







# **PART ONE – COMMUNITY ANALYSIS**

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A-1 DEMOGRAPHICS

A-2 SOCIAL HISTORY OF THE COMMUNITY

A-3 PHYSICAL HISTORY OF THE COMMUNITY

B.1 ARCHITECTURAL TYPES, HISTORIC & EMERGING

**Sites**

Surrey: Fleetwood (single family housing, SFH)  
Strawberry Hill (multi-family housing, MFH)  
Vancouver: Southlands (SFH)  
Fairview (MFH)  
Kitsilano (SFH, MFH)

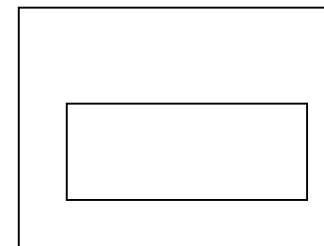
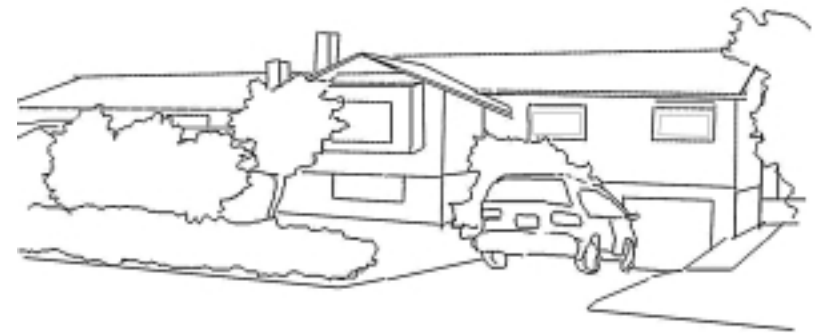
**Disclaimer: numbers and dates are approximations**

**Housing**

Fleetwood

Old Suburban House  
Single Family Housing (SFH)

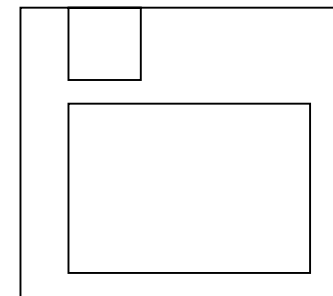
- Built approximately in the 1950's-60's
- Cul-de-sac streets
- 2-storey average, similar architectural appearance / style
- Attached garages or car-ports with driveways extending into street; very little on-street parking; low curbs
- 20 X 40 m lot size
- 15 X 8 m house size
- 8 m setback of house from curb
- 9 m road width
- Sidewalk on one side, 0.6 m wide
- Older trees, shrubs. Most front yards open; backyards fenced
- Estimated percentage of building type **60%**



Fleetwood

New Suburban House  
Single Family Housing (SFH)

- Built approximately from 1990- present
- Cul-de-sac streets
- 2-storey average, extra-large homes
- Very similar architectural appearance and materials: sprayed stucco in pastels and greys, same detailing repeated on houses (eg. eagle window motif on garage doors)
- Attached garages, many double, also with garage in back, driveways extend into street; very little on-street parking; low curbs
- 20 X 40 m lot size
- 17 X 15 m house size
- Setback from 5 to 14 m (gas pipeline)
- 9 m road width
- No sidewalks: front lawn extends to curb
- New vegetation, planted in 'islands'; cedar hedges, exotics (eg. japanese maples); many shrubs heavily pruned.
- Most front yards open; small backyards have same tall, wooden fence around them, and space there is mostly occupied by garage
- Estimated percentage of building type **30%+**



**Commercial**

Fleetwood

Older Commercial

- Built approx. 1970's-80's
- 2-storey building at major street intersection; isolated complex
- Residences above, commercial below (grocery store, postal, insurance, café)
- Parking lot against building
- No vegetation
- Estimated percent of building type **20%**



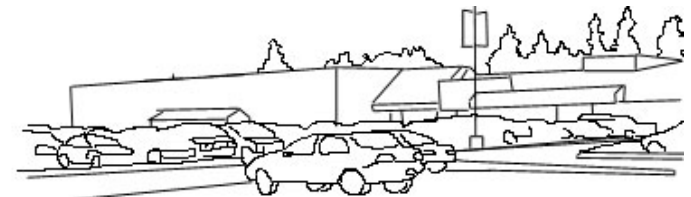
Enclosed Community Malls

- Built approx. 1980's
- 2-storey small-size mall along major street with parking lot in front of building, with planted medians between parking and street
- Residences above and small, independently (locally) owned commercial above and below
- Estimated percent of building type **20%**



