Ministry of Water, Land and Air Protection and acceptable to the City, providing security satisfactory to the Director of Legal Services for the completion of remediation and indemnifying the City and the Approving Officer against any liability or costs which may be incurred as a result of the presence of contaminated soils;

#### Soils Remediation (Road)

- (iv) Submit to the City a remediation plan(s) for all newly dedicated road and utility rights-of-way required to served the subject site, including utility construction plans compatible with the accepted remediation plan(s), together with any agreements deemed necessary by the General Manager of Engineering Services providing for the construction and installation of remedial works, including monitoring systems for, among other things, water discharges and ground water flows and other remedial works or systems required by the General Manager of Engineering Services all to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services;

Note: Certificate of Compliance in respect of lands to be dedicated, transferred or leased to the City must be provided by the Ministry of Water, Land and Air Protection prior to the completion and transfer of these areas to the City.

#### Indemnity Agreement

- (v) Execute an Indemnity Agreement, satisfactory to the Director of Legal Services, providing security to the satisfaction of the Director of Legal Services, protecting the City and the Approving Officer from all liability or damages arising out of or related to the presence of contaminated soils on the lands comprising the subject site, howsoever occurring, arising during the period commencing immediately following the Public Hearing until such time as the Ministry of Water, Land and Air Protection issues an approval, in a form satisfactory to the Director of Legal Services and the General Manager of Engineering Services, certifying that the subject site, including all roads, utility corridors and open spaces contained therein, have been remediated to Provincial Standards as defined in such approval;

#### Soils Vancouver Charter

- (vi) Shall, as required by the General Manager of Engineering Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and

#### Occupancy

- (vii) Execute a Section 219 Covenant, satisfactory to the Director of Legal Services, that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning, until Certificates of Compliance have been provided to the City by the Ministry of Water, Land and Air Protection.

#### Other Arrangements Prior to Enactment

- (viii) Make arrangements to the satisfaction of the General Manager of Engineering Services, the Director of Legal Services and the Approving Officer for the following:

- a) Registration of a compatible subdivision plan generally as depicted in Figure 2, Appendix A of this report, following enactment of the CD-1 By-law;
- b) Execution of a Section 219 Covenant:
  - requiring the Owner to undertake and complete after enactment of the CD-1 By-law the matters set out in Section (D) of Appendix B of this report; and
  - prohibiting the use or occupation of the site and construction on the site and separate transfer of the parcels until the Owner has fulfilled all rezoning conditions including those to be fulfilled after rezoning;
- c) Execution of a Section 219 Covenant:
  - prohibiting conventional subdivision except as contemplated in the subject rezoning;
  - prohibiting subdivision by bare land strata title subdivision plan;
  - prohibiting strata title subdivision of a one family dwelling with secondary suite such that the secondary suite becomes a separate strata lot;
  - prohibiting subdivision by way of lease; and
  - prohibiting the deposition or extraction of material to alter the configuration of the land without the approval of the Director of Planning in consultation with the General Manager of Engineering Services and in granting such approval the Director of Planning may set terms, conditions and deadlines.

#### Post Enactment Arrangements

- D) THAT subsequent to enactment of the CD-1 Bylaw, the registered owner shall, at no cost to the City, and to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services and, where applicable, the Approving Officer, arrange for:
  - (i) Dedication as road of a 33 ft. wide portion of lot D, to extend Carnarvon Street to the water for pedestrian access;
  - (ii) Closure of a 34 ft. wide portion of McCleery Street adjacent the site (Council approval will be required and will be the subject of a separate report from the General Manager of Engineering Services);
  - (iii) Dedication as road, or other arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, of a portion of the site adjacent the water to accommodate a walkway (10 meters wide, minimum). The 10 m width to be level, free, and clear for pathway use and landscape buffers. No portion of the shoreline protection is to be included in the free and clear area. (Note: the resulting dedication shall be to a width of 10 m or greater to ensure all areas lying southerly of the new lot boundaries are included within the dedication area);
  - (iv) Confirmation of the southerly limit of the shoreline works (i.e., new high water mark) and all title limits, once the process of all legal acts to return to the Crown all land covered by water and to fill other lands covered by water, has been completed;



- (v) Provision of shoreline protection works relevant to the subject site which includes a waterfront walkway (multi-use pathway) adjacent the site from Balaclava Street and Celtic Avenue to McCleery Street and Celtic Avenue via the waterfront, and from Celtic Avenue to the waterfront on the extension of Carnarvon Street. The walkway is to be constructed in conformance with Engineering "Greenways" standards, all at no cost to the City;
- (vi) Provision of a connection, including legal arrangements, from the proposed walkway to Balaclava Street across the westerly lot or lots. (Note: The connection will provide public access to the waterfront walkway until further development to the west allows for extension of the walkway adjacent the river);
- (vii) Provision of appropriate agreements to indemnify the City from flooding (flood plain covenant) and any resulting floodwater damage, failure of the shoreline works or walkway, damage due to seismic events and to acknowledge that the shoreline works need not provide support for the uplands;
- (viii) Provision of the completed Fraser River Estuary Management Program (FREMP) project review;
- (ix) Provision of a report on the constructed fish habitat including detailed plans and sections and recommended maintenance practices;
- (x) Provision of a sanitary force main to serve the development;
- (xi) Provision of a stormwater management plan and implementation of the recommendations thereof;
- (xii) Provision of street trees adjacent the site where space permits, and in keeping with RA-1 guidelines;
- (xiii) Under grounding of all new BC Hydro and Telus services from the closest existing suitable service point, including a review of any new cabling necessary to serve the development to determine impacts on the neighbourhood;

Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owner, but also as Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-law; provided however the Director of Legal Services may, in her sole discretion and on terms she considers advisable, accept tendering of the preceding agreements for registration in the appropriate Land Title Office, to the satisfaction of the Director of Legal Services, prior to enactment of the by-law.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

DRAFT AMENDMENT TO NOISE CONTROL BY-LAW NO. 6555

Amend Schedule B by adding the following:

"[CD-1 #] [By-law #] 2950-3190 Celtic Avenue"

**DRAFT CELTIC AVENUE CD-1 DESIGN GUIDELINES**  
(To be completed, graphics and illustrations to be added)

**1 Application and Intent**

These guidelines are to be used in conjunction with the CD-1 District Schedule of the Zoning and Development By-law for development permit applications in the Celtic Avenue area (Figure 1). The guidelines should be consulted when making a Development Permit Application. As well as assisting applicants, the guidelines will be used by City staff in the evaluation of projects.

The intent of the guidelines is to insure high standards of development in the Celtic Avenue CD-1 area that is compatible both with the established patterns of development in Southlands and with the public pedestrian/equestrian pathway along the Fraser River.

**1.1 Southlands Policy Context**

Celtic Avenue CD-1 is located on the north bank of the lower Fraser River in the Southlands neighbourhood. Although this area was formerly located in the RA-1 District, it differs from the rest of the general neighbourhood in a number of key aspects. These are:

- i) Lot size: Many of the original lots were considerably smaller in area than the RA-1 minimum 2.24 acres and pre-date the RA-1 District Schedule.
- ii) Use: The use of this waterfront has been primarily marine related industrial, not a permitted use in RA-1
- iii) Proximity to the Fraser River: Celtic Avenue is unique from the rest of Southlands in its water front orientation to the Fraser River.

While these factors contribute to the area's uniqueness, the Celtic Avenue CD-1 area remains a part of the larger community of Southlands. Besides location, it shares with it other commonalities such as its semi-rural character and equestrian uses. It is important therefore that new development in the Celtic Avenue CD-1 area respect the prevailing patterns of development and character that are established in the larger community and that the planning values and objectives of RA-1 District will continue to be used as guiding principles for the Celtic Avenue CD-1 area.

**Objective**

To balance the planning values and objectives of the Southlands community with the special characteristics of the Celtic Avenue CD-1 area, including site size and marine orientation.

These are to include:

- a) Compatibility with the Southlands neighbourhood and related policy where applicable.
- b) To preserve and enhance the semi rural characteristics associated with Southlands.
- c) To support and encourage equestrian functions.

- d) Recognition that Celtic Avenue CD-1 area faces the Fraser River and a dedicated public walkway along the foreshore.

## 2 General Design Considerations

### 2.1 Neighbourhood Character

New development along Celtic Avenue area should maintain and enhance the prevailing semi rural character of the Southlands neighbourhood while at the same time acknowledging its special marine orientation and proximity to the pedestrian/ equestrian pathway along the foreshore of the Fraser River. Special qualities unique to this neighbourhood include expansive vistas, equestrian functions, open pastures, informal landscaping and pedestrian links to the waterfront.

#### Objective

New development in the Celtic Avenue area should be compatible with the semi rural character of Southlands and the marine environment of the Fraser River, including the pedestrian/ equestrian pathway.

### 2.2 Street Character

The character of the street is important in establishing a cohesive image to a neighbourhood and is a significant influence on the patterns of development. It is important that street character of future development respect the existing semi rural character of Celtic Avenue.

#### Objective

The street edge should be a continuation of street patterns already established along Celtic Avenue.

This may be achieved by:

- a) Landscape treatment that is consistent with the prevailing context so that there is a continuity to the street edge.
- b) Use informal landscaping along the perimeter of the site that allows for a sense of openness across the site. Tall, dense planting such as cedar hedges are inappropriate. Fences should be low, open and rural in character.
- c) Maintaining long unbroken frontages along the street, with widely spaced driveways.
- d) Principal buildings should be setback well from the street. Buildings positioned closer to the street should not create an impression of a street wall.
- e) Provide for views from the street and transparency through the site from the street.

### 2.3 River Character

Building sites in the Celtic Avenue CD-1 By-law have a dual orientation towards the Celtic Avenue and the Fraser River. The foreshore of the Fraser River includes a 10 m dedication to be used as a pedestrian/ equestrian pathway. There are three pedestrian linkages to this pathway from Celtic Avenue; Balaclava at the western end, Carnarvon at the centre and McCleery Street at the eastern end. It is intended that this path will eventually link up with other trail routes forming a continuous trail along the Fraser River.

The Fraser River has a long tradition of maritime related industries. The original Celtic lands were originally shipyards to service the busy marine traffic, still very prevalent along the Fraser. Site characteristics associated with the river front land include a sense of openness and nearness to the sea, interesting and varied views across the water and the special natural environment where land meets water.

### **Objective**

Site planning and architectural expression needs to acknowledge its proximity to the Fraser River and the public right of way along the river's edge.

