

PART ONE – COMMUNITY ANALYSIS

SECTION A – SOCIAL

SECTION B – ARCHITECTURAL

SECTION C – INFRASTRUCTURE

SECTION D – ECONOMIC

SECTION E – PUBLIC POLICY

SECTION A – SOCIAL

A.1 DEMOGRAPHICS

A.1.1 Urban Growth

2001

Vancouver City

115 km²

Landsat Images

Census	1976	Census	2001	Projection	2026
Population	410,188	Population	545,671	Population	700,804
Density	3567 / km ²	Density	4745 / km ²	Density	6094 / km ²
		Change	135,483	Change	155,133
		Growth	33 %	Growth	28 %



Vancouver City

Surrey City

317 km²

Census	1976	Census	2001	Projection	2026
Population	116,497	Population	347,825	Population	583,681
Density	367 / km ²	Density	1097 / km ²	Density	1841 / km ²
		Change	231,328	Change	235,856
		Growth	99 %	Growth	68 %



Surrey City

Vancouver Region

2878 km²

Census	1976	Census	2001	Projection	2026
Population	1,166,348	Population	1,986,965	Population	2,861,768
Density	405 / km ²	Density	690 / km ²	Density	994 / km ²
		Change	820,617	Change	874,803
		Growth	70 %	Growth	44 %



Vancouver Region

Statistics: Statistics Canada

Projection: GVRD Regional Dev't

Images: BCGS Geology Map

A.1.2 Neighbourhood Snapshot

1996

Vancouver House

Population 6775 / km²
 Sex 49 % male
 Ethnicity 21 % minority
 Transport 60 % auto
 Income \$ 56,344 avg
 Dwelling \$387,031 avg
 Household 2.1 persons

Census District: 045.02

**Surrey House**

Population 3037 / km²
 Sex 50 % male
 Ethnicity 59 % minority
 Transport 84 % auto
 Income \$ 50,043 avg
 Dwelling \$254,329 avg
 Household 3.7 persons

Census District: 187.01

Vancouver Multi-Family

Population 5768 / km²
 Sex 44 % male
 Ethnicity 23 % minority
 Transport 58 % auto
 Income \$ 53,669 avg
 Dwelling \$345,644 avg
 Household 1.7 persons

Census District: 041

**Surrey Multi-Family**

Population 2911 / km²
 Sex 50 % male
 Ethnicity 55 % minority
 Transport 86 % auto
 Income \$ 47,765 avg
 Dwelling \$212,501 avg
 Household 3.3 persons

Census District: 185.02

Vancouver Apartment

Population 13061 / km²
 Sex 42 % male
 Ethnicity 22 % minority
 Transport 49 % auto
 Income \$ 38,294 avg
 Dwelling \$211,487 avg
 Household 1.4 persons

Census District: 040

**Surrey Apartment**

Population 2785 / km²
 Sex 48 % male
 Ethnicity 35 % minority
 Transport 78 % auto
 Income \$ 43,681 avg
 Dwelling \$175,836 avg
 Household 2.4 persons

