



City of Vancouver *Zoning and Development By-law*

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CD-1 (143)

2421-2581 Eddington Drive

4508-4652 Puget Drive

By-law No. 5416

(Being a By-law to Amend By-law 3575, being the Zoning and Development By-law)

Effective November 18, 1980

(Amended up to and including By-law No. 9414, dated December 12, 2006)

1 *[Section 1 is not reprinted here. It contains a Standard clause amending Schedule D (Zoning District Plan) to reflect this rezoning to CD-1.]*

2 **Uses**

The area shown outlined in black on the said plan is rezoned CD-1 and the only uses permitted within the said area and the only uses for which development permits will be issued are:

- (a) One-family dwellings or one-family dwellings with secondary suite; [9414; 06 12 12]
- (b) Accessory uses customarily ancillary to the above, including off-street parking; and subject to such conditions as Council may by resolution prescribe.

3 **Floor Space Ratio**

The floor space ratio for habitable space, including that permitted in Section 10.15.1 of Zoning and Development By-law No. 3575, shall not exceed 0.45.

The floor space ratio for non-habitable space as regulated by Section 10.15.2 of Zoning and Development By-law No. 3575 shall not exceed 0.15.

The following shall be included in the computation of floor space ratio:

- (a) all floors having a minimum ceiling height of 4 feet (1.219 m), including earthen floor, both above and below ground level, to be measured to the extreme outer limits of the building;
- (b) stairways, fire escapes, elevator shafts and other features which the Director of Planning considers similar, to be measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located.

The following shall be excluded in the computation of floor space ratio:

- (a) balconies, canopies, sundecks and other features which the Director of Planning considers similar, permitted to a maximum total area of 8 percent of the floor area;
- (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
- (c) parking areas, the floors of which are at or below the highest Point of the finished grade around the building;
- (d) where exterior walls greater than 152 mm in thickness have been recommended by a Building Envelope Professional as defined in the Building By-law, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness, except that this clause shall not apply to walls in existence prior to March 14, 2000. [8169; 00 03 14]

4 **Site Coverage**

The maximum site coverage for buildings shall be 50 percent of the site area.

5 **Height**

The maximum height of a building shall not exceed 25 feet (7.620 m) as measured from a base surface determined by the building grades at the corners of the site, provided that:

- (a) no portion of a building within that area of the site identified by the letter “a” on Map 1 shall extend above a horizontal plane having an elevation of 12 feet (3.658m) to be measured, for each site within this area, from the corner of the site having the lowest building grade along the fronting street;
- (b) no portion of a building within that area of the site identified by the letter “b” on Map 1 shall extend above a horizontal plane having an elevation of 8 feet (2.438 m) to be measured, for each site within this area, from the corner of the site having the lowest building grade along the fronting street;

Note: *Information included in square brackets [] identifies the by-law numbers and dates for the amendments to By-law No. 5416 or provides an explanatory note.*

- (c) no portion of a building shall extend above a 40 degree angle of sunlight measured above a horizontal plane from the lowest building grade along the northerly boundary of that portion of the lane immediately opposite each site. For the purpose of this section, that portion of the lane immediately opposite each site shall be determined by a true north projection from all points along the site boundary adjoining the lane;
- (d) where development is permitted in a required sideyard, the maximum height of a building shall be 10 feet (3.048m) as measured from the base surface.

6 Yards

Front and rear yards shall be provided having a minimum depth as indicated on Map 2, provided that where a roof terrace is provided on a garage and located adjacent to a habitable room, a garage shall be permitted to encroach into the required rear yard, subject to the height and side yard provisions of this By-law.

Sideyards shall be provided as follows for the proposed lots indicated on Map 3:

- (a) Lots 2 to 14, inclusive:
- (b) a nil easterly side yard and a westerly side yard having a minimum width of 1/3 of the width of the lot, provided that the Development Permit Board may permit an easterly side yard having a maximum width of four feet (1.219 m), subject to the following:
 - (i) provision of a westerly side yard having a minimum width of 16 feet (4.877 m); and
 - (ii) maintenance of privacy regarding the adjoining easterly site.
 - Lots 15 to 17, inclusive:
 - a side yard, on both the easterly and westerly sides, having a minimum width of 5 feet (1.524 m).
 - Lots 1 and 18:
 - a westerly side yard having a minimum width of 5 feet (1.524 m) and an easterly side yard having a minimum width of 10 feet (3.048 m).

The Development Permit Board may permit habitable and non-habitable space, including garages, to encroach into a required westerly side yard for Lots 2 to 14, inclusive, subject to the following:

- (a) in no case shall the side yard provided be less than 10 feet (3.048 m); and
- (b) a terrace shall be provided on the total roof of every encroachment, be located adjacent to a habitable room, and have direct access of sufficient width from the adjoining grade; and
- (c) the height of every encroachment shall in no case exceed 10 feet (3.048 m) measured from the base surface, described in the Section of this By-law entitled "Height", to the surface of the roof terrace.

7 Off-street Parking and Vehicular Access

Each one-family dwelling or one-family dwelling with secondary suite must have at least two off-street parking spaces with access from the lane. The location and design of all off-street parking spaces and vehicular access thereto is to be approved by the Development Permit Board, having particular regard to the approved development plan and design guidelines. [9414; 06 12 12]

8 Landscaping

All development permit applications shall be accompanied by the submission of a detailed landscape plan in accordance with the approved development plan and design guidelines.

9 Repealed

[9414; 06 12 12]

10 Foundations and Retaining Walls

All foundations and retaining walls shall be designed by a certified structural engineer. The location and non-structural design of all foundations and retaining walls shall be approved by the Development Permit Board, having particular regard to the approved development plan and design guidelines.

11 Design Approval

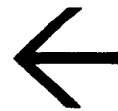
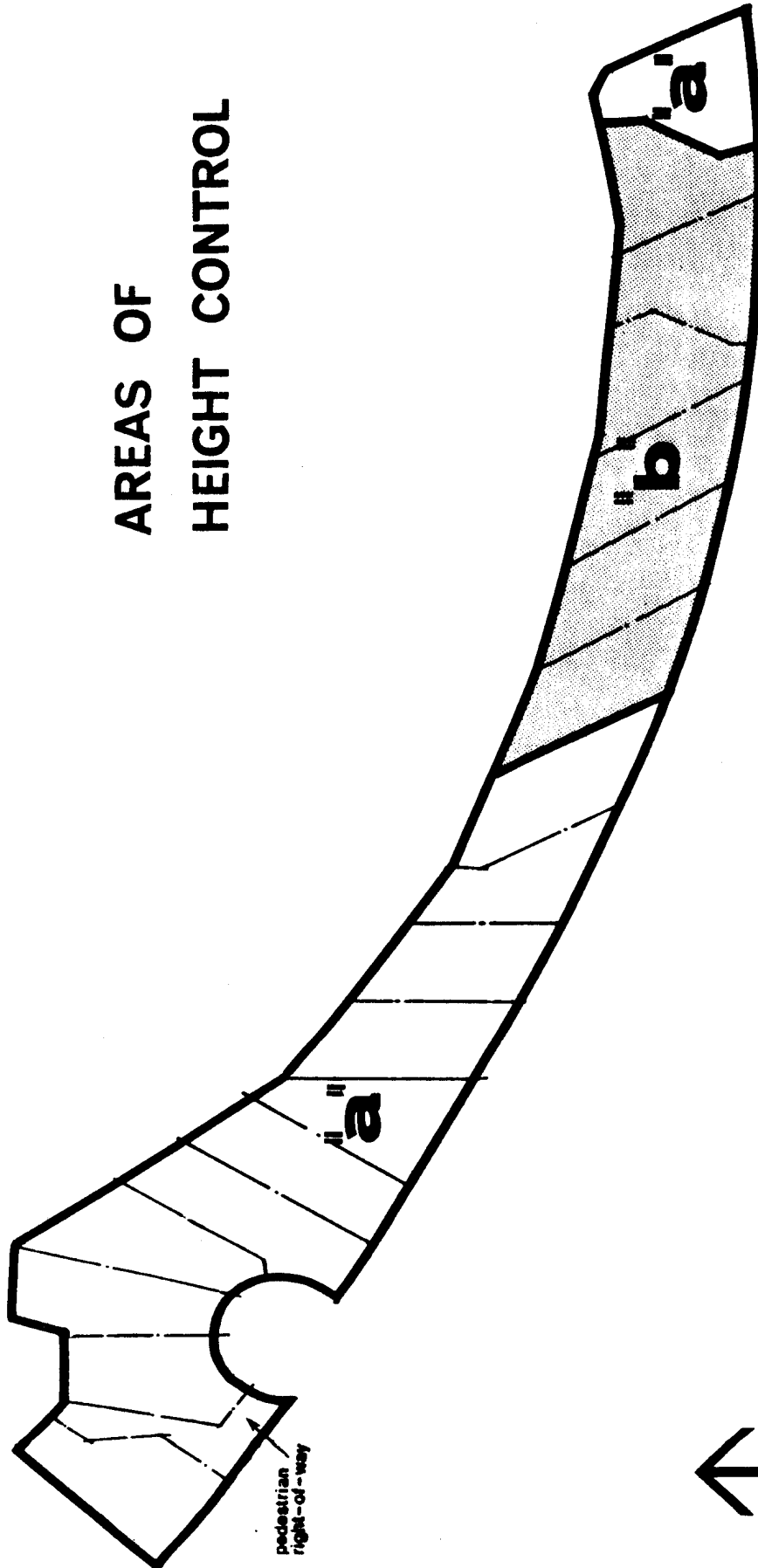
All development permit applications shall be accompanied by a scale model and require the approval of the Development Permit Board which shall, in exercising its jurisdiction, have particular regard to the following:

- (a) the advice received from the Development Permit Staff Committee and the Urban Design Panel;
- (b) the approved development plan and design guidelines, including the overall form of development, exterior finishes, window treatment, paving and landscaping, the usefulness of outdoor open space, privacy, overview and roofscape treatment.

12 *[Section 12 is not reprinted here. It contains a standard clause including the Mayor and City Clerk's signature to pass the by-law and certify the by-law number and date of enactment.]*

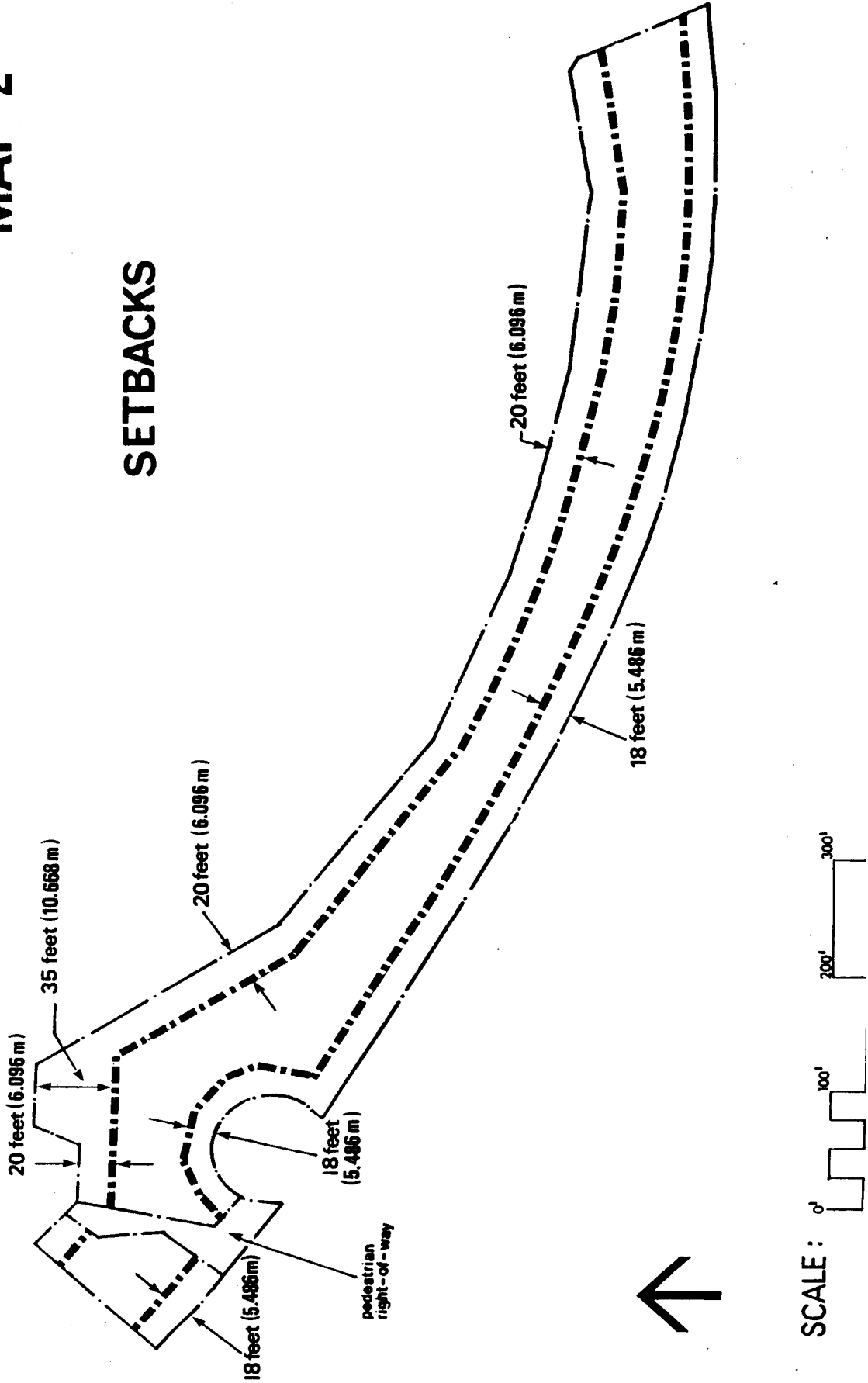
MAP 1

AREAS OF HEIGHT CONTROL



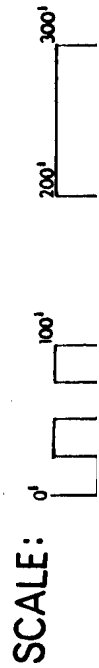
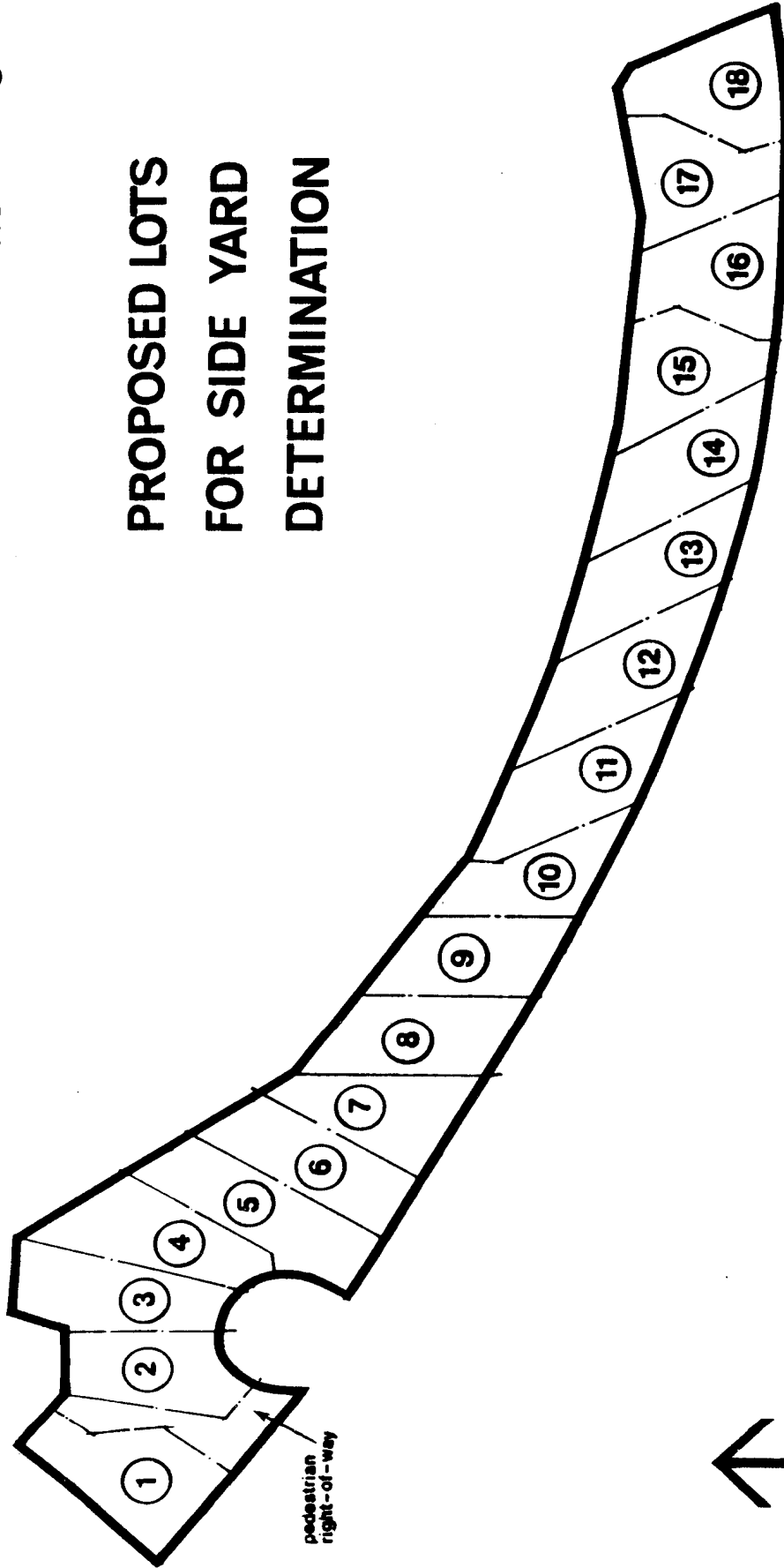
MAP 2

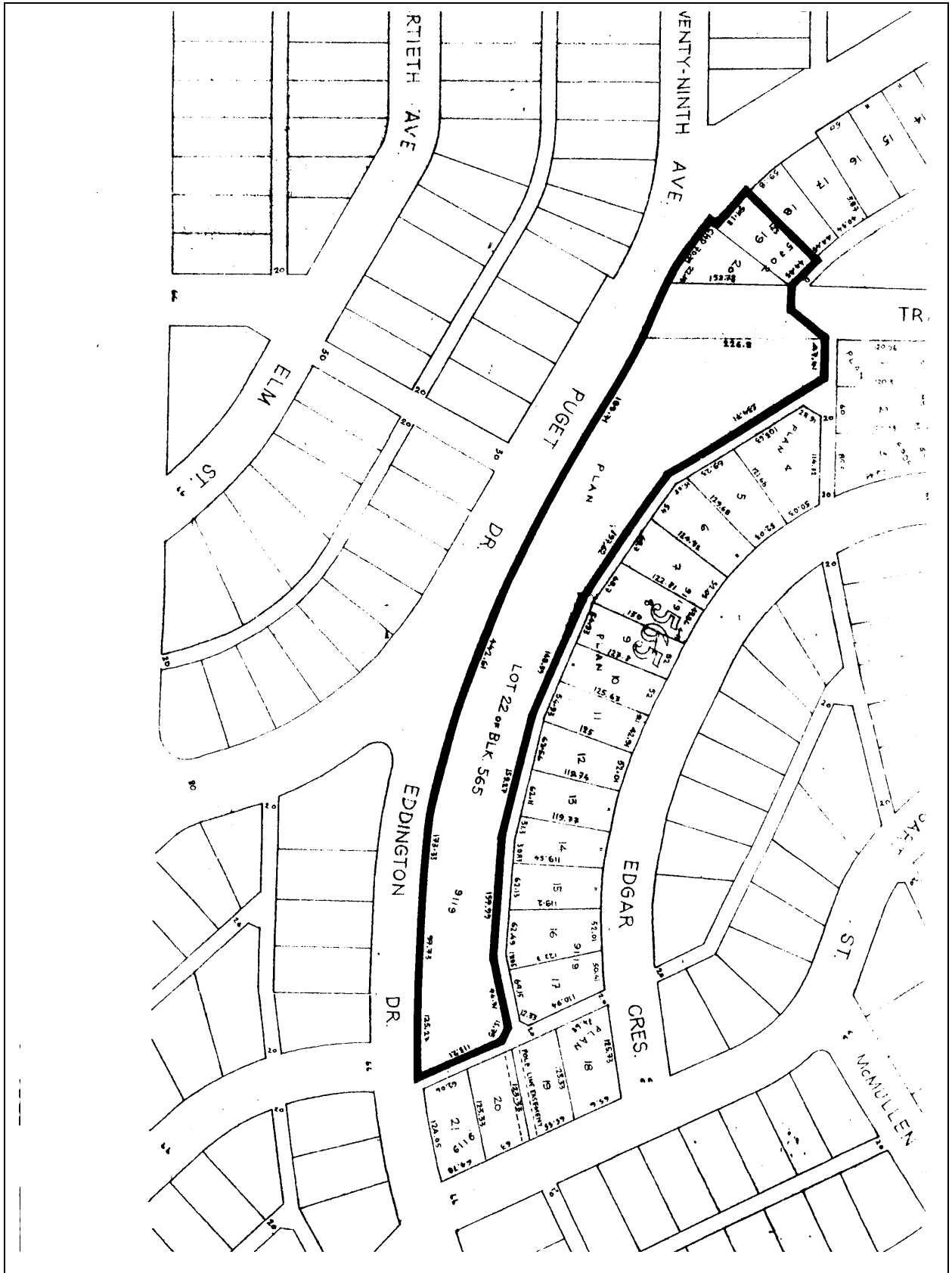
SETBACKS



MAP 3

PROPOSED LOTS FOR SIDE YARD DETERMINATION





MC

May 13/80

III. Report of the Standing Committee
on Planning and Development
(May 1, 1980)

The Council considered this report which contains four clauses identified as follows:

- Cl. 1: Monthly Status Report on Development Control
- Cl. 2: Development Permit Application Processing Procedures
- Cl. 3: Residential Paper Collection - North Vancouver District
- Cl. 4: Puget & Eddington City Lands Study

MOVED by Ald. Harcourt,

THAT the recommendations of the Committee, as contained in clauses 1, 2, 3 and 4 of this report, be approved.

- CARRIED UNANIMOUSLY

MANAGER'S REPORT

DATE 1980 04 22

TO: Standing Committee on Planning and Development

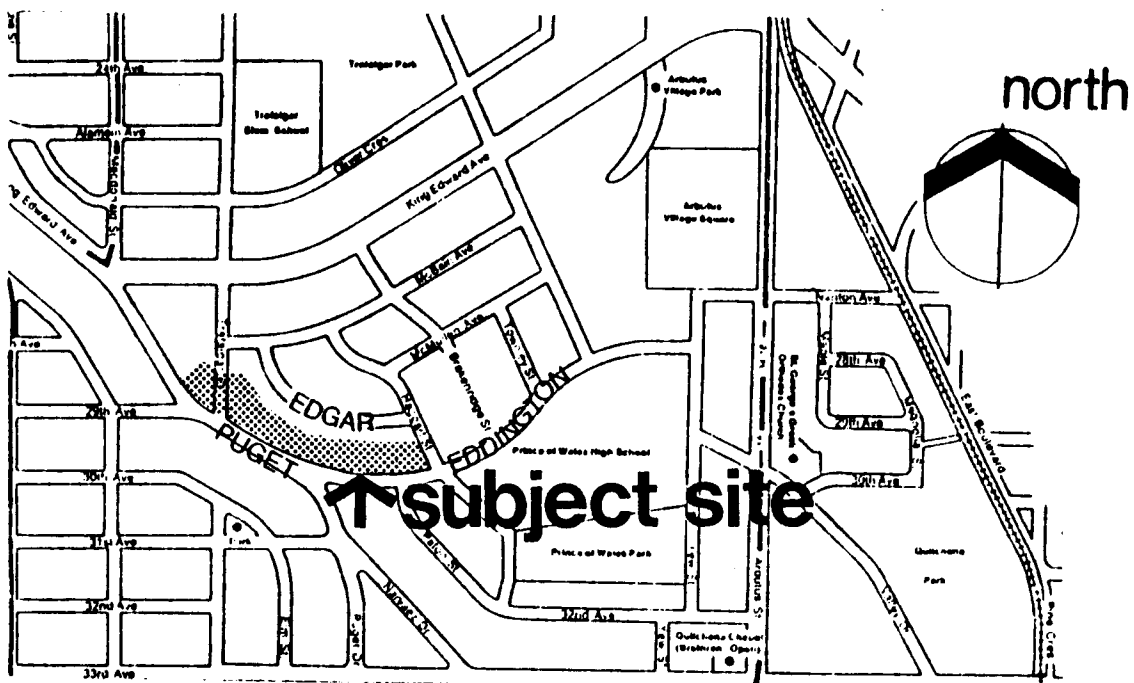
SUBJECT: Puget & Eddington City Lands Study

CLASSIFICATION: RECOMMENDATION

The Director of Finance, the City Engineer and the Director of Planning report as follows:

"I. BACKGROUND & PURPOSE

This report discusses the recommendations of the City's consultants, Eikos Design Group/Roger Hughes Architects, who undertook a study of the potential for development of detached housing on the above site. The report outlines a series of actions required of the City to achieve marketing and development of the Puget and Eddington lands.



The Puget and Eddington site is shaped as a long, thin arc and is a segment of an abrupt ridge which defines the north edge of the MacKenzie Heights area. The property is zoned RS-1, occupies approximately 3.0 acres, and is generally recognized within the neighbourhood as the local, vacant lot, serving as a casual play area for local children. Concrete stairs on the site provide a pedestrian connection between Trafalgar Street and Puget Drive.

The surrounding area is also zoned RS-1 with the only exception being property to the northwest which is zoned CD-1 and developed as a senior citizens housing complex. The area is well provided with park space and Prince of Wales Secondary School and Trafalgar Elementary School almost abut the subject property. The recently completed Arbutus Village Shopping Centre provides almost all required services within a half mile of the subject property.

The immediate area ranks high on any scale of socio-economic status as its population is generally professionally oriented with high household incomes. The area is one of older families, many now empty nesters but with a younger population beginning to move to the location. Surrounding residential lots are about 7,000 sq. ft. in area, generally developed with large single family homes 15 to 35 years old, of high quality construction and some architecturally designed.

The Puget/Eddington site was acquired in 1955 from the C.P.R. for one dollar. Over the years, a number of attempts were made to develop these lands; for example, a March 1973 report recommended that the site be consolidated for sale to one developer for the the construction of 20 single family dwellings. However, based on the City Engineer's concerns relating to the design and construction of a \$500,000. retaining wall required to stabilize the site, the report was not sent forward.

In September 1976 the City Engineer advised that the site could be developed without retaining walls by using building foundations as soil stabilizing structures.

Based on this information and with the improved economic feasibility of developing the site because of its increased market value, Council, on May 1, 1979, approved the retention of Eikos Planning and Environmental Design Group Ltd., and Roger Hughes Architects to study the development potential for single family housing on the Puget and Eddington property.

The purpose of the study outlined in the Terms of Reference were to:

1. Prepare a single family development concept.
2. Recommend methods of dealing with the site's soil conditions.
3. Provide an economic assessment of the proposed concept and advise on project feasibility.

The Director of Planning believes that the consultants have done an excellent job on the Puget and Eddington study by evolving a form of development which provides a unique opportunity to demonstrate that a quality residential scheme can be achieved through careful attention to design, site constraints, economic implications and the desires of local residents. The majority of the consultants' recommendations are consistent with goals of the City for marketing its lands.

II PROCESS

The study began in June 1979 and involved consultation with City staff from various departments and representatives of the real estate and development industries.

Pursuant to Council's instructions and realizing the potential impact that site development might have on the neighbourhood, significant emphasis was placed on the involvement of local residents in the planning and design process.

An initial meeting to explain the program took place on June 13, 1979, at Prince Of Wales Secondary School on Eddington Drive. As a result, the Puget and Eddington Citizens Committee was formed (June 27, 1979) and there followed regular meetings between the Committee and the consultant team to report and discuss findings from the Study.

A consultative process evolved where the Citizens Committee and the consultant team had an opportunity to examine various options and explore possible implications regarding the development of the site. The Citizens Committee raised a number of concerns including: who would be responsible for hillside damage, slides and instability; and what would be the density of the project? They particularly wanted the minimum size of lots to be 7,000 square feet. Other major concerns were: the height of buildings, width of the lane, view obstruction, drainage, swimming pool problems, and the aesthetic appearance of the buildings. The consultant team took all concerns into account in evolving various development solutions. The final development recommendations, therefore, represent the outcome of much debate and discussion and a final consensus in regard to design, engineering and market aspects. It is noted that a commitment was made at the June, 1979 meeting to hold a final public meeting in the community to discuss the consultants' findings and staff recommendations regarding the disposition of the Puget & Eddington lands.

III DEVELOPMENT GUIDELINES

The intent of the guidelines is to prescribe a form of development which will ensure privacy, prevent overlooking and allow for sun penetration into outdoor spaces of the development and rear yard areas of existing homes along Edgar. As well, the consultants have recommended minor traffic changes and a series of general site improvements which will enhance the prestige of the proposed development. The Director of Planning concurs with these recommendations and believes they should be implemented to ensure that a quality residential development is achieved. These guidelines and site improvements are summarized as follows:

A. Building Envelope

The building envelope, defined by setbacks, sideyards, floor space ratio, site coverage and building height controls will prevent the 'house on stilts' solution which has been used recently for hillside housing design in Vancouver and should encourage low scale developments where the building is very closely integrated with the site. In addition, a zero sideyard concept providing a wide view corridor on each lot is proposed so that pedestrians have the opportunity of views through the development.

Therefore, based on the consultant's analysis of site limitations, view and privacy preservation, and citizen concerns, the Director of Planning recommends that the site be rezoned from RS-1 to CD-1 (Comprehensive Development District) to ensure compliance with requirements relating to FSR, site coverage, height, setbacks, sideyards, access, parking and garbage collection, landscaping, retaining walls and design control. These controls which will form part of the CD-1 By-law are outlined in Appendix I attached.

B. Subdivision

The site tends to be naturally divisible into three segments with changes in topography, vegetative covering and orientation determining a different character for each area. These differences in turn suggest appropriate subdivision patterns and building forms for each area. On this basis, the site should be subdivided into 18 lots as outlined in the attached Appendix II.

The shape of the lots maximizes the potential for views, access and sun orientation. The average lot size is approximately 7,200 square feet which reflects the average residential lot size in the immediate area and desires of local residents. It is noted that the lot sizes are approximate and could be either increased or decreased subject to the location of the south property line along Puget and Eddington Drives.

C. Traffic

During the study, residents expressed concern about traffic, especially noise and safety aspects. Based on these concerns, it is recommended that the intersection of Puget and Eddington Drives be reconfigured to a 'T' intersection to slow down traffic on Eddington.

D. Site Improvements

It is proposed that the boulevard along Puget and Eddington Drives be landscaped and improved in accordance with the quality of the development. The use of earth berms two to three feet in height will serve to provide privacy to houses on the site, while reducing road noise and the impact of the new units. A public sidewalk, and tree and shrub planting should be included in the boulevard zone. The design of the boulevard area including location of berms and sidewalks would be co-ordinated by the City Engineer and Director of Planning.

The development of vehicular turn-around is proposed for the west end of the site. This cul-de-sac would not only allow the provision of more lots on the site but will also serve as a drop-off for pedestrians and light deliveries.

The existing pedestrian connection from Trafalgar Street to Puget Drive must be relocated to permit the new subdivision. The pedestrian way is to be redesigned to link up with the proposed turn-around off Puget. These traffic measures and site improvements are described in Appendix III attached.

IV MARKETING

The consultants anticipate a very strong demand for this top of the line quality site. Analysis of supply indicates that a marked shortage of quality undeveloped lots exist in most of the inner core areas of the region.