New Commercial

- Large strip malls along major road (Scott road centre mall, Delta Shoppers Mall)
- Provide major department and grocery stores, plus entertainment (eg. bowling, video...)
- Very large parking lots at front and sides of mall
- Estimated percent of building type **60%**





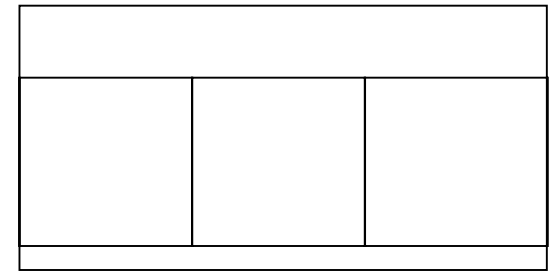
**Housing**

Strawberry Hill

New 'Gated Community'

Multi-family Housing (MFH)

- Built in approx. 1991
- 3-4 storey attached townhome units in a gated community
- pink-grey vinyl siding; same architectural style with many bay windows; no unique details to individualize homes; stamped concrete
- inset garages in front with driveways into the local streets; low curbs; no parking on street; specific parking areas near main office building for visitors
- strata lot size variable
- house size variable
- 2 m setback
- road width 7 m
- no sidewalks; quiet local streets serve as such
- heavily pruned shrubs bracket corners of buildings with a few young coniferous trees; deciduous trees in grassed swales between homes; a few flower beds interplanted with shrubs
- no front yard as such- just open, small back yards closed with same tall wooden fenceshrubbed plot in front, some with perennials and hanging baskets; s
- estimated percent of building type **30%+**

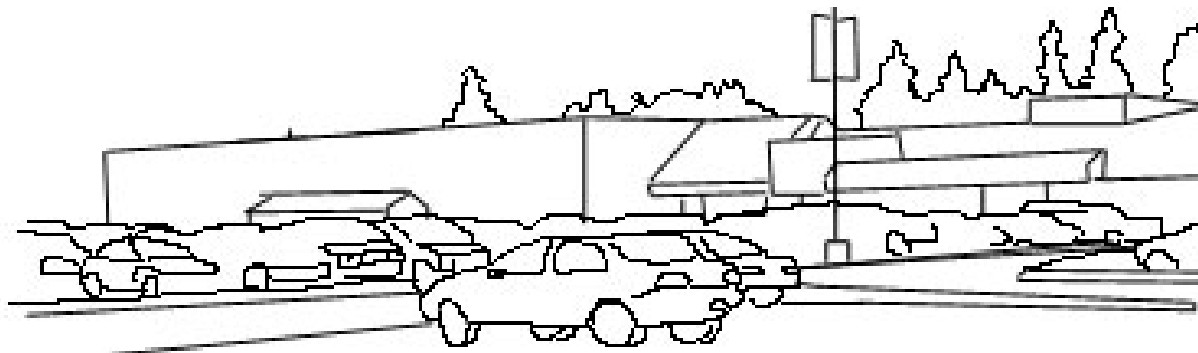


**Commercial**

Strawberry Hill

New Commercial

- None within walking distance to homes
- Large strip malls along major road (Scott road centre mall, Delta Shoppers Mall) is closest for all shopping, services, and entertainment
- Very large parking lots at front and sides of mall
- Estimated percent of building type **80%**

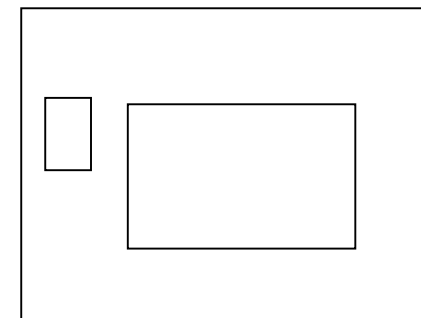


**Housing**

Southlands

Single-family housing (SFH)