- a) Landscaping along rear property line should maintain the feeling of openness and river views along the Fraser River.
- b) Architecture should be view oriented with special considerations towards privacy and overlook.

## **2.4 Site Character and Site Planning**

A determining factor in site character is lot size. While large lot sizes contribute to the semi rural character of Southlands, lot sizes in the Celtic Avenue CD-1 area typically are medium sized at .6 to .76 acres when compared elsewhere in the RA-1 District, where the minimum lot area is 2.25 acres. Larger sites by virtue of their size, offer greater flexibility in site planning. Narrower, medium sized sites by contrast are more constrained in site planning and need to pay greater attention to neighbouring site conditions. For this reason, a somewhat different approach to site planning in the Celtic Avenue CD-1 area is required than elsewhere in Southlands. A greater emphasis is placed on good neighbourly interface and an adherence to established development patterns associated with good urban design, where neighbouring buildings are grouped closer together.

### **Clustering Principle**

Grouping building closer together to maximize open space is an important site planning principle of Southlands that can be applied to the site positioning of secondary and accessory buildings in the Celtic Avenue CD-1 area. Wherever possible, group buildings of compatible uses close together. By consolidating buildings into clusters of built form, site openness can be maintained and building sprawl avoided.

### **Objective**

The site planning of the house and garage needs to respond sympathetically to its immediate site adjacencies, including neighbours and the public realm of the Fraser River pedestrian/equestrian pathway.

This may be achieved in part by:

### **House Siting**

- a) The position of the house should be compatible with the position of the houses on neighbouring sites. Houses should not be well forward or back of their neighbours.
- b) Side yard relationships, owing to their relative close proximity need to be carefully considered. Location of windows, overlook and landscape buffers are factors in ameliorating side yard impacts.

- c) Although set well back from the street, the house should maintain a visible street presence through clear site lines from the street.

#### **Driveway Access and Parking**

Street frontages along Celtic Avenue and the Southlands neighbourhood typically are long unbroken frontages, informally landscaped with driveways spaced a considerable distance apart, diminishes the impact of the automobile and further defines the semi rural character.

#### **Objective**

To minimize the impact of the automobile and reinforce the semi rural character of the site.

This may be achieved by:

- a) Garages should either be set well back from the front of the house or turned so that the garage doors are not directly facing the street.
- b) Driveways should be narrow in width and straight in direction up to at least the established rear setback of the stables. Avoid multiple secondary driveway access, consolidating site access from a centre location where possible.
- c) Suitable materials for the driveway surface would include gravel and crusher dust, a semi cementitious material that hardens over time and pavers. Asphalt is not an appropriate material.

#### **Stables and Related Accessory Buildings**

Stables and related accessory buildings are sited between ten metres (thirty-three feet) and twenty-five metres (eighty-two feet) from Celtic Avenue. The treatment of the street facing yard of the site, including the location of the stabling, accessory building(s) and associated landscaping are important factors in developing a semi rural character that is compatible with the larger Southlands neighbourhood.

#### **Objective**

To encourage equestrian uses as an integral component of the character defining element.

This may be achieved in part by:

- a) Stables and accessory buildings as seen from the street should be orientated with their narrow dimension towards the street, to minimize creating a street wall and to increase a sense of openness across and thru the sight.
- b) Variation in positioning and orientation of stables and accessory buildings on the site is encouraged. This helps to reinforce the informal qualities of the Southlands character.

## **2.5 Building Character**

### **Building Character**

Buildings should not be visually contrasting or competing elements either with the landscape or with each other. As in the rest of Southlands, building character should derive from the semi rural character of the landscape, typified by flat and gently sloped typography, equestrian uses and informal landscaping.

The buildings also have an orientation to the Fraser River and the pedestrian/equestrian path along the foreshore. The qualities of this marine landscape should also be used as cues for the appropriate building form. Similar to the land based side, the semi rural characteristics of the trail and openness and views across the river will influence building character.

### **Objective**

Building character should respond sympathetically to the semi rural and natural characteristics of the surrounding landscape and marine environment.

This can be achieved by:

- a) Building form should be horizontal in massing.
- b) Roof forms should be prominent and steeply sloped at a minimum ratio of 7:12 with low eave lines. Secondary dormers should be 4:12 minimum slope, smaller in scale and not visually dominate.
- c) Use of natural materials, such as wood, avoiding synthetic materials.
- d) Natural earth tone colours which blend into the landscaping.

Because of the close proximity of neighbouring houses and similar site relationships, it is important that there is compatibility of form and character between adjacent houses. Issues such as massing, roof form, window placement and architectural detail should be consistent where possible. Applicants will be asked to prepare street and river view elevations, showing stabling and accessory buildings superimposed.

Accessory buildings to residential use, such as stables and other related buildings need to be subordinate in size and scale to the house. There should be a consistency of architectural expression for all buildings on the site, so that they appear as a cohesive assemblage of building elements. This can be best achieved with using a roof form of the same slope, matching building materials, details and colour.

Stable requirements and related uses are to conform to the Stable Administration Bulletin Stables - RA-1 District. Applicants are advised that building such as garages, stables and accessory should be designed to reflect their intended use and not be adaptable to uses otherwise not permitted in the CD -1 By-law. For further information please refer to the Administration Bulletin Illegal Occupancy - RA-1 District.

## **3 Uses**

### **3.1 Dwelling Use**

The principal use of Celtic Avenue CD-1 is single family residential. Secondary suites are a permitted use within the building envelope of the principal dwelling. Exterior entrances to secondary suites, if necessary, should be discretely placed so as not to detract from the single family character of the principal dwelling. Secondary suites may be located over garages which are attached to the principal dwelling but not if the garage is detached.

### 3.2 Stabling and Equestrian Uses

Equestrian uses are a permitted and encouraged use, up to a maximum of four horses per site. The stable zone is located between 10 m (32.8 ft.) and 25 m (82 ft.) from the property line on Celtic Avenue. Space standards and user requirements should conform to the RA-1 Stable Administration Bulletin.

#### Objective

To maintain the character of single family dwellings and to support the limited equestrian uses within a semi rural setting.

## 4 Guidelines Pertaining to the Regulations of the CD-1 By-law

### 4.1 Height

Residential building height is limited from a minimum of one and a half storeys, relaxable to one and three quarter storeys and 9.1 m (29.9 ft.) measured from the flood proof elevation of three and half metres geodetic. Relaxation of building height to one and three quarters storeys will require the applicant meets the performance objectives of these guidelines.

Garages are limited in height to a maximum of 5.2 m (17.06 ft.) to the roof ridge and have a sloping roof form that is compatible with the house. Attached garages with residential floor area above may have a height equal to the maximum height permitted for a house.

Stables are limited in height to a maximum 7.6 m (25 ft.) and have a sloped roof form. Because the stable zone does not require flood proofing, the stables will be located at a lower elevation relative to the house. The allowable height will be determined by an interpolative average of base surface elevations located within the stable zone.

Because of the flood proofing requirements, the height of the house will appear higher in relation to the street elevation. Applicants are therefore advised to keep the massing of the building as low as possible and horizontal in form to minimize the apparent height as seen from the street. The upper floor should be integrated into the primary roof form, using secondary dormer elements as is appropriate.

#### Objective

Building height should be modulated in scale and form to reduce the visual impact on the low lying landscaping.

This can be achieved by:

- a) Integrating the second floor into the roof form and reducing floor area relative to first floor to achieve a partial storey expression.
- b) Using pitch roof forms and lower eave lines to reduce apparent height.

### 4.2 Front, Rear and Side Yard

Lot size is typically less than elsewhere in Southlands and as a consequence there is somewhat less flexibility in establishing building setbacks. To compensate for this and to maintain the semi rural character that is unique to Southlands, required front yard



set backs set at 25 m (82 ft.) are substantially deeper than the minimum required front yard elsewhere in Southlands RA-1 District.

Stables and smaller accessory buildings related to equestrian use may be positioned closer to the street than the house, at a minimum front yard setback of 10 m (32.8 ft.) but no further back than 25 m (82 ft.). This is to encourage equestrian functions to be positioned closer to the street and to make use of the deep front yard for pasture and turn out functions related to equestrian uses, while at the same time separating equestrian functions from residential use.

Side yards at 4.5 m (14.75ft.) are the same as minimum side yards setbacks elsewhere in Southlands, however because of the lot width, it is assumed that this setback may often be the norm rather than the exception. For this reason greater care in positioning the buildings relative to the neighbours will be required.

The rear yard faces the Fraser River and the public amenity of the pedestrian/equestrian pathway with a rear yard setback of 10 m (32.9 ft.). Balancing the needs of a private rear yard space with a building and yard orientation towards the public realm of the adjacent pathway will require a thoughtful and sensitive response in site planning.

#### **Objective**

To maintain generous front yard setbacks, with layered equestrian functions closer to the street that is typical of the Southlands, while acknowledging the site constraints and uses of neighbouring buildings and the proximity to the Fraser River pedestrian/equestrian pathway in the location of buildings on the site.

#### **4.3 Building Width**

Stables and accessory buildings including garages combined together should not exceed 45% of the total site width when viewed from the street. This is to maintain transparency into and through the site and a general sense of openness. Secondary buildings should not be grouped in a continuous row parallel to the street so as to avoid the effect of a street wall. The house, although set well back from the street, should maintain at least in part, a visual connection to the street.

#### **Objective**

Buildings should not dominate the site but be discretely placed and sit quietly within the landscape.

This may be achieved by:

- a) Allowing for views and transparency through the site from the street and from the river's edge.
- b) Turning stables and accessory buildings so that the narrow frontage faces the street and river.
- c) Avoiding lining up secondary buildings to create a visual sense of a street wall.

#### 4.4 Open Space

Open space is a character defining element of Southlands and remains an important attribute of the Celtic Avenue By-Law. New development should maximize open space where possible through clustering of buildings. Of special importance is the interface between the site and Celtic Avenue. Maintaining a contiguous green space along the street frontage or equestrian related open space will reinforce the sense of openness.

##### **Objective**

To maintain the sense of openness and views across the site seen from the street and from the river.

This can be achieved by:

- a) Consolidate open space along the street and river edges where it is most visible.
- b) Clustering buildings closer together where possible, to maximize open space.

#### 4.5 Private Open Space

The design should address the need for a sense of openness from the street and river while providing for private outdoor space. Private open space should not conflict with the first objective of preserving the semi rural character that a sense of openness entails. Forming non-transparent enclosures along the rear or front property line either through thick formal hedging or solid fencing as an example, would be inappropriate. Open private space should be located close to the building, allowing for a transitional semi public spaces between it and the public realms of the street and river's edge. Special uses such as swimming pools, which are private in nature and require safety fencing should not be located near the site's perimeter.