Research indicates that demand will be spread between three distinct groups, each group with differing internal and external housing requirements in response to age, income, job concentration and housing aspirations as follows:

- (a) Executive, empty nester, top of the line income. The major emphasis of this user group will be on the internal floor plan and quality of interior finish with provision of view being very important.
- (b) Young professionals, upperwardly mobile, never-nesters, higher joint incomes. The major emphasis of this group will be on the interior layout and quality of fixtures.
- (c) Family-oriented, middle-aged executive with older children. The major emphasis of this group will be on living space with perhaps less emphasis on site aspects.

To summarize, the consultants recommend that the 18 lots be offered to the market simultaneously and be marketed in four enclaves of four to six lots each as outlined in the site plan attached as Appendix III. The site should be marketed by enclaves because the economic implications of selling the property to 18 individual builders would introduce considerable diseconomies of scale and construction causing both house construction and servicing costs to rise with the likelihood that the return to the City would be less. As well, each enclave should be sold to a separate developer to provide a diversity of built form over the entire site.

The consultants also suggest that a "proposal call" system be implemented under the direction of a City-appointed project manager. This system would request details of major personnel and recent developments by the interested companies, among other things.

STAFF CONCLUSIONS:

City staff agree that the site should be marketed by enclaves but note that the potential return to the City could be reduced by limiting a developer to the purchase of one enclave. If an offer is received for all four enclaves, it should be considered noting that the design guidelines and normal permit processes can ensure a diversity of building design over the site.

The recommendation to hire a project manager is considered by City staff to be inappropriate since co-ordination of the project would be carried out through the Development Permit and Building Permit processes.

The "proposal call" would involve preliminary designs from the interested parties and this would be time-consuming and costly to the bidders. The enclaves should be offered for sale to the market with stringent guidelines including a provision that development must start by a set date and in a given sequence. This will ensure that development occurs in an orderly fashion, potential for speculative gain on the land is reduced and site stability is maintained throughout the construction period.

V. ENGINEERING ASPECTS

A. Provision of Services

(1) Sewers

The existing sewers along Puget and Eddington Drives are too high for use by the properties to be created. It will be necessary to install new separate sewers in the lane north of the site and to carry out some up-grading of the local systems to accept the increase in capacity.

(2) Water

The existing mains on Puget and Eddington Drives are able to serve the new properties.

(3) Gas

There will need to be a relocation of the existing gas main within the Trafalgar Street end right-of-way.

Capacity for the new homes is available from the existing system.

(4) Electrical

A series of overhead cables for power, telephone and cablevision which feed the existing homes on Edgar Crescent and other consumers in the area are carried on a line of wooden poles in the lane north of the site.

The consultants were concerned that these cables would interfere with the view from the new homes and suggested the burial of the cables and removal of the poles.

Three options are available:

(a) Leave the existing pole line and cables in place.

This lowers our servicing costs but may reduce marginally the yield from the sale of the lots due to the effect on the view.
(Cost - \$0.)

- (b) Leave the existing poles in place but feed each pole from a new underground system in the lane. (\$101,000.00)

The existing overhead services to the individual homes on Edgar Crescent would remain and the interference of the 'feed' cables would be removed, slightly reducing interference with the view.

Negotiations with B.C. Hydro and others would be required to obtain approval for this revision.

- (c) Remove the pole line and cables and install a completely new underground system for both the new homes and the existing homes on Edgar Crescent. (\$200,000.00 - \$300,000.00)

This would be very costly and requires the approval of every homeowner on Edgar Crescent since it would require modification of each home electrical entrance box, access through and restoration of their landscaping.

The City Engineer & Department of Finance propose that 'Option (a)' be adopted for the following reasons:

- i. The cost is lowest.
- ii. The interference by the existing cables is minor and would not be entirely eliminated by 'Option (b)'.
- iii. Options (b) and (c) include the possibility that B.C. Hydro and others may need to reroute their feeds to consumers other than those on Edgar Crescent, e.g., Prince of Wales School.
- iv. With 'Option (a)', the property owners on Edgar Crescent need not be disturbed.
- v. The City would avoid a lengthy approval and design period required by B.C. Hydro and others which could delay the marketing of the lots.

B. Site Preparation

Site preparation will be the responsibility of the developers working within guidelines prepared by the City. In order to finalize these guidelines, the City Engineer proposes that a series of detailed soil tests be authorized by Council.

Bulkhead agreements in favor of the City must be registered against these properties before any construction takes place.

C. Traffic

The development of the Puget/Eddington lands as proposed would not significantly increase the traffic in the local area.

The lane to the north of the site should be widened to the full 20 feet width.

The south end of the lane connecting Eddington Drive and Edgar Crescent should not be closed as suggested by the consultants. This lane provides access to existing and the proposed properties for cars, garbage collection service and emergency vehicles.

The cul-de-sac and turnaround at the west end of the site is essential for access to the proposed lots in the direct area. However, the turnaround will need to be of sufficient diameter to allow easy access for emergency vehicles. Visitor parking and the amount of central landscaping in this turnaround, as proposed by the consultants, may not be practical.

The proposed relocation of the pedestrian walkway connecting Puget Drive and Trafalgar Street will provide the necessary connection and utility corridor.

D. Cost Sharing

In connection with the provision of the on and off-site improvements recommended in this and the consultants report, the City Engineer proposes that the various costs be applied as follows:

1. The Property Endowment Fund to pay for:
 - (a) Provision of new sewers in the lane north of the site and upgrading of downstream system.
 - (b) New curbs, gutters, paving and sidewalks on Puget & Eddington Drives.
 - (c) Reconfiguration of the Puget/Eddington intersection.
 - (d) Pave the lane north of the site to full width of 20 feet.
 - (e) Installation of new cul-de-sac on Trafalgar Street end.
 - (f) Relocation of the gas main on the Trafalgar Street right-of-way.
 - (g) Site soils tests.
 - (h) Undergrounding of B.C. Hydro, Telephone and Cablevision on Puget/Eddington Drives for the new homes.

The estimated cost of providing the above-noted services and improvements is approximately \$14,000.00 per lot, making a total City servicing cost of \$252,000.00.

2. The developers to pay for:
 - (a) All on-site costs including site preparation.
 - (b) Installation and landscaping of mini-park and pedestrian walkway from Trafalgar to Puget as shown on Appendix III attached.
 - (c) Special landscaping of boulevards on Puget/Eddington Drives and a new cul-de-sac.
 - (d) All connection charges for services.

VII RECOMMENDATIONS

The Director of Finance, the City Engineer and the Director of Planning recommend that the following recommendations be received and that a presentation by the consultants and a discussion of their proposal and staff recommendations be referred to a special evening meeting of the Planning and Development Committee in the community:

- A. That Council instruct the Director of Planning to apply to rezone the Puget/Eddington lands from RS-1 to CD-1, incorporating the recommendations outlined in this report and the consultant's report.
- B. That the Supervisor of Properties, in co-operation with the Director of Planning and the City Engineer prepare a marketing package with any conditions of sale required by the City Engineer for submission to prospective developers including preparation of the required subdivision plan as outlined in Appendix II.
- C. That the City Engineer and the Supervisor of Properties arrange for soil tests on the site, at a cost of \$5,000.00 chargeable to the Property Endowment Fund, prior to any marketing of this property."

The City Manager RECOMMENDS that the recommendations of the Director of Finance, the City Engineer and the Director of Planning be approved.

PUGET & EDDINGTON DEVELOPMENT CONTROLS & GUIDELINES

to form basis of rezoning to CD-1

Floor Space Ratio

Maximum F.S.R. 0.60 comprising 0.45 F.S.R. habitable space (as defined by the Zoning and Development By-law) and 0.15 non-habitable space (cellars, etc.)

Site Coverage

Maximum site coverage 50%. However, where a terrace adjacent to a habitable room is provided over other habitable space, site coverage can increase by 50% of the terrace area subject to approval of landscaping and paving treatment of terrace area.

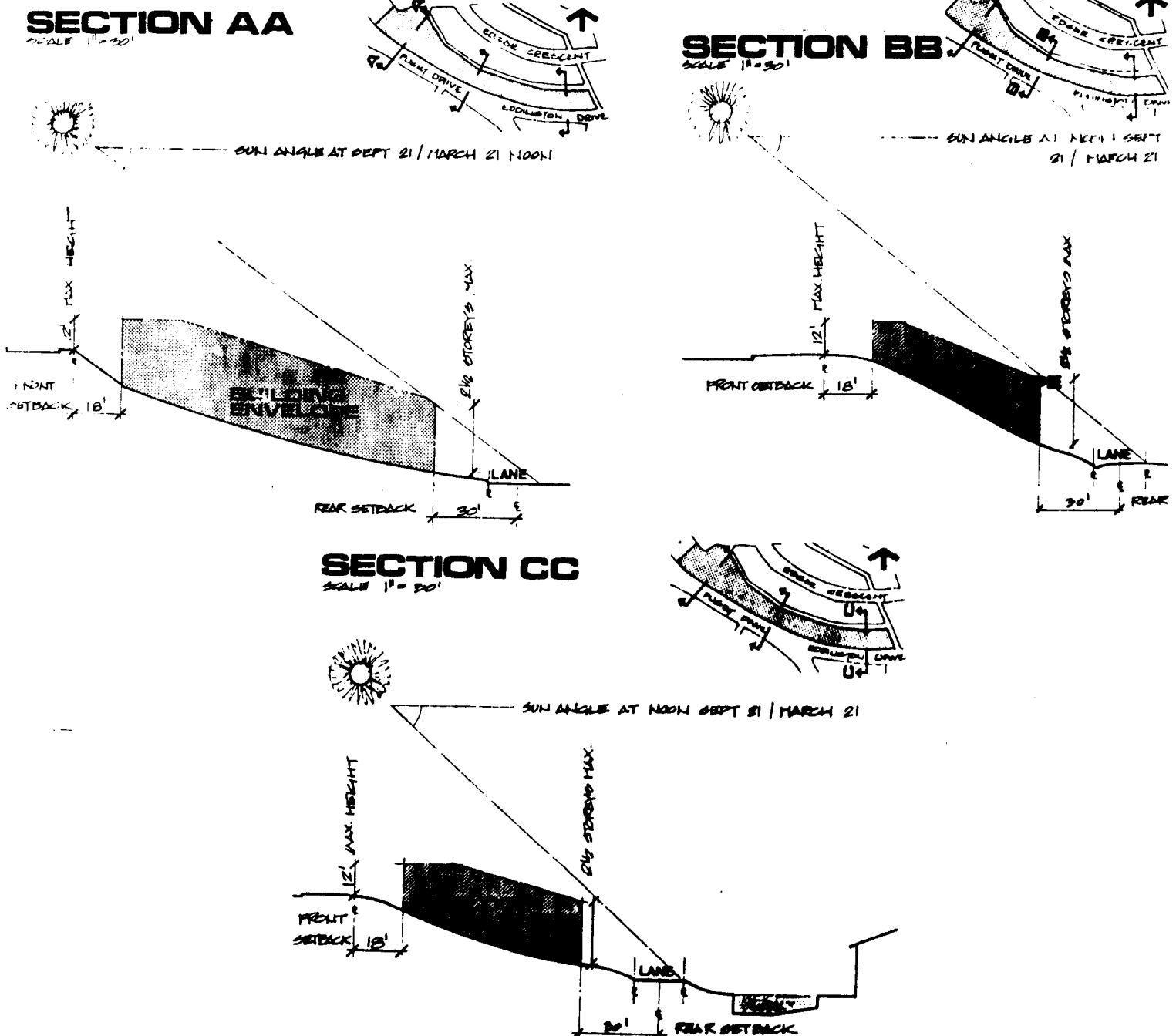
Building Height

Three controls apply, with the most restrictive at any point on the site determining the maximum building height.

- (a) Limit of 12 feet above the lowest existing street property line grade.
- (b) Maximum height of 2½ storeys above grade measured at any point on the slope.
- (c) A slope plane to ensure noon equinox sun penetration to the north side of the lane.

Where development is permitted in the sideyard, the maximum height shall be 10 feet above grade for both garages and habitable space.

Height Controls Illustrated



Setbacks

The front yard setback is 18 feet and the rear setback is 30 feet from the centre line of the 20 foot lane right-of-way.

However, if a terrace adjacent to habitable room is provided on the roof of the garage, the garage shall be permitted to encroach on the rear setback.

Sideyards

Sideyard requirements vary according to lot location as outlined in the subdivision plan attached as Appendix II.

(a) Lots 2 to 14

A sideyard one-third the width of the lot is to be provided on the west side of the parcel.

Zero sideyards shall be provided on the east side of the lot; however, a maximum 5 foot yard may be permitted provided it does not reduce the west sideyard to less than 16 feet.

Where development is permitted in the western sideyard a minimum 10 foot setback shall be required.

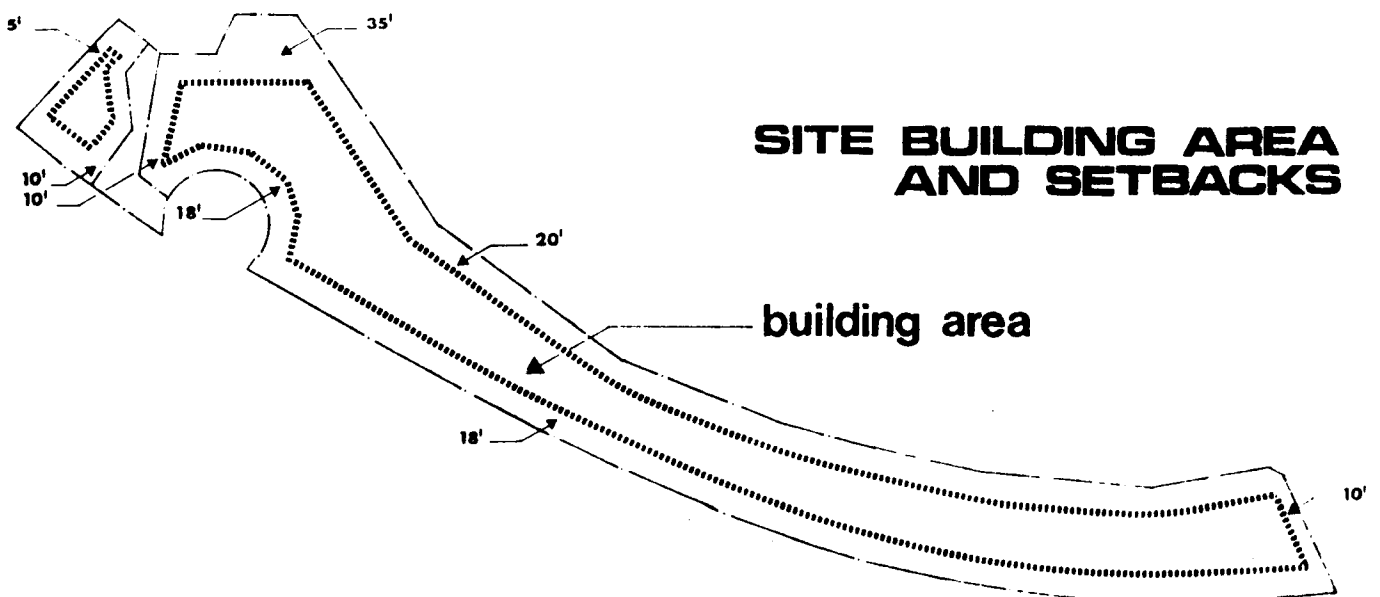
The intent is to provide the primary outdoor living area in the west sideyard and maintain views through the development from the streets above. This courtyard area should be designed as a series of terraces adjacent to the dwellings, living areas and landscaped to ensure privacy.

Trellises should be used in the terrace areas to reduce the scale of the dwellings and to minimize overlooking from the street above and homes across Puget and Eddington Drives. The trellises should be planted to provide a green grid stepping up the hill but they should not block views.

Development beneath the sideyards is to be discouraged to facilitate planting, however, encroachment of garages may be permitted where applicants can demonstrate a need for flexibility in the design of driveways and habitable space where the applicant can show its necessity to achieve the allowable floor space ratio on a particular site.

(b) Lots 1 and 15 to 18

A minimum 5 foot sideyard shall be provided on the east and west sides except Lots 1 and 18 where a 10' sideyard shall be provided on the east side.



Access, Parking and Garbage Collection

Vehicular access shall be from the lane.

A minimum of two off-street parking spaces shall be provided for each dwelling.

Garbage collection shall be from the lane with each dwelling provided with a "designed" enclosure for 3 to 4 garbage cans.

Garages are to be an integral part of the dwelling requiring driveways up from the lane to the unit. Driveways are to be designed to maintain site lines up and down the lane as well as the maximum slope for a private drive acceptable to the City Engineer. Applicants are required to co-ordinate the junctions of all private driveways and the lane with the landscaping to prevent overlooking the houses on Edgar Crescent.

Landscaping

A high quality landscape plan shall be submitted with the development Permit Application for the dwelling and provided in accordance with landscape recommendations outlined in the consultant's report.

House Foundations & Retaining Walls

All house foundations and retaining walls shall be designed by a certified structural Engineer. The design of retaining walls is to be co-ordinated with the foundation structure of the house unit and related to neighbouring structures to form a logical and visually pleasing transition from property to property. Generally exposed retaining walls should be landscaped so that its visual impact is softened. Where walls do not need to be vertical, they should be stepped with planting at each step to achieve the small scale which is important to local residents.

Design Control

All development permit applications will require the special approval of the Director of Planning based on advice from the Development Permit Staff Committee and Urban Design Panel.

Large scale drawings and a model for each house shall be submitted so that City staff can properly assess window treatment, property line, wall massing, paving and landscape details and how all these relate to the usefulness of outdoor spaces, privacy and overlooking considerations. Roofscapes as seen from the houses above Puget and Eddington should also be given careful treatment.

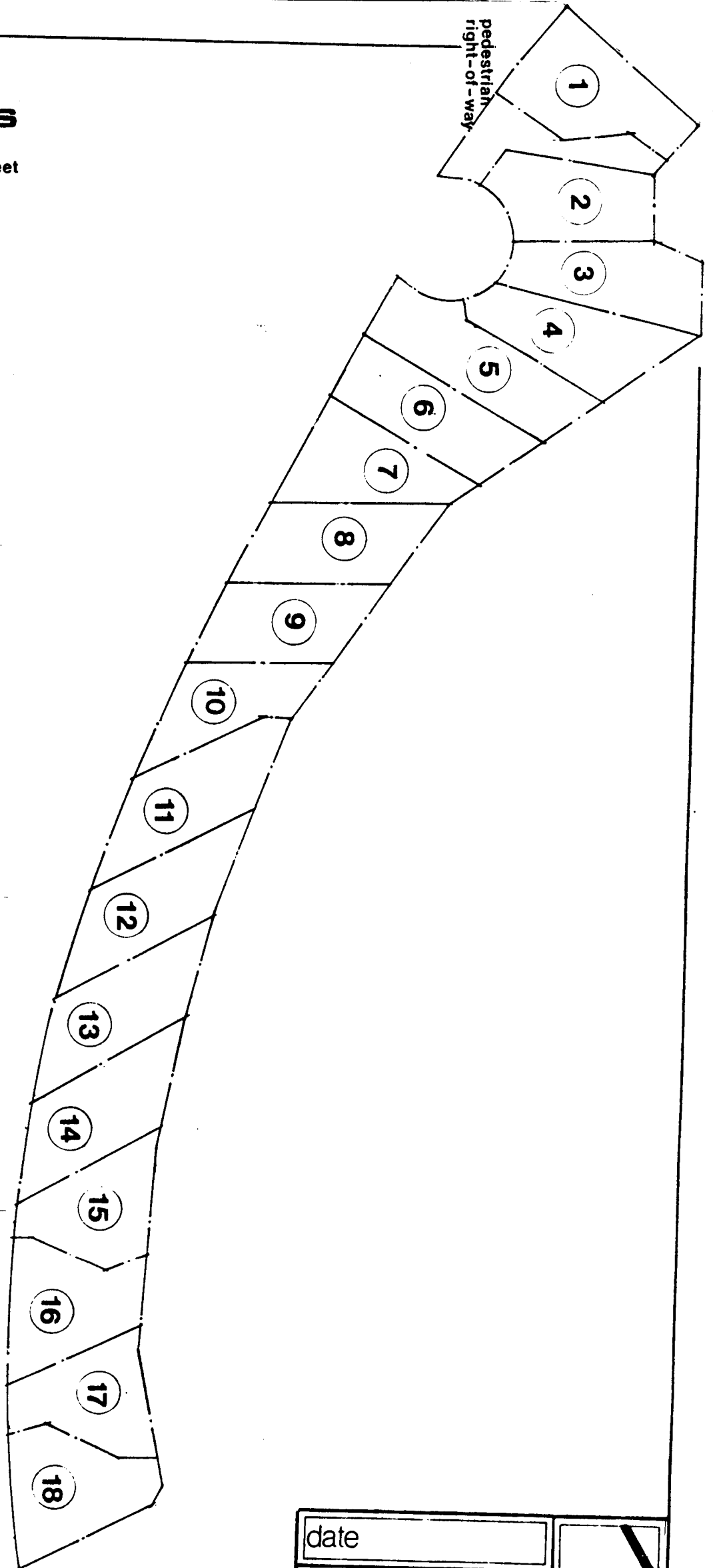
LOT SIZES

1	8100	square feet
2	6650	
3	7650	
4	7200	
5	7800	
6	7100	
<hr/>		
	44500	

7	6800
8	7500
9	6500
10	6100
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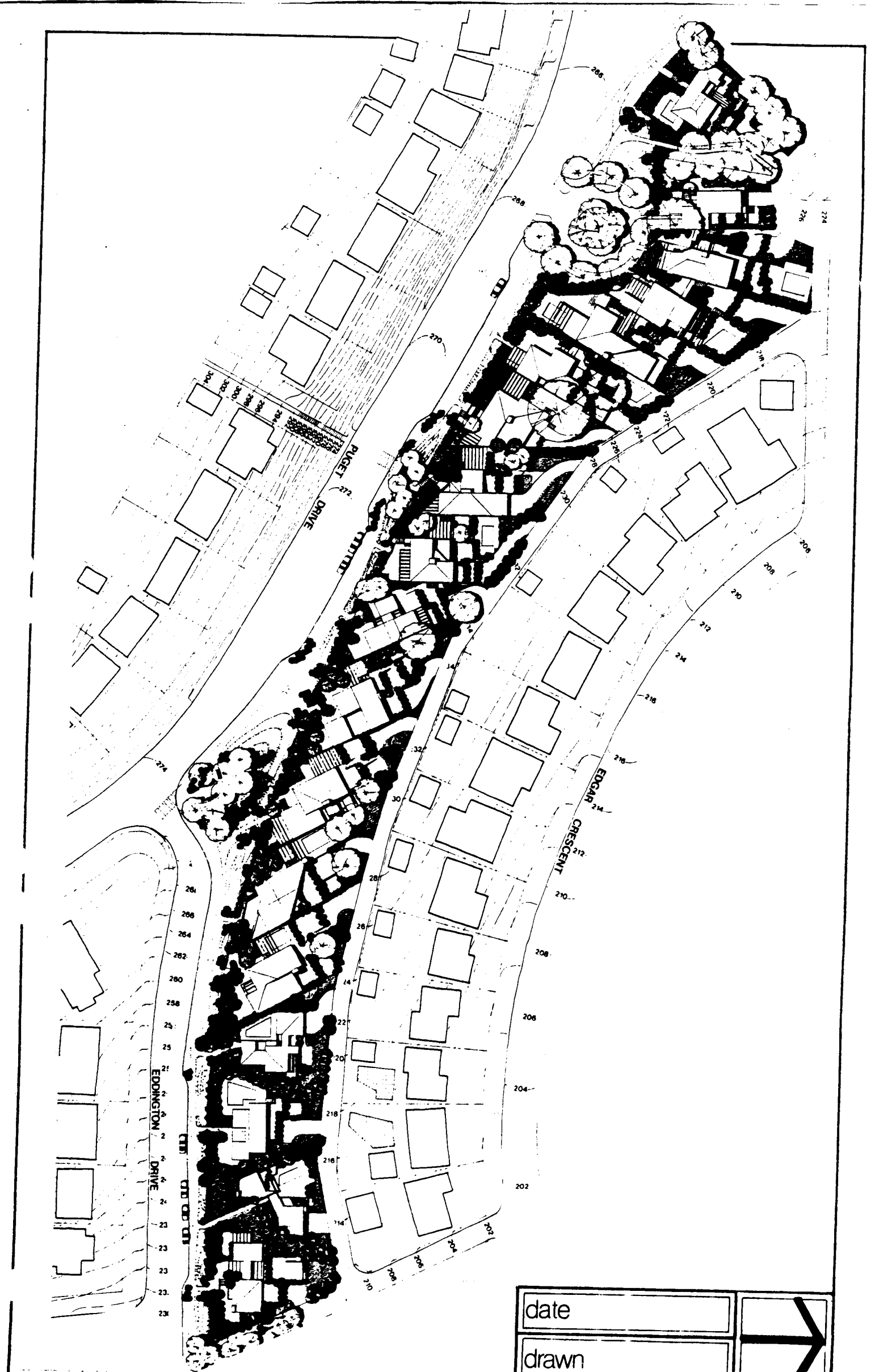
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13	7900
14	7750
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	31100

15	7000
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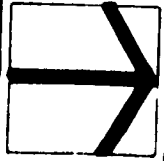


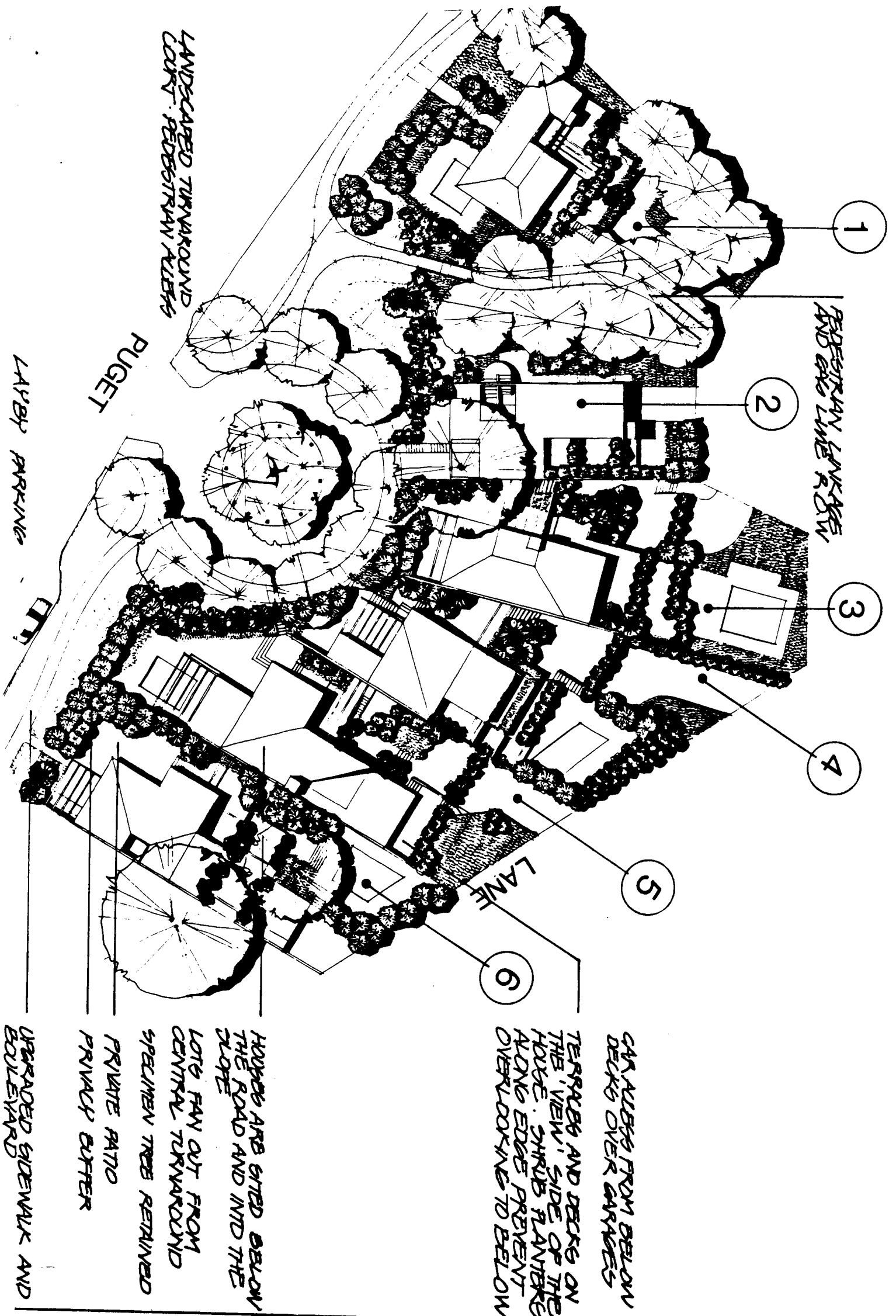
LOT SIZE & LAYOUT

date	
drawn	
revision	no.
	H



SITE PLAN

date	
drawn	
revision	
scale	
no. III	

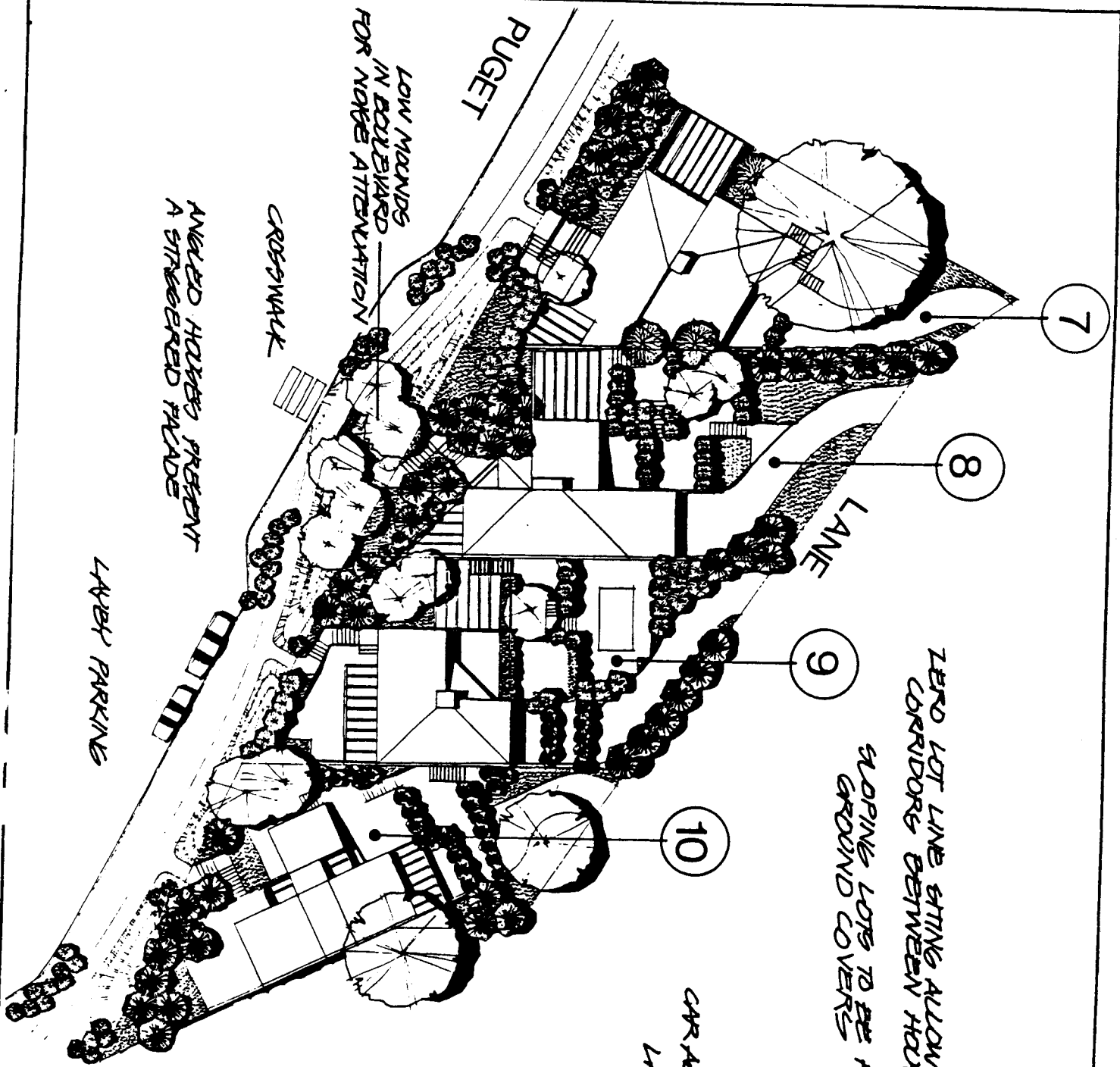


LOTS ONE TO SIX



Vancouver City Planning Department

date	
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revision	no. III
scale	