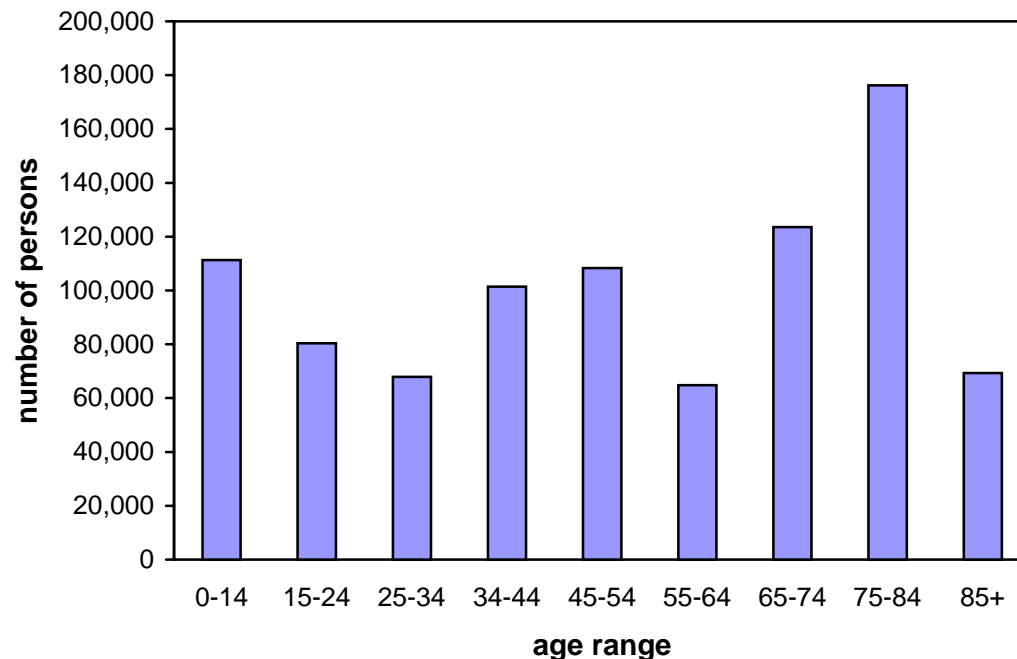
Census District: 189.01

Statistics: Statistics Canada

Images: Global Air Photos Inc.

A.1.3 Projections

**Projected Increase in Metropolitan Vancouver's
Population by Age Group, 2020 to 2040**



- The Vancouver region is projected to grow by 1,819,300 people by 2040. This represents an 80% increase, from 2,272,200 in 1999 to 4,091,500 in 2040.
- The ageing Baby Boomer generation will represent the fastest growing demographic. As this group ages and retires they will increase the demand for both ground-based dwellings and apartment dwelling units.
- The older generation will tend to prefer to own their property, consequently owner-occupied housing will represent more than two-thirds of the additional housing stock.
- As infrastructure improves in the Sunshine Coast and Squamish areas opening them up for development, large numbers of retirement-age people will seek out housing there.
- The typical Downtown Vancouver and Surrey resident of today is from the 28 to 35 age range. This group represents a newly urbanised demographic. As this group ages we will likely observe a greater demand for retirement housing within the urban core.
- A denser in-fill development is to be expected in both Vancouver and Surrey. Surrey will likely see more illegal suites built since the dendritic street pattern will not adapt well to larger types of housing units being in-filled. The Vancouver grid pattern will be more adaptable to densification.

A.2 SOCIAL HISTORY OF THE COMMUNITY

A.2.1 Social History of Vancouver

Kitsilano

Over the last 150 years, Kitsilano has evolved from heavily forested lands to populated neighbourhoods. Kitsilano has always had a dynamic and rich culture – from the First Nations People to the British immigrants, to the current population.

1800 – Kitsilano area was dense forest with waters teeming with salmon and populated by First Nations (Squamish) People. They lived in an area called Snauq, where the present day Planetarium is located.

1865 - The new lumber industry, created by British immigrants, ships Kitsilano timber all over the world. Fisheries are also established to profit from the hundreds of thousands of salmon.

1867 - BC joins Canada; Snauq is now named the Khahtsahlano Reserve.

1884 - The railway extends across Canada to Gastown. The population of British settlers grew as the railway and economy grew.

1891 - CPR evicts Sam Greer off his homestead at Kits Beach, then called Greer Beach. Campers occupied Greer Beech in the summer – complete with a bandstand, bathhouse and dancehall. Businesses develop around Yew St. to serve the beachgoers, but development is limited due to the muddy slopes. Transportation is difficult, and the streets and sidewalks are made of wooden planks.

1908 – The city bans camping on Kits Beach, buys the land and makes it a park. A streetcar line is built Granville to Alma. The first homes spring up on Kits Point.

1913 – The Khahtsahlano Reserve is moved to a new reserve in North Vancouver.

1920's - Industry booms in the flats of False Creek. The smoggy, sooty, air signals prosperity. Kitsilano became an independent community, with local businesses providing most of the services for which residents had previously traveled to Vancouver.

1934- Kitsilano Chamber of Commerce was established with a mission to make Kitsilano the best community in the Lower Mainland.

1960's & 1970's - Kitsilano became a Hippy Haven with head shops, natural food stores and restaurants - Greenpeace even got its start here. The area had become popular with university students and young people, altering the previously family-oriented community significantly. Population pressures resulted in the demolition of several houses for apartments.