##### **Objective**

Private space should not detract from the prevailing semi rural character.

This may be achieved by:

- a) Locating private open space close to the house.
- b) Private outdoor space should be intimate in scale and size, relative to the open space.
- c) Use landscaping to loosely define these edges and to provide screening.
- d) Use building shape and clustering to define and semi enclose private outdoor areas.
- e) Provide a transitional semi public space between private and public space to visually buffer private open space.

#### 5 Landscaping

Landscaping, similar to the rest of Southlands, is an important component of the area's semi rural character. Landscaping should be informal in organization, soft edged, allow for transparency, and occur naturally in the local habitat.

Special considerations unique to Celtic Avenue that distinguishes it from the rest Southlands are its proximity to the Fraser River and lot size. In recognition of this a

somewhat different response is needed. For the purpose of clarity landscaping zones may be organized into three different categories, each with its own unique response.

**5.1 Semi Public Realm: Front Yard Facing Celtic Avenue**

Landscaping along the street edge and front yard should most closely approximate landscaping patterns found elsewhere in Southlands. The street edge should be informally treated and transparent across the site. Fences if necessary, should be moderate in height, transparent and rural in character. It is important there is a sense of continuity along the street edge and to de-emphasize the width of the lot pattern, where possible. For this reason, the immediate landscape context either side of the site, should be used as a reference for an appropriate response.

Side property lines, likewise should add to a sense of contiguous green open space and should be defined with low lying bushes, or ideally be completely open. Fences along the side property line, if required for equestrian purposes, should be as transparent and have as minimal visual impact as possible.

**5.2 Private Realm: The House and Private Open Space**

More dense planting to define and further enclose outdoor spaces is acceptable closer to and adjacent to the house. Similar treatment of side yard relationships with adjacent neighbours would also be appropriate. The landscape edge however should be soft and loosely defined. Layering of planting is encouraged so that this is a smooth transition between the semi public space of the front yard and the private area of the house.

**5.3 Semi Public Realm: Rear Yard facing the Fraser River**

As previously stated, houses along Celtic Avenue have two public orientations, both semi-rural in character. It is also important to recognize the special marine habitat along the river bank that distinguishes it from the rest of Southlands. The wetlands which are exposed with the changing tide, wild marsh grasses and seasonal flowers, stone embankment and gravel pathways are all character defining elements associated with this public realm.

The landscape interface between the rear yard and the Fraser River should acknowledge these special qualities by providing landscape treatment that is compatible and allows for a transition between the river and the private open area near the house. Meandering stone pathways that link back to the house, arbour gates which are maritime in character that help to define spatial boundaries between public and semi public and landscaping that is responsive to the marine eco systems are all appropriate responses. Similar to the Celtic Avenue frontages, the edges should not be enclosed but loosely defined so there is a gradual merging of the public and semi public.

**Objective**

Landscaping should acknowledge the special qualities and orientation of Celtic Avenue and to provide for a smooth transition between public, semi- public and private realms.

This may be achieved by:

- a) Maintaining a sense of openness at the front yard, following the established landscape context providing a sense of contiguous open space and large frontages.
- b) Layering landscaping to create informal edges that provide for a transition between semi and private spaces.
- c) Using vegetation that is compatible to the natural environment.

## 6 Filling and Drainage

Most of Southlands is in a flood plain and requires land fill to protect property and inhabitants from the potential flood hazard. Because of its close proximity to the Fraser River, the base grade where the houses are situated has been predetermined at 3.5 m (11.5 ft.) above sea level. The flood plain requirement will be met as a condition of the rezoning and no further filling will be required or permitted except for an allowance for finish grading and to provide positive drainage.

So to minimize the impact of grade change, the raised grades will be contiguous across the twelve sites and will gradually slope back down to Celtic Avenue. Manipulation of these grade other than to provide positive slope for drainage will not be permitted. All grade transitions are to be done gradually as possible without retaining walls, or riprap.

To provide for drainage and finished grades after construction, an allowance up to .3 m (1 ft.) across the width of the site will be permitted. A drainage plan, prepared by certified engineer is a requirement for conditional approval. Additionally, final grades will need to be confirmed by a certified land surveyor that they are in compliance with the approved grading plan of the Celtic Avenue By-Law.

## 7 Submission Requirements

Documents required prior to making a Development Permit application would include:

- a) Site survey showing existing and proposed finished grades.
- b) Context plan showing adjacent properties and building locations.
- c) Context elevation along Celtic Avenue and from the Fraser River elevation, indicating adjacent development.
- d) Floor Plans, elevations, sections and details of all buildings.
- e) Landscape drawings.
- f) Drainage plan.

### ADDITIONAL INFORMATION

**Site, Surrounding Zoning and Development:** This 34 090 m<sup>2</sup> (8.42 ac) site is located in Southlands between Celtic Avenue and the Fraser River, and zoned RA-1 Limited Agriculture. It is located within the 200 year floodplain boundary and forms part of the lands designated Agricultural Land Reserve. The site is comprised of 12 legal parcels: one 15 415 m<sup>2</sup> (3.81 ac) parcel; ten 20 m (66 ft.) wide parcels with an average area of 1 802 m<sup>2</sup> (0.45 ac); and one remnant parcel of 650 m<sup>2</sup> (0.16 ac). Eleven of the 12 parcels are legal, non-conforming having a site area of less than 9 100 m<sup>2</sup> (2.25 ac). The site has a total frontage of 424 m (1,391 ft.) and an average depth of 90.2 m (296 ft.). There is a gradual slope from west to east across the site, but the site slopes more significantly from south to north, from the Fraser River down to Celtic Avenue, with the greatest decrease in elevation of approximately 2.5 m (8 ft.) occurring at the furthest east end of the site. There has been long-standing industrial use on the site, pre-dating the existing RA-1 zoning adopted in 1955. The site was used as a shipyard from 1948-1994, and continues to operate with various commercial and industrial operations. There are approximately 10 buildings on site ranging in age, construction type, and condition. Portions of the site are water-covered, including an area at the west end of the site previously used for a boat slip.

To the south, the site is bordered by the Fraser River (RS-1). The land to the west, north and east is zoned RA-1. To the west, across Balaclava Street, are undeveloped City-owned lands and a privately-owned waterfront property that is occupied by long-standing industrial buildings. To the north across Celtic Avenue are two residential properties of approximately 9 100 m<sup>2</sup> (2.25 ac) – one property includes a two dwellings (one of which is an infill dwelling) and strata-titled stables, and the other includes a one-family dwelling and stable. To the east across the McCleery Street right-of-way (currently developed as a pathway) and to the north across Celtic Avenue, the site is bordered by the City of Vancouver's McCleery Golf Course.

**Agricultural Land Reserve (ALR):** The subject site, as with all lands located within the RA-1 Limited Agricultural District in Southlands, was designated Agricultural Land Reserve (ALR) in 1973. Consistent with the Southlands Plan and Council policy on ALR lands, it is proposed that the site will remain within the ALR (i.e., no exclusion from the ALR). However, the proponent must apply to the Agricultural Land Commission (ALC) for permission to subdivide property in the ALR, to enable the reconfiguration of the site's parcels. In arriving at its decision on the application, the Commission will consider the agricultural potential of the site and that of surrounding lands. If approved at Public Hearing, the Director of Current Planning recommends that Council authorize the proponent to make application to the ALC to subdivide the subject lands in the ALR, as required by the Agricultural Land Commission Act. As a condition of rezoning, a decision by the ALC approving the application would be required prior to enacting the CD-1 zoning.

**Waterfront Access:** Council has a policy, dating from 1973, to develop a continuous waterfront walkway from Point Grey to Angus Drive for walking, bicycles, and horses. In 1988, Council approved a policy to secure and develop additional parks and trails in the Celtic Island area, with a priority for creating a continuous riverfront trail and street-end parks at Blenheim and Balaclava Streets. Under this policy framework, the Southlands Plan proposes

to secure park space and trails through negotiation with property owners as they seek to redevelop their respective sites. This development will allow the dedication of a 10 m (33 ft.) wide public waterfront greenway along the Fraser River with native plantings and a 4 m (13 ft.) shared path for walkers, cyclists, and horses. It will also permit the phased addition of a second, separate path within the greenway for horses when user demand warrants and pathway lighting, pending a public consultation process. (NB: This would not likely happen before upgraded connections can be achieved to the east and west of the site.

The greenway will connect with the existing waterfront path at the McCleery Golf Course, and new pathways to be constructed along Balaclava and McCleery Streets will connect the waterfront greenway to Celtic Avenue. The Engineering Department has agreed to a road exchange, pending approval at Public Hearing, which will provide a 10.1 m (33 ft.) wide dedication and pathway extension of Carnarvon Street from Celtic Avenue to the waterfront, in exchange for a 10.4 m (34 ft.) wide portion of the existing McCleery Street right-of-way (to be consolidated with the site's easternmost parcel). Seating will be provided at intervals along the waterfront greenway and at the southern end of the Carnarvon Street extension. See illustration in Appendix G.

Some residents, including a number in support, are concerned that the proposed waterfront greenway be of a semi-rural character and of a similar size to existing pathways in Southlands. The proposed greenway path will be sympathetic to the Southlands context with a width, surface material (e.g., stabilised gravel), and landscaping treatment that are consistent with the existing pathway located along the north side of the Celtic Island Slough. Public consultation involving Southlands residents would precede any changes to the greenway in the future, including the potential phased addition of a second path for horses.

As a condition of rezoning, the developer would also dedicate and construct shoreline protection works (e.g., rip rap) back of the Fraser River to City standards for dyke construction and a minimum floodproofing datum elevation of 3.5 m (11.5 ft.).

**Floodproofing:** In April 1986, Council endorsed specific floodproofing policies for the Southlands floodplain. In January 1987, Council indicated its support for the existing Provincial floodproofing standards and their extension to all new construction within lands prone to flooding and erosion, notably along the Fraser River. Legislative changes have subsequently been made to the Vancouver Charter so that the City can require implementation of the floodproofing policies. Consistent with Provincial floodproofing standards, the City requires residential development within the Southlands floodplain to have a minimum datum elevation of 3.5 m (11.5 ft.) for habitable space. It also requires the shoreline protection and waterfront greenway along the Fraser River to be constructed to this minimum elevation.