- Built from 1930's to present; some old houses, many renovated old houses, some new houses built to resemble older models and blend into the neighbourhood
- 2-3 storey average
- varied architecture with unique details to houses (eg. Brass canopy, stained-glass windows)
- some attached garages or carports in front with driveways in front into street; high curbs; parking on street
- grid street network
- lot size 20 X 40 m
- house size 10 X 14 m
- 15 m setback from sidewalk
- road width 9 m
- 2 m sidewalks, both sides of street
- 2 m treed boulevards between sidewalk and street, both sides
- many shrubs, older coniferous and deciduous trees around houses (birch, oak); lots of shade from tall trees; flower beds and many shrubs
- large front yards generally open, large back yards generally closed, many with garages; 4 m wide alleys in back
- estimated percent of building type **80%**

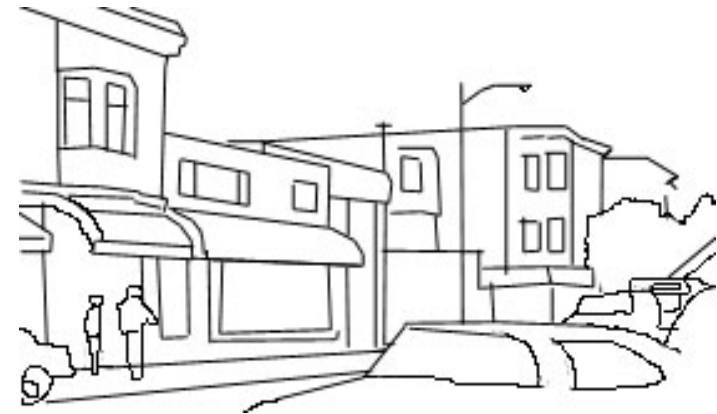


**Commercial**

Southlands

Mixed Old & New Commercial  
(Dunbar)

- Built from 1940's to present
- Within walking distance to homes
- 1-2 storey buildings facing street, entrances meet sidewalk
- Mostly independent, small businesses
- On-street parking, both sides
- 1.5 m treed boulevards, both sides
- 2 m sidewalks, both sides
- Estimated percent of building type **90%**
  
- newer 1-storey 'community malls' along same strip of street, set back from sidewalk with parking lot
- Estimated percent of building type **10%**



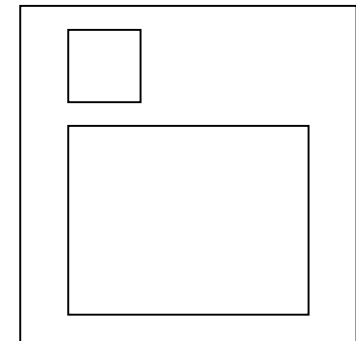
**Housing**

Fairview

Old and New Suburban House

Multi-Family housing (MFH)

- Built approximately from 1940's-present
- 2-storey large homes; old homes, many renovated old homes (converted to multi-family), new homes built as multi-family whose style blends with neighbouring homes
- Very similar architectural style and materials: wooden panelling or 'pebble' stucco, many front porches.
- 6 X 6 m garages mainly in back; on-street parking; high curbs
- Grid street network
- 14 X 17 m lot size
- 12 X 10 m house size
- Setback 7 m from sidewalk
- 9 m road width; 4 m lane
- 2 m sidewalks both sides, with 2 m treed boulevard between sidewalk and curb
- New and old vegetation; large older coniferous and deciduous trees and shrubs.
- Most front yards open; many new houses are closed to street with high hedges and gates
- Estimated percentage of building type:  
**older and renovated: 70% new: 30%**



**Commercial**

Fairview

Mixed Old & New Commercial  
Burrard, Arbutus, 9<sup>th</sup>, 12<sup>th</sup>

- Within a fair walking distance (over 5 min.)
- 1-2 storey buildings facing street, entrances meet sidewalk
- Mostly independent, small businesses, services, restaurants
- Mostly on-street parking, both sides, some with parking in rear
- 2 m sidewalks, both sides, some with 1.5 m treed boulevards
- Estimated percent of building type **90%**

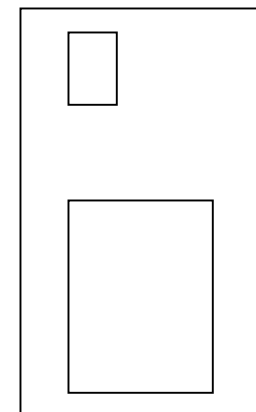


**Housing**

Kitsilano

Single and Multi-family housing (SFH, MFH)