1980's - Kitsilano residents demanded city hall to stop development of high-rise complexes.

1990's - **A strong emphasis developed for the retention of older, character buildings, as well as on design control of new buildings and rezoning.**



Men using team of oxen to drag large logs down a skid road in Kitsilano area



Greer's Beach (later Kitsilano Beach), showing tents on the shore

South Granville (Fairview Heights)

Less than 100 years ago the False Creek and Fairview Slopes area were a forest of huge fir trees.

1887 - The forest was replaced by shipbuilding yards, sawmills, and various woodworking plants.

1920s - 1960s - Fairview Slopes was zoned for 3 story apartments and through 1950's the area south of Broadway developed as an apartment district. Broadway, as well as Granville Street, became important commercial strips. At the same time, the slopes were rezoned to industrial use, and some houses replaced by small industries.

1970s – Dramatic change, through new policy, required that a range of housing was needed to provide a social mix reflecting the City's income and social composition. In 1972, the area was rezoned to residential/commercial. Fairview Heights was rezoned in 1984 from a duplex to a low-rise apartment zone. Since the area has been extensively redeveloped, providing additional housing opportunities for those employed in the downtown core and with the Vancouver Hospital.

1980s -During this period, industrial work had given way to the service and professional sector that drove the area's high-end development, a feature which is also supported by the close proximity of Shaughnessy.

1990s-2000 -**The high rental concentrations in this neighbourhood (71.6%) make it a high transience zone.**

Mackenzie Heights (Dunbar-Southlands)

400 B.C.- Native Indians inhabited the Southlands area, which provided them with abundant hunting and fishing grounds.

1892 - Southlands became part of the newly incorporated District of South Vancouver.

1908 - Land in the Dunbar area (then owned by the CPR, the Province and part of the Municipality of Point Grey) was unsuitable for development, having been logged.

1912 - The first non-natives to settle in the area, settled in an area called the Mounts. A section of the University of British Columbia Lands was subdivided and lots were laid out based on town planning principles of the day.

1922 - West Point Grey's zoning by-laws dictated that the early homes be situated well back on their lots

1927 - The area was serviced by three streetcar routes.

1950s-1960s – The existing working class neighbourhood changed to more professional living area as transportation improved, with a resulting increase in land price.

1970 - Subsequent development took place.

1995 – City Council approved the Community Visions Program Plan. This plan identified what people value and what they want to preserve.



Lumbering/South Granville, 1895

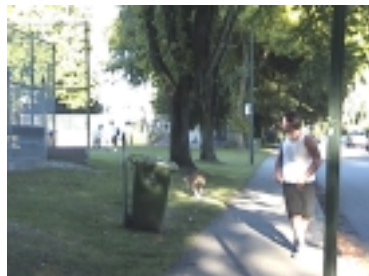


Dunbar Street, 191-

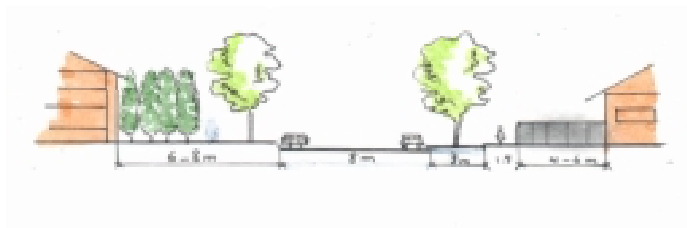
Current Social/Cultural Networks



Kitsilano-Schools, churches, and shops are convenient. All residents are within a comfortable walk (800) of one of 9 community parks.



Dunbar-This quiet, village-like neighbourhood is more car-oriented and the large setbacks and green edges support this pattern.



Community mix in Kitsilano has changed since the early 1970s, it now consists of young, active population.



Dunbar area

The Physical character of the place allows people to walk, bike and shop in the Kitsilano neighbourhood.



Fairview-The small setbacks of apartments, narrow streets and walkways, allow people to move more frequently in the neighbourhood, especially with the convenient shopping areas in Granville and Broadway streets.



Fairview area

A.2.2 Social History of Surrey



Great potential lay in the logging, agriculture and fishing resources found within this area, attracting the early settlers.