**Fill and Grading:** Policies for Southlands encourage floodproofing fill to be inconspicuously integrated into the prevailing topography, and to not create detrimental impacts for adjacent properties. As such, policy recommends that floodproofing elevation for habitable space be achieved through fill only up to an elevation of 2.6 m (8.5 ft.), and through structural means beyond that to 3.5 m (11.5 ft.). Further, floodproofing fill is to be contained to an area of no more than 4.6 m (15 ft.) around the perimeter of a dwelling unit.

The application proposes a different approach to achieving floodproofing elevation, by primarily adding fill across the site and grading down gradually from the waterfront greenway

along the rear of the site to meet existing elevations at Celtic Avenue. The grade difference from the rear of the property (Fraser River) to the front (Celtic Avenue) will range between 1.6 - 2.6 m (5.2 - 8.5 ft.) with the slope not exceeding 6%. The subject site differs from most other developable sites in Southlands, because it is directly adjacent to the river where a minimum continuous elevation of 3.5 m is required along the entire waterfront. Given this condition, and because the site is separated from all other properties by road right-of-way, and therefore will not impact other properties, staff support the proposed approach to fill and grading on this site.

**Fraser River Estuary Management Program (FREMP):** For many years, federal and provincial agencies have been coordinating the review of projects in the Fraser River Estuary under FREMP, thereby eliminating the need for proponents to deal separately with many different government agencies. Partners in FREMP include the North Fraser Port Authority (NFPA), GVRD, BC Ministry of Water, Land & Air Protection (MWLAP), Fisheries & Oceans Canada, and Environment Canada. The purpose of Coordinated Project Review/Environmental Assessment is to ensure that the environment effects of a project receive careful consideration and provide the proponent and responsible authorities with mitigation recommendations before a decision that would allow the project to proceed. As part of discussions through FREMP, the proponent will provide a habitat compensation marsh along the foreshore at the west end of the site. As a condition of rezoning, a copy of FREMP's project review decision and any mitigation recommendations need to be received prior to enactment of the CD-1 By-law.

**Parking:** The application proposes to provide parking consistent with Parking By-law requirements, including exemption and relaxation provisions. A minimum of 1 off-street parking space is required per dwelling unit; however, no more than 3 spaces will be permitted for the principal dwelling and 1 space for a secondary suite. Off-street parking is also required for stables, at 1 parking space for stables ancillary to a single-family dwelling, and 1 parking space per 2 horses for commercial stables.

**Developer Proposed Design Controls:** Following subdivision and site preparation, the proponent intends to sell the parcels for development by subsequent property owners. The developer has explained that through a private agreement with future purchasers, they intend to impose a set of design controls on the development of each parcel, whereby a consultant architect would review and approve property owners' design proposals before development applications are submitted to the City. Staff have advised the proponent that the proposed private agreement and design controls cannot replace the City's Development Permit and Building Permit requirements and processes, and further that, if the proposed design controls contradict City requirements, the City's requirements take legal precedence.

**Public Input:** On January 26, 2004, a notification letter was sent to 174 nearby property owners, and a rezoning information sign was posted on the site. Sixteen letters and emails have been received with 4 expressing support for the project and 3 in opposition.

An Open House was held on Tuesday, January 25, 2005 at Knox United Church at 5600 Balaclava Street, and attended by about 90 people, who were given comment forms to express their opinions about the proposal (noting the proposal presented was prior to the most recent revisions to the application). Fifty-three completed forms were received at the open house, and an additional 91 were received in the weeks following. Approximately 79% of the comment forms were received from people who lived and/or owned property in the

Southlands RA-1 District. A petition circulated by the Southlands Ratepayers Association and signed by 92 local property owners was delivered in support of the proposal.

The comment forms confirmed that there is strong overall support for the proposal, with 75% responding positively to all aspects of the proposal. A number of respondents commented that they thought the proposal was an improvement over the industrial use and condition of the existing site.

While the project has been generally well received by the community, some issues were identified by some that:

- the proposal might create a precedent for the subdivision of other properties in Southlands;
- the proposed houses and/or overall development might be too large for the proposed parcels;
- the stable bonus while allowing a larger house may not ensure equestrian use;
- there should be opportunity to have more equine development and stable rentals;
- building heights should be consistent with the neighbourhood;
- the waterfront pathway should match existing waterfront pathways in the area; and
- there would be impacts from construction on the surrounding neighbourhood.

Following the open house, several letters and phone calls were received concerned that should the rezoning not be successful, the Musqueam Band intended to exercise alternatives which include submitting a proposal to the Federal government to add the Celtic Avenue property to Reserve Land. For this to happen, the City must receive formal written notice of a proposal to add to Reserve, and to date the City has not received such notice. Information on the Addition to Reserve/New Reserve process is provided in Appendix F.

**Comments of the General Manager of Engineering Services:** The General Manager of Engineering Services has no objection to the proposed rezoning, provided that the applicant complies with conditions shown in Appendix B.

**Fire Department Comments:** The Fire Department notes that the maximum travel distance from a fire vehicle at the street curb to each house entrance is to be 45 m (148 ft.). A sprinkler system will be required for stables, due to their inherent fuel load.

**Financial Implications:** There are no financial implications with respect to budget, fees or staffing.

**Environmental Implications:** The application includes addressing soils contamination and river habitat. Nearby access to recreational opportunities may reduce dependence on use of automobiles.

**Social Implications:** There are no major positive or negative social implications to this proposal. There are no implications with respect to the Vancouver Children's Policy or Statement of Children's Entitlements.



**Comments of the Applicant:** The applicant, Progressive Construction Ltd., has been provided with a copy of this report and has provided the following response:

“This report and appendices is the result of over two years of discussion and negotiation with City staff. It has been a difficult process that has tried to balance the views of Progressive, the City and the Southlands Ratepayers Association as to the best development for the site. We are very pleased to support the final report of the City which we believe will result in a development that everyone can be proud of. The community benefit of a waterfront trail along the entire site plus a cash contribution for community enhancement of \$1,280,000 cannot be over-emphasized. Progressive Construction Ltd. is celebrating its 40th anniversary as a Richmond based development and contracting company and are proud to be involved in this very special project.”

## INFORMATION ON ADDITIONS TO RESERVE/NEW RESERVES

A number of residents have voiced concerns that should the rezoning not proceed the owners of the site, the Musqueam, Band might proceed to annex the site with the Reserve. Consequently, staff researched the matter.

The Federal government formalised the Additions to Reserves/New Reserves (ATR) policy in 1991. The policy is administered by the Ministry of Indian & Northern Affairs (MINA) and sets out a process whereby First Nations may request to add land to an existing reserve community or create new reserves. In 2001, the government issued a policy directive to clarify where the policy and practice should facilitate more routine reserve addition proposals (e.g., community additions) and to consider additions to reserve for economic development purposes.

An ATR proposal can take approximately 2 to 7 years depending on its completeness and complexity. A series of site specific criteria must be addressed, including environmental audits, cost/funding analysis, and legal encumbrances on title. The process requires a First Nation to lead local communications and consultation with the public and affected individuals and interest groups to increase awareness and deal with potential issues. It also promotes a "good neighbour" approach, wherein a First Nation and municipality discuss issues of mutual interest and/or concern based on good faith, good will, and reasonableness. This discussion can include negotiation of arrangements, in such areas as joint land planning/by-law harmonization, tax considerations, service provision, and future dispute resolution. A First Nation is required to inform a municipality in writing of a proposal under consideration, and allow the municipality 3 months in which to respond with any issues. To date, the City has not received written notice of an ATR proposal for the Celtic Avenue property.

In deciding on an ATR proposal, the Federal government looks at a number of considerations; municipal considerations are but one. For this reason, staff cannot comment on what the site's final form might be if the Musqueam Band decides to initiate an ATR proposal. (However, as outlined in the Protocol between the City of Vancouver and the Musqueam Band, a servicing agreement would be negotiated that would accommodate both Parties' desire to pay for/receive municipal services in a manner that is fair and equitable to the Band's and the City's residents).

Southlands residents are concerned with the uncertainty surrounding the site's ongoing and future use. A rezoning that the City, community, and landowners could mutually support would assist in resolving the question of the site's future.

2950 - 3190 CELTIC AVENUE  
PROPOSED CD-1 REZONING PLANS, ELEVATIONS AND SECTIONAL

NOTE: Plans on pages 5 - 12 are illustrative examples of site planning and building design. Maximum residential floor area proposed in the draft CD-1 By-law of 465.5 m<sup>2</sup> (5,000 sq. ft.) is 22% less than that illustrated which is approximately 565.6 m<sup>2</sup> (6,088 sq. ft.).

Form of Development will be determined through the Development Permit process and by application of the CD-1 By-law and the Design Guidelines. Council will approve the final form of development.