ZERO LOT LINE SITING ALLOWS FOR WIDER VIEW CORRIDORS BETWEEN HOUSES

SLOPING LOTS TO BE PLANTED IN SHRUBS AND GROUND COVERS

CAR ACCESS FROM THE LANE ONLY LANE TO BE WIDENED AND RAISED

FOUNDATION WALLS BUILT ON AWELLS INTO THE SLOPE HELP TO RETAIN SOIL

SKYLIGHTS ON SOUTH SIDE OF HOUSES PERMITS NATURAL LIGHTING AND PASSIVE SOLAR HEATING

LOTS ORIENTED TO BEST VIEWS

LOTS AWELD AROUND SITES ARE DEEPER APPARENT SLOPE IS LESSENEED

LOW GROWING, DENNIS, PLANTING ALONG STREET SIDE

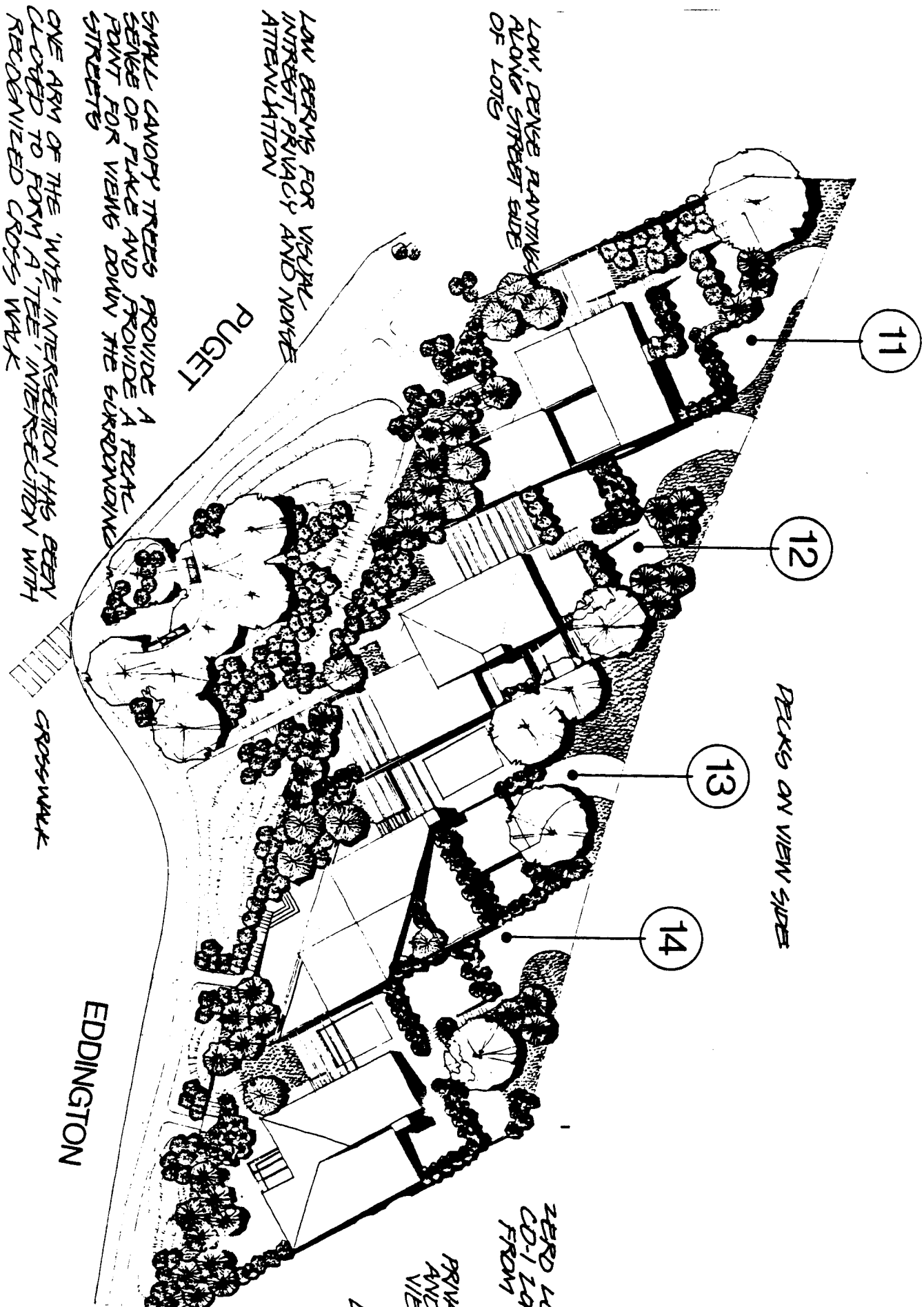
UPGRADED SIDEWALK AND BOULEVARD

LOTS SEVEN TO TEN





Vancouver City Planning Department

date	
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revision	no.
scale	



LOTS ELEVEN TO FOURTEEN

date	 no. 
drawn	
revision	
scale	

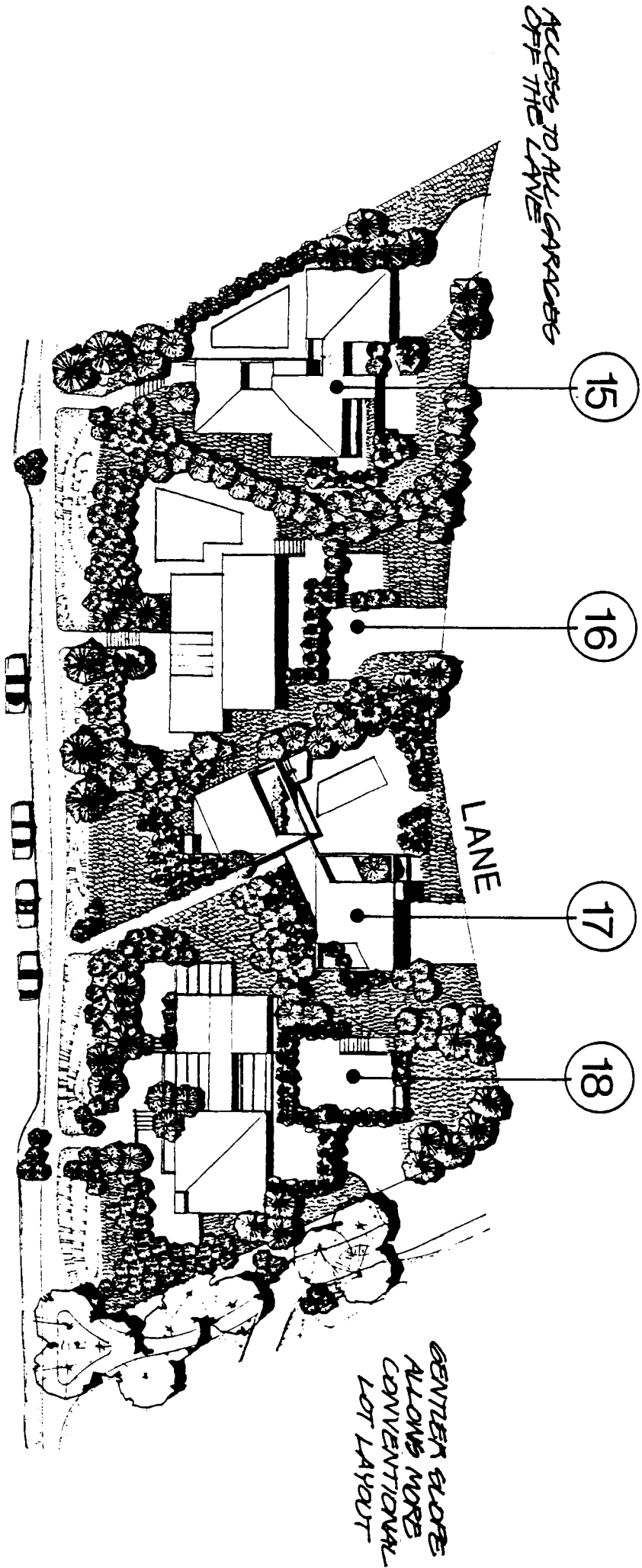


LAYBY PARKING. NO CAR ALLEYS
TO LOTS OFF EDDINGTON

EDDINGTON

LOW BERMS IN UPGRADED
BOULEVARD

HOUSES IN THIS AREA WILL BE MORE
HORIZONTAL I.E. LESS VERTICALLY STACKED



LOTS FIFTEEN TO EIGHTEEN



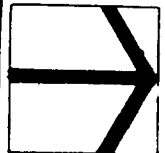
Vancouver City Planning Department

date

drawn

revision

scale



no.
III

I

REPORT TO COUNCIL
STANDING COMMITTEE OF COUNCIL
ON PLANNING AND DEVELOPMENT

JULY 8, 1980

A Special meeting of the Standing Committee of Council on Planning and Development was held on Tuesday, July 8, 1980, in the Auditorium of the Prince of Wales Secondary School, 2250 Eddington Drive, at approximately 7:30 P.M.

PRESENT: Alderman Harcourt, Chairman
Alderman Boyce
Alderman Ford
Alderman Kennedy

ABSENT: Alderman Puil

COMMITTEE CLERK: M. L. Cross

Recorded Vote

Unless otherwise indicated, votes of the Committee on all items are unanimous.

RECOMMENDATION

1. Puget and Eddington City Lands Study

On May 13, 1980 Council adopted a recommendation of the Committee that recommendations with respect to rezoning and marketing of the above site be referred to a special evening meeting of the Committee in the Community at which time the consultants would make a presentation of the proposal for the development of the site.

Mr. R. Youngberg, Associate Director, Area Planning, outlined the history of the site as contained in the City Manager's report dated April 22, 1980 (on file in the City Clerk's Office).

The Manager's report states in part:

"The consultants recommend that the 18 lots be offered to the market simultaneously and be marketed in four enclaves of four to six lots each. The site should be marketed by enclaves because the economic implications of selling the property to 18 individual builders would introduce considerable diseconomies of scale and construction causing both house construction and servicing costs to rise with the likelihood that the return to the City would be less. As well, each enclave should be sold to a separate developer to provide a diversity of built form over the entire site.

The consultants also suggest that a 'proposal call' system be implemented under the direction of a City-appointed project manager. This system would request details of major personnel and recent developments by the interested companies, among other things.

City staff agree that the site should be marketed by enclaves but note that the potential return to the City could be reduced by limiting a developer to the purchase of one enclave. If an offer is received for all four enclaves, it should be considered noting that the design guidelines and normal permit processes can ensure a diversity of building design over the site.

Clause No. 1 Continued

"The recommendation to hire a project manager is considered by City staff to be inappropriate since co-ordination of the project would be carried out through the Development Permit and Building Permit processes.

The 'proposal call' would involve preliminary designs from the interested parties and this would be time-consuming and costly to the bidders. The enclaves should be offered for sale to the market with stringent guidelines including a provision that development must start by a set date and in a given sequence. This will ensure that development occurs in an orderly fashion, potential for speculative gain on the land is reduced and site stability is maintained throughout the construction period."

With respect to cost sharing, in connection with the provision of the on and off-site improvements recommended, the City Engineer proposes that the various costs be applied as follows:

The Property Endowment Fund to pay for:

- a) Provision of new sewers in the lane north of the site and upgrading of downstream system.
- b) New curbs, gutters, paving and sidewalks on Puget and Eddington Drives.
- c) Reconfiguration of the Puget/Eddington intersection.
- d) Pave the lane north of the site to full width of 20 feet.
- e) Installation of new cul-de-sac on Trafalgar Street end.
- f) Relocation of the gas main on the Trafalgar Street right-of-way.
- g) Site soils tests.
- h) Undergrounding of B.C. Hydro, Telephone and Cablevision on Puget/Eddington Drives for the new homes.

The estimated cost of providing the above-noted services and improvements is approximately \$14,000.00 per lot, making a total City servicing cost of \$252,000.00.

The developers to pay for:

- a) All on-site costs including site preparation.
- b) Installation and landscaping of mini-park and pedestrian walkway from Trafalgar to Puget.
- c) Special landscaping of boulevards on Puget/Eddington Drives and a new cul-de-sac.
- d) All connection charges for services.

Mr. E. West, Streets Engineer, advised that the soil consultant, Mr. R. Spence, has completed investigations and his report will be available for the Public Hearing.

Clause No. 1 Continued

Mr. A. Cowie, Eikos Design Group, and Mr. Roger Hughes, Architect, with the aid of perspective drawings and a model of the site, outlined their proposal for an 18-unit single family detached housing development.

Mr. Cowie advised that the consultants had worked with the local citizens and through a process of debate and discussion have come up with a design to satisfy most of the people in the area.

Mr. Hughes discussed the concerns which had come from the citizens, i.e. sun penetration, views, set backs, floor space ratio and the building envelope.

The following speakers were heard:

Mr. R. C. Rodgers, Chairman of the Puget and Eddington Drives-Edgar Créscent Citizens' Committee, submitted a brief (copy circulated) noting that the Committee is unanimous in recommending to the residents in the area that the development proceed under a rezoning to CD-1 with some modifications to the development guidelines including:

- building height of six lots should be revised to 6' above the lowest existing street property line grade, rather than 12'.
- sun angle for four lots should be re-examined.
- traffic (the citizens propose to form a separate Committee to work with the City).
- boulevard trees (30' trees would block views and are unacceptable).
- engineering services.
- site preparation and development.

Messrs. H. Alko, L. Raphael and M. Samuel noted their concerns regarding the height limit of 12' rather than 6' as discussed with the consultants during a meeting of the citizens' Committee.

Other members of the audience voiced concerns such as

- 30' boulevard trees would block the view much more than the proposed housing;
- stability of the soil;
- servicing costs for Edgar Crescent and McBain Avenue should be borne by the City;
- traffic during construction;
- residents on Edgar Crescent want assurances that their properties would be screened;
- some sort of traffic control should be placed at the Puget and Eddington Drives intersection.

Clause No. 1 Continued

The Chairman advised that the Director of Planning would take the concerns of the citizens into account in the preparation of the CD-1 by-law. Mr. Youngberg advised that a specific height figure should not be included at this time. A further view analysis should be undertaken as in some cases 12' is appropriate and in other cases 8' or 6' would be appropriate.

With respect to concerns regarding truck traffic during the construction period, the Chairman advised that the City would write to the contractors involved requesting them to consider that the development is in a single family residential neighbourhood and to take any precautions necessary regarding noise, truck speed, etc.

The Committee

RECOMMENDED

A. THAT the Director of Planning be instructed to apply to rezone the Puget/Eddington lands from RS-1 to CD-1, incorporating the recommendations outlined in the City Manager's report dated April 22, 1980.

COUNCIL
JULY 22/80

APPROVED

B. THAT the Supervisor of Properties, in co-operation with the Director of Planning and the City Engineer, prepare a marketing package with any conditions of sale required by the City Engineer for submission to prospective developers, including preparation of the required subdivision plan as outlined in the City Manager's report dated April 22, 1980.

APPROVED

The meeting adjourned at approximately 9:30 P.M.

* * * * *

BRIEF

SUPPORTS CLAUSE NO. 1

R. C. RODGERS & ASSOCIATES

July 6th, 1980

To: The Standing Committee of Council on Planning and Development

From: Puget Drive-Eddington-Edgar Crescent Citizens' Committee

Subject: a) Housing Study for the Puget and Eddington City Lands

b) City of Vancouver Staff Report May 15th, 1980, File 4501/5151

Before we discuss the two subject reports we wish to make the following statements:

1. Our committee, The Eikos / Roger Hughes Design Group, and representatives of the City Planning Department have been meeting for over one year and although our discussions have at times seemed deadlocked, all groups, through compromise and a sincere desire to service the best interests of all groups, reached a common understanding. Although there are some areas in the subject reports which we are not in agreement with and which we will comment on later in this brief we wish to commend most highly the work of the Eikos / Roger Hughes Design Group and the City Planning Department. Both groups have put together a very acceptable plan for the development of the property under consideration.
2. Our committee is unanimous in recommending to the residents in the area that the development proceed under a rezoning to CO-1 with development guidelines to be in accordance with Appendix I of the City of Vancouver Staff Report subject to some modifications. We are completely opposed to the development proceeding under the current RS-1 zoning and would use every means at our disposal to prevent any development under RS-1.

Considering the Housing Study for the Puget and Eddington City Lands and the City of Vancouver Staff Report Appendix I, we wish to have the following modifications considered:

Building Height

1. For lots 12, 13, 14, 15, 16, and 17, the limit of 12 ft. above the lowest existing street property line grade should be revised to read 6 ft. as previously agreed upon by the citizens' committee, the Eikos / Roger Hughes Design Group and representatives of the City Planning Department. The 12 ft. height will destroy the view for residents of Eddington.
2. For lots 9, 10, 11, and 12, the sun angle should be re-examined in relation to the proposed building envelope. Our calculations show that between September 21st and March 21st certain homes on Edgar Crescent will be in shadow during much more of the day than currently experienced. It may be necessary to locate building envelopes on lots 9, 10, 11, and 12 closer to Puget and Eddington Drives. There is scope for moving the front lot lines forward where the intersection of Puget and Eddington is to be reconfigured.

A. C. RODGERS & ASSOCIATES

3. If terraces and/or habitable areas are provided on the roof of a garage or carport, the garage or carport should not be allowed to encroach on the rear setback.

Traffic - Eddington and Puget Drive

Traffic noise is a continuing problem to residents of Puget Drive and Eddington, and can only increase with the development of this project. Also there is a serious traffic problem at the south end of the lane connecting Eddington Drive and Edgar Crescent. We propose to form a separate committee to study the traffic problem and to work with the City Engineering Department towards an effective method of traffic control.

Boulevards

The planting of 30-ft. trees on the boulevards should be deleted. We have been advised that the trees would be trimmed to a minimum 30-ft. height to provide a canopy effect. The bare tree trunks to 30 ft. would impede views of residents on Eddington and passersby on Puget Drive. In addition the City would be responsible for keeping these trees properly trimmed in perpetuity. Low evergreen planting is much more acceptable.

Physical Services

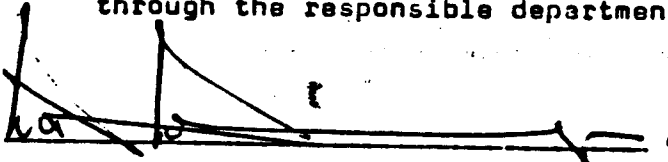
All services north and south of the lane should be buried and the costs of burying these services and the new connections to the homes on Edgar Crescent and those affected on McBain Avenue should be borne by the City.

Engineering

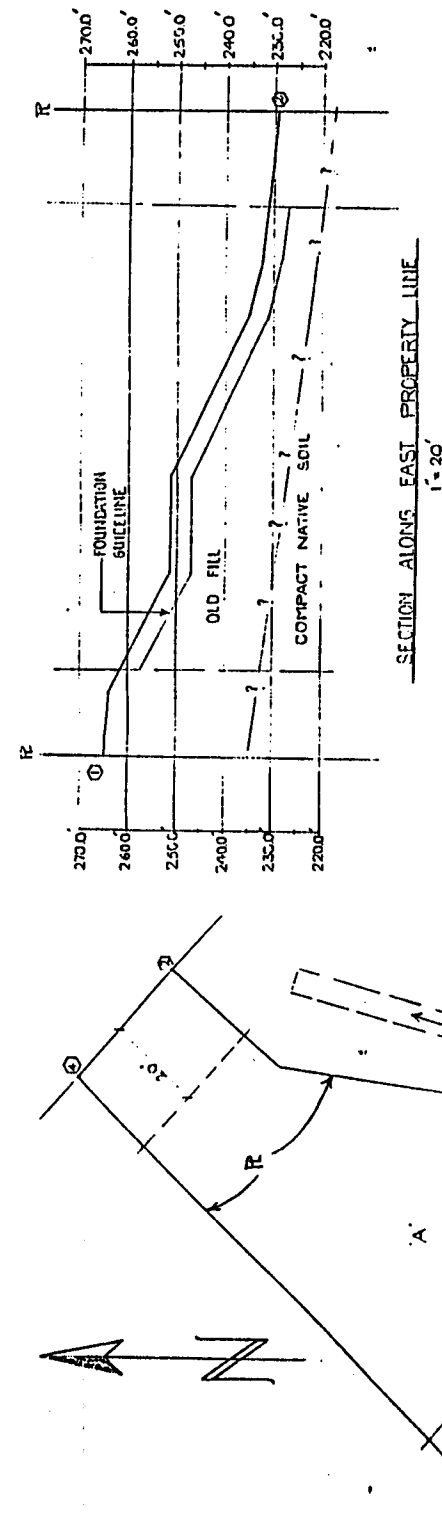
No firm comment can be made on hill stability, house location, drainage, etc., and other inherent problems during construction until the current soils study report is received. Please understand that this area is the most critical in that the residents of Edgar Crescent must be assured that their properties will be protected before, during and after construction. We have every confidence in the City Engineering Department and the soils consultant. However, we reserve the right to examine the soils consultant's report with our own experts.

Site Preparation and Development

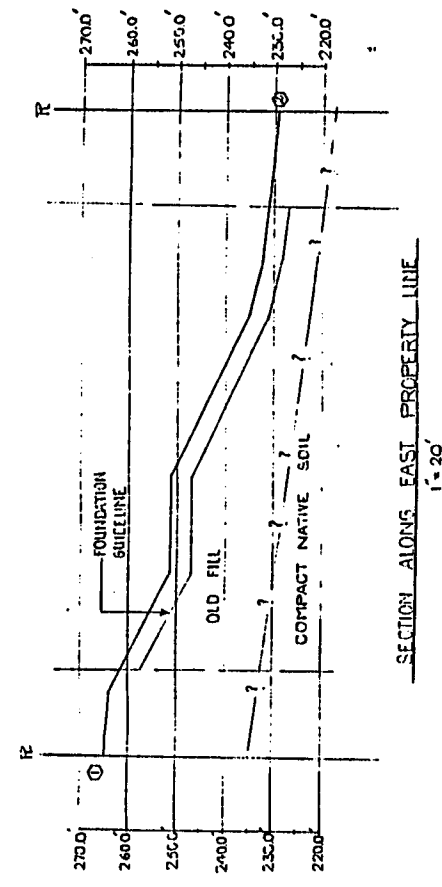
The absolute control of this development is paramount in our Committee's thinking. The only way this control can be achieved in order to provide an orderly development with minimum disruption to the neighbourhood is through rezoning to CD-1 with full control exercised through the responsible departments of the City of Vancouver.



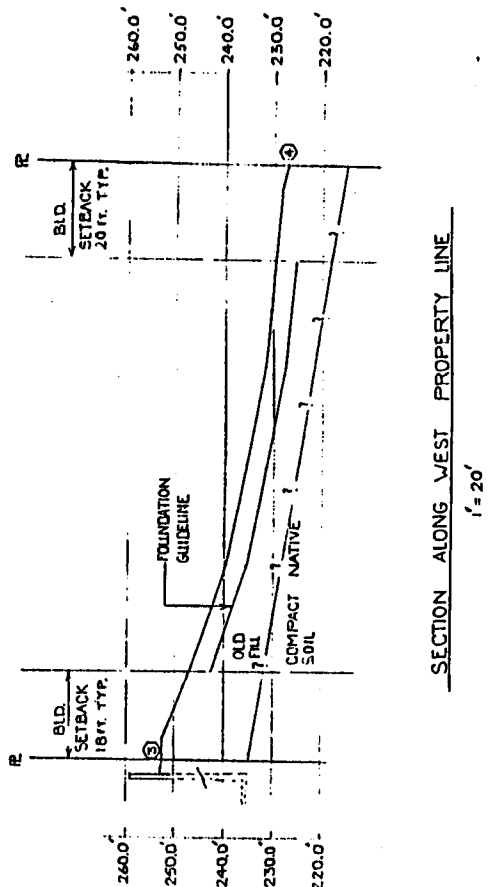
R.C. Rodgers, Chairman, Puget & Eddington Citizens Committee



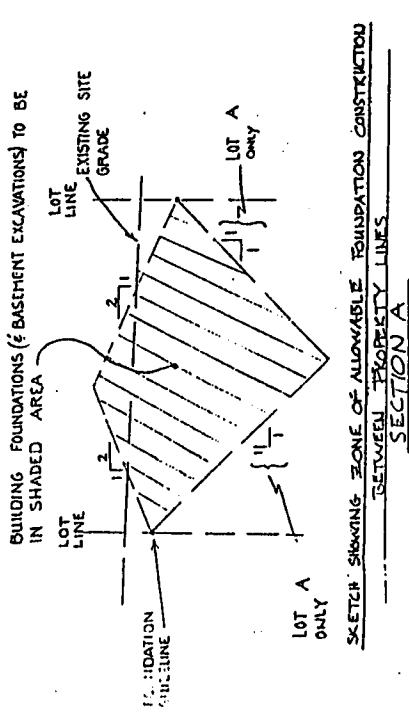
SITE PLAN
1" = 20'



SECTION ALONG EAST PROPERTY LINE
1" = 20'



SECTION ALONG WEST PROPERTY LINE
1" = 20'



SKETCH SHOWING ZONE OF ALLOWABLE FOUNDATION CONSTRUCTION BETWEEN PROPERTY LINES SECTION A

General Notes

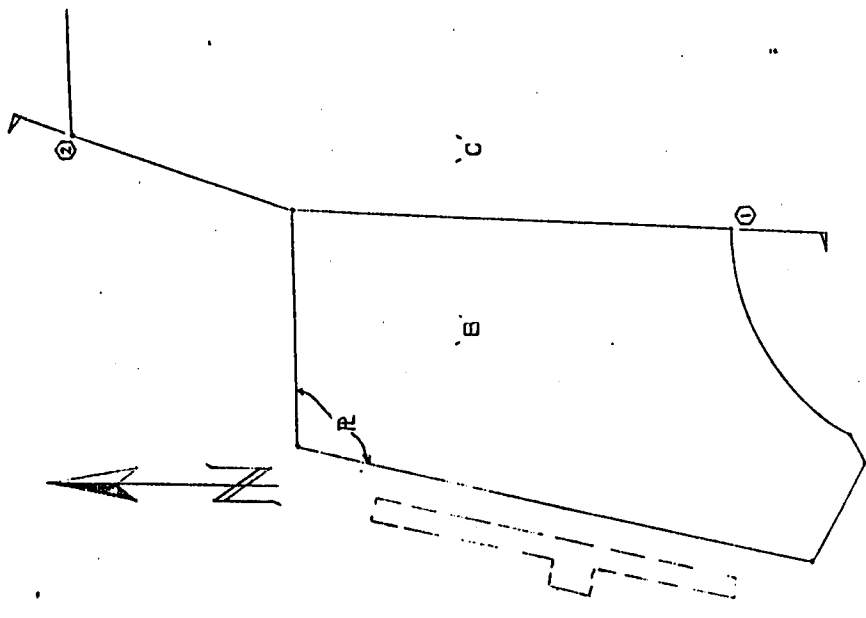
- 1) The intent of the foundation guidelines is to pre-arrange the allowable location of house foundation footings such that adjacent construction does not undermine already built neighbouring foundations. It should be noted that these guidelines generally prevent undermining of the building structures however they do not necessarily protect adjacent landscaping, terraces, etc. The onus is still on the Owner doing the building to take precautions as necessary to protect the neighbouring property and to make good any damage.
- 2) The property line foundation grades give the required elevation of footings on the property line (plus or minus 12 inches). Away from the property line foundations should be within the zone shown on Section A.
- 3) It is the responsibility of the Owner to confirm that foundation bearing is adequate for his proposed structure. Where the Owner wishes to deviate from the set guidelines he must have a foundation design certified by a Professional Engineer experienced in geotechnical work and must have approval from the City of Vancouver.
- 4) Foundation guidelines of lot 'A' are overlying old fill. Foundations on compact native soil or engineered fill within the guidelines or shall be founded on piles taken into the compact native soil.

NOTES:

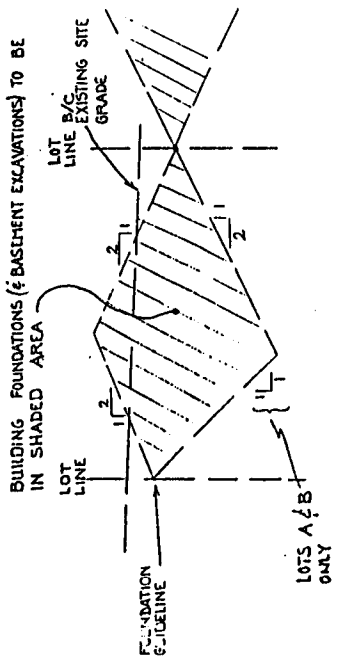
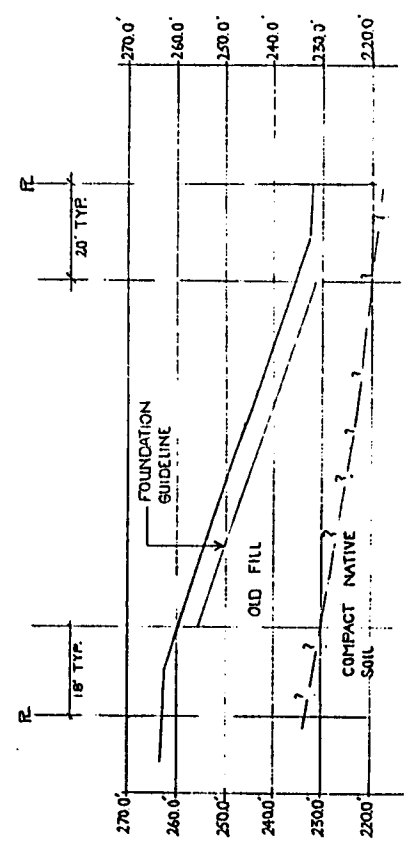
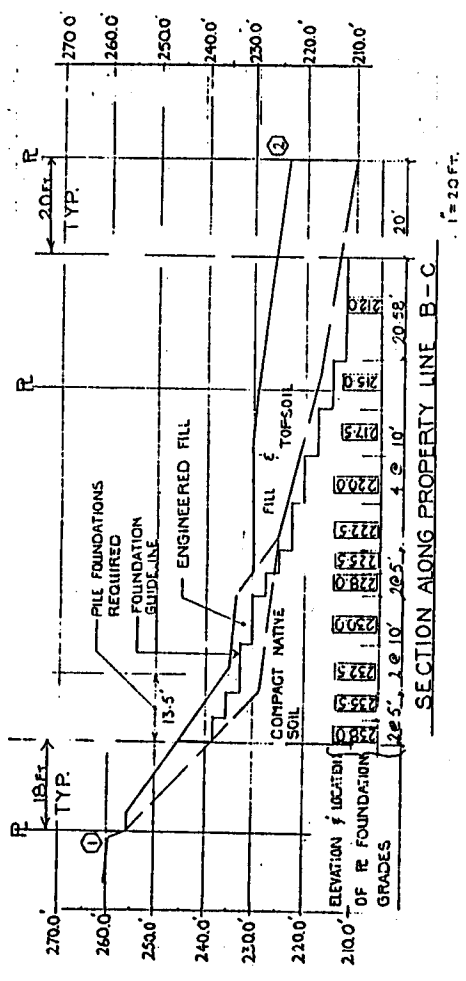
- 1) Elevations to Vancouver City Datum in Feet
- Reference Drawings: - TOPOGRAPHIC PLAN BY LYON & FLYNN ENGINEERING OCT 20, 1987
- TYPICAL AS-BUILT SECTION OF RETAINING BERM, DMC.L55-21, MACLEOD GEOTECHNICAL LTD. OCT 5, 1987

LOT 'A'
BLOCK 565, DISTRICT
LOT 526, PLAN 19107

Pct. Corp:	MACLEOD GEOTECHNICAL LTD. West Vancouver, B.C.
PUGET & EDWARDS VANCOUVER, B.C.	FOUNDATION GUIDELINES FOR LOT 'A'
	By: ED [Date: 14/07/87]
	Dwg: L55-U.3



SITE PLAN
1" = 20 FT.