The 'Corporation of Surrey' was created in 1879 through the amalgamation of six settlement areas: Browns Landing, Bon Accord, Clover Valley, Mud Bay, Halls Prairie and Johnston Settlement.

The Provincial Government required that in order for Surrey to be declared a corporation, a minimum of 30 males, over the age of 21, be residents – Surrey had 35.

Over the next 120 years, development grew from these isolated six settlement areas into a highly dense urban landscape.

Early Pre-emptors – 1860 to 1869

- 1860 - James Kennedy and sons
- 1861 - Samuel Handy
Hugh McDougall
- 1864 - Ebenezer Brown
A. Annandale
- 1866 - James Johnston and sons
- 1868 - Walter Blackie
- 1869 - Captain HRL Morgan



In 1882, the Anglican Church was established. By the end of the 1880's two Anglican, a Presbyterian and a Methodist church existed.



The first school was also established in 1882, with children from four families attending. By 1890, four schools had been established.

The Semiahmoo and Kwantlen First Nation peoples had been present in this area for more than 6000 years before the first British settlers arrived.

In 1858, Royal Engineers came to Surrey to cut a line along the 49th parallel. This movement into the Surrey area stimulated settlements, attracting those in search of wealth and adventure in the last remaining Wild West.

Surrey's founding fathers were of British descent. Any British subject had the right to pre-empt up to 160 acres of land in the early 1860's. Settlements increased and by 1879, settlers joined to create the "Corporation of Surrey".

The 1880's saw a steady influx of people – those of European, Chinese, Japanese and Hindu descent arrived in large numbers. Chinese, Japanese and Hindu peoples were brought to work on road development and land clearing. Thus, this was the beginning of a multicultural community.



Transportation has played a major role in the establishment of Surrey. Ferry travel was followed by the advent of the railways, both of which allowed expanded settlement to occur. However, it was with the Model T and the resultant road network that the large-scale development of Surrey was to occur.



Ribbon development was the first form of commercial urbanization, followed by shopping plaza and mall development.



In response to the rapid urbanization of Surrey in the 1940's, the Cloverdale Rodeo was established. The main purpose of this rodeo was to maintain ties to a rural identity.



As a result of urban development, the Corporation of Surrey, in 1957, abandoned street names in favour of numbers. This change resulted in a further disassociation from the past local history.



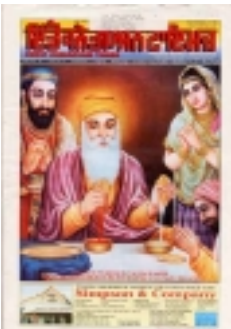
More and more land was being subdivided in the 1960's. Planners viewed this with alarm, but created no policy to counter such development.



Large shopping centres became the focus of communities, limiting social interaction and community identity.



As Surrey expanded, the demographics changed, often reflected in the housing stock. For example, retired people moving in were demanding townhouse type development.



Surrey has a diverse, multicultural community. The various cultures are reflected through religious associations, schools, newspapers and the built environment.



The need for rapid transit had been identified in the 1960's, but not established until 1991 in North Surrey. A by-product of the Skytrain was an influx of prostitutes and transient people.



Disputes have been occurring since the 1940's between residential development, farming, industry and business. The interests and needs of such land uses are often conflicting and occurring in close proximity.

Steady growth continued; encourage first by ferry travel, then railroad development. However, with the advent of the Model T in the early 1900's, Surrey was much more accessible for new settlements geared towards the automobile.

In the 1940's Surrey experienced the first major influx of people. Ribbon development occurred as landholders along major roads subdivided their lots. Surrey was becoming urbanized, but it still held tight to its image as a rural farming community.

The 1960's saw the development of large regional shopping centres, such as Guildford and Surrey Place. Throughout the 1970's densification occurred, driven by increased land prices in Vancouver and Burnaby.

The 1980's saw continued residential development, often reflecting various changes in demographics, as well as the establishment of large-scale retail stores.