# Celtic Shipyards

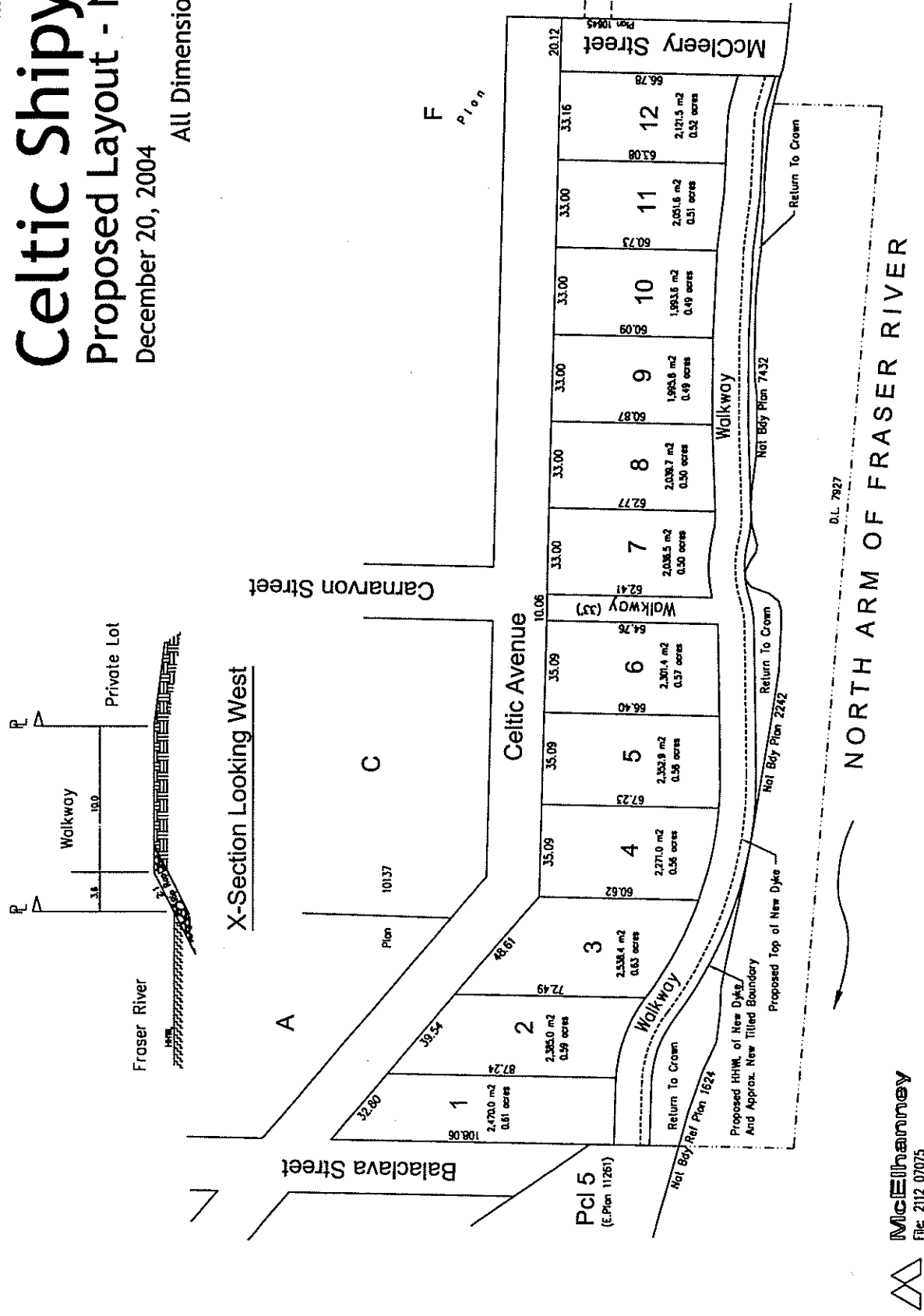
## Proposed Layout - Net

December 20, 2004



All Dimensions In Meters

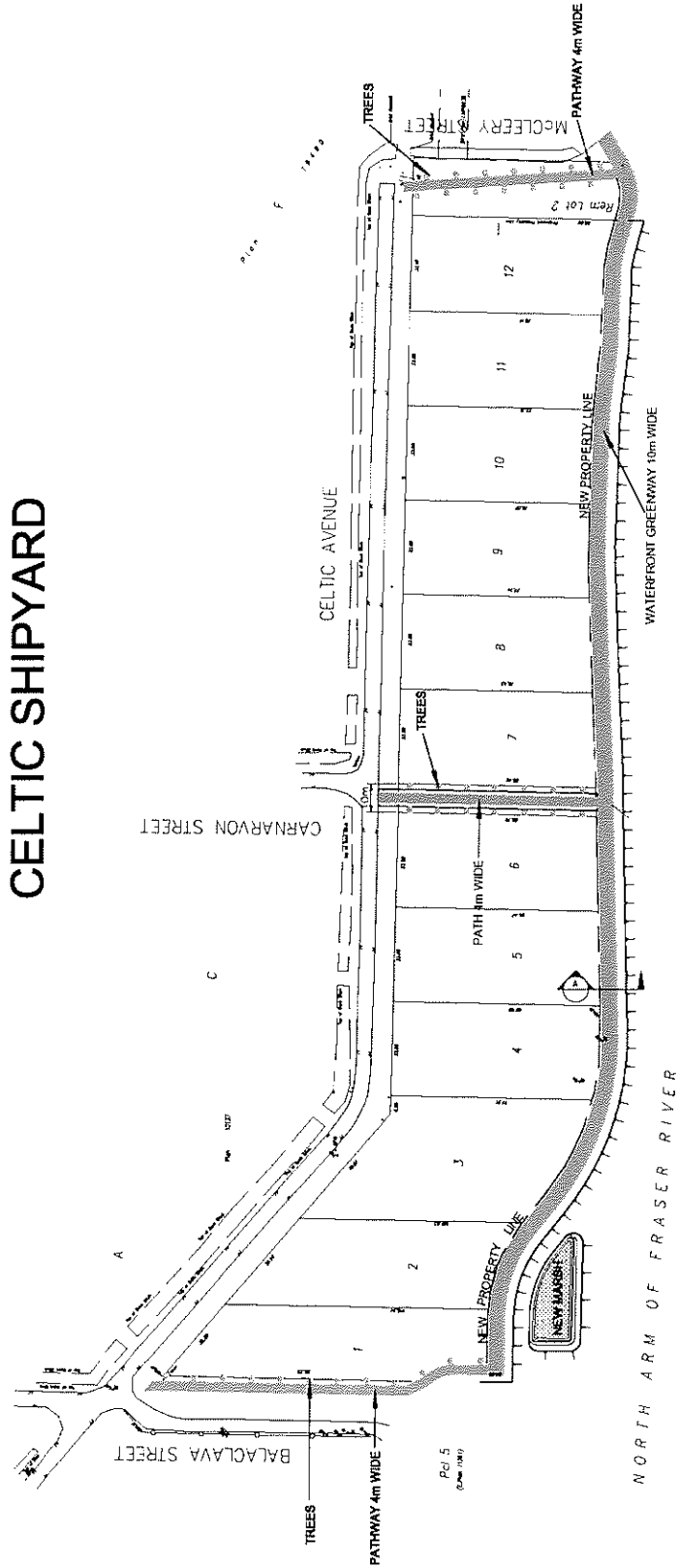
APPENDIX G  
Page 3 of 12



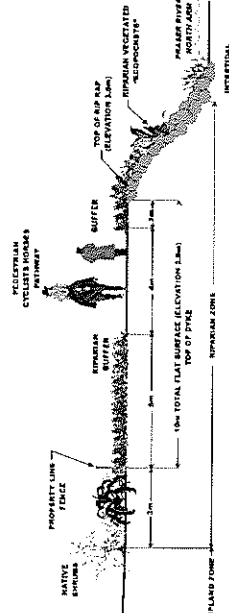
**McEIlhanney**  
File: 2112 07075

NOTE: This is the subdivision concept proposed by the Applicant. The final subdivision plan, including detailed parcel dimensions will be determined through the subdivision approval process.

# CELTIC SHIPYARD

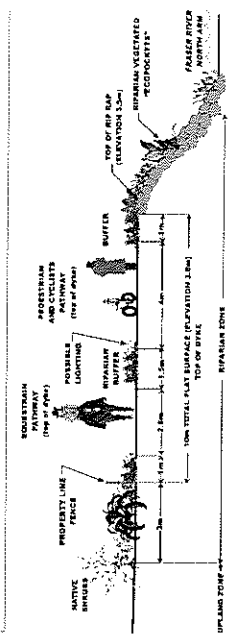


## IMMEDIATE WATERFRONT GREENWAY PLAN



- IMMEDIATE PLAN** N.T.S.
- 10.0 metres of land dedicated for waterfront greenway development
  - 4.0 metre wide shared gravel path for walkers, cyclists and horses
  - Shared gravel paths from Celtic to the waterfront along Balclutha, Carnarvon and McCleery
  - Wildlife habitat with native plantings along all paths
  - Seating located along the waterfront path and at Carnarvon street-end for views of the river

## FUTURE WATERFRONT GREENWAY PLAN



- FUTURE PLAN** N.T.S.
- Timing and ultimate design will be based on future needs and public consultation (Not expected to be implemented for at least 5 years)
  - 10.0 metres of land dedicated for waterfront greenway development
  - 4.0 metre wide shared path for walkers and cyclists, and 2.5 metre wide path for horses
  - Shared paths from Celtic to the waterfront along Balclutha, Carnarvon and McCleery
  - Wildlife habitat with native plantings along all paths
  - Seating located along the waterfront path and at Carnarvon street-end for views of the river
  - Low level bollard style lighting for walkers and cyclists (style appropriate for Southlands and the waterfront)