- Built from 1920's to present; some old houses, some renovated old (heritage) houses, duplexes, few new houses
- 2-4 storeys
- varied architecture, old, new; garages at rear, high curbs; parking on street
- grid street network
- lot size 10 X 35 m
- house size 7 X 14 m, varying
- average 8 m setback from sidewalk
- road width 9 m
- 2 m sidewalks, both sides of street
- 2 m tree boulevards between sidewalk and street, both sides
- many shrubs, hedges, and older coniferous and deciduous trees around houses and on street (oak, maple); lots of shade from tall trees; flower beds, unique front and back gardens, many with 'vegetable patches'
- medium sized front yards generally open or with low fence, large back yards open or partially closed to unpaved 4 m lane, many with 4 X 6 m garages
- estimated percent of building type:  
**older: 80% newer and renovated: 20%**



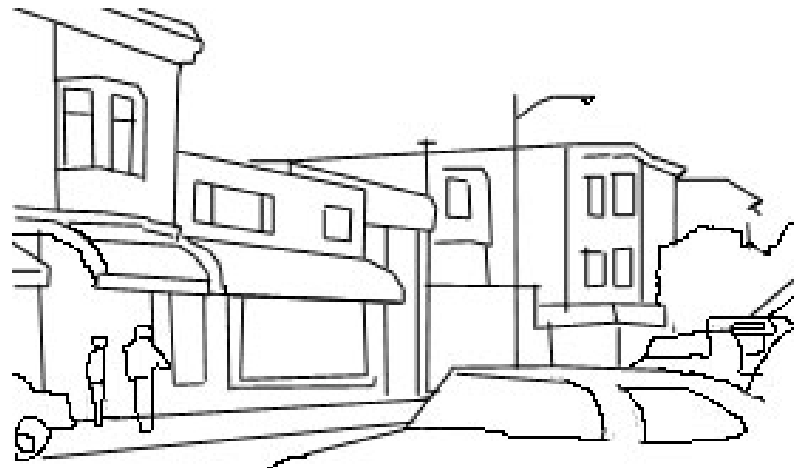
**Commercial**

Kitsilano

Mixed Old & New Commercial

4<sup>th</sup>, 9<sup>th</sup>, 12<sup>th</sup>

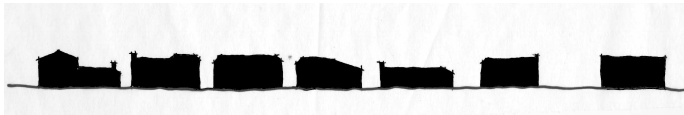
- Within easy walking distance
- 1-2 storey buildings facing street, entrances meet sidewalk
- Mostly independent, small businesses, services, restaurants
- Mostly on-street parking, both sides, some with parking in rear
- 2 m sidewalks, both sides, many with 1.5 m treed boulevards
- Estimated percent of building type **90%**



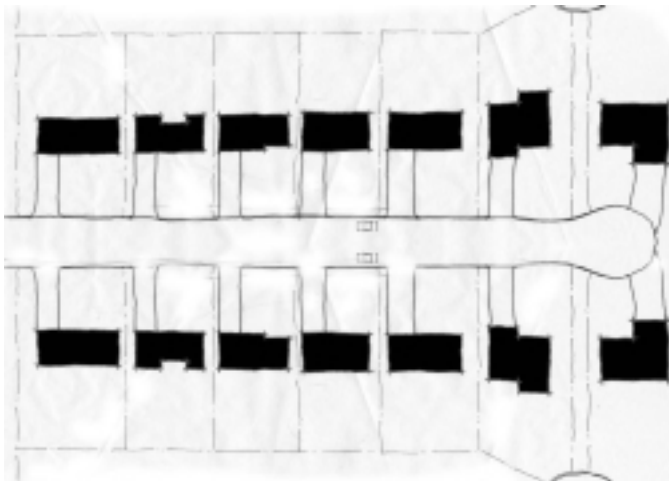


B.2 MASS VOID ANALYSIS OF COMM STRUCTURE & THE PUBLIC REALM

SURREY SINGLE FAMILY HOUSING – FLEETWOOD



Mass-Void Analysis of the Block - Section

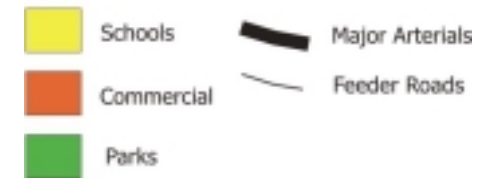


Mass-Void Analysis of the Block- Plan

Surrey-Fleetwood Corridors

- Commercial area occurs at major intersections
- Public access is hindered by cul-de-sac layout.
- Uninviting access lanes allow pedestrian access between cul-de-sacs.