The emphasis today is on developing centres such as Whalley to become downtown cores with dense commercial and residential development. The social focus of the community should be directed into these areas. Community Centres, while they have remained important in the community since the first "Opera House" in 1904, need to be continually reinforced as important avenues for multicultural community interaction

A.3 PHYSICAL HISTORY OF THE COMMUNITY

A.3.1 Physical History of Vancouver

South Granville

The opening of the Granville Street Bridge in 1889 was the first impetus for the development of South Granville. Its birth as a commercial strip came in 1891, when the streetcar made the area truly accessible. While it developed many single-family homes, it has been largely an apartment district since the early 1900s. The apartment community was originally driven by the need for housing for workers in the light and heavy industries populating Fairview Slopes and False Creek. Now it is its proximity to downtown, transit and strong neighbourhood amenities, such as local shopping and dining, which attracts residents. After WWII, zoning changes allowed the removal of the single-family houses from between Granville and Oak, leading to more apartments and greater density. Tower development still goes on, but height restrictions have led to new 5-storey structures, both for rental and for sale. The layers of commercial zoning, the older apartment character and the newer phase of high-rise development can all be seen in the picture of Granville and 14th.

Dunbar

Dunbar developed as a suburban, working class neighbourhood benefiting from industry on the Fraser River. Dunbar has always been a traditional single-family neighbourhood and has fought against higher density, allowing new apartment development only along its modest commercial strip. Dunbar has also struggled to maintain the neighbourhood's traditional design character. Concern grew in the 1990s over the increasing number of "mega-homes" in the neighbourhood, which are designed to house extended families. This dispute has been resolved through design guidelines which allow for very large homes, but enforce a more traditional veneer on them. While there is a small commercial area and public transit, it is not especially well or broadly served by either and remains quite car dependant.



Dunbar traditional
single-family

Early Dunbar mega-home Post-guideline Dunbar mega-



ScotiaBank Granville & 12th, 1939



ScotiaBank Granville & 12th, 2002



Granville & 14th, 2002



Granville & 12th, 1912 Apt Building

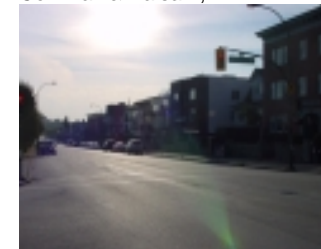
Kitsilano

Kitsilano developed in several separate ways. The slopes and the flats were difficult, muddy places to live in during the early days of the settlement. These lower areas were higher in density and reserved for worker tenements and cottages. Nicer houses were built further up the slope, closer to the tram lines and commercial areas along 4th Avenue. In 1913, the flats were built up with infill from the dredging of False Creek, and with the extension of the tram line the residential community grew. In the 1950s the whole area was re-zoned to allow for the subdivision of the single-family houses and for more apartments to be built. Therefore, although the character of the neighbourhood has been retained, the function has changed. While there are many old homes in Kits, only 10.6% of them remain single-family detached (REF 1). The City has largely prevented high rises from adding to the density, as there are concerns about view corridors and disruptions to neighbourhood character. The beach, community recreation facilities and commercial areas all contribute to livability. These, and proximity to downtown and transit, make it a vibrant and pedestrian-friendly neighbourhood.

COMPARATIVE DATA 1992	Dunbar	Kitsilano	South Granville
Number of single-family home building permits	101	0	0
Number of Single-family home demolition permits	82	Unknown	0
Number of Multiple dwelling building permits	9 (384 units)	1 (34 units)	261 units
Number of Multiple dwelling demolition permits	1 (3 units)	82 units	2 (7 units)
			(REF 2)



Cornwall & Balsam,



Cornwall & Balsam, Today



Old and new multi-family residences



Older sub-divided homes

A.3.2 Physical History of Surrey

THE PIONEER ERA: Reliance on Trails, Waterways and Railways



Illustration of the different modes of transportation used by settlers in the late 1800's until the emergence of the automobile in Surrey around 1911.

There were four main trails in the pioneer era that were related to the Gold Rush, driving cattle, the Telegraph system, and connecting to the Cariboo Wagon Rd. (Trail locations shown are approximate).

The main water routes included the Fraser, Serpentine, and Nicomekl Rivers.

There were a number of railways in operation from 1887-1910 with many stops located throughout Surrey.

Throughout the history of Surrey, transportation has been the driving force in shaping the physical form of settlement and development.

The initial draw for settlers was the agriculture and forest potential. The homesteaders chose areas along the edges of the uplands that did not flood but still had access to the fertile lowlands. Areas in close proximity to waterways were particularly desired as farm produce could be shipped. Proximity to waterways was also integral to logging operations as the timber from the uplands could be transported to mills with relative ease.