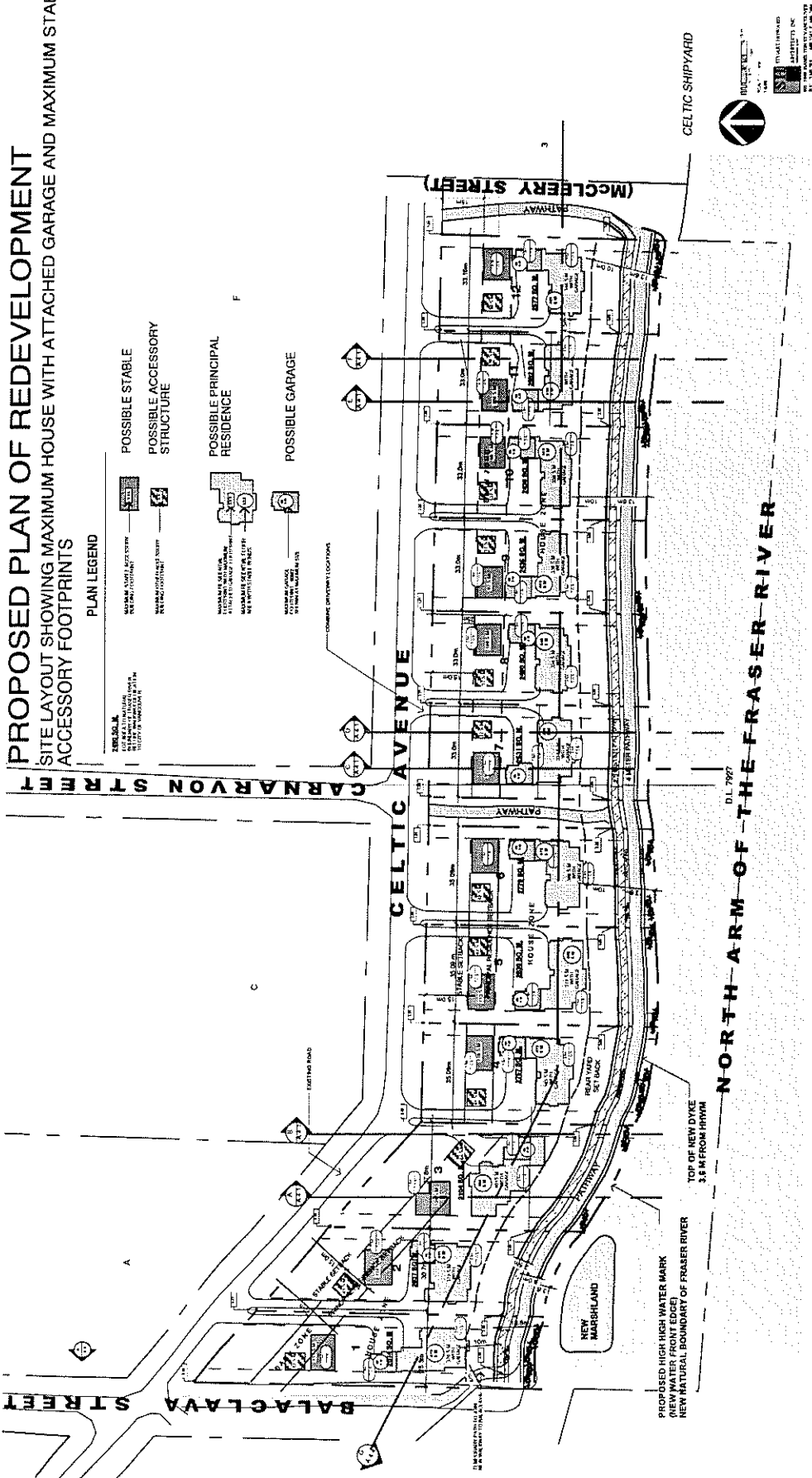
REV	DATE	DESCRIPTION
1	Jan 10/08	Issue

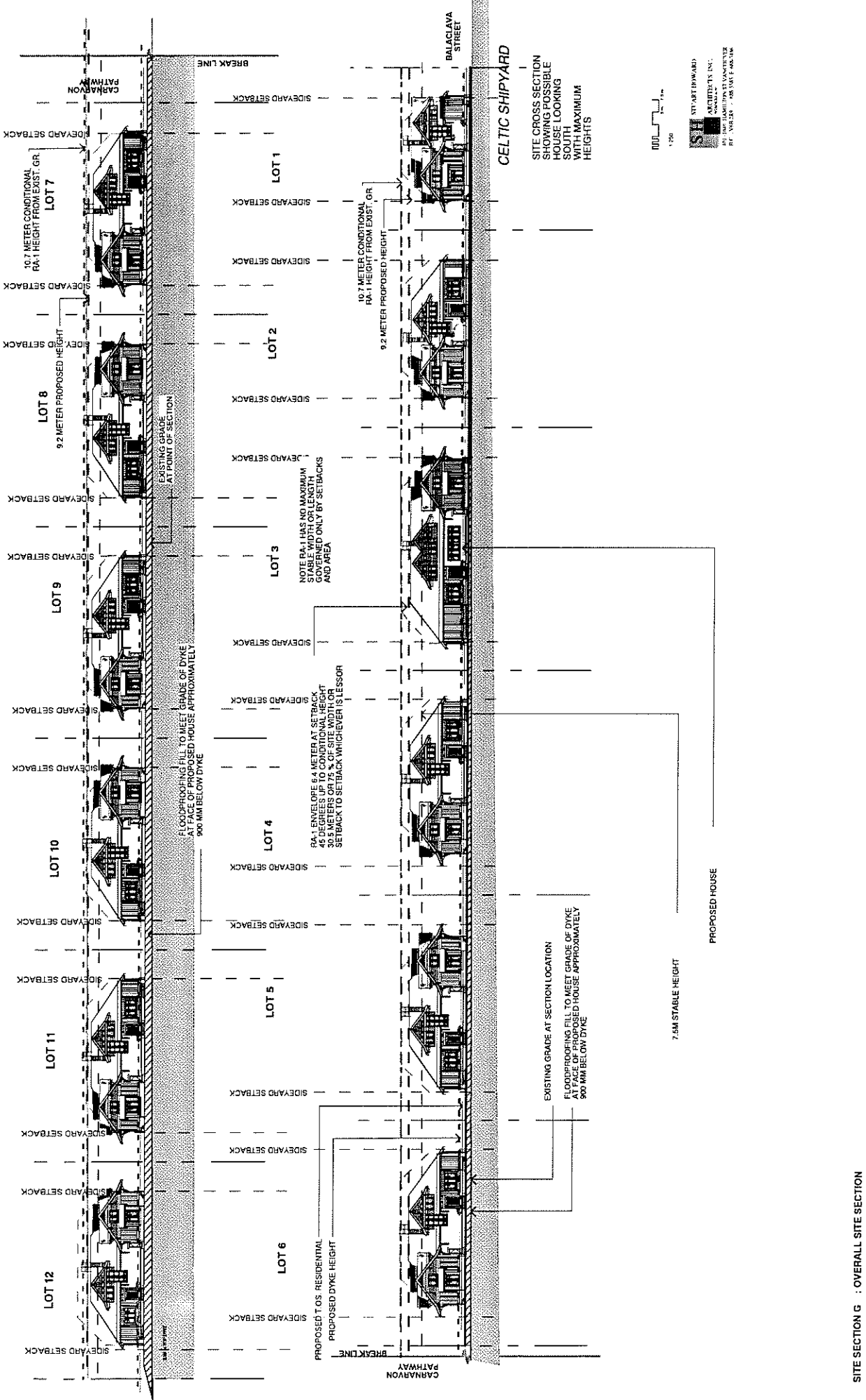
**PEDESTRIAN PATH AND PLANTING PLAN**  
 2860-3160 CELTIC AVENUE  
 VANCOUVER, BC  
 PROGRESSIVE CONSTRUCTION LTD.

Project No. 1000000000  
 Date: 10/01/08  
 Drawn by: CS  
 Checked by: CS

ORIGINAL IN COLOUR

**PROPOSED PLAN OF REDEVELOPMENT**  
 SITE LAYOUT SHOWING MAXIMUM HOUSE WITH ATTACHED GARAGE AND MAXIMUM STABLE AND  
 ACCESSORY FOOTPRINTS





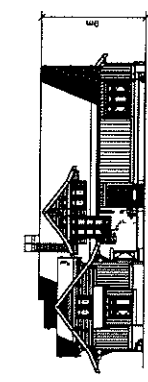
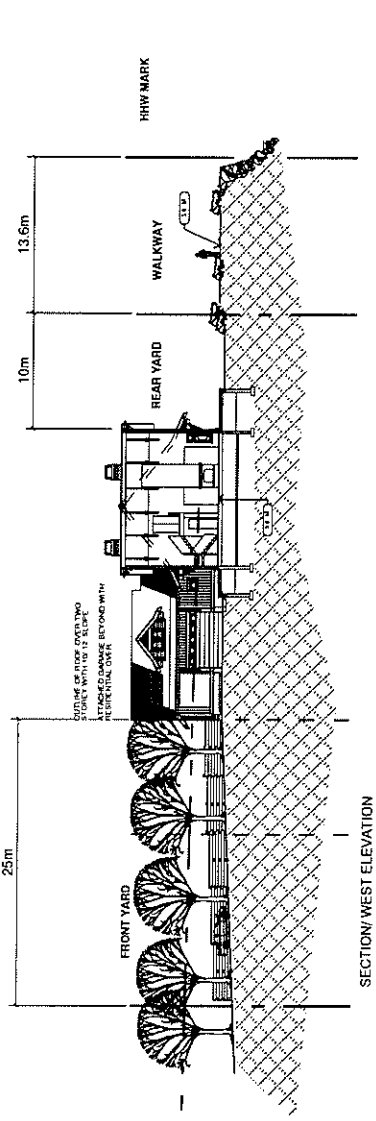
SITE CROSS SECTION  
SHOWING POSSIBLE  
HOUSE LOOKING  
SOUTH LOOKING  
WITH MAXIMUM  
HEIGHTS

NSW ARCHITECTS INC.  
101 BALACLAVA STREET  
SYDNEY NSW 1540  
TEL: (02) 9550 1111  
WWW.NSWARCHITECTS.COM.AU

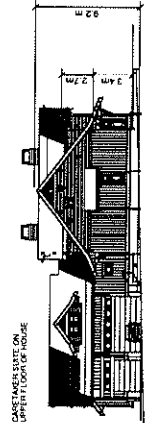
SITE SECTION G : OVERALL SITE SECTION



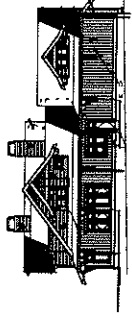




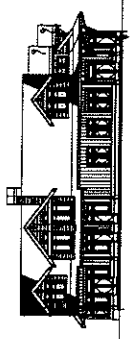
NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION



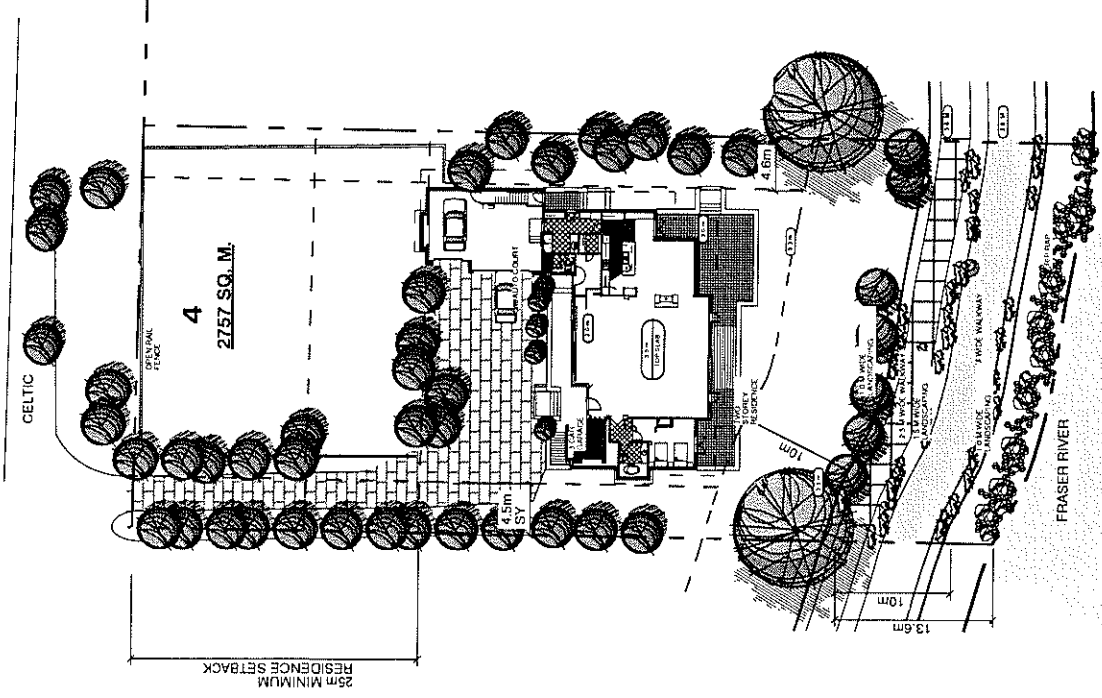
SOUTH ELEVATION

CELTIC SHIPYARD

SITE DEVELOPMENT WITH  
NO STABLE  
MAXIMUM FLOOR AREA  
WITH NEAR MAXIMUM  
RESIDENTIAL SITE  
COVERAGE CARETAKER  
OVER ATTACHED GARAGE.  
MAXIMUM BUILDING WIDTH  
ON LOT 4