SKETCH SHOWING ZONE OF ALLOWABLE FOUNDATION CONSTRUCTION BETWEEN PROPERTY LINES
SECTION A

General Notes

- 1) The intent of the foundation guidelines is to pre-arrange the allowable location of house foundation footings such that adjacent construction does not undermine already built neighbouring foundations. It should be noted that these guidelines generally prevent undermining of the building structures however they do not necessarily protect adjacent landscaping, terraces, etc. The onus is still on the Owner doing the building to take precautions as necessary to protect the neighbouring property and to make good any damage.
- 2) The property line foundation grades give the required elevation of footings on the property line (plus or minus 12 inches). Away from the property line foundations should be within the 2H:1V zone shown on Section A.
- 3) It is the responsibility of the Owner to confirm that foundation bearing is adequate for his proposed structure. Where the Owner wishes to deviate from the set guidelines he must have a foundation design certified by a Professional Engineer experienced in geotechnical work and must have approval from the City of Vancouver.
- 4) Foundation guidelines of the western side of lot 'B' are overlying old fill. Foundations shall be founded on compact native soil or taken into the compact native soil.

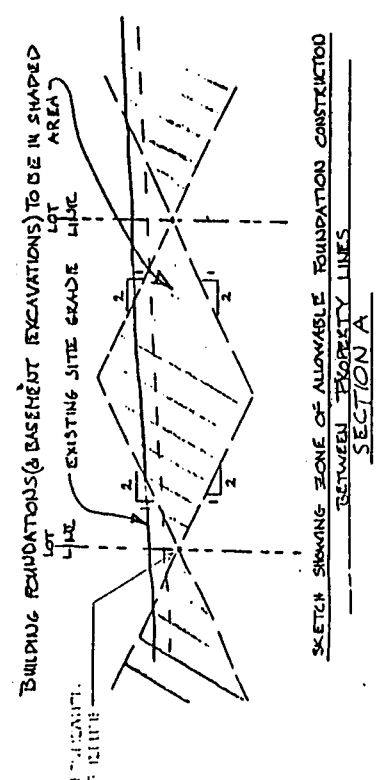
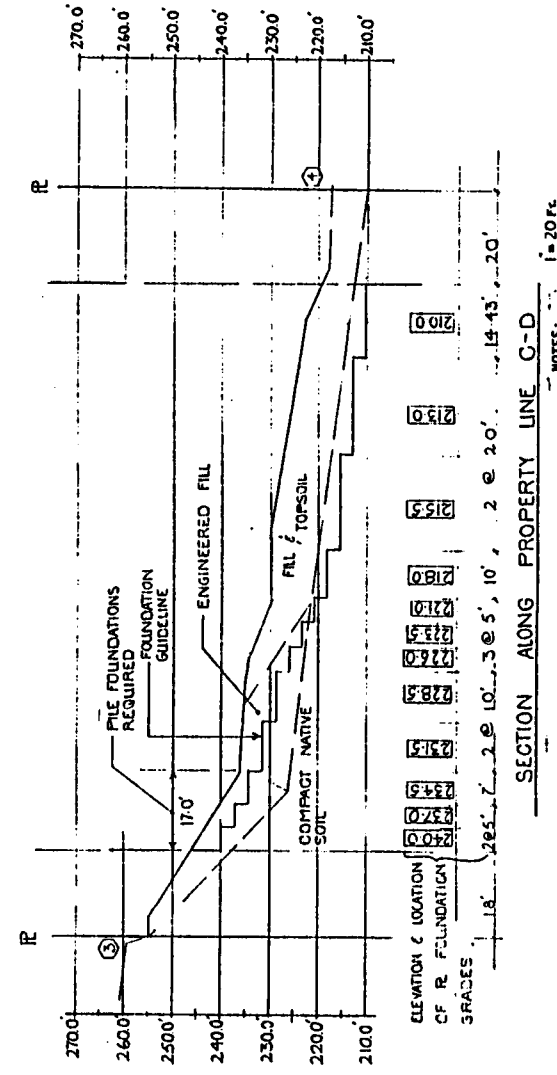
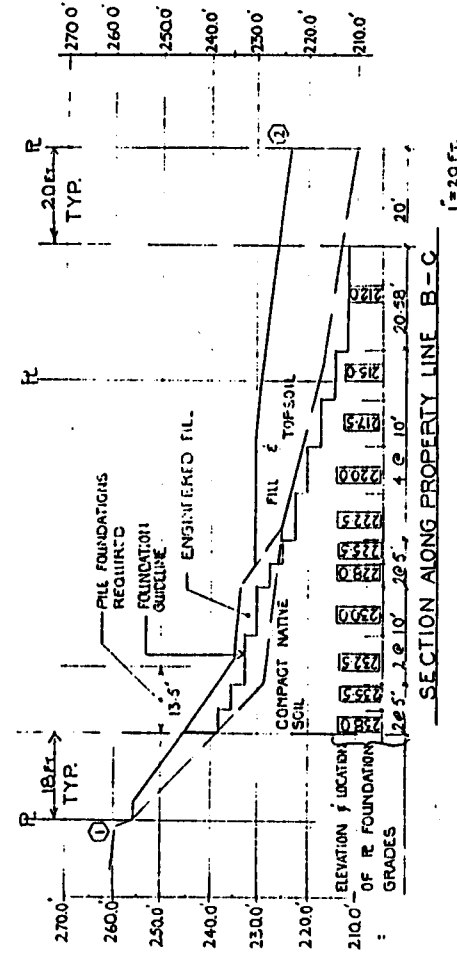
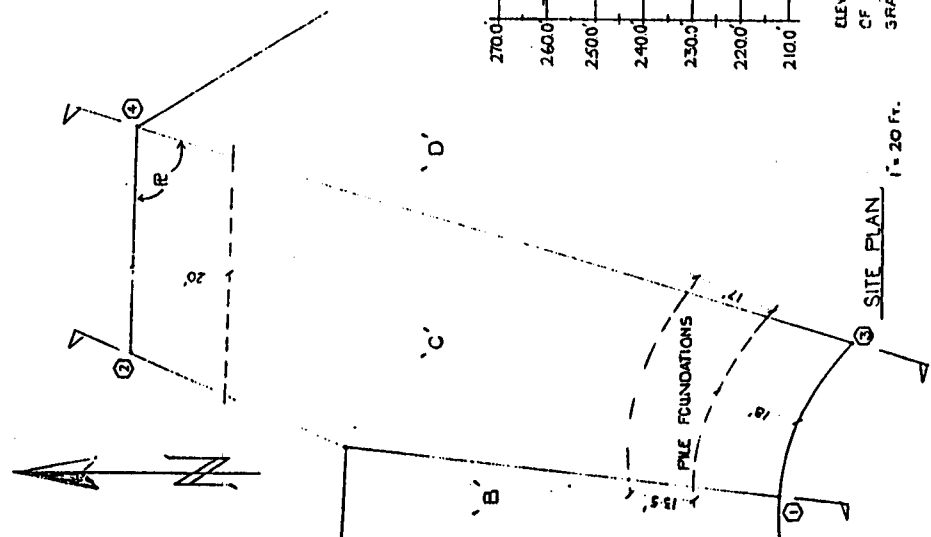
NOTES:

- 1) Elevations to Vancouver City Datum in Feet
- Reference Drawings:
 - TOPOGRAPHIC PLAN BY LYON & FLINN ENGINEERING OCT 20, 1987
 - TYPICAL AS-BUILT SECTION OF RETAINING BERM, DNG-L55-X1, MACLEOD GEOTECHNICAL LTD. OCT 5, 1987



LOT 'B'
 BLOCK 565, DISTRICT
 LOT 526, PLAN 1907

P.C.T. CORP.	MACLEOD GEOTECHNICAL LTD. West Vancouver, B.C.
PIUGET & EDWINGTON Vancouver B.C.	FOUNDATION GUIDELINES DATE: Nov/87



General Notes

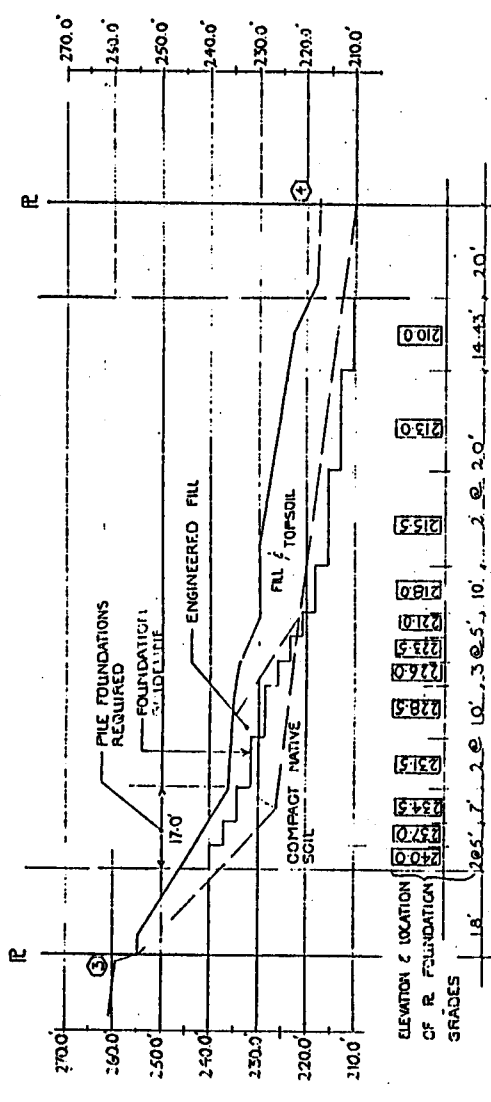
- 1) The intent of the foundation guidelines is to pre-arrange the allowable location of house foundation footings such that adjacent construction does not undermine already built neighbouring foundations. It should be noted that these guidelines generally prevent undermining of the building structures however they do not necessarily protect adjacent landscaping, terraces, etc. The onus is still on the Owner doing the building to take precautions as necessary to protect the neighbouring property and to make good any damage.
- 2) The property line foundation grades give the required elevation of footings on the property line (plus or minus 12 inches). Away from the property line foundations should be within the 2H:1V zone shown on Section A.
- 3) It is the responsibility of the Owner to confirm that foundation bearing is adequate for his proposed structure. Where the Owner wishes to deviate from the set guidelines he must have a foundation design certified by a Professional Engineer experienced in geotechnical work and must have approval from the City of Vancouver.

LOT 'C'
BLOCK 565, DISTRICT
LOT 526, PLAN 19107

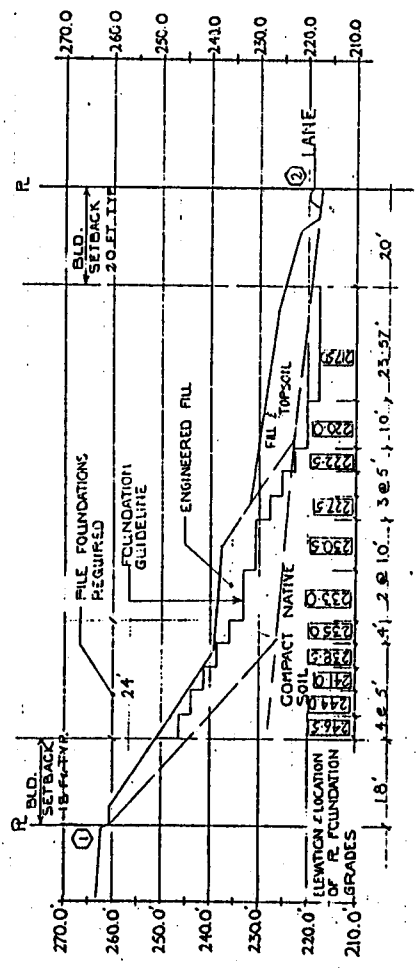
NOTES: 1" = 20' FT.
1) Elevations to Vancouver City Datum in feet
Reference Drawings: -TOPOGRAPHIC PLAN BY LYON & FLYNN ENGINEERING OCT 20, 1987
-TYPICAL AS-BUILT SECTION OF RETAINING BERM, DMG-155-x1, MACLEOD GEOTECHNICAL LTD. OCT 5, 1987

P.C.T. CORP.	MACLEOD GEOTECHNICAL LTD. West Vancouver, B.C.
PUGET & EDINGTON VANCOUVER, B.C.	FOUNDATION GUIDELINES FOR LOT 'C' IN W.M. 155-U5

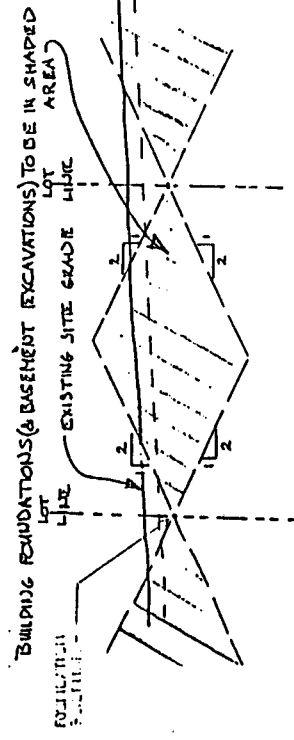




SECTION ALONG PROPERTY LINE C-D
i = 20 FT.



SECTION ALONG PROPERTY LINE D-E
i = 20 FT.



SKETCH SHOWING ZONE OF ALLOWABLE FOUNDATION CONSTRUCTION BETWEEN PROPERTY LINES SECTION A

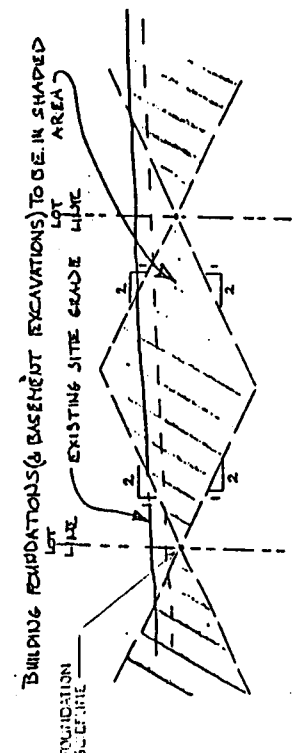
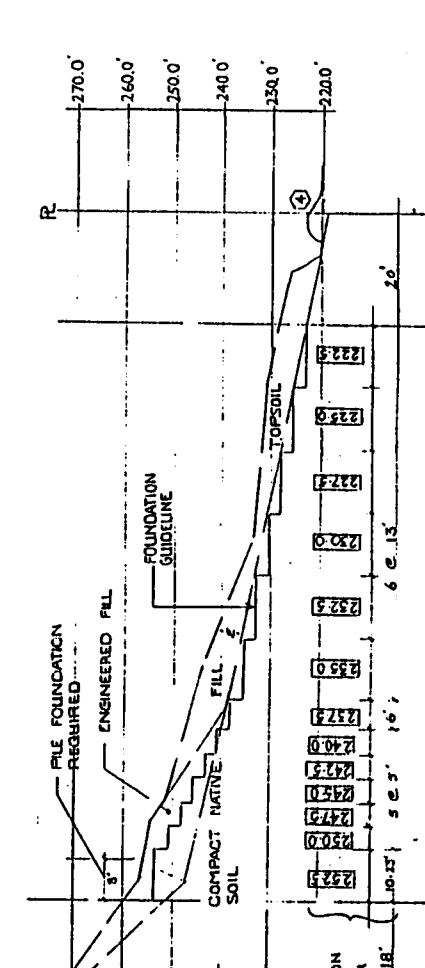
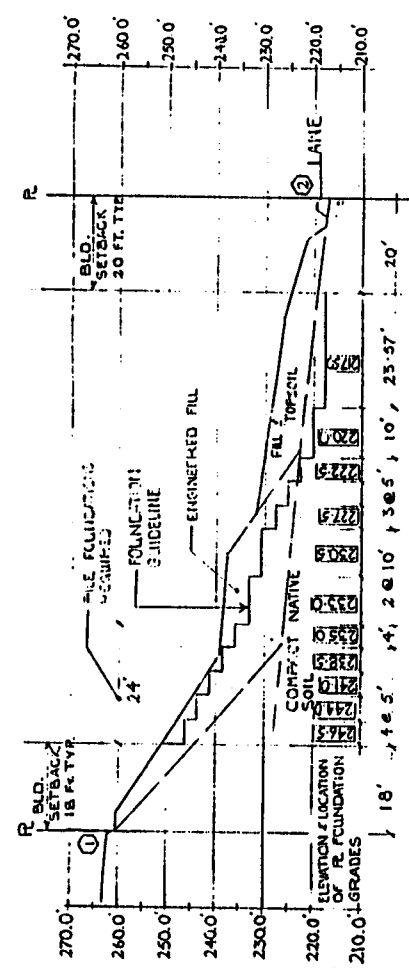
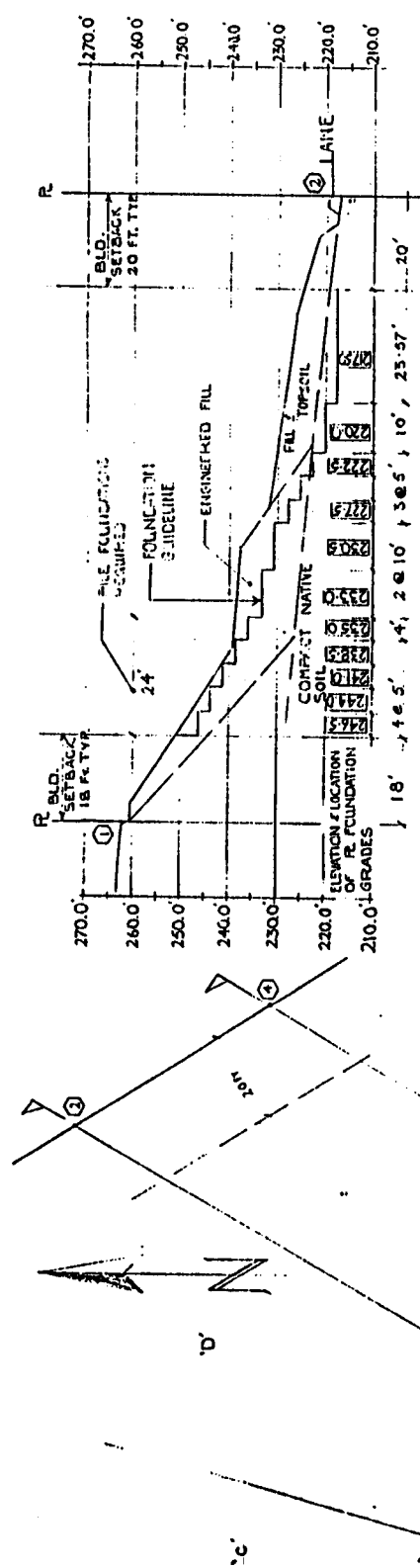
General Notes

- 1) The intent of the foundation guidelines is to pre-arrange the allowable location of house foundation footings such that adjacent construction does not undermine already built neighbouring foundations. It should be noted that these guidelines generally prevent undermining of the building structures; however they do not necessarily protect adjacent landscaping, terraces, etc. The onus is still on the Owner doing the building to take precautions as necessary to protect the neighbouring property and to make good any damage.
- 2) The property line foundation grades give the required elevation of footings on the property line (plus or minus 12 inches) away from the property line foundations should be within the 2ft:1v zone shown on section A.
- 3) It is the responsibility of the Owner to confirm that foundation bearing is adequate for his proposed structure. Where the Owner wishes to deviate from the set guidelines he must have a foundation design certified by a Professional Engineer experienced in geotechnical work and must have approval from the City of Vancouver.

LOT 'D'
BLOCK 565, DISTRICT
LOT 526, PLAN 19107

NOTES:
1) Elevations to Vancouver City Datum in Feet
Reference Drawings: -TOPOGRAPHIC PLAN BY
LYON & FLYNN ENGINEERING
OCT 20, 1987
-TYPICAL AS-BUILT SECTION
OF RETAINING BERM DMG.L55-X1,
MACLEOD GEOTECHNICAL LTD.
OCT 5, 1987

SITE PLAN
1" = 20'



General Notes

- 1) The intent of the foundation guidelines is to pre-arrange the allowable location of house foundation footings such that adjacent construction does not undermine already built neighbouring foundations. It should be noted that these guidelines generally prevent undermining of the building structures however they do not necessarily protect adjacent landscaping, terraces, etc. The onus is still on the Owner doing the building to take precautions as necessary to protect the neighbouring property and to make good any damage.
- 2) The property line foundation grades give the required elevation of footings on the property line (plus or minus 12 inches). Away from the property line foundations should be within the 2H:1V zone shown on Section A.
- 3) It is the responsibility of the Owner to confirm that foundation bearing is adequate for his proposed structure. Where the Owner wishes to deviate from the set guidelines he must have a foundation design certified by a Professional Engineer experienced in geotechnical work and must have approval from the City of Vancouver.

LOT 'E'
BLOCK 565, DISTRICT
LOT 526, PLAN 19107

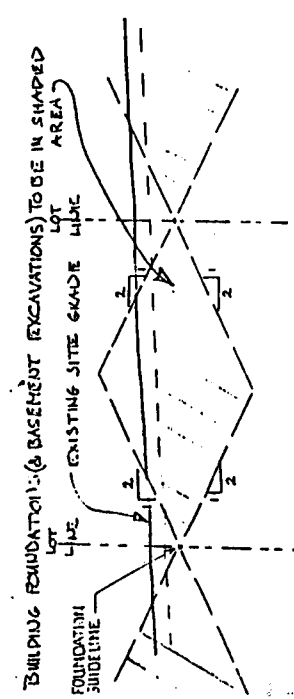
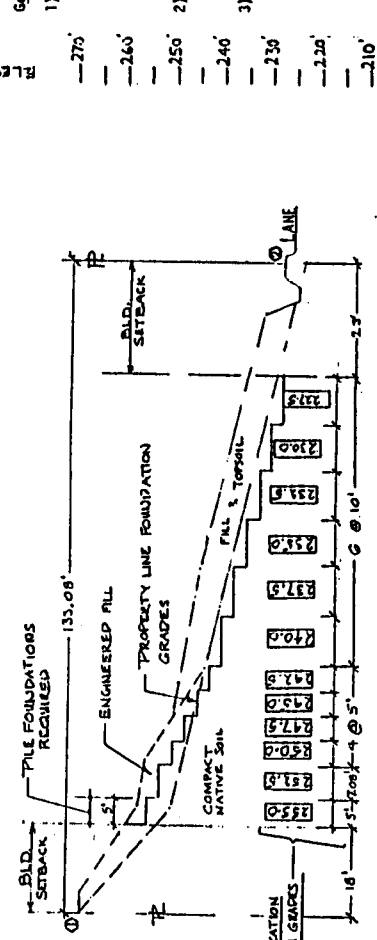
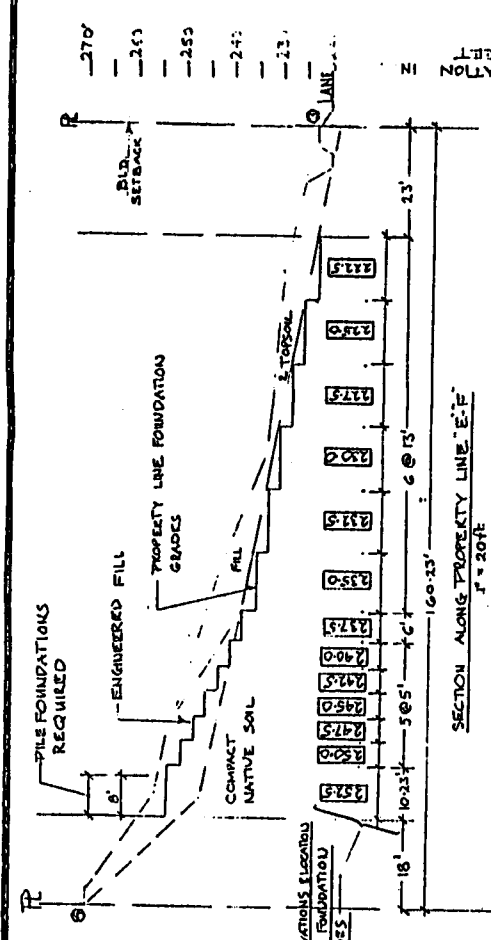
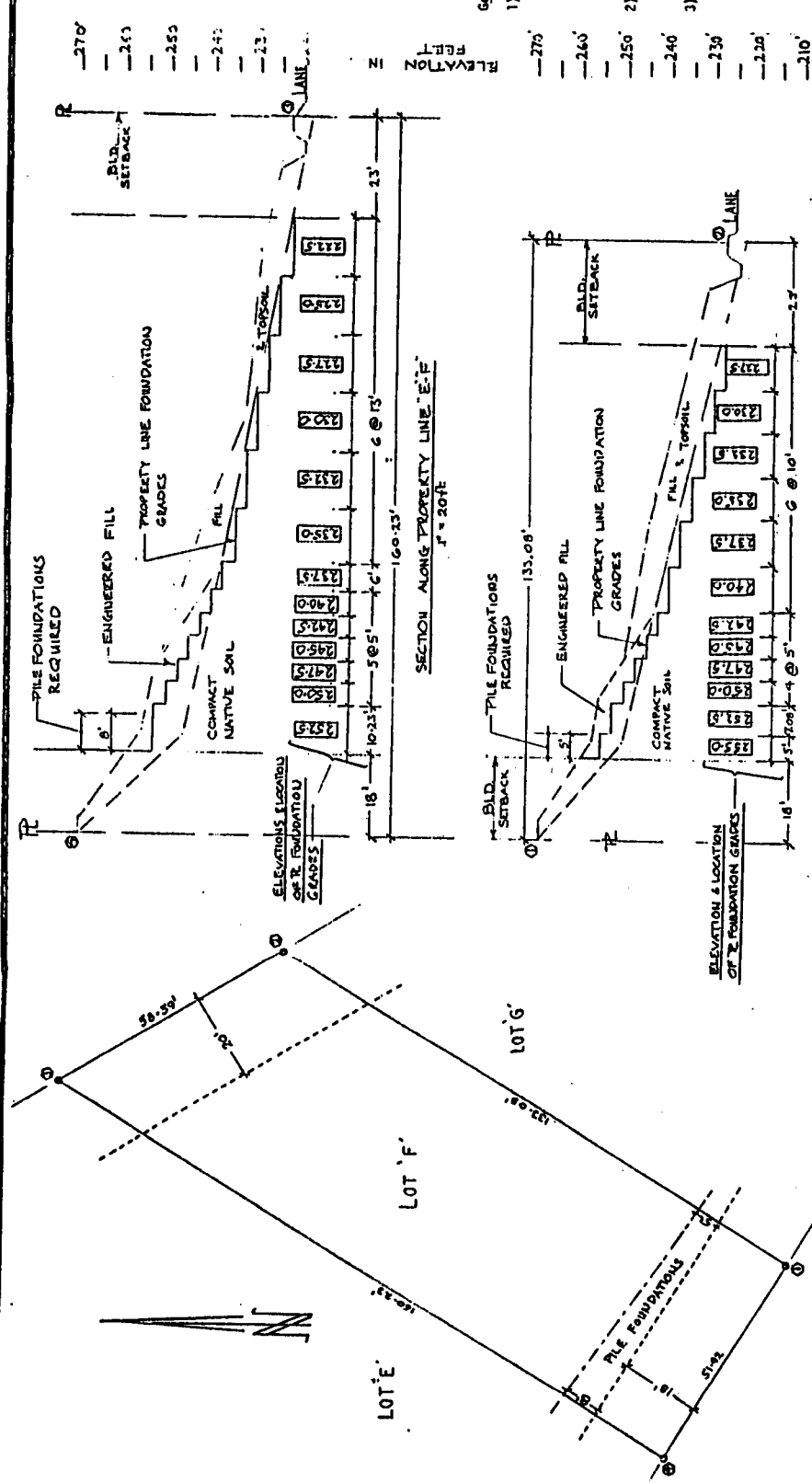
NOTES: 1" = 20' V.

1) Elevations to Vancouver City Datum in Feet

Reference Drawings: -TOPOGRAPHIC PLAN BY LYON & FLYNN ENGINEERING OCT 20, 1987
-TYPICAL AS-BUILT SECTION OF RETAINING BERM, DMG. 155-X1. MACLEOD GEOTECHNICAL LTD. OCT 5, 1987

P.C.T. CORP.	MACLEOD GEOTECHNICAL LTD. West Vancouver, B.C.
PIGOTT & EDWARDS VANCOUVER, B.C.	FOUNDATION GUIDELINES FOR LOT 'E' Dwg: L55-U7
	DATE: 10/27





SKETCH SHOWING ZONE OF ALLOWABLE FOUNDATION CONSTRUCTION BETWEEN PROPERTY LINES SECTION A

General Notes

- 1) The intent of the foundation guidelines is to pre-arrange the allowable location of house foundation footings such that adjacent construction does not undermine already built neighbouring foundations. It should be noted that these guidelines generally prevent undermining of the building structures however they do not necessarily protect adjacent landscaping, terraces, etc. The onus is still on the Owner doing the building to take precautions as necessary to protect the neighbouring property and to make good any damage.
- 2) The property line foundation grades give the required elevation of footings on the property line (plus or minus 12 inches). Away from the property line foundations should be within the 2:1:1V zone shown on Section A.
- 3) It is the responsibility of the Owner to confirm that foundation bearing is adequate for his proposed structure. Where the Owner wishes to deviate from the set guidelines he must have a foundation design certified by a Professional Engineer experienced in geotechnical work and must have approval from the City of Vancouver.