These water routes also served as the main transportation routes as established trails were only suitable by foot and for limited times of the year.

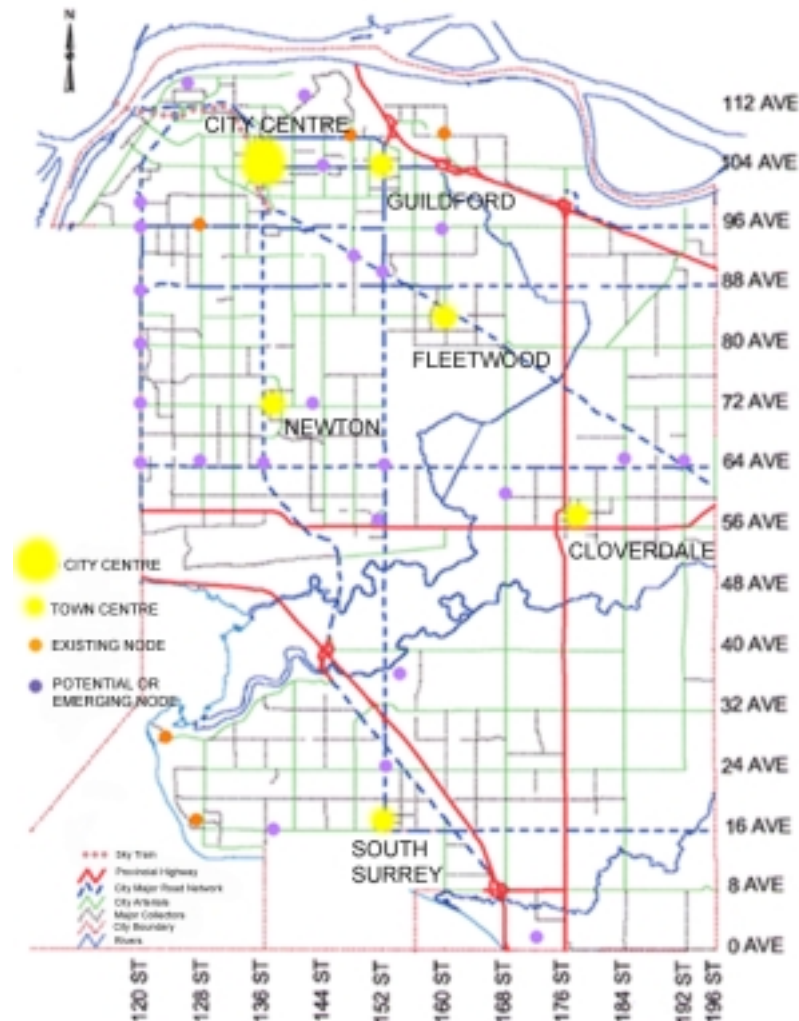
In the 1870's, a number of roads were built to encourage settlement (but were not open year round so water routes were still the mainstay).

With the emergence of the railway in Surrey from 1887-1910, water transportation quickly declined.

The railway opened up the area for more settlement as year round access was provided into areas waterways could not reach. Cloverdale became a railway hub and many settlement pockets throughout Surrey developed.

With the emergence of the automobile, railway transport started to decline by 1910.

ERA OF THE AUTOMOBILE: Development of the Road System



The grid system shown in the map to the right shows heritage roads laid out in a grid. This grid was the foundation for further road building shown in the map to the left.

This left map illustrates the main roads from Provincial Highways to Major Collector roads. This system is infilled with a dendritic street pattern.



Whalley is presently the location of the City Centre.