Legend



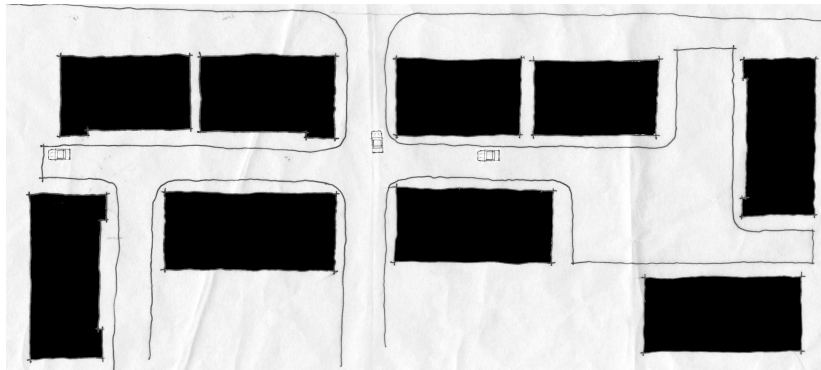
Corridors



### SURREY MULTI-FAMILY HOUSING – STRAWBERRY HILL



Mass-Void Analysis of the Block – Section

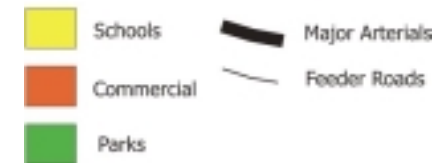


Mass-Void Analysis of the Block – Plan

#### Strawberry Hill Corridors

- Gated town house complex restricts public access
- Narrow lanes and small set backs throughout complex results in limited green space
- Cul-de-sac and speed bumps in street arrangement in complex hinders traffic flow and interconnections

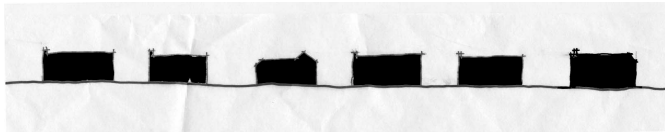
#### Legend



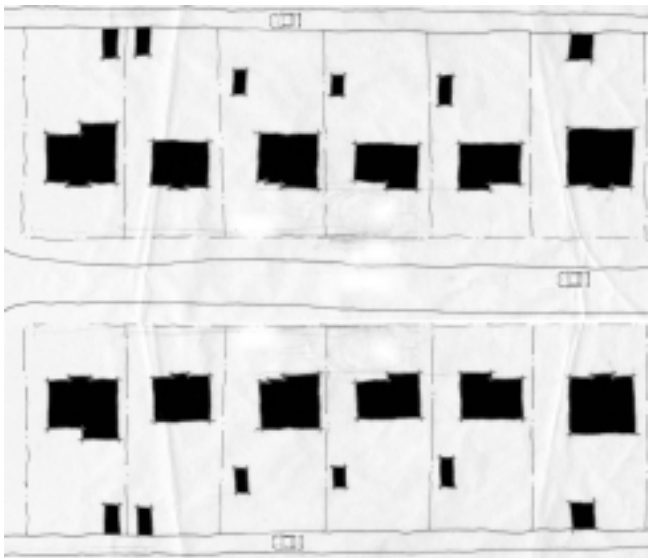
#### Corridors



## VANCOUVER SINGLE FAMILY HOUSING – DUNBAR



Mass-Void Analysis of the Block – Section

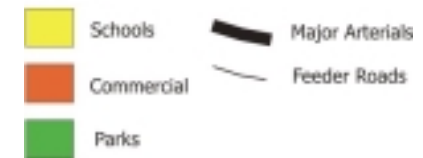


Mass-Void Analysis of the Block – Plan

### Dunbar Corridors

- Larger lots results in longer distances between commercial areas
- Interconnected grid facilitates movement and views to the larger landscape
- Commercial arranged linearly along major routes