[Handwritten Signature]

LOT 'F' DISTRICT
BLOCK 565, DISTRICT
LOT 526, PLAN 19107

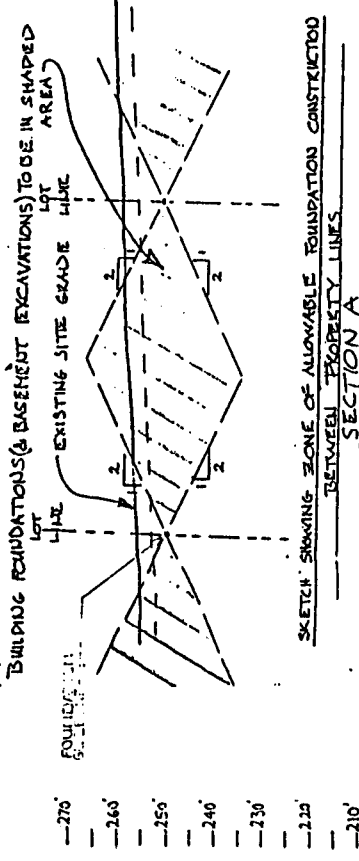
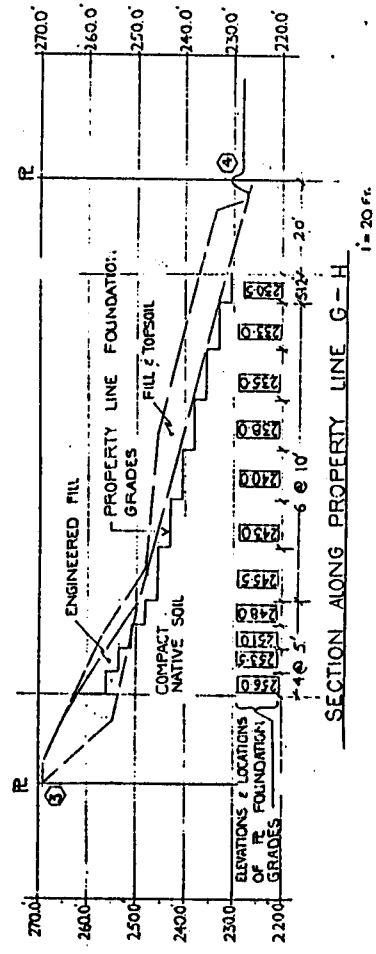
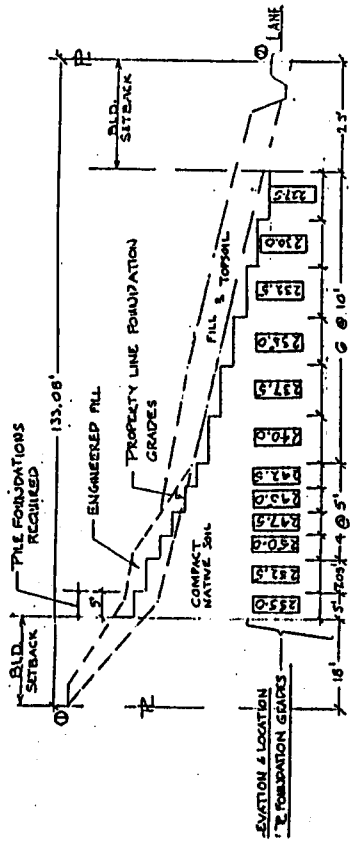
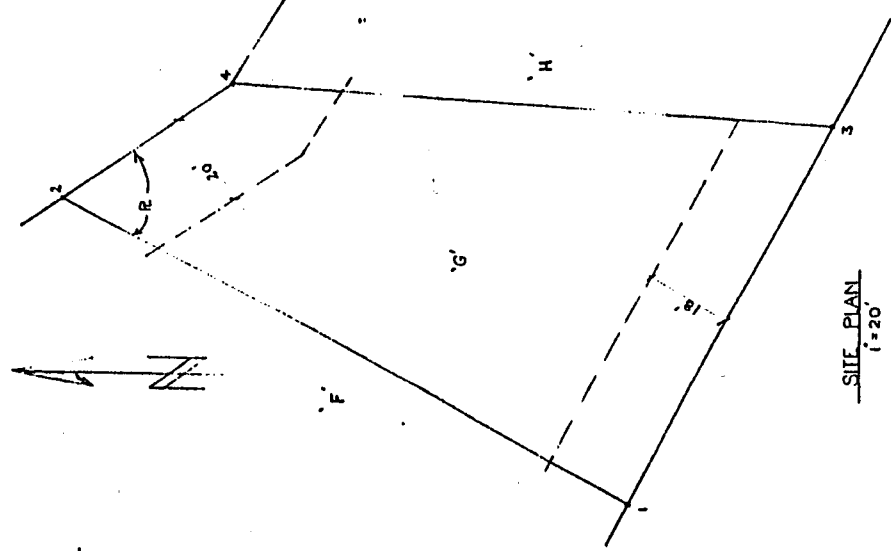
NOTES:
1) Elevations to Vancouver City Datum in Feet
Reference Drawings: -TOPOGRAPHIC PLAN BY LYON & FLYNN ENGINEERING OCT. 20, 1987
-TYPICAL AS-BUILT SECTION OF RETAINING BEAM, DMS. L55-11, MACLEOD GEOTECHNICAL LTD. OCT 5, 1987

P.C. CORP.	MACLEOD GEOTECHNICAL LTD. West Vancouver, B.C.
PIGOT & EDDINGTON VANCOUVER, B.C.	FOUNDATION GUIDELINES FOR LOT 'F'
	By: EJ Date: 10/15/87
	Dwg: L55-112

PLAN 1/4" = 20'

SECTION ALONG PROPERTY LINE 'E'-'F' 1/4" = 20'

SECTION ALONG PROPERTY LINE 'F'-'G' 1/4" = 20'



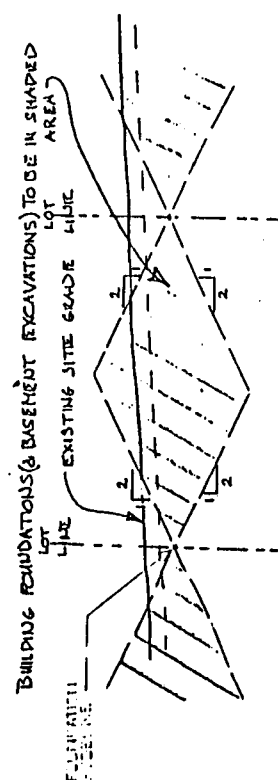
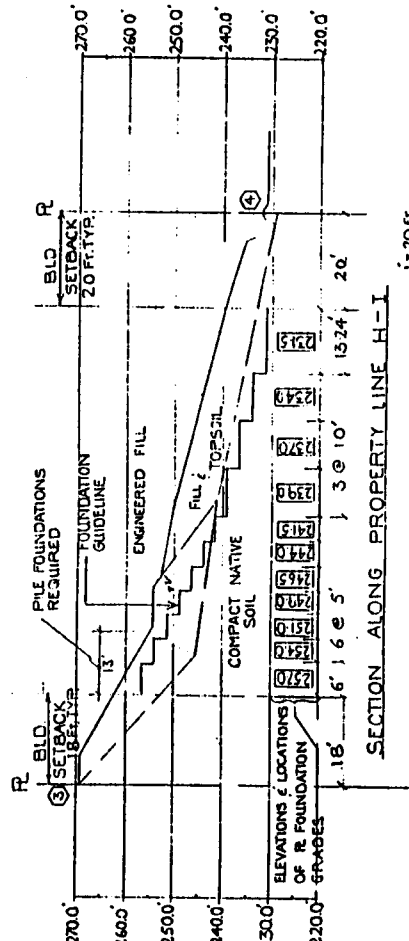
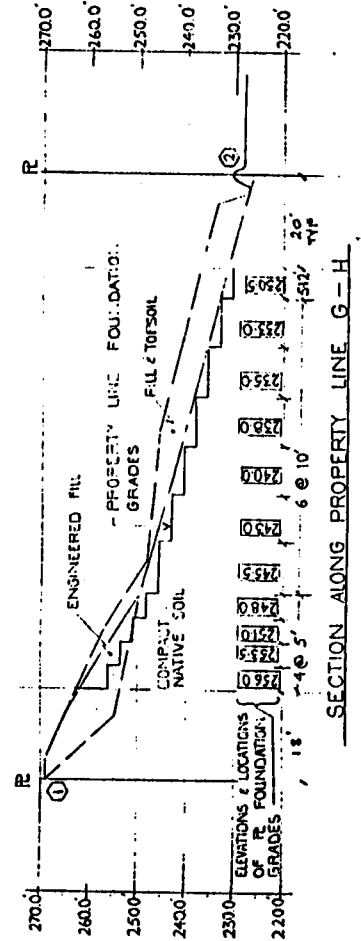
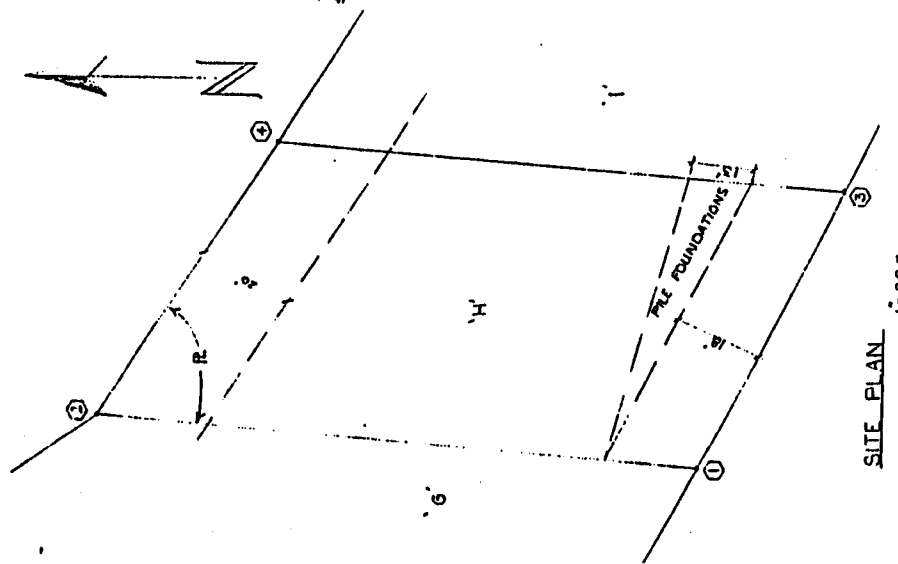
General Notes

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- 2) The property line foundation grades give the required elevation of footings on the property line (plus or minus 12 inches). Away from the property line foundations should be within the 2H:1V zone shown on Section A.
- 3) It is the responsibility of the Owner to confirm that foundation bearing is adequate for his proposed structure. Where the Owner wishes to deviate from the set guidelines he must have a foundation design certified by a Professional Engineer experienced in geotechnical work and must have approval from the City of Vancouver.

LOT 'G'
BLOCK 565, DISTRICT
LOT 526, PLAN 19107

NOTES:
1) Elevations to Vancouver City Datum in Feet
Reference Drawings: -TOPOGRAPHIC PLAN BY LYON & FLYNN ENGINEERING OCT 20, 1987
-TYPICAL AS-BUILT SECTION OF RETAINING BERM, Dwg. L55-11, MACLEOD GEOTECHNICAL LTD. OCT 5, 1987

P.C.I. CORP.	MACLEOD GEOTECHNICAL LTD. Vancouver, B.C.
PIGOT & EDWARDS VANCOUVER, B.C.	FOUNDATION GUIDELINES FOR LOT 'G'
	By: E.U. Date: Nov/87
	Dwg: L55-U8



SKETCH SHOWING ZONE OF ALLOWABLE FOUNDATION CONSTRUCTION BETWEEN PROPERTY LINES SECTION A

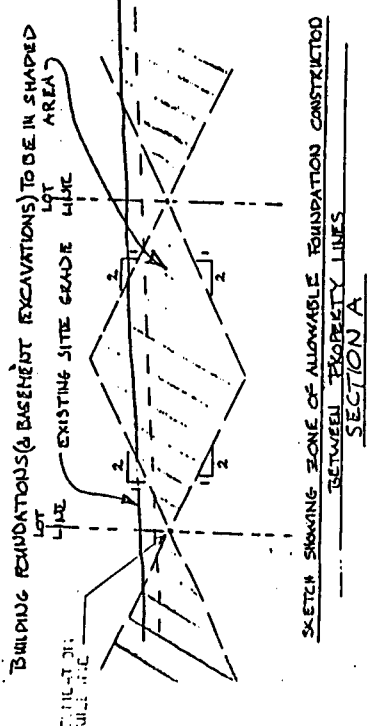
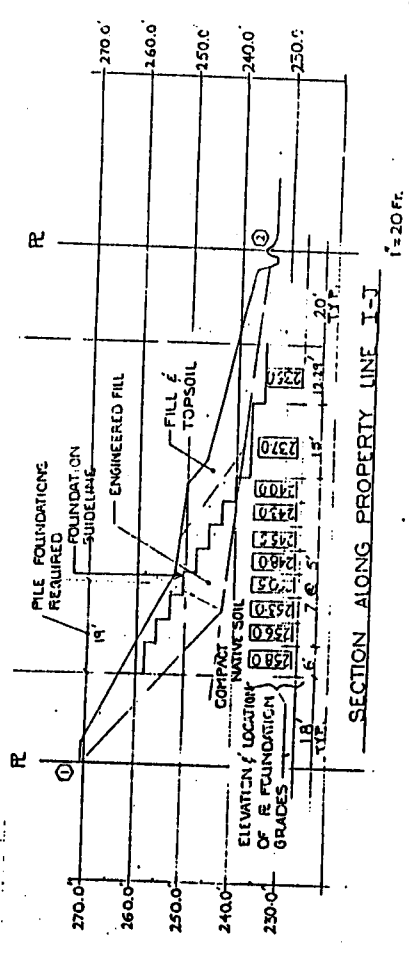
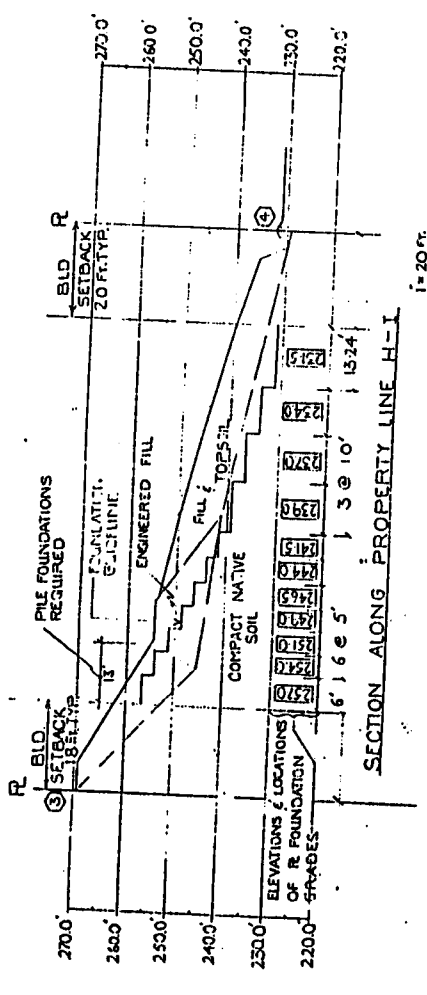
General Notes

- 1) The intent of the foundation guidelines is to pre-arrange the allowable location of house foundation footings such that adjacent construction does not undermine already built neighbouring foundations. It should be noted that these guidelines generally prevent undermining of the building structures however they do not necessarily protect adjacent landscaping, terraces, etc. The onus is still on the Owner doing the building to take precautions as necessary to protect the neighbouring property and to make good any damage.
- 2) The property line foundation grades give the required elevation of footings on the property line (plus or minus 12 inches). Away from the property line foundations should be within the 20:1V zone shown on Section A.
- 3) It is the responsibility of the Owner to confirm that foundation bearing is adequate for his proposed structure. Where the Owner wishes to deviate from the set guidelines he must have a foundation design certified by a Professional Engineer experienced in geotechnical work and must have approval from the City of Vancouver.

LOT 'H'
BLOCK 565, DISTRICT
LOT 526, PLAN 19107

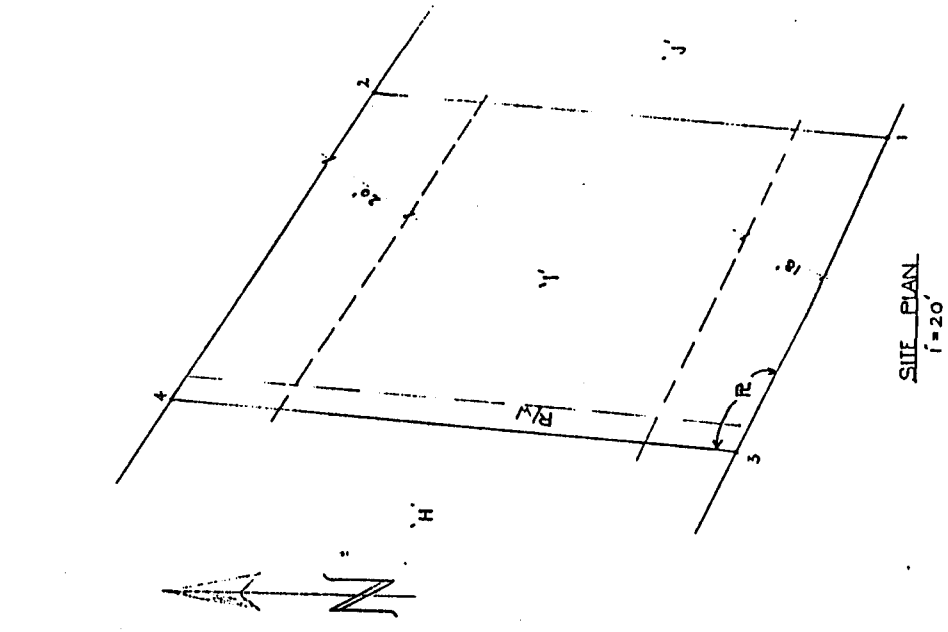
NOTES:
1) Elevations to Vancouver City Datum in Feet
Reference Drawings: -TOPOGRAPHIC PLAN BY
LYON & FLYNN ENGINEERING
OCT 20, 1987
-TYPICAL AS-BUILT SECTION
OF RETAINING BERM, DMG.135-21,
MACLEOD GEOTECHNICAL LTD.
OCT 5, 1987

P.C.T. CORP.	MACLEOD GEOTECHNICAL LTD. West Vancouver, B.C.
PIGOTT & EDWARDS VANCOUVER B.C.	FOUNDATION GUIDELINES FOR LOT 'H'
	(By: E.U.) (Date: NOV/87)



BUILDING FOUNDATIONS (BASEMENT EXCAVATIONS) TO BE IN SHAPED LOT AREA

SKETCH SHOWING ZONE OF ALLOWABLE FOUNDATION CONSTRUCTED BETWEEN PROPERTY LINES SECTION A



General Notes

- 1) The intent of the foundation guidelines is to pre-arrange the allowable location of house foundation footings such that adjacent construction does not undermine already built neighbouring foundations. It should be noted that these guidelines generally prevent undermining of the building structures however they do not necessarily protect adjacent landscaping, carports, etc. The onus is still on the Owner doing the building to take precautions as necessary to protect the neighbouring property and to make good any damage.
- 2) The property line foundation grades give the required elevation of footings on the property line (plus or minus 12 inches). Away from the property line foundations should be within the 2:1:1 zone shown on Section A.
- 3) It is the responsibility of the Owner to confirm that foundation bearing is adequate for his proposed structure. Where the Owner wishes to deviate from the set guidelines he must have a foundation design certified by a Professional Engineer experienced in geotechnical work and must have approval from the City of Vancouver.

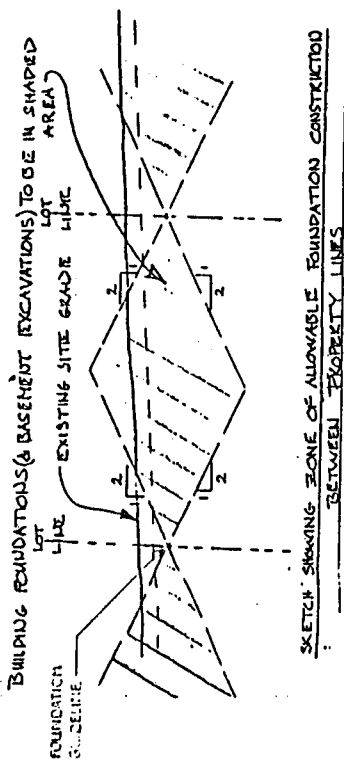
NOTES:

- 1) Elevations to Vancouver City Datum in Feet
- Reference Drawings: -TOPOGRAPHIC PLAN BY LYON & FLYNN ENGINEERING OCT 20, 1987
 -TYPICAL AS-BUILT SECTION OF RETAINING BERM, DMG, L55-X1, MACLEOD GEOTECHNICAL LTD. OCT 5, 1987

LOT 'I'
 BLOCK 565, DISTRICT
 LOT 526, PLAN 19107

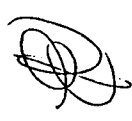
P.C.T. CORP.	MACLEOD GEOTECHNICAL LTD. West Vancouver, B.C.
PIGOT & EDINGTON VANCOUVER, B.C.	FOUNDATION FOR LOT 'I' Br:EU Date:Nov/87
	Dwg: L55-U10





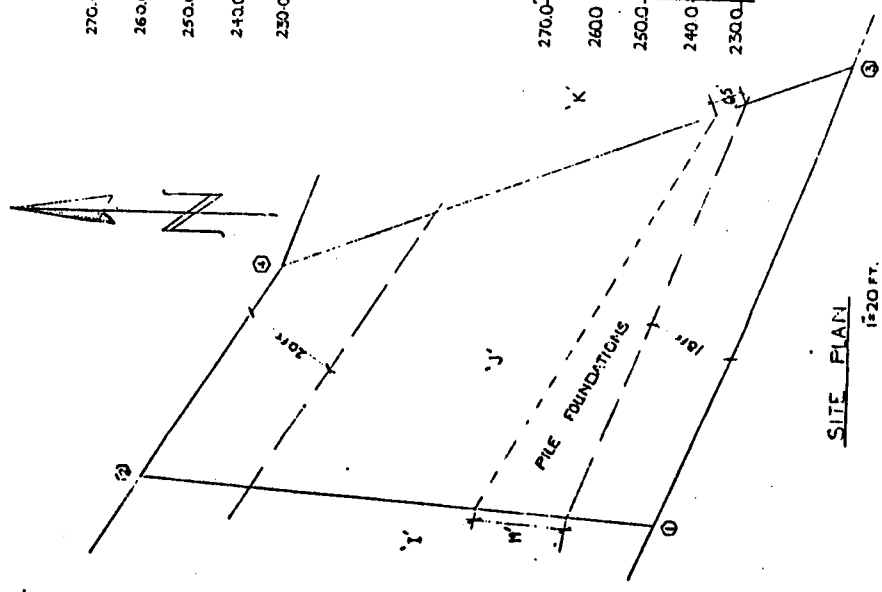
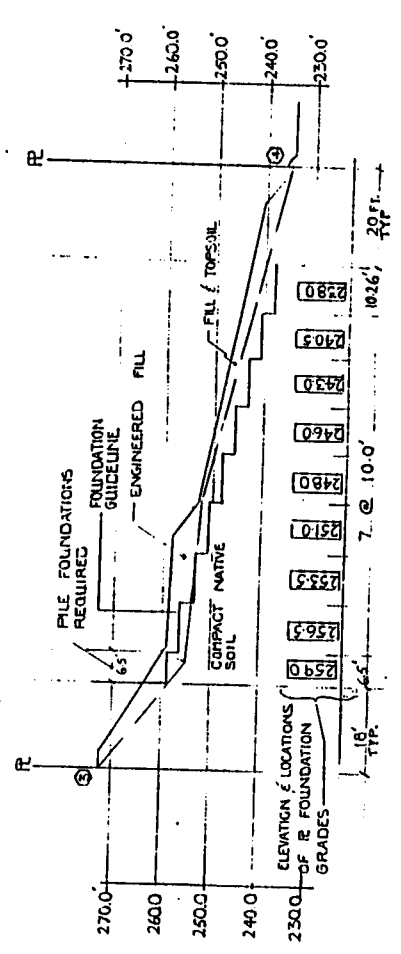
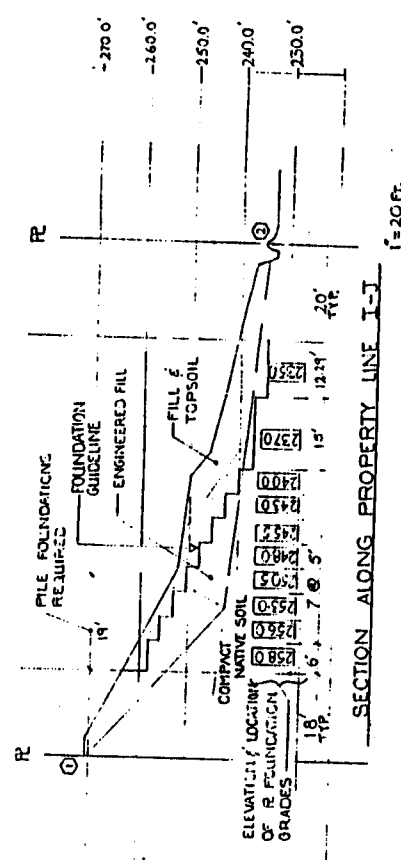
General Notes

- 1) The intent of the foundation guidelines is to pre-arrange the allowable location of house foundation footings such that adjacent construction does not undermine already built neighbouring foundations. It should be noted that these guidelines generally prevent undermining of the building structures however they do not necessarily protect adjacent landscaping, terraces, etc. The onus is still on the Owner doing the building to take precautions as necessary to protect the neighbouring property and to make good any damage.
- 2) The property line foundation grades give the required elevation of footings on the property line (plus or minus 12 inches). Away from the property line foundations should be within the 2:1:1W zone shown on Section A.
- 3) It is the responsibility of the Owner to confirm that foundation bearing is adequate for his proposed structure. Where the Owner wishes to deviate from the set guidelines he must have a foundation design certified by a Professional Engineer experienced in geotechnical work and must have approval from the City of Vancouver.

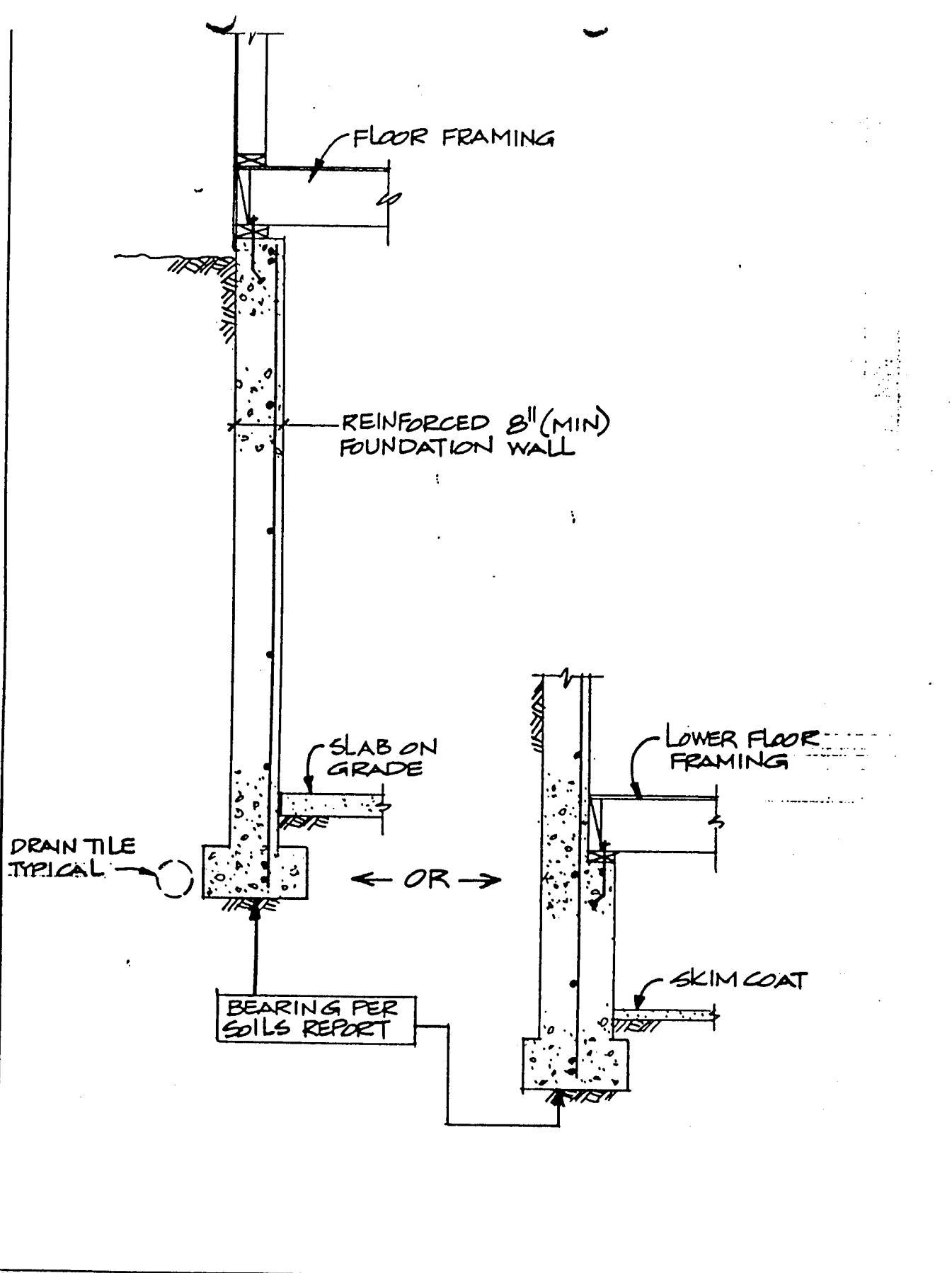


P.C.T. CORP.	MACLEOD GEOTECHNICAL LTD. West Vancouver, B.C.
PIGOT & EDINGTON VANCOUVER, B.C.	FOUNDATION GUIDELINES FOR LOT 'J'
	By: E.J. Date: Nov/97
	Drawn: 155-1111

LOT 'J'
BLOCK 565, DISTRICT
LOT 526, PLAN 19107



- NOTES:**
- 1) Elevations to Vancouver City Datum in Feet
- Reference Drawings: -TOPOGRAPHIC PLAN BY LYON & FLYNN ENGINEERING OCT 20, 1987
-TYPICAL AS-BUILT SECTION OF RETAINING BERM, DMG.L55-11, MACLEOD GEOTECHNICAL LTD. OCT 5, 1987



PROJECT: PUGET & EDDINGTON RESIDENCES

TAMM TACY

& ASSOCIATES LTD.

CONSULTING STRUCTURAL ENGINEERS
230 - 18 GOSTICK PLACE, NORTH VANCOUVER, B.C. V7M 3G3
985-0431

TITLE:

TYPICAL FOUNDATION WALL

DATE:

87-12-22

PROJECT No.:

87145B

BY:

S.C.

SCALE:

1/2" = 1'-0"

SK-3

CONCRETE SLAB
ON GRADE

REINFORCING
AS SPECIFIED

MIN. 18"
FROST COVER

BEARING PER
SOILS REPORT

PROJECT: PUGET & EDDINGTON RESIDENCES

TITLE:

TYPICAL FROST WALL

TAMM TACY

& ASSOCIATES LTD.