There are also five Town Centres:

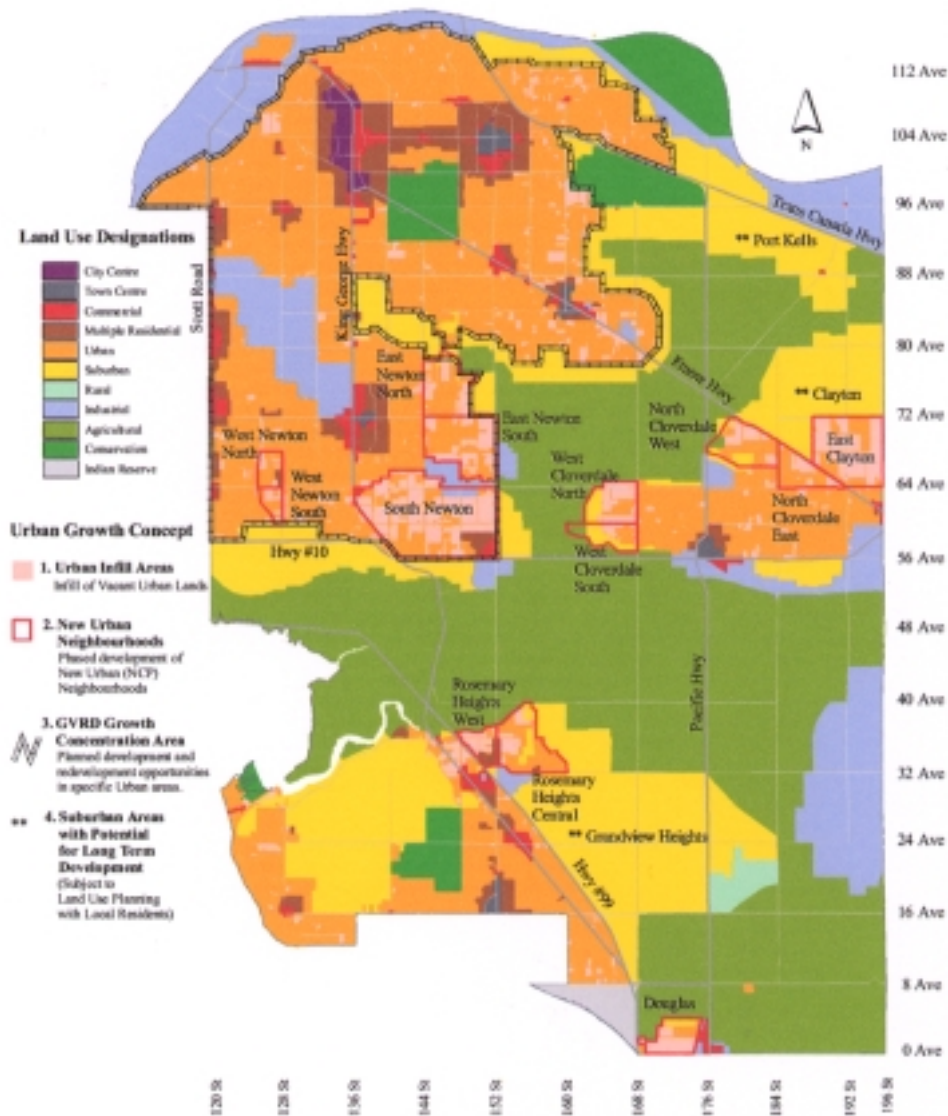
Guildford, Fleetwood, Newton, Cloverdale, and South Surrey

(City Centre, Town Centre and node locations shown are approximate).

In 1911, the automobile began to shape Surrey and the transportation system became based on trunk roads. Roads had already been geared towards New Westminster, where they connected first with the steam ferry and then the New Westminster Bridge in 1904. With the completion of the bridge, commercial activity and settlement into Surrey increased significantly. This trend intensified when the Pattullo Bridge opened in 1937.

By the 1920's, the role of the automobile in society had provided the stimulus for more road building and the grid network began to fill in. With this came the emergence of larger, service-oriented centers such as Cloverdale, Newton, Whalley, Crescent Beach and White Rock, particularly in the post-WW II era.

LOOKING TO THE FUTURE: Urban Infill and Community Character



Future plans show densification of the upland area of Surrey within the GVRD Growth Concentration Area.

Many urban Town Centre areas will be further infilled, and new urban neighbourhoods are being planned.

The character of Surrey is continuing to change as formerly rural areas are being swallowed up by “mega” housing developments which makes for a “misfit” as these houses are incongruous with previous housing types.

At the same time, the sense of place of historical communities is lost as these areas are being smothered by development in general, resulting in areas which lack differentiation.



Example of the changing land use patterns in Surrey. This farm, which is bordered by “mega” housing, is located in Whalley and gives a glimpse of what was once a rural area.

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