SHEET A 2.2





**CELTIC SHIPYARD**

SITE SECTIONS  
 SHOWING POSSIBLE  
 HOUSE/STABLE  
 WITH MAXIMUM  
 RA-1 EXISTING  
 ENVELOPES SHOWN

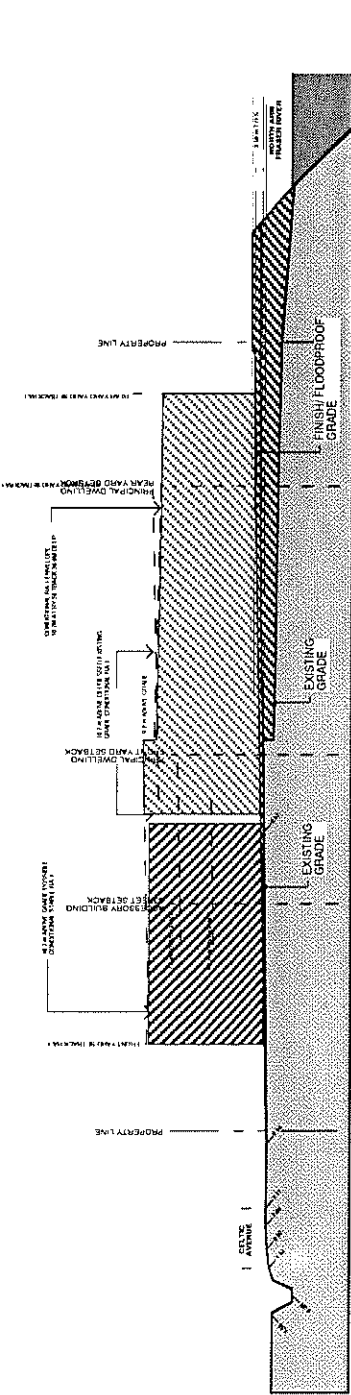


STUART BOWARD  
 ARCHITECTS INC.  
 211 SOUTH MAIN STREET  
 PORTLAND, ME 04101

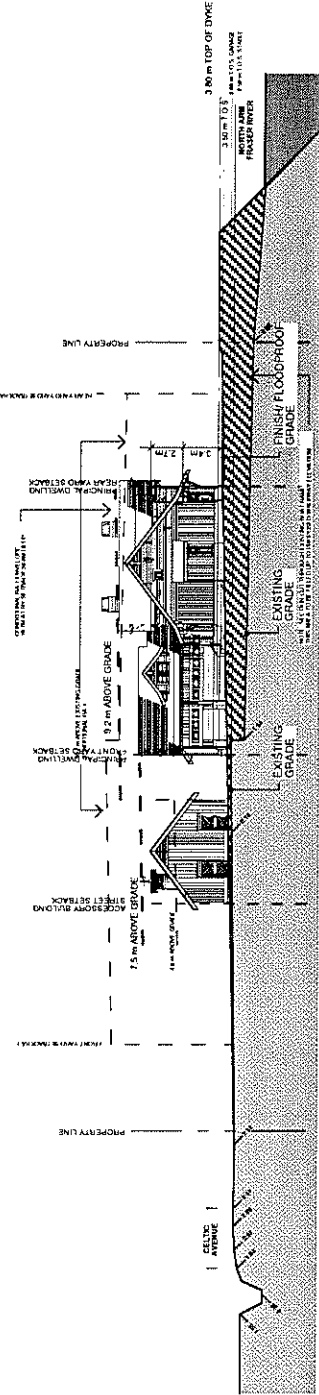
31495

SHEET A 4.1

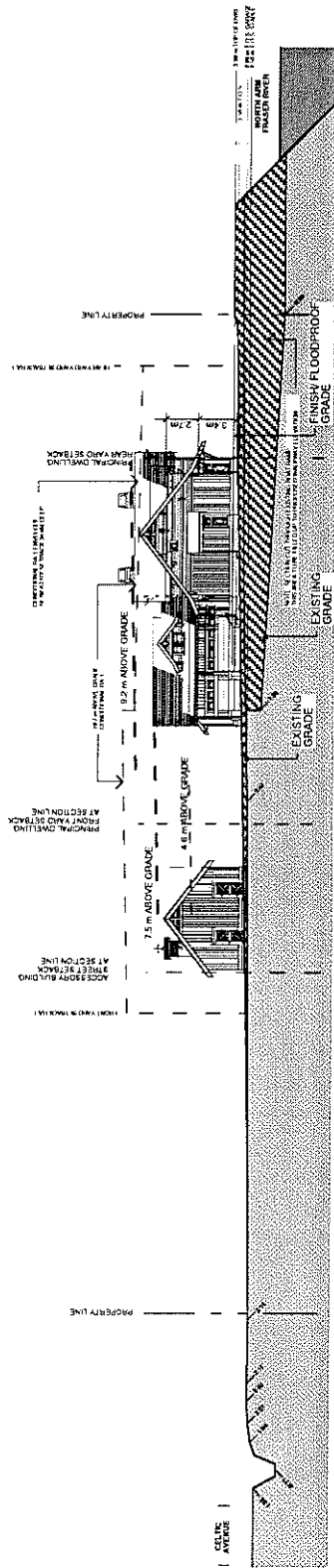
APPENDIX G  
 Page 10 of 12



SITE SECTION B : LOT 3 WITH RA-1 CONDITIONAL ENVELOPE



SITE SECTION B : LOT 3



SITE SECTION A : LOT 3

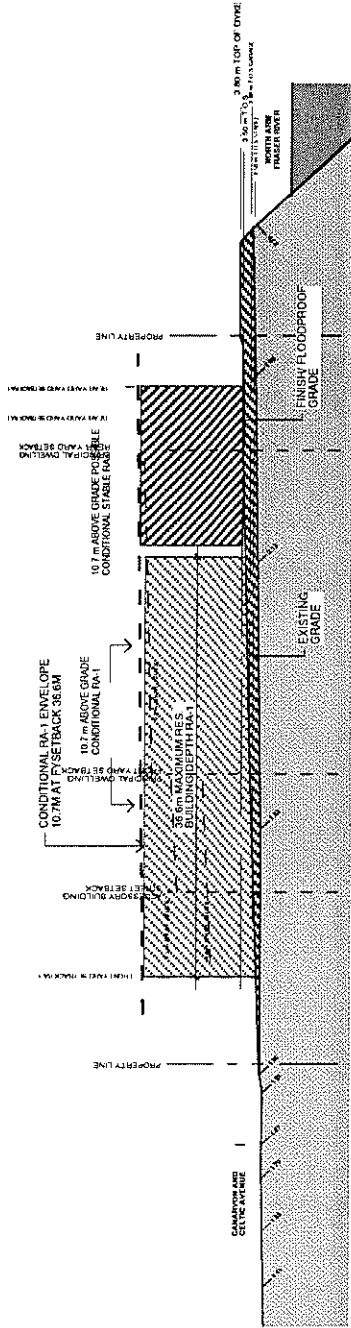
**CELTIC SHIPYARD**

SITE SECTIONS  
THROUGH LOT 7  
SHOWING POSSIBLE  
HOUSE/STABLE  
WITH MAXIMUM  
HEIGHTS  
RA-1 EXISTING  
ENVELOPES SHOWN

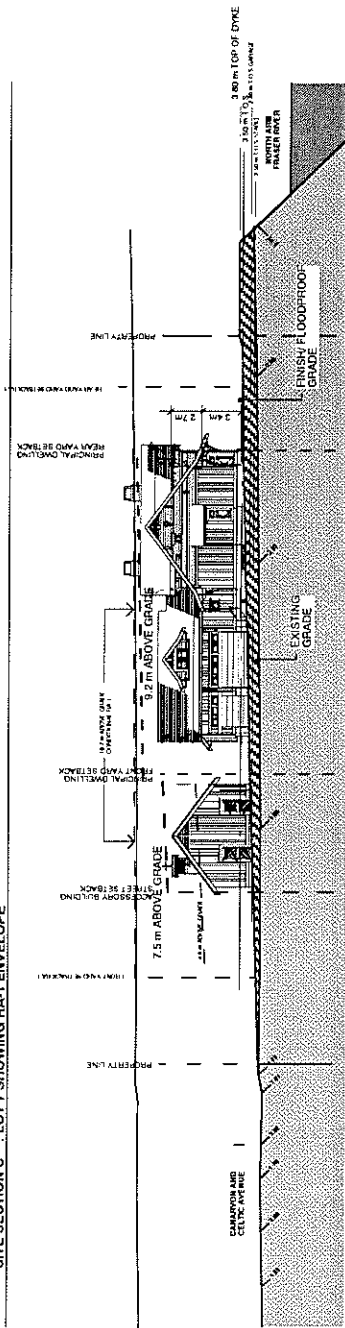


0000  
1"=20'

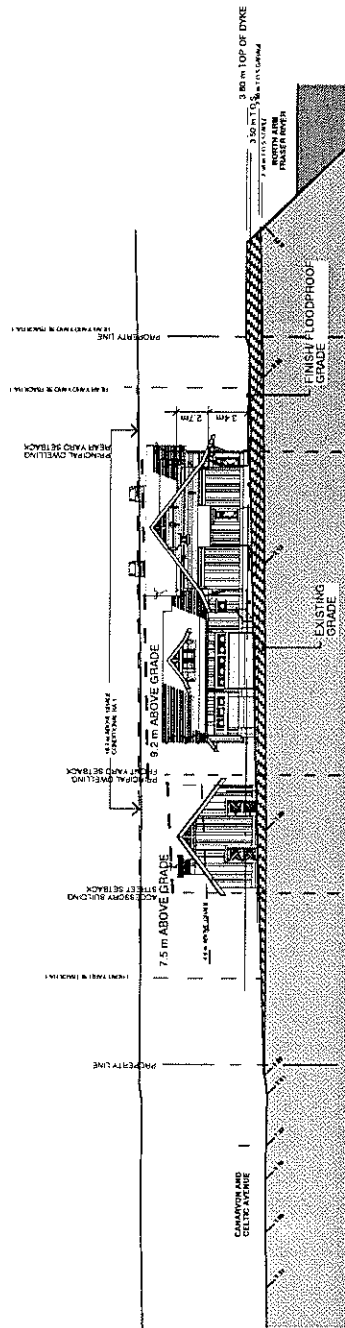
STUART BURNARD  
ARCHITECTS, INC.  
11100 BARNETT AVENUE, SUITE 100  
BOSTON, MA 02128  
TEL: 617.552.1234  
FAX: 617.552.1235