CONSULTING STRUCTURAL ENGINEERS
230 - 18 GOSTICK PLACE, NORTH VANCOUVER, B.C. V7M 3G3
985-0431

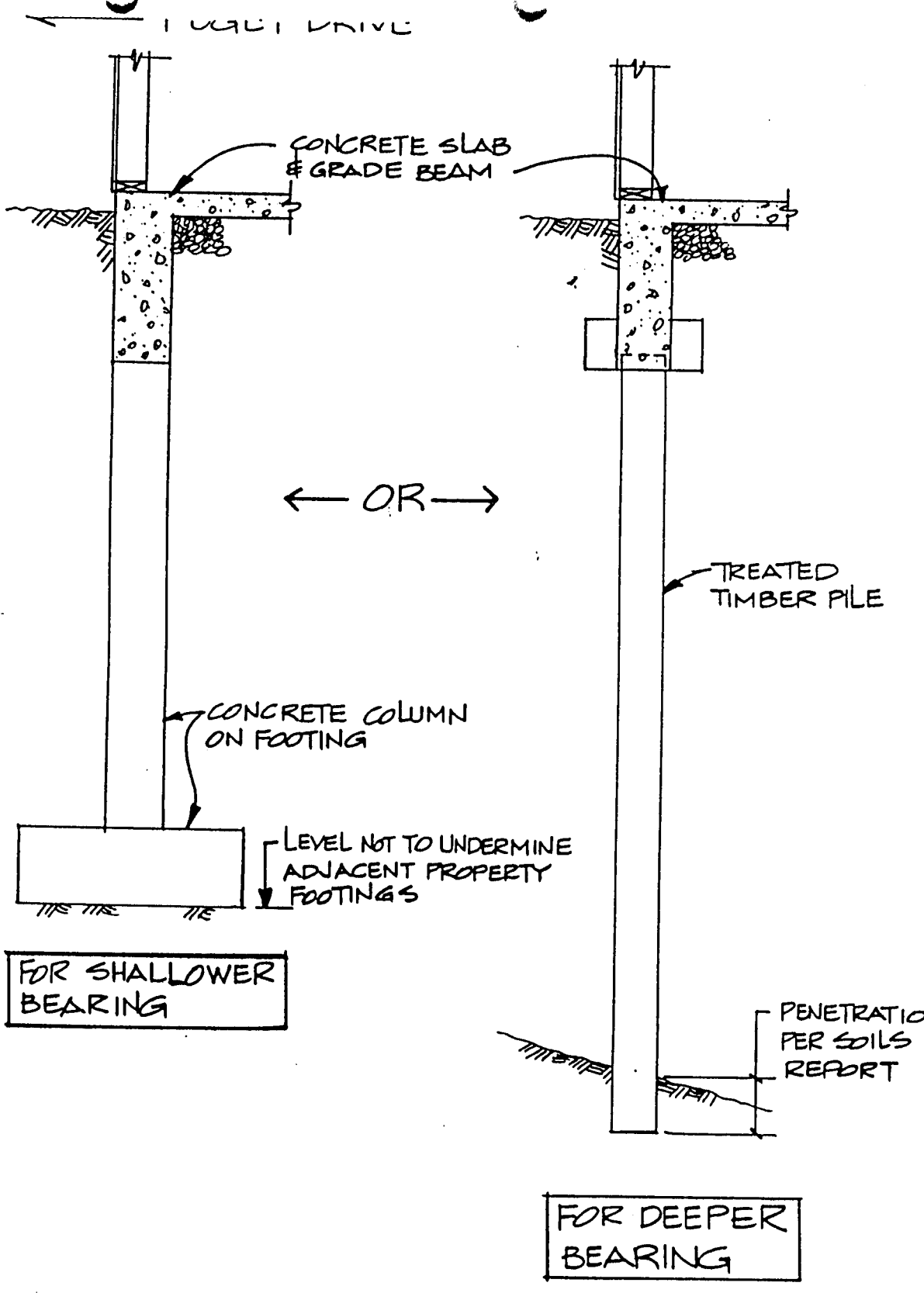
DATE: 87.12.22

PROJECT No.: 87145 B

BY: S.C.

SCALE: 1/2" = 10"

SK-1



PROJECT: PUGET & EDDINGTON RESIDENCES		TITLE: TYPICAL DEEP FOUNDATION	
TAMM TACY & ASSOCIATES LTD. CONSULTING STRUCTURAL ENGINEERS 230 - 18 GOSTICK PLACE, NORTH VANCOUVER, B.C. V7M 3G3 985-0431		DATE: 07.12.22	PROJECT No.: 87145 B
		BY: S.C.	SK-2
		SCALE: 1/2" = 1'-0"	

CITY OF VANCOUVER

SPECIAL COUNCIL - OCTOBER 30, 1980

PUBLIC HEARING

A Special Meeting of the Council of the City of Vancouver was held on Thursday, October 30, 1980 at approximately 7:30 p.m. in the Council Chamber for the purpose of holding a Public Hearing to amend the Zoning and Development By-law.

PRESENT: Mayor Volrich
Aldermen Bellamy, Boyce, Ford,
Gerard, Harcourt, Kennedy,
Little, Marzari, Puil and
Rankin

CLERK TO THE COUNCIL: Ms. G. Barden

COMMITTEE OF THE WHOLE

MOVED by Ald. Bellamy,
SECONDED by Ald. Little,

THAT this Council resolve itself into Committee of the Whole, Mayor Volrich in the Chair, to consider proposed amendments to the Zoning and Development By-law.

- CARRIED UNANIMOUSLY

To aid the public present for the Hearing, the Clerk read from the Agenda that the Council had before it.

1. Lands at the Northwest Corner of Puget Dr. and Trafalgar St.; and lands bounded on the West by Trafalgar St., on the North by the lane South of Edgar Crescent, on the East by the lane West of Haggart St., and on the South by Puget and Eddington Drives Lots 19 & 20, Block J, D.L. 2027, Plan 5702; and Lot 22 of Block 565, D.L. 526, Plan 9119

An application has been received from the Director of Planning to rezone the above lands from RS-1 One-Family Dwelling District to CD-1 Comprehensive Development District. It was noted that a portion of the Trafalgar Street allowance, presently not zoned, is also included in the application for CD-1 zoning.

The proposed CD-1 By-law, if approved, would restrict the use of this site to one-family dwellings and accessory uses customarily ancillary thereto, subject to provisions pertaining to the following:

- floor space ratio
- site coverage
- height
- yards
- off-street parking and vehicular access
- landscaping
- garbage collection facilities
- foundations and retaining walls
- design approval

and subject to such conditions as Council may by resolution prescribe, and any consequential amendments.

cont'd.....

Lands at the Northwest Corner of Puget Dr. and Trafalgar St.; and lands bounded on the West by Trafalgar St., on the North by the lane South of Edgar Crescent, on the East by the lane West of Hoggart St., and on the South by Puget and Eddington Drives
Lots 19 & 20, Block J, D.L. 2027, Plan 5702; and Lot 22 of Block 565, D.L. 526, Plan 9119 (cont'd)

In addition to the draft Zoning By-law amendment, Council had before it for consideration a development plan and accompanying design guidelines for the area, presented in a document entitled Puget and Eddington Lands Development Plan and Design Guidelines, City of Vancouver Planning Department, October, 1980.

This application is also to amend the Sign By-law, No. 4810 to establish sign regulations for the newly established CD-1 By-law.

Mr. R.R. Youngberg, Associate Director of Area Planning, gave background information for the proposed development and called on Mr. A. Cowie, Landscape Architect, and Mr. Roger Hughes, Architect, to explain the design guidelines and development of the site.

Also before the Council was a letter dated September 1980 from a group of owners in the area headed by Mr. V. Close, and a reply dated October 3, 1980 from the Director of Planning on their concerns regarding drainage, mud slides and flooding, loss of sunlight, etc.

The Chairman called for speakers for or against the application and the following appeared:

Mr. B. Rodgers submitted a letter dated October 27, 1980 from a Sub-Committee of the McKenzie Heights Homeowners Association, expressing their concerns regarding height of trees, sun angle, privacy, etc. They recommended that the rezoning be approved subject to the height of trees being limited to no more than 40 ft, the proposed building envelopes be reduced in height to prevent shading of their yards on McBain and Edgar Crescent, etc., as outlined in their letter.

Mr. V. Close, resident of 2652 Edgar Crescent, spoke further to his letter and urged Council to withhold approval of the rezoning. He stated the property should be retained as a greenbelt and the sun's heat and light should not be further restricted from reaching their homes.

* * *

Alderman Bellamy left the meeting at this point.

* * *

The following delegations recommended approval but in particular expressed concern about the sun angle and shading and height of trees:

- Mr. N. Linch, McKenzie Heights Homeowners Assn.
- Mr. B. Innes, 2438 Edgar Cres.
- Mr. B. Van Iterson, 2542 Edgar Cres.
- Mr. H. Alko, McKenzie Heights Homeowners Assn.

Mr. M. Zlotnik, 2350 West 37th Avenue, recommended that the West portion be used for senior citizens' housing and the balance be used for a park.

cont'd.....

Lands at the Northwest Corner of Puget Dr. and Trafalgar St.; and lands bounded on the West by Trafalgar St., on the North by the lane South of Edgar Crescent, on the East by the lane West of Hoggart St., and on the South by Puget and Eddington Drives
Lots 19 and 20, Block J, D.L. 2027, Plan 5702;
and Lot 22 of Block 565, D.L. 526, Plan 9119 (cont'd)

The landscape architect noted that their original plans will impose some control over the height of trees but they cannot stop someone from planting a different tree later. The Director of Legal Services stated there is no provision for legal control over the growth of trees.

MOVED by Ald. Puil,

THAT the rezoning application, including the Puget and Eddington Lands Development Plan and accompanying design guidelines, be approved subject to the restrictions to the CD-1 By-law and the conditions outlined above, including any necessary consequential amendments;

FURTHER THAT application to amend the Sign By-law No. 4810 to establish sign regulations for the newly established CD-1 By-law be approved;

FURTHER THAT the concerns of the citizens be dealt with and met insofar as is possible.

- CARRIED

(Alderman Marzari opposed)



Puget and Eddington Lands

#143

PUGET & EDDINGTON
LANDS

BY-LAW NO. 5416

A By-law to amend By-law No. 3575, being
the Zoning and Development By-law.

THE COUNCIL OF THE CITY OF VANCOUVER in open meeting
assembled enacts as follows:

1. The plan attached to and forming an integral part of By-law No. 3575 and designated as the "Zoning District Plan" and marked as Schedule "D" to said By-law is hereby amended according to the plan marginally numbered Z-249A annexed to this By-law and marked as Schedule "D" hereto, and in accordance with the explanatory legend, notations, references and boundaries designated, described, delimited and specified in particularity shown upon said plan annexed hereto; and the various boundaries and districts shown upon the plan hereto annexed respectively are an amendment of and in substitution for the respective districts, designated and marked on said Schedule "D" of said By-law No. 3575 insofar as the same are changed, modified or varied thereby, and the said Schedule "D" annexed to said By-law No. 3575 shall be deemed to be and is hereby declared to be amended accordingly, and the said Schedule "D" attached to this By-law is hereby declared to be and shall form an integral part of said plan marked as Schedule "D" to said By-law No. 3575, as if originally incorporated therein, and shall be interpreted accordingly.

2. The area shown outlined in black on the said plan is rezoned CD-1 and the only uses permitted within the said area and the only uses for which development permits will be issued are:

- USES: a) One-family dwellings;
b) Accessory uses customarily ancillary to the above, including off-street parking;

and subject to such conditions as Council may by resolution prescribe.

3. FLOOR SPACE RATIO: The floor space ratio for habitable space, including that permitted in Section 10.15.1 of Zoning and Development By-law No. 3575, shall not exceed 0.45.

The floor space ratio for non-habitable space as regulated by Section 10.15.2 of Zoning and Development By-law No. 3575 shall not exceed 0.15.

The following shall be included in the computation of floor space ratio:

- (a) all floors having a minimum ceiling height of 4 feet (1.219 m), including earthen floor, both above and below ground level, to be measured to the extreme outer limits of the building;
- (b) stairways, fire escapes, elevator shafts and other features which the Director of Planning considers similar, to be measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located.

The following shall be excluded in the computation of floor space ratio:

- (a) balconies, canopies, sundecks and other features which the Director of Planning considers similar, permitted to a maximum total area of 8 percent of the floor area;
- (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
- (c) parking areas, the floors of which are at or below the highest point of the finished grade around the building.

4. SITE COVERAGE: The maximum site coverage for buildings shall be 50 percent of the site area.

5. HEIGHT: The maximum height of a building shall not exceed 25 feet (7.620 m) as measured from a base surface determined by the building grades at the corners of the site, provided that:

- (a) no portion of a building within that area of the site identified by the letter "a" on Map 1 shall extend above a horizontal plane having an elevation of 12 feet (3.658 m) to be measured, for each site within this area, from the corner of the site having the lowest building grade along the fronting street;
- (b) no portion of a building within that area of the site identified by the letter "b" on Map 1 shall extend above a horizontal plane having an elevation of 8 feet (2.438 m) to be measured, for each site within this area, from the corner of the site having the lowest building grade along the fronting street;
- (c) no portion of a building shall extend above a 40 degree angle of sunlight measured above a horizontal plane from the lowest building grade along the northerly boundary of that portion of the lane immediately opposite each site. For the purpose of this section, that portion of the lane immediately opposite each site shall be determined by a true north projection from all points along the site boundary adjoining the lane;
- (d) where development is permitted in a required sideyard, the maximum height of a building shall be 10 feet (3.048 m) as measured from the base surface.

6. YARDS: Front and rear yards shall be provided having a minimum depth as indicated on Map 2, provided that where a roof terrace is provided on a garage and located adjacent to a habitable room, a garage shall be permitted to encroach into the required rear yard, subject to the height and side yard provisions of this By-law.

Side yards shall be provided as follows for the proposed lots indicated on Map 3:

- Lots 2 to 14, inclusive:
 - a nil easterly side yard and a westerly side yard having a minimum width of 1/3 of the width of the lot, provided that the Development Permit Board may permit an easterly side yard having a maximum width of four feet (1.219 m), subject to the following:

- (a) provision of a westerly side yard having a minimum width of 16 feet (4.877 m); and
 - (b) maintenance of privacy regarding the adjoining easterly site.
- Lots 15 to 17, inclusive:
 - a side yard, on both the easterly and westerly sides, having a minimum width of 5 feet (1.524 m).
 - Lots 1 and 18:
 - a westerly side yard having a minimum width of 5 feet (1.524 m) and an easterly side yard having a minimum width of 10 feet (3.048 m).

The Development Permit Board may permit habitable and non-habitable space, including garages, to encroach into a required westerly side yard for Lots 2 to 14, inclusive, subject to the following:

- (a) in no case shall the side yard provided be less than 10 feet (3.048 m); and
- (b) a terrace shall be provided on the total roof of every encroachment, be located adjacent to a habitable room, and have direct access of sufficient width from the adjoining grade; and
- (c) the height of every encroachment shall in no case exceed 10 feet (3.048 m) measured from the base surface, described in the Section of this By-law entitled "Height", to the surface of the roof terrace.

7. OFF-STREET PARKING AND VEHICULAR ACCESS: A minimum of two off-street parking spaces shall be provided for each dwelling unit, with access to be provided from the lane. The location and design of all off-street parking spaces and vehicular access thereto is to be approved by the Development Permit Board, having particular regard to the approved development plan and design guidelines.

8. LANDSCAPING: All development permit applications shall be accompanied by the submission of a detailed landscape plan in accordance with the approved development plan and design guidelines.

9. GARBAGE COLLECTION FACILITIES: Garbage collection shall be provided from the lane. Each dwelling unit shall provide a garbage enclosure capable of accommodating at least three standard garbage cans, with the location and design of such enclosure to be approved by the Development Permit Board.

10. FOUNDATIONS AND RETAINING WALLS: All foundations and retaining walls shall be designed by a certified structural engineer. The location and non-structural design of all foundations and retaining walls shall be approved by the Development Permit Board, having particular regard to the approved development plan and design guidelines.

11. DESIGN APPROVAL: All development permit applications shall be accompanied by a scale model and require the approval of the Development Permit Board which shall, in exercising its jurisdiction, have particular regard to the following:

- (a) the advice received from the Development Permit Staff Committee and the Urban Design Panel;
- (b) the approved development plan and design guidelines, including the overall form of development, exterior finishes, window treatment, paving and landscaping, the usefulness of outdoor open space, privacy, over-view and roofscape treatment.

12. This By-law shall come into force and take effect on and after the date of the passing hereof.

DONE AND PASSED in open Council this 18th day of November, 1980.

(signed) John J. Volrich

Mayor

(signed) R. Henry

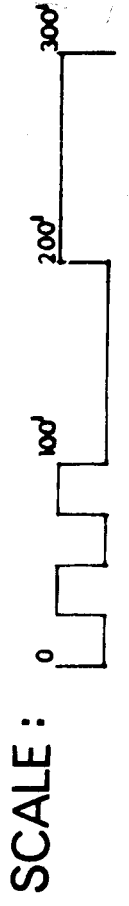
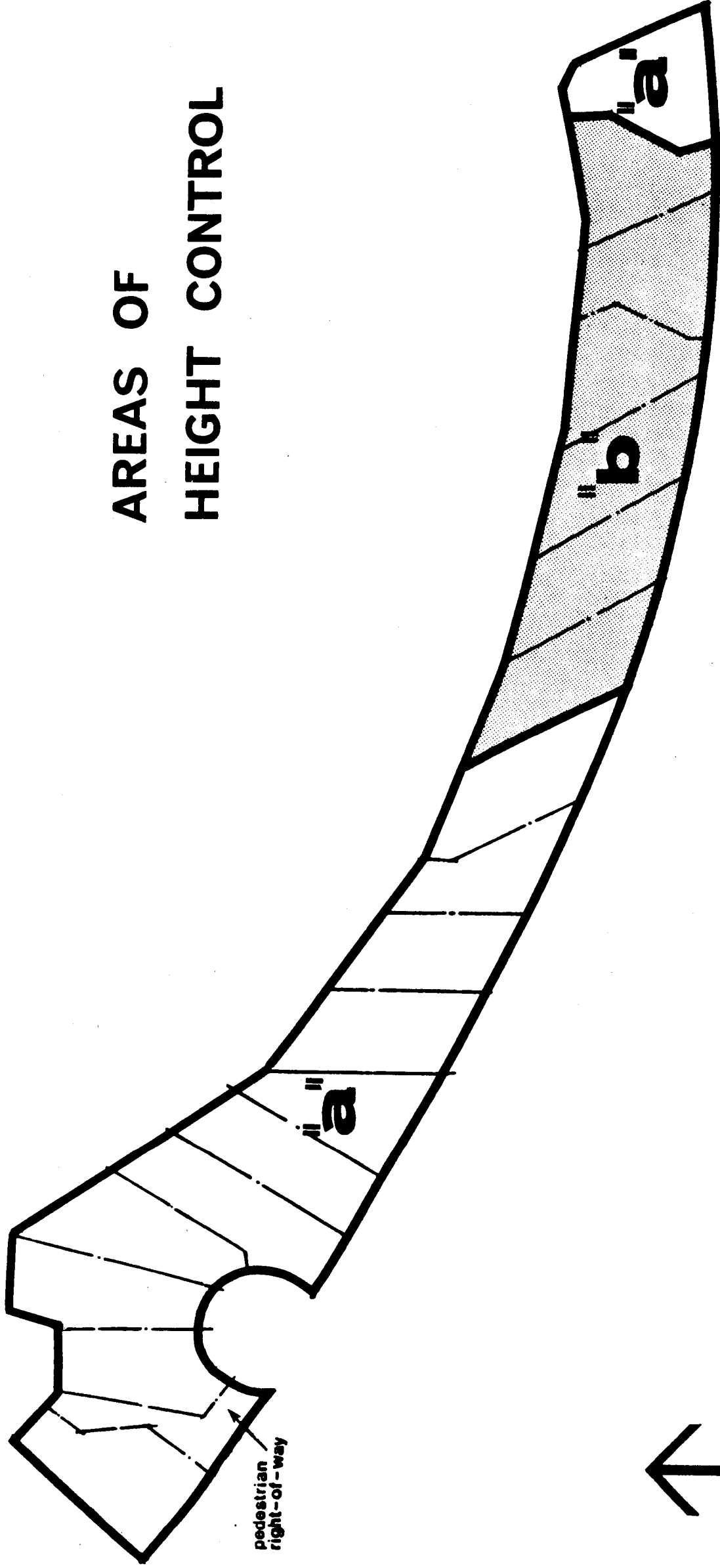
City Clerk

"I hereby certify that the foregoing is a correct copy of a By-law passed by the Council of the City of Vancouver on the 18th day of November, 1980, and numbered 5416.

CITY CLERK"

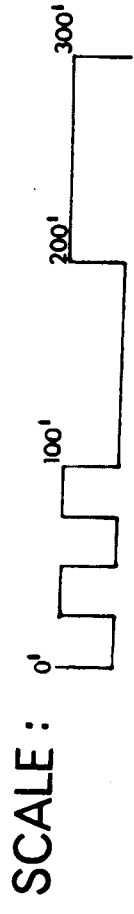
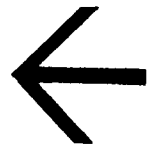
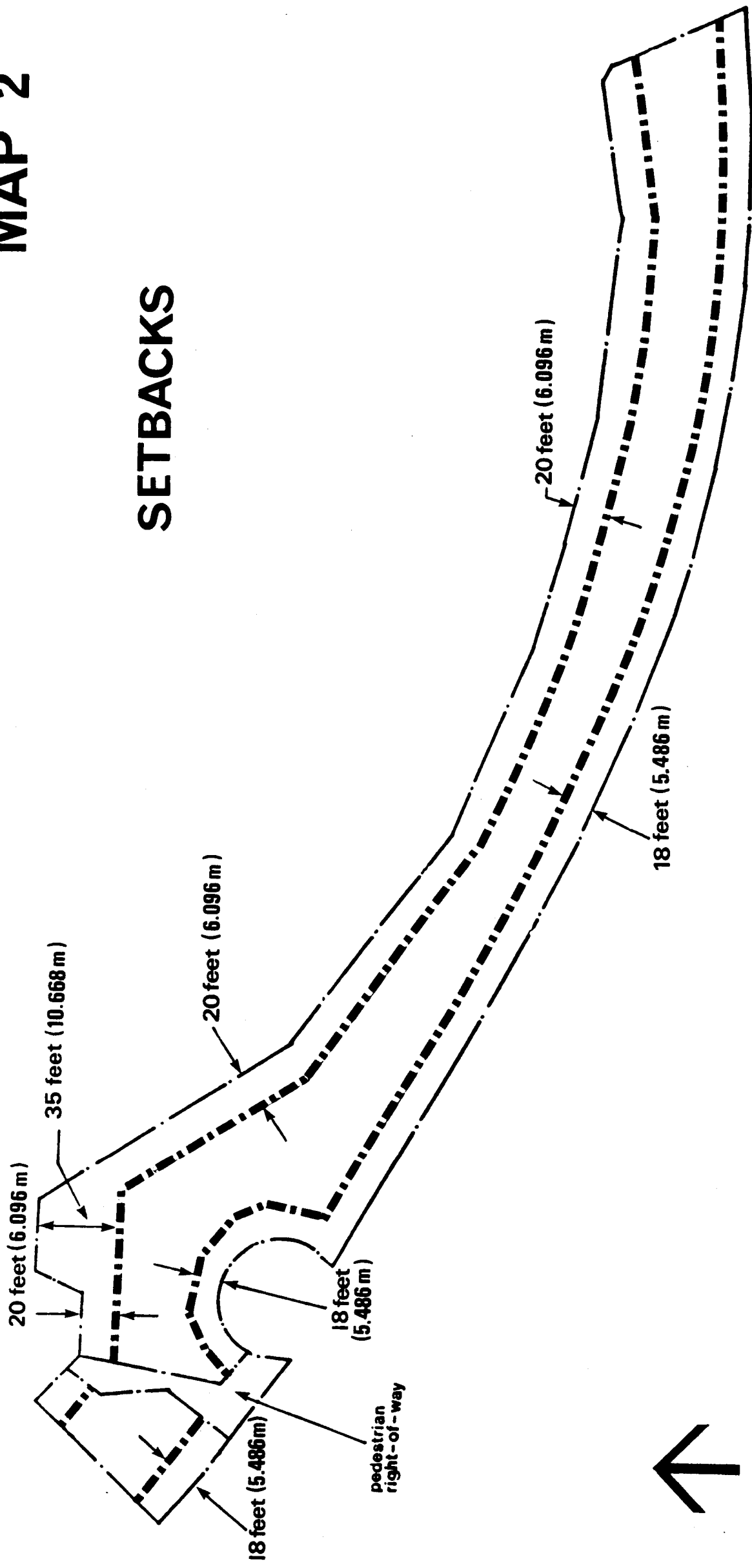
MAP 1

AREAS OF HEIGHT CONTROL



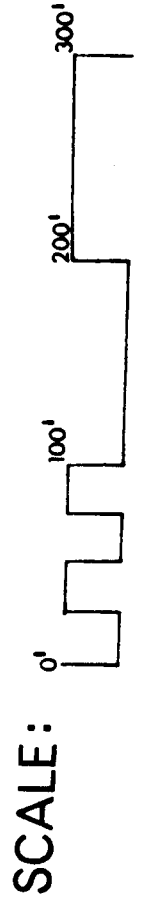
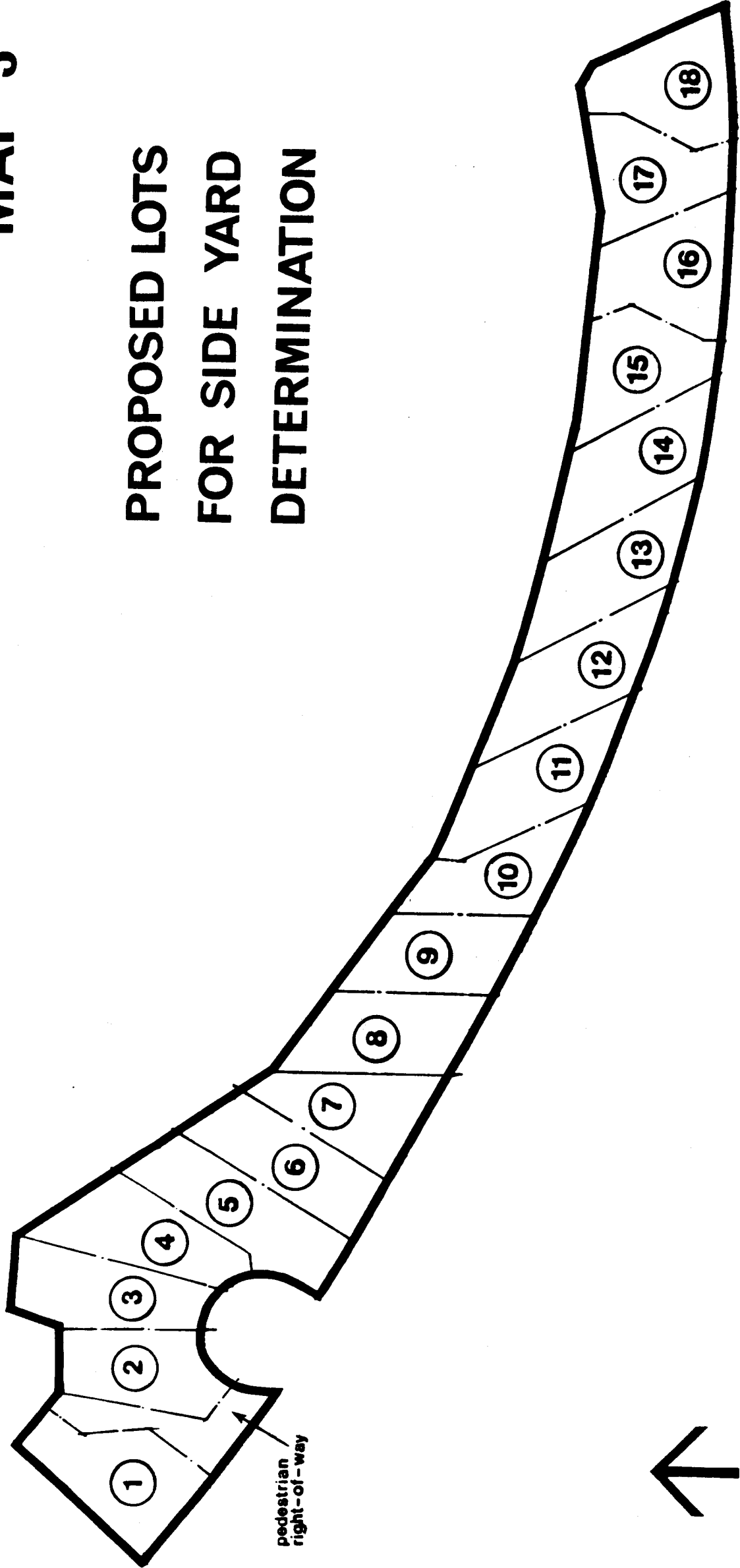
MAP 2

SETBACKS



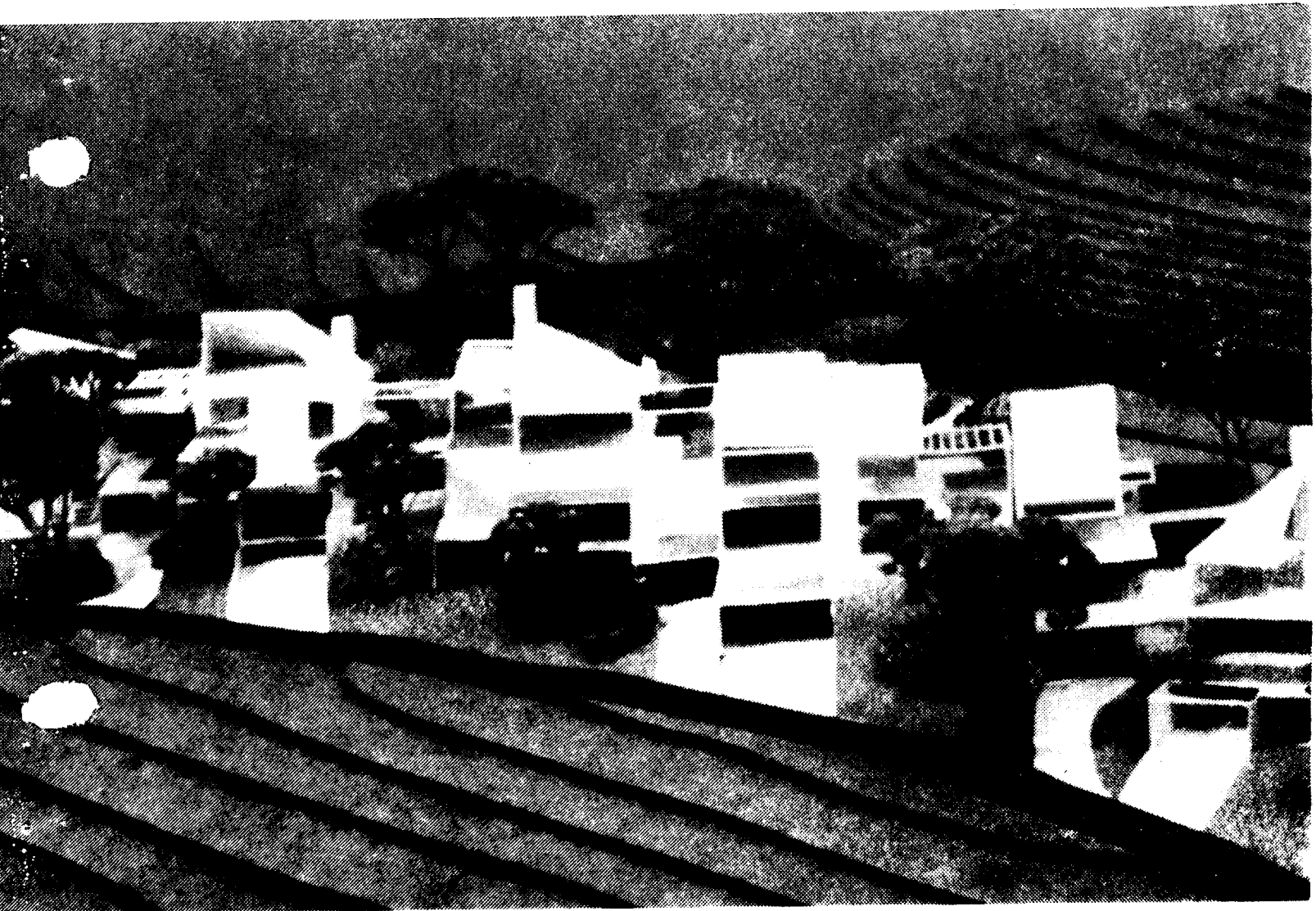
MAP 3

PROPOSED LOTS FOR SIDE YARD DETERMINATION



#143

Puget and Eddington Lands Development Plan and Design Guidelines



City Planning Department

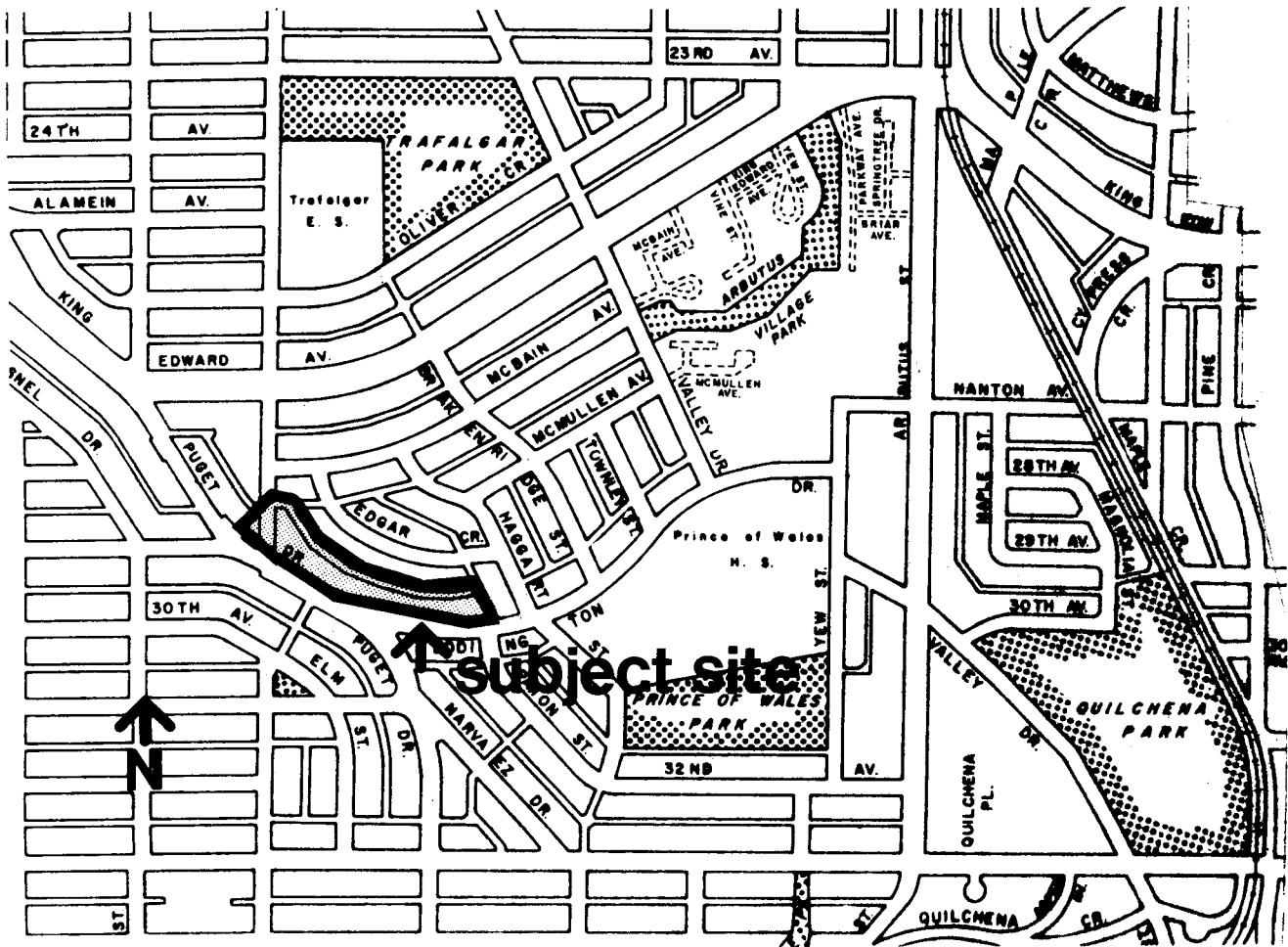


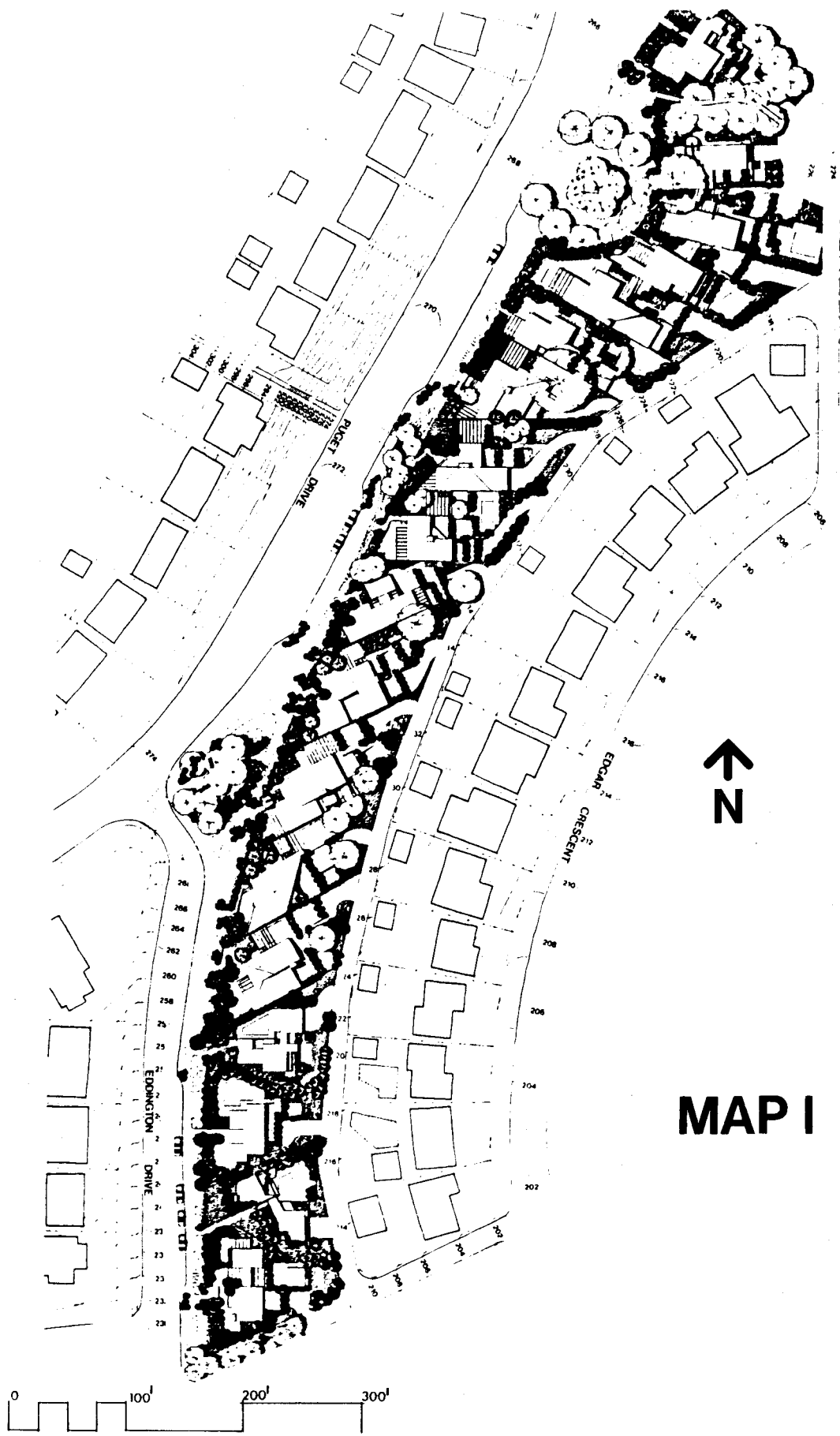
October 1980

1. INTRODUCTION

The Puget and Eddington site is shaped as a long, thin arc and is a segment of an abrupt ridge which defines the north edge of the MacKenzie Heights area. The property is zoned RS-1, occupies approximately 3.0 acres, and is generally recognized within the neighbourhood as the local, vacant lot, serving as a casual play area for local children. Concrete stairs on the site provide a pedestrian connection between Trafalgar Street and Puget Drive.

The surrounding area is also zoned RS-1 with the only exception being property to the northwest which is zoned CD-1 and developed as a senior citizens housing complex. The area is well provided with park space and Prince of Wales Secondary School and Trafalgar Elementary School almost abut the subject property. The recently completed Arbutus Village Shopping Centre provides almost all required services within a half mile of the subject property.





SITE PLAN

MAP I

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2. DEVELOPMENT CONSIDERATIONS

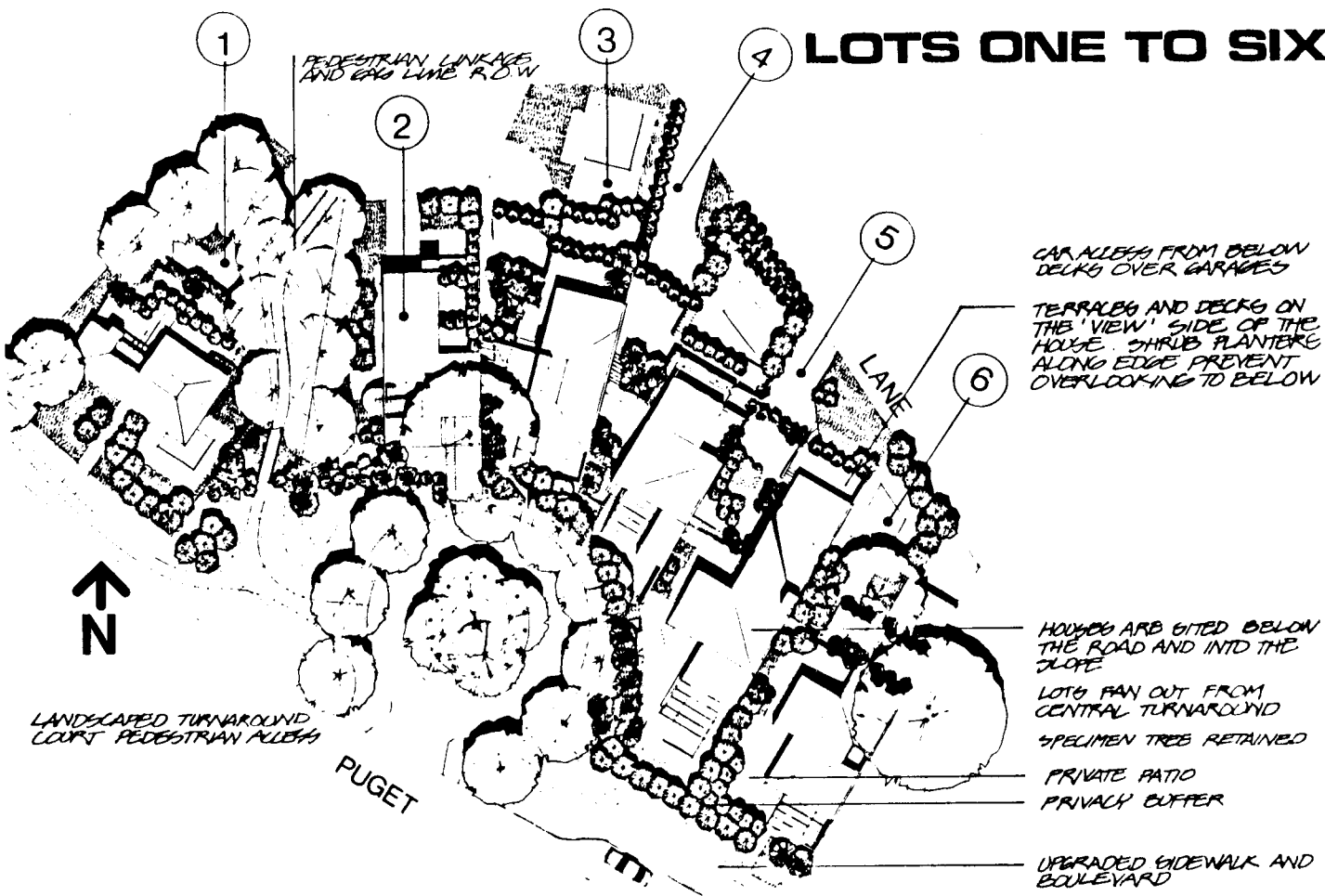
The Puget and Eddington site tends to be naturally divisible into three segments with changes in topography, vegetative cover, and orientation determining a different landscape character for each area. These subtle differences in turn suggest appropriate subdivision pattern and building form for each of the areas as described in the site plan attached as Map I. The three segments have been termed the western, central and eastern portions of the site.

Western Portion. This is the widest part of the site, not as strongly linear as the other two portions. Slopes along the top are fairly gentle, becoming very steep at mid-site and again shallower toward the bottom. A differential elevation of almost 50' across the site in this area allows for long vistas in a sweeping arc from northeast to northwest.

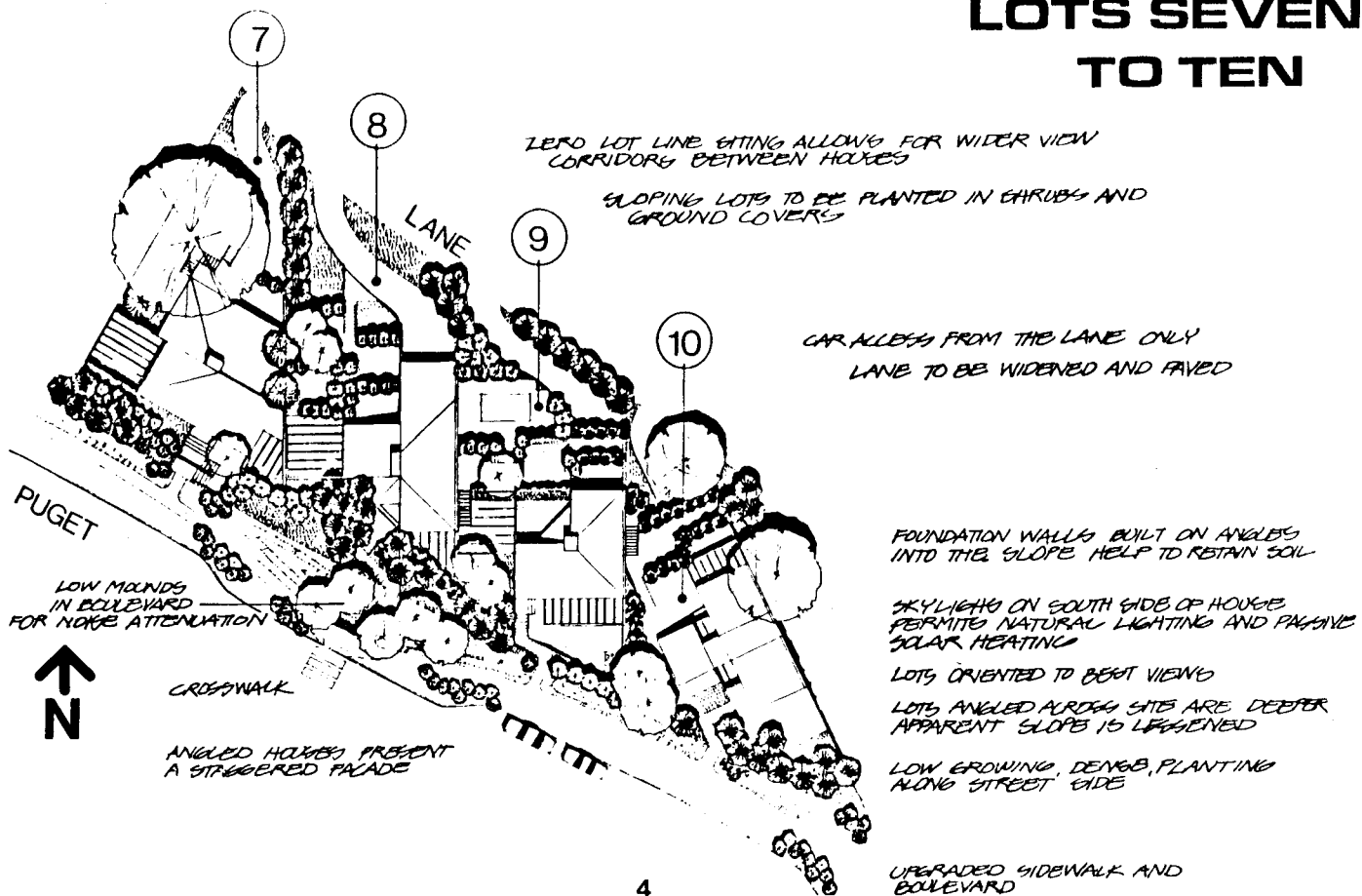
As shown on the site plan (Map I), the houses have been sited into the steeper portions of the site; this serves to help retain the slope while allowing for a turn-around on the more level area at the top of the site and vehicular access at suitable gradients off the lane below. The lot lines radiate from the central turn-around which forms a landscaped focal point for this cluster. A combined pedestrian and utility easement has been designated to serve as a connection from Trafalgar Street below to the upper turn-around and Puget Drive.

Central Portion. This portion comprises the narrowest and steepest part of the site, with only narrow strips of gently sloping area along the top and bottom. There are fine views from all along this portion, especially to the north and northwest, out toward Burrard Inlet. The proposed development calls for improvement of the boulevard along Puget and Eddington Drives. The new houses will be seen from the street as being sited low into a park-like setting. Car access for all units is to be off the lane which is to be graded and paved as part of the general site development. The lots in the central portion have been angled across the site for several reasons. This orientation positions the buildings towards the prime views, thus reducing over-looking onto lower properties. The angled lots are longer than would be lots perpendicular across the site. In effect, extra length reduces the severity of the slope. Further, the house fronts will present a staggered effect from the lane and from Puget Drive, as requested by the local residents.

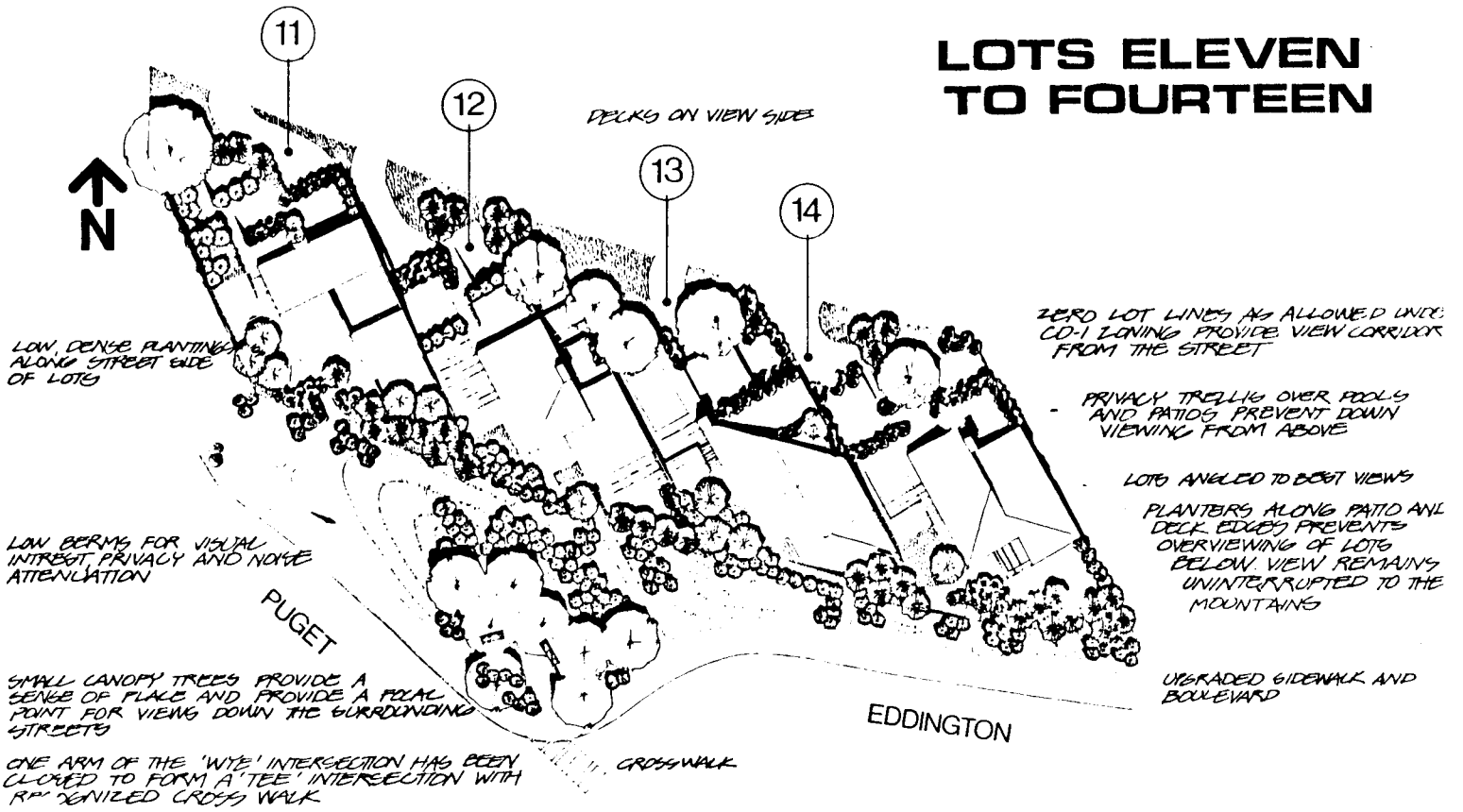
LOTS ONE TO SIX



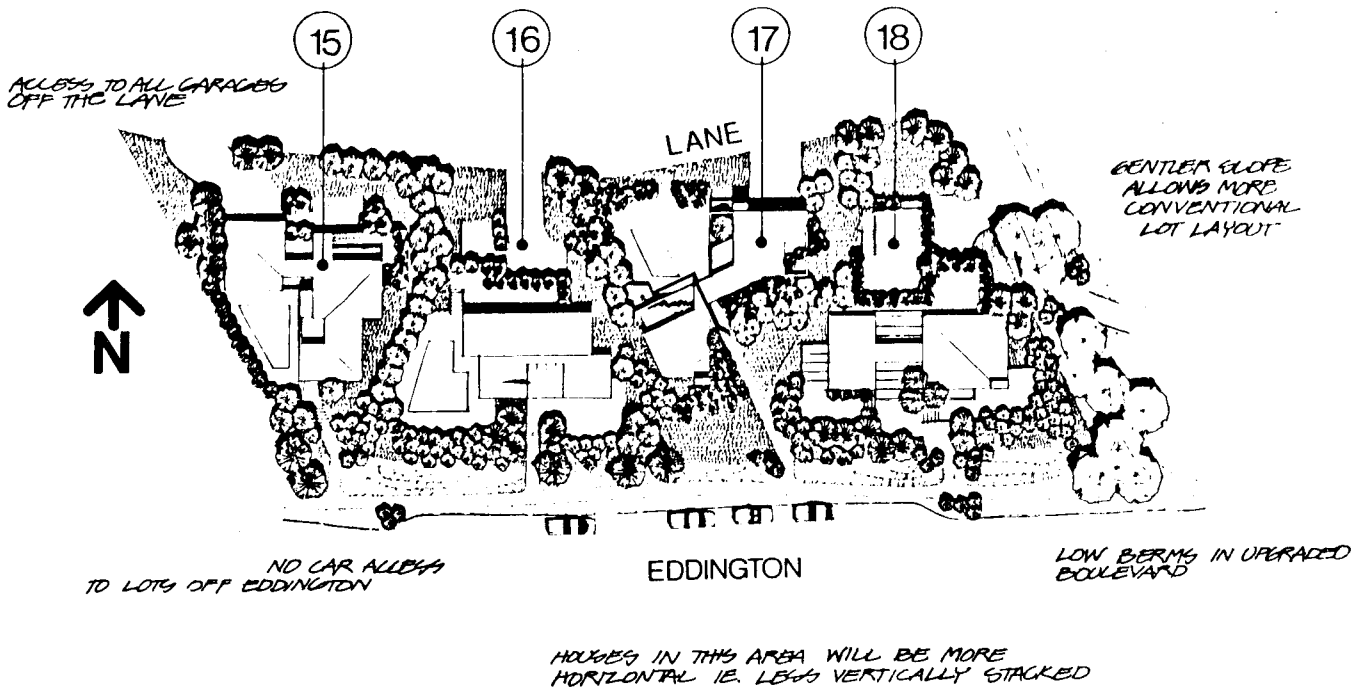
LOTS SEVEN TO TEN



LOTS ELEVEN TO FOURTEEN



LOTS FIFTEEN TO EIGHTEEN



Eastern Portion. The east end of the site is less narrow and steep than the central portion, with wider, gently sloping terraces at top and bottom.

The more gradual slopes in this area allow for a more conventional subdivision layout. With wider lots more of the young, existing vegetation could be retained as a screen along the lane. Although there is not the dramatic height differential here as there is at the western end of the site, the houses will still be 25 feet above neighbouring houses across the lane. As a result, privacy will remain an important architectural design consideration.

3. DESIGN GUIDELINES

The guidelines, as outlined in the following six sections are intended to form the basis for approval of designs submitted under the CD-1 zoning for the Puget and Eddington site.

3.1 CONTEXT

Compatibility and Neighbourhood Impact

The consultant team and City Planning Department staff have spent considerable time discussing the proposed development and its detailed planning with the Local Residents Planning Committee. The impact of the mass of the buildings from the streets, view reduction, and increased traffic flow along the lane, were major concerns expressed. The consensus was that the key to design compatibility and neighbourhood impact was density. After a number of alternatives had been evaluated, a total of 18 detached, single-family units, with a floor space ratio modified to limit above grade building, was agreed to as an acceptable density.

The intent of this density is to allow space for multi-level, terraced, landscaped outdoor areas, in conjunction with a built form that truly expresses hillside housing and all the advantages possible in this form.

Traffic

Traffic count information, as supplied by the City, indicates that both Puget and Eddington carry well below the maximum traffic volumes for their respective classifications. Further, the amount of additional traffic generated by this low density development scheme, will not noticeably affect traffic levels on either street.

Puget Drive is classed as a secondary arterial, while Eddington is a local street. While neither of these categories has restrictions regarding access, it is intended that vehicular access to the houses will be from the lane to the north of the site. The lane is to be upgraded as part of the site development process in order to accommodate the additional traffic and reflect the high quality of the development. While a vehicular turn-around is proposed for the west end of the site, it will also serve as a drop-off place for pedestrians and light deliveries. Automobile access to the houses

in the cluster around the circle will be from the lane below. There will be no direct vehicular access from the turn-around to the houses. Similarly, no direct vehicular access will be provided from Puget or Eddington Drives to the lots along the remainder of the site. For drop-off, pick-up, light deliveries, or temporary parking, parallel parking will be provided along both Puget and Eddington Drives.

The intersection of Puget and Eddington is to be altered by eliminating half of the "Y" of Eddington onto Puget. This will result in a simplified "T" intersection and also provide an additional area for landscaping.

Streetscape

The site presently offers a unique vista of Vancouver and the North Shore. Views through the development should be preserved by siting units low on the hill according to building envelope recommendations.

It is intended that the boulevard along Puget and Eddington Drives be landscaped and improved in accordance with the quality of the development. Gentle mounds of earth, two to three feet in height, will serve to provide privacy to the houses on the site, while blocking road sound and lessening the

impact of the new units. Trees should not be planted in the boulevard area so that views of residents to the south are maintained.

The design of the boulevard area including the location of berms and sidewalks will be co-ordinated by the City Engineer and Director of Planning.

3.2 INFRASTRUCTURE

Pedestrian Routes

Existing steps from Trafalgar up to Puget must be relocated to allow for the new subdivision. This pedestrian right-of-way will also be the right-of-way for the new gas line that is being installed. The steps are to lead up to the proposed round-about located adjacent to Puget but must be designed to discourage through traffic of motorbikes while, at the same time, allowing for bicycles to be pushed beside the pedestrian path.

Access

Vehicular access to the proposed dwellings should be from the lane. This will allow more visitor parking on the street above and also reduce the visual impact of the car to a level acceptable to those properties above Puget that overlook the project.

Garages should be an integral part of the housing which will mean driveways up from the lane to the house unit. Driveways should be designed so as to maintain the site lines up and down the lane, as well as maximum slope acceptable to the City Engineer for a private drive. Developers should be aware that their designers will be expected to co-ordinate the junctions of all private driveways and the lane with the landscaping, in order to prevent overlooking from the hillside housing down to the houses on Edgar Crescent.

Garbage collection is to be from the lane and every lot should have a "designed" enclosure for 3 - 4 garbage cans.

Services

The intent is that all services should be underground. Therefore, to accommodate the undergrounding of services which may take place in the future, all power and telephone services from the home to the property line should be buried.

The existing sewers along Puget and Eddington Drives are too high for use by the properties to be created. It will be necessary to install new separate sewers in the lane north of the site and to carry out some upgrading of the local systems to accept the increase in capacity.

The existing water mains on Puget and Eddington Drives are able to serve the new properties.

There will need to be a relocation of the existing gas main within the Trafalgar Street end right-of-way. Capacity for the new homes is available from the existing system.

3.3 SITING

Traffic Noise

The present traffic volume along Puget is 3,400 cars per day which creates a noise level of 54 decibels. This volume could increase to as much as 10,000 cars per day generating a noise level of 60 decibels. Therefore, the suggested siting of the dwelling units is generally downhill from Puget and Eddington, putting most of the homes in the sound shadow created by planting and the proposed berm along the boulevard. Bedrooms should be oriented to the quiet side and outdoor spaces should be designed to fall in a zone where the noise level is 50 decibels or less.

Views

The intent is that the proposed development will not interfere with the views of residents on Puget and Eddington. All of the houses should be sited downhill from Puget so that only the roof or upper storey is above the level of the street (see building height requirements). In addition to this, a large side yard of 16' - 20' or view corridor should be designed into each lot as shown on the site plan (Map I). Because the majority of the homes along Puget are sited high on their lots, no detailed view analysis for each of the proposed adjacent dwelling units is necessary. However, the new units on Eddington, especially Lots 12 - 17 will need careful siting if the views of the homes opposite are to be respected.

Tree Retention and Existing Features

Both the Red and Bigleaf Maple species on site tend to have shallow roots and their stability would be jeopardized if roots were cut too closely near the trunk. Unless no disturbance can be guaranteed out to the limit of the branches, the trees may not be worth saving. Smaller existing trees (under 6" cal.) will be more resilient to changes in drainage, cut roots, and compaction than older trees. The younger Red Maples should be prime candidates for tree preservation. Other trees on site worthy of money spent for retention would be the Scotch Pine and Western Hemlock, as well as the few Mountain Ash toward the east edge of the site. Even small trees of 4" cal. would be expensive to replace and should be preserved and protected during the construction process if they do not come into direct conflict with construction procedures.

Terraces and Private Outdoor Space

Because of the steep slope of the site and the need to protect privacy and prevent overlooking, outdoor terraces should be provided adjacent to habitable rooms, both to the southwest side of the dwelling unit and, where possible, on the northwest face. The intent is to create a terracing of outdoor spaces from Puget down to the lane, thus providing a view corridor as well as a physical link from the lane to Puget Drive. To preserve privacy, broadleaf evergreens low in habit should be used to screen terraces and patios from overlooking from Puget Drive.

Trellises should also be used to break down the scale of the buildings. They should be planted to provide a green grid stepping up the hill. Trellises should also be used to minimize overlooking to the gardens below by cutting off the sight lines from the hillside houses to the gardens, but at the same time they should not block the longer mountain views.

Landscape Planting

Complete integration of street and residential landscape treatment can be achieved by careful land contouring and planting. The landscape treatment is divided into three zones: boulevard, buffer and garden.

The boulevard zone is the publicly-owned land between the street curb and the property line. The public sidewalk, grass and shrubs are included. The pedestrian pathway from Puget to Trafalgar is part of this zone. To protect views, no trees should be planted on the boulevard. The shrubs in this zone should be low and medium height broadleaf evergreens. Options include: "Berberis chenaultii" (Barberry variety), "Cotoneaster lowfast" (Cotoneaster variety), several "Calluna" and "Erica" varieties (heathers), "Mahonia aquifolium" (Oregon Grape), and "Pieris japonica" (Japanese Andromeda).