SITE SECTION C : LOT 7 SHOWING RA-1 ENVELOPE



SITE SECTION D : LOT 7



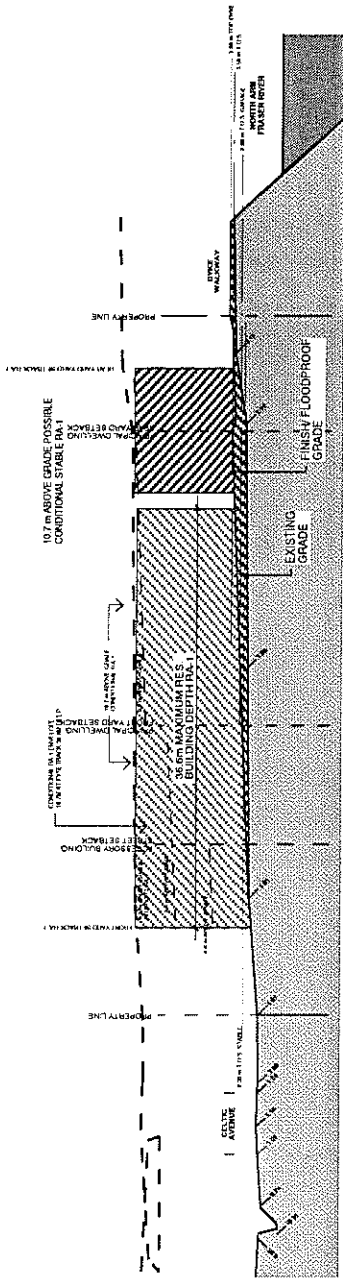
SITE SECTION C : LOT 7

**CELTIC SHIPYARD**

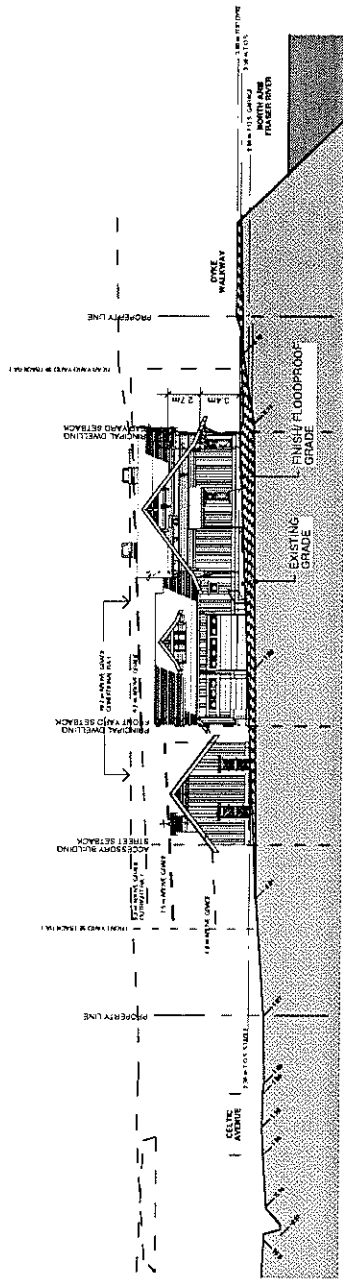
SITE SECTIONS THROUGH LOT 11 SHOWING POSSIBLE HOUSES WITH MAXIMUM RA-1 EXISTING ENVELOPES SHOWN



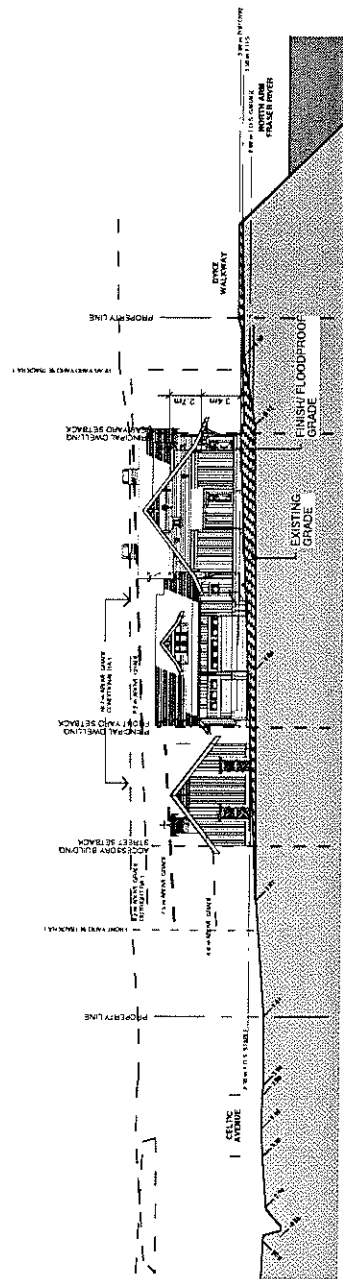
STUART BORDWICK ARCHITECTS INC.  
 1000 WEST 10TH AVENUE  
 SUITE 1000 DENVER, CO 80202  
 TEL: 303.733.4444 FAX: 303.733.4445



SITE SECTION E : LOT 11 SHOWING RA-1 ENVELOPE.



SITE SECTION F : LOT 11



SITE SECTION E : LOT 11

APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Street Address	2950 - 3190 Celtic Avenue
Legal Description	Lots 1 - 10, Block 16, DL 194, Plan 2242; Part of Lot B (Amended Ref Plan 1624), DL 194 lying east of the production southerly of the west boundary of Lot 1, Block 16, DL 194, Plan 2242; and Lot D, Block 8, DL 194, Plan 11178
Applicant/Developer	Progressive Construction Ltd.
Architect	Stuart Howard Architects Inc.
Property Owner	Musqueam Holdings Ltd.

Site Statistics

	Existing	Proposed - Gross*	Proposed - Net*
Site Area	34 090 m <sup>2</sup> (8.42 ac)*  * Comprised of 12 existing legal parcels: one 15 415 m <sup>2</sup> (3.81 ac) parcel; ten 20 m (66 ft.) wide parcels with an average area of 1 802 m <sup>2</sup> (0.45 ac); and 1 remnant parcel of 650 m <sup>2</sup> (0.16 ac).	32 068 m <sup>2</sup> (7.92 ac)  * Comprised of 12 approx. equal-sized parcels ranging from 2 443 m <sup>2</sup> - 3 104 m <sup>2</sup> (0.60 - 0.77 ac). * Less water-covered lands of approx. 2 022 m <sup>2</sup> (0.50 ac) returned to Crown.	26 557 m <sup>2</sup> (6.56 ac)  * Less dedication of shoreline protection and greenway to City of approx. 5 511 m <sup>2</sup> (1.36 ac).

Development Statistics

	Existing Zoning Provisions (based on existing legal parcels)	Proposed (based on proposed new parcels, prior to shoreline protection and greenway dedication)	Recommended (on proposed new parcels)
Zoning	RA-1	CD-1	CD-1
Uses	One-Family Dwelling, Agricultural, Cultural and Recreational, Institutional	One-Family Dwelling with option for a Secondary Suite and Stables	As proposed
Site Area	Min. 9 100 m <sup>2</sup> (2.25 ac)	Between 2 443 - 3 104 m <sup>2</sup> (0.60 - 0.77 ac)	As proposed
Total Floor Area	Dwelling Use: Max. conditional 4 176 m <sup>2</sup> (44,952 sq. ft.)  All Other Uses (incl. stables): Max. conditional 4 091 m <sup>2</sup> (44,034 sq. ft.)	Dwelling Use: 5 574 m <sup>2</sup> (60,000 sq. ft.) Stables: 1 283 m <sup>2</sup> (13,807 sq. ft.)	As proposed
Site Coverage	Dwelling Use: Max. conditional 3 653.2 m <sup>2</sup> (39,324 sq. ft.)  All Other Uses (incl. stables): Max. conditional 4 091 m <sup>2</sup> (44,034 sq. ft.)	Dwelling Use 4 128 m <sup>2</sup> (44,435 sq. ft.)  Stables: 1 275 m <sup>2</sup> (13,724 sq. ft.) (4%)	As proposed
Aggregate Site Coverage	50% for all dwelling uses and yard areas within 6.4 m (22.6 ft.) of dwelling uses, open swimming pools and tennis courts, parking spaces, manoeuvring aisles and driveways accessory to dwelling uses.	40% for all improvements and impermeable surfaces.	As proposed

	Existing Zoning Provisions (based on existing legal parcels)	Proposed (based on proposed new parcels, prior to shoreline protection and greenway dedication)	Recommended (on proposed new parcels)
Max. Height	9.2 m (30 ft.) and 2½ storeys, measured from natural base surface, relaxable to 10.7 m (35 ft.).  Accessory Building outright max. 3.7 m (12 ft.) with no portion exceeding 4.6 m (15 ft.).	9.1m (30 ft.) and 1.75 storeys, for dwellings, measured from 3.5 m geodetic (flood construction elevation)  5.2 m (17.06 ft.) for accessory buildings and detached garages, measured from base surface  7.5 m (25 ft.) for stables	As proposed
Front Yard Setback	7.3 m (24 ft.)	25 m (82 ft.) for all buildings, except a minimum set back of 10 m and a maximum setback of 25 m for stables and accessory buildings customarily ancillary to stables.	As proposed
Side Yard Setback	4.5 m (15 ft.)	4.5 m (15 ft.) for all buildings	As proposed
Rear Yard Setback	4.5 m (15 ft.)	10 m (33 ft.) for all buildings, except 5 m (16 ft.) for accessory buildings customarily ancillary to dwelling use.	As proposed
Parking Spaces	Min. 1 space per dwelling unit	As per Parking By-law, except no more than 3 spaces for a principal dwelling and 1 space for a secondary suite.  1 space for stables ancillary to a principal residence. 1 space per 2 horses for principal (commercial) stables.	As proposed