The buffer zone is partly in the boulevard and partly on private property. The ground can be contoured to create one and two foot mounds for sound and visual screening. The planting can be a combination of low and medium shrubs, preferably evergreen, with year-round colour combinations. Apart from the shrubs referred to above, additional evergreen plants include: "Cotoneaster salicifolius 'Repens'" (Avondrood), "Pyracantha Orange Glow", "Rhododendron" varieties; and deciduous ornamental shrubs include: "Azalea" varieties, "Cornus Stolonifera" (Redtwig Dogwood), "Cotoneaster Horizontalis" (Rockspray Cotoneaster), and "Viburnum Opulus 'Compactum'".

The garden zone has many sub-areas, including private sitting areas, screening areas and buffer areas to the lane. A great variety of plants can be selected by the private owners. However, low-growth or dwarf tree species should be selected and kept trimmed to maintain the views of Puget and Eddington Drive residents. Evergreen coniferous hedge plants such as "Taxus Baccata" (English Yew) and "Thuja" varieties (Cedar) should also be kept clipped to protect existing views. A variety of vines and creepers should be planted against walls and on trellises, including: "Clematis Armandi" (Evergreen Clematis), "Hedera" varieties (Ivy), "Parthenocissus Quinquefolia" (Virginia Creeper), and "Wisteria Floribunda" (Japanese Wisteria).

3.4 BUILDING

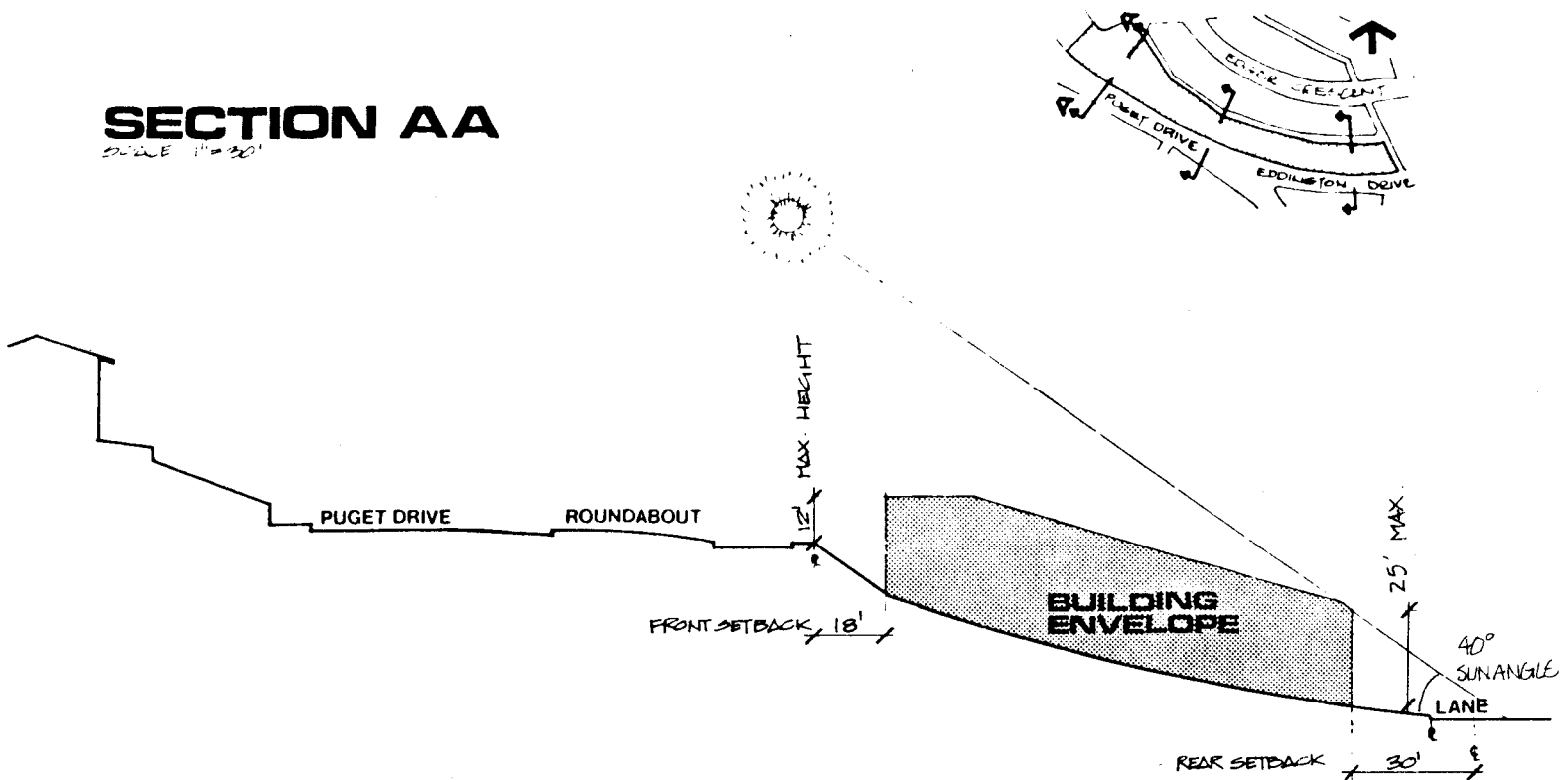
Building Envelope

The intention, in defining the building envelope, is to ensure privacy, prevent overlooking, and allow for sun penetration into outdoor spaces of the new subdivision, as well as the rear gardens of homes along Edgar Crescent.

In addition, the envelope should prevent the "house on stilts" solution which has been used recently for hillside housing design in Vancouver, and encourage low-scale development where the building is very closely integrated with its site. The envelope is defined by setbacks, sideyards, floor space ratio, site coverage and building height controls as follows:

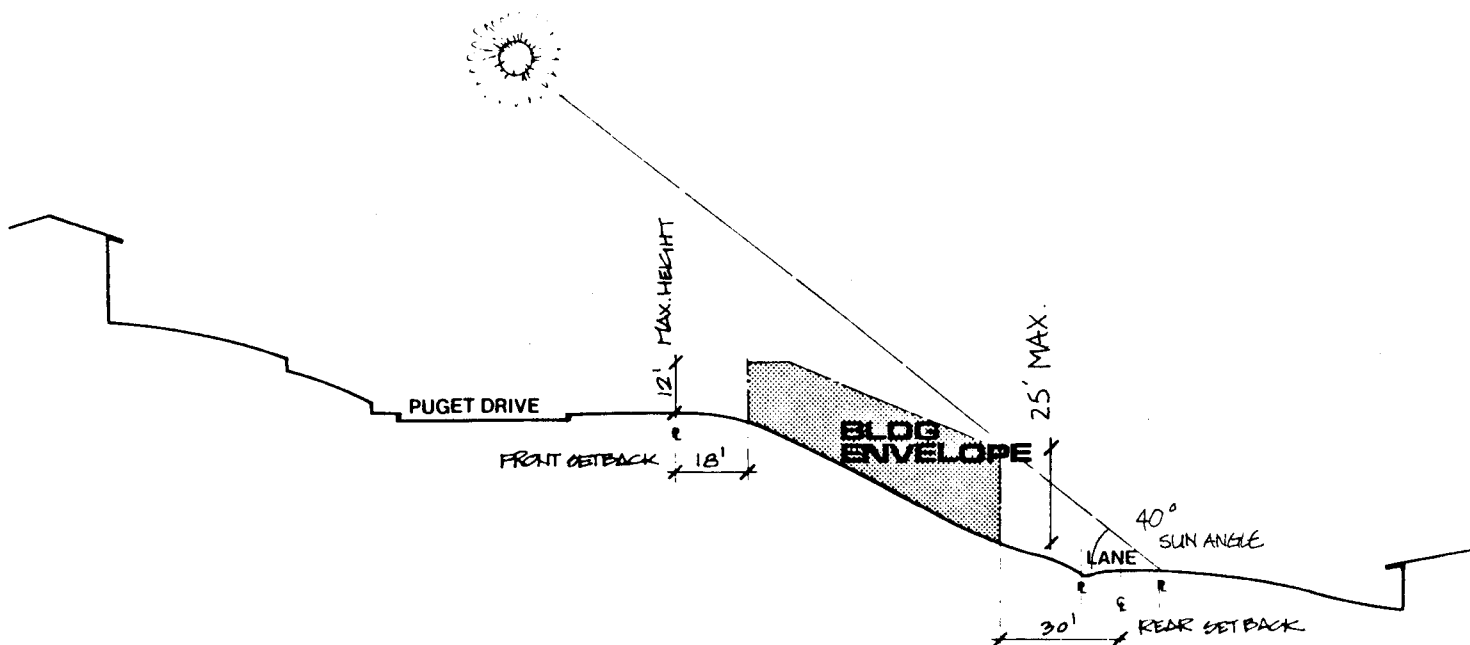
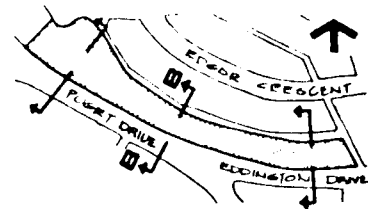
SECTION AA

SCALE 1"=30'



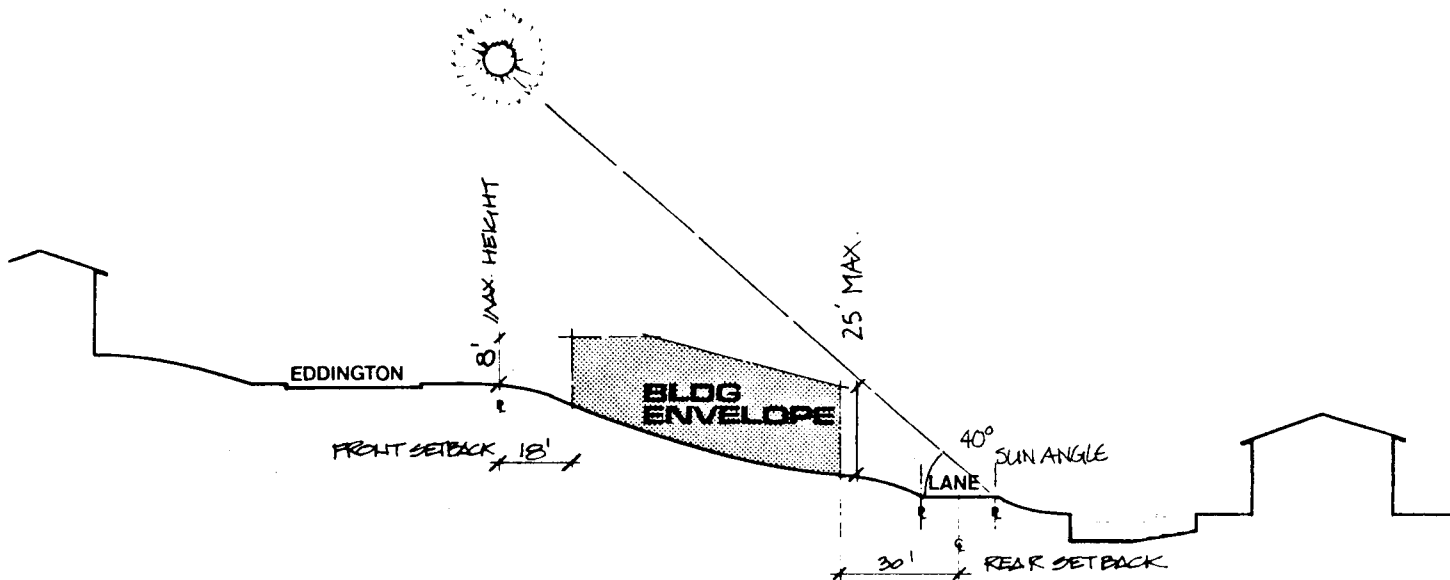
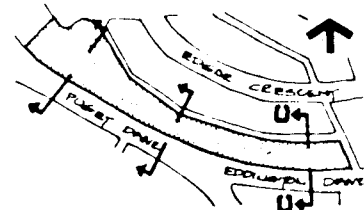
SECTION BB

SCALE 1" = 30'



SECTION CC

SCALE 1" = 30'



Floor Space Ratio

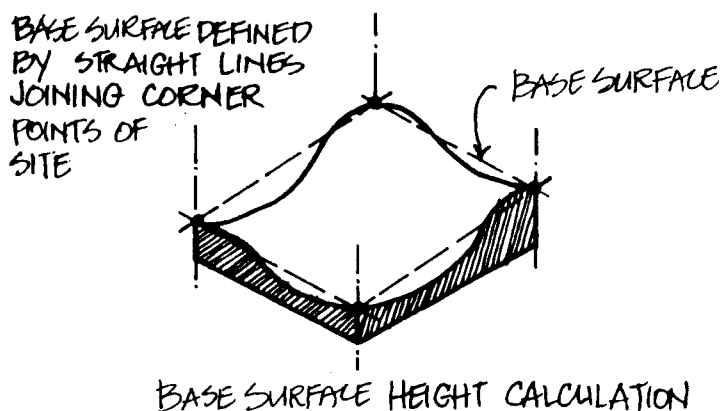
The maximum allowable floor space ratio is 0.60. This is divided into two parts: 0.45 for habitable space as presently defined by the zoning by-law, and 0.15 for buried space such as cellars.

Site Coverage

The maximum allowable site coverage is 50%.

Building Height

Building height is a major issue with local citizens. The view analysis indicates that an 8' - 12' height limit at the street property line in combination with wide sideyards, preserves views for adjacent residents and motorists. Three controls apply, with the most restrictive at any point on the site determining the building envelope.



The maximum height is 25 feet measured from a base surface determined by the building grades at the corners of the site.

However, for Lots 1 to 11 and Lot 18, the maximum height is 12 feet measured from the lot corner having the lowest street building grade.

For Lots 12 to 17 the maximum height is 8 feet measured from the lot corner having the lowest street building grade.

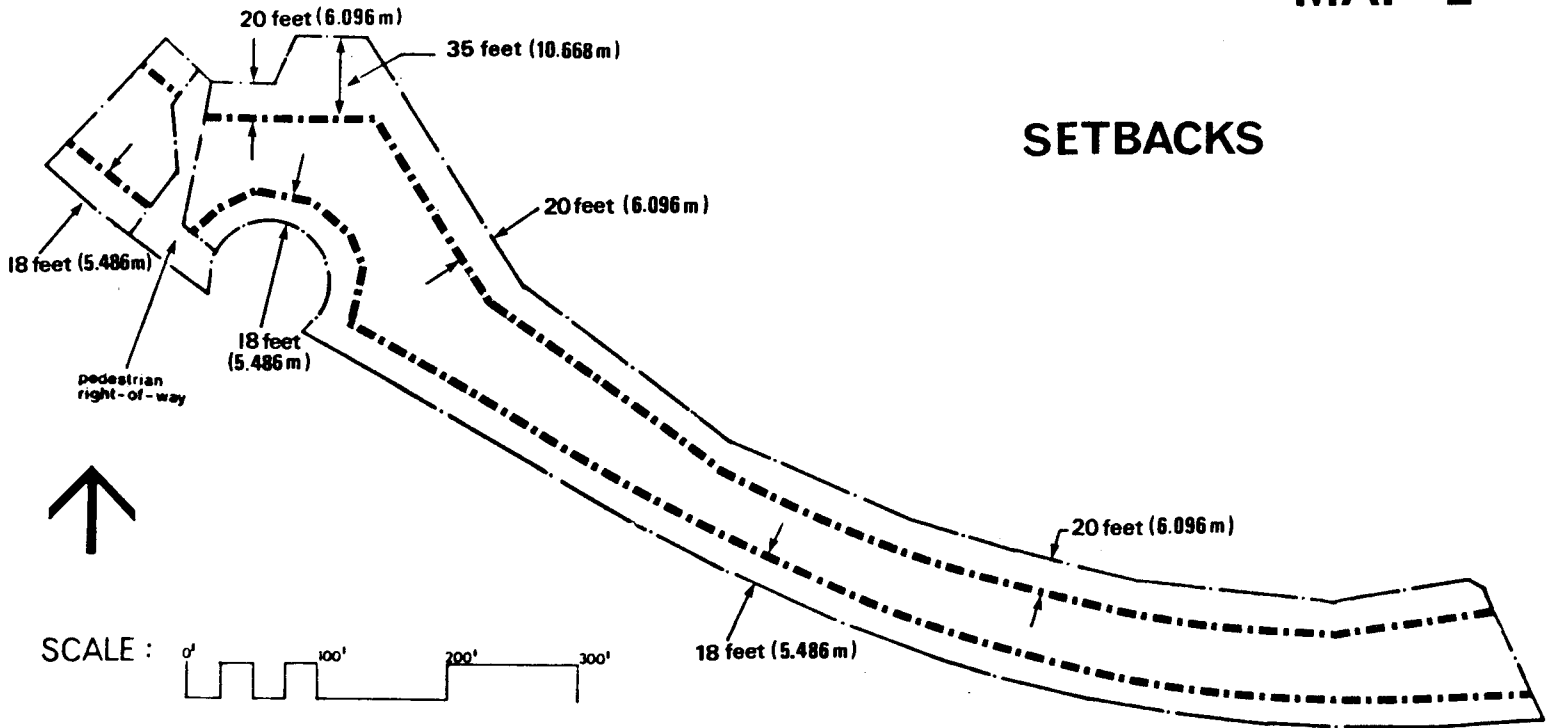
Thirdly, no portion of any building should extend above a 40 degree angle of sunlight measured from the lowest building grade of the northerly boundary of the lane immediately opposite each site.

These height controls are illustrated on the previous page.

Setbacks

The front and rear setback requirements are illustrated on the accompanying map. All garages should be an integral part of the house unit and, if a terrace adjacent to a habitable room is provided on the roof of the garage, then the garage will be allowed to encroach on the rear setback subject to a maximum height of 10 feet above base surface and provision of a west sideyard at least 10 feet wide.

MAP 2



Sideyards

Sideyards should vary according to the lot location. For Lots 2 to 14 it is recommended that a sideyard be provided on the west side wide enough to be used as outdoor living space and to maintain the view from the streets above. This courtyard should be 16 - 20 feet wide on average, or one-third of the site width. It should be designed as a series of terraces adjacent to living areas within the house and landscaped to ensure privacy. Development beneath the side yard should be discouraged to facilitate planting. However, garages could be allowed there to give flexibility in the design of driveways and habitable space should be permitted where the designer can show its necessity in achieving the allowed F.S.R. on a particular site.

Development in the wide sideyard will be permitted subject to providing a minimum 10 foot west sideyard, a terrace adjacent to a habitable room over the entire roof of every encroachment and restricting the height of every encroachment to 10 feet above base surface.

A maximum 4 foot easterly sideyard could be provided on Lots 2 to 14 subject to maintaining the privacy of the adjoining easterly site and providing a minimum 16 foot westerly sideyard.

For Lots 15 to 17, five foot sideyards should be provided while in Lots 1 and 18, a five foot westerly and 10 foot easterly yard should be provided.

House Foundations and Retaining Walls

All house foundations and retaining walls shall be designed by a certified Structural Engineer. The design of retaining walls is to be co-ordinated with the foundation structure of the house unit and related to neighbouring structures to form a logical and visually pleasing transition from property to property. Generally exposed retaining walls should be landscaped so that its visual impact is softened. Where walls do not need to be vertical, they should be stepped with planting at each step to achieve the small scale which is important to local residents.

3.5 DESIGN CONTROL

The importance to the success of this project of good, well-integrated design cannot be overstated. The City, through its staff, design review procedures, and consultants must strive to maintain control throughout the design and building program.

All development permit applications will require the special approval of the Development Permit Board based on advice from the Development Permit Staff Committee and Urban Design Panel.

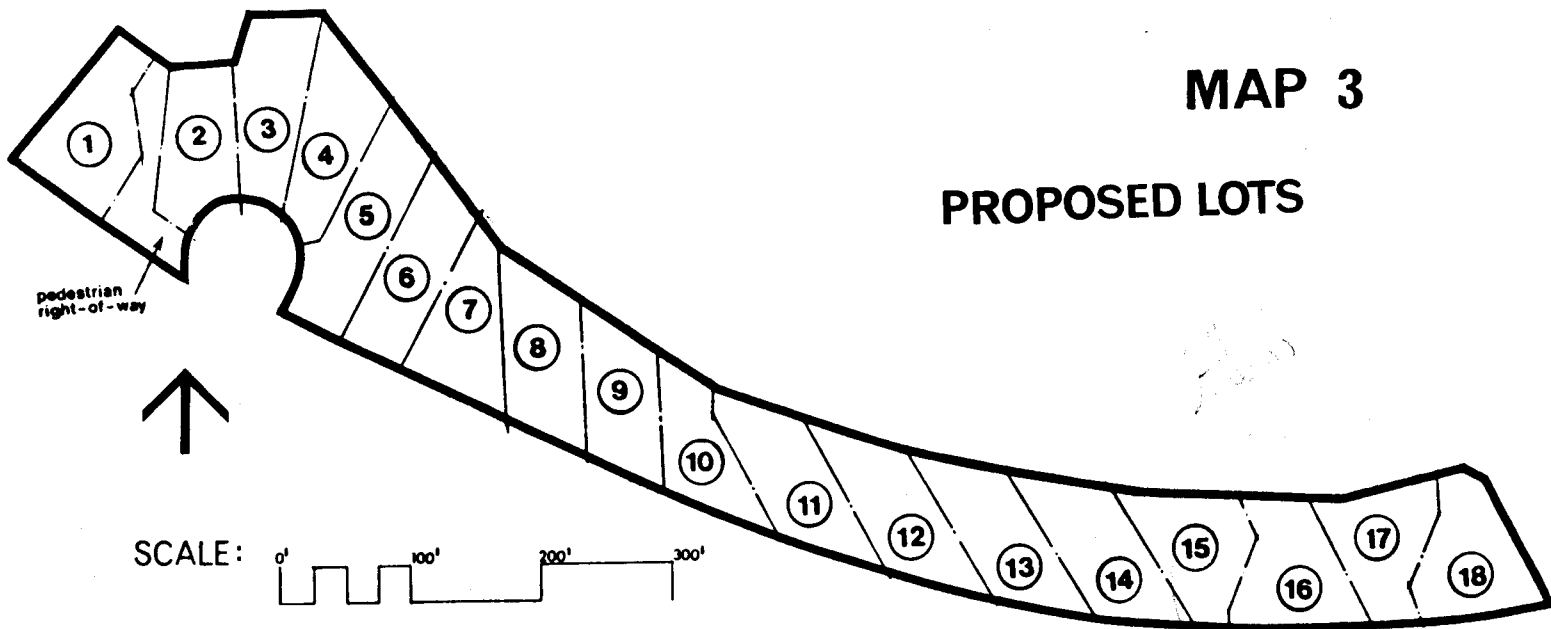
Large scale drawings and a model for each house shall be submitted so that City staff can properly assess window treatment, property line wall massing, paving and landscape details and how all these relate to the usefulness of outdoor spaces, privacy and overlooking considerations. Roofscapes as seen from the houses above Puget and Eddington should also be given careful treatment.

A high quality landscape plan shall be submitted with the development permit application for the dwelling and provided in accordance with landscape guidelines outlined in this plan.

3.6 SUBDIVISION

It is proposed that the site be subdivided into 18 lots, reflecting the average residential lot size in the immediate neighbourhood.

The shape of the lots maximizes the potential for views, access, and sun orientation.



LOT SIZES

1	8100 square feet	7	6800	11	7850	15	7000
2	6650	8	7500	12	7600	16	7200
3	7650	9	6500	13	7900	17	7050
4	7200	10	6100	14	7750	18	7450
5	7800		26900		31100		28700
6	7100						
	44500						

4. MARKETING

The marketing research undertaken by the consultant indicates that demand will be spread between three distinct groups, each group with differing internal and external housing requirements in response to age, income, job concentration and housing aspirations as follows:

- a) Executive, empty nester, top of the line income.
The major emphasis of this user group will be on the internal floor plan and quality of interior finish with provision of view being very important.

- b) Young professionals, upperwardly mobile, never-nesters, higher joint incomes. The major emphasis of this group will be on the interior layout and quality of fixtures.
- c) Family-oriented, middle-aged executive with older children. The major emphasis of this group will be on living space with perhaps less emphasis on site aspects.

The three main points that the market survey makes with respect to the needs of these groups, in addition to the interior layout requirements, are that the homes should be designed to approximately 2600 - 3000 square feet and have garage accommodation for a minimum of two cars. It should be noted that the market analysis indicates that the lots should be underdeveloped relative to a standard single-family F.S.R. of .6 on 7200 square feet, which would produce a homes of 4320 square feet.

The analysis also indicates that the design and quality of these homes must be of a very high standard if in fact the identified market is to purchase the final product.

The 18 lots will be offered to the market simultaneously and marketed in four enclaves of four to six lots each as outlined in the site plan attached as Map I. The site is to be marketed by enclaves because selling the property to 18 individual builders would introduce considerable diseconomies of scale and construction causing both house construction and servicing costs to rise.

Each enclave should be sold to a separate developer to provide a diversity of built form over the entire site. However, offers to purchase the entire site will also be considered.

The enclaves will be marketed on a Public Tender basis with stringent guidelines including a provision that development must start by a set date and in a given sequence. This will ensure that development occurs in an orderly fashion, potential for speculative gain on the land is reduced and site stability is maintained throughout the construction period.

5. SITE PREPARATION

Site preparation will be the responsibility of the developers working within guidelines prepared by the City. In order to finalize these guidelines, a series of detailed soil tests has been undertaken and will be available to potential purchasers. Bulkhead agreements in favour of the City must be registered against these properties before any construction takes place.

Secondary suites

BY-LAW NO. 9414

A By-law to amend CD-1 By-law No.'s 4670, 4918, 5028, 5416, 5937, 5950, 6169, 6312, 6313, 6315, 6316, 6318, 6319, 6320, 6321, 6322, 6323, 6361, 6362, 6363, 6528, 7405, and 7705

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. To section 2 of By-law No.'s 4670 and 4918, and to section 2(a) of By-law No.'s 5416, 5937, 5950 and 6528, after "dwellings", Council adds "or one-family dwellings with secondary suite".
2. In section 2 of By-law No. 5028, Council:
 - (a) after "dwellings", Council adds "or one-family dwellings with secondary suite"; and
 - (b) strikes out "dwelling units" each time it appears, and substitutes "one-family dwellings and one-family dwellings with secondary suite combined".
3. To section 2 of By-law No.'s 6312, 6315, 6316, 6318, 6319, 6320, 6321, 6322, 6323, 6361 and 6362, to subsections (a) and (b) of By-law No. 6363, and to section 2(b) of By-law No. 6313, after "One-family dwelling", Council adds "or one-family dwelling with secondary suite".
4. In By-law No. 6169, Council:
 - (a) from section 2(a), strikes out "dwelling", and substitutes "dwellings or one-family dwellings with secondary suite"; and
 - (b) from section 8, strikes out "dwelling unit", and substitutes "one-family dwelling or one-family dwelling with secondary suite".
5. To section 2(a) of By-law No. 7405, after "One-Family Dwellings", Council adds "or One-Family Dwellings with Secondary Suite".
6. To section 2(d) of By-law No. 7705, after "One-Family Dwelling", Council adds "or One-Family Dwelling with Secondary Suite".
7. To section 3.1 of By-law No.'s 6315, 6321, 6322, 6323 and 6362, to section 3.2 of By-law No.'s 6316, 6318, 6319, 6320 and 6361, to section 6.1 of By-law No.'s 6321, 6322 and 6323, and to sections 6.3 and 7.1 of By-law No. 6362, after "one-family dwelling", Council adds "or one-family dwelling with secondary suite".

8. In By-law No. 4918, Council repeals:
 - (a) section 4, and substitutes:
 - “4. The number of one-family dwellings and one-family dwellings with secondary suite, combined, must not exceed eight per acre.”;
 - (b) section 5, and substitutes:
 - “5. The height of any one-family dwelling or one-family dwelling with secondary suite must not exceed two storeys and a cellar or one storey and a basement.”; and
 - (c) section 6, and substitutes:
 - “6. Each one-family dwelling or one-family dwelling with secondary suite must have 1.5 off-street parking spaces except for a building constructed after April 20, 2004 which must have at least two off-street parking spaces.”.
9. In By-law No. 5028, Council repeals section 5, and substitutes:
 - “5. Each one-family dwelling or one-family dwelling with secondary suite must have two off-street parking spaces.”.
10. In By-law No. 5416, Council:
 - (a) repeals the first sentence of section 7, and substitutes:
 - “Each one-family dwelling or one-family dwelling with secondary suite must have at least two off-street parking spaces with access from the lane.”; and
 - (b) repeals section 9.
11. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.

12. This By-law is to come into force and take effect on the date of its enactment.

ENACTED by Council this 12th day of December, 2006



Mayor



City Clerk

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Councillor Ladner

THAT the Committee of the Whole rise and report.

CARRIED UNANIMOUSLY

ADOPT REPORT OF COMMITTEE OF THE WHOLE

MOVED by Councillor Anton
SECONDED by Councillor Chow

THAT the report of the Committee of the Whole be adopted, and the Director of Legal Services be instructed to prepare and bring forward the necessary by-law amendments.

CARRIED UNANIMOUSLY

BY-LAWS

MOVED by Councillor Louie
SECONDED by Councillor Cadman

THAT Council enact the by-laws before them at this meeting as numbers 1 and 2, and authorize the Mayor and City Clerk to sign and seal the enacted by-laws.

CARRIED UNANIMOUSLY

1. A By-law to amend various CD-1 By-laws re secondary suites (By-law No. 9414)
2. A By-law to amend the Zoning and Development By-law re retail and wholesale uses (By-law No. 9415)

The Special Council adjourned at 8:20 p.m.

2. TEXT AMENDMENT: Secondary Suite s: Amendments to Various CD-1 By-laws

An application by the Director of Planning was considered as follows:

Summary: To amend various CD-1 By-laws to allow "one-family dwelling with secondary suite" as a use in CD-1s that currently permit one-family dwellings.

The Director of Planning recommended approval.

Staff Comments

Joyce Uyesugi, Planner, CityPlans, was present to respond to questions.

Summary of Correspondence

Council received no correspondence on this item since referral to Public Hearing.

Speakers

The Mayor called for speakers for and against the application and none were present.

Council Decision

MOVED by Councillor Capri

THAT the application to amend the applicable sections of various CD-1 By-laws to permit one-family dwellings with a secondary suite, generally in accordance with Appendix A to the Administrative Report, "Secondary Suites: Amendments to Various CD-1 By-laws" dated October 17, 2006 be approved.

CARRIED UNANIMOUSLY



CITY OF VANCOUVER
SPECIAL COUNCIL MEETING MINUTES
DECEMBER 12, 2006

A Special Meeting of the Council of the City of Vancouver was held on Tuesday, December 12, 2006, at 7:30 p.m., in the Council Chamber, Third Floor, City Hall, for the purpose of holding a Public Hearing to consider proposed amendments to the Zoning and Development and Sign By-laws.

PRESENT:

- Mayor Sam Sullivan
- Councillor Suzanne Anton
- Councillor Elizabeth Ball
- Councillor David Cadman
- Councillor Kim Capri
- Councillor George Chow
- Councillor Heather Deal
- Councillor Peter Ladner
- Councillor B.C. Lee
- Councillor Raymond Louie
- Councillor Tim Stevenson

CITY CLERK'S OFFICE: Denise Salmon, Meeting Coordinator

COMMITTEE OF THE WHOLE

MOVED by Councillor Ladner
 SECONDED by Councillor Anton

THAT this Council resolve itself into Committee of the Whole, Mayor Sullivan in the Chair, to consider proposed amendments to the Zoning and Development and Sign By-laws.

CARRIED UNANIMOUSLY

1. TEXT AMENDMENT: Retail and Wholesale Definitions

An application by the Director of Planning was considered as follows:

Summary: To amend Section 2 of the Zoning and Development By-law to improve and clarify the differentiation between retail and wholesale functions.

The Director of Planning, in consultation with the Director of Legal Services, recommended approval.