### Legend



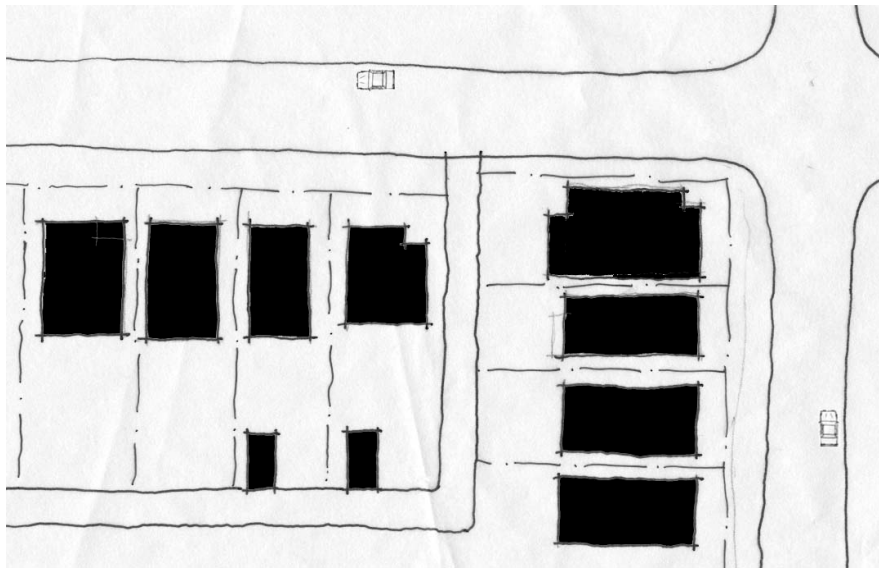
### Corridors



### VANCOUVER SINGLE FAMILY HOUSING – KITSILANO



Mass-Void Analysis of the Block – Section

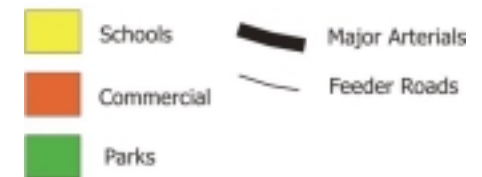


Mass-Void Analysis of the Block – Plan

#### Kitsilano Corridors

- Small lot and lane combination results in small backyards
- Increased density due to smaller lots results in closer commercial areas
- Interconnected grid facilitates movement and views to the larger landscape

#### Legend



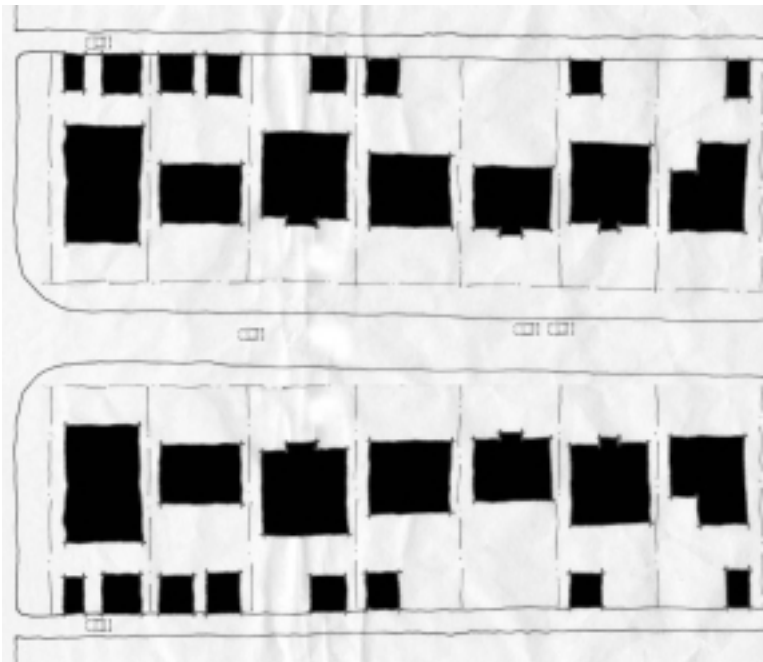
#### Corridors



## VANCOUVER MULTI-FAMILY HOUSING – CONNAUGHT



Mass-Void Analysis of the Block – Section

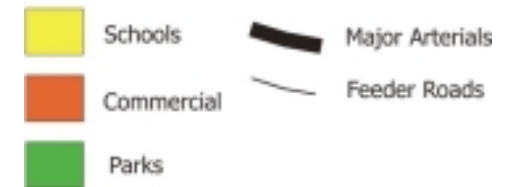


Mass-Void Analysis of the Block – Plan

### Connaught Corridors

- Commercial arranged along major routes
- Multi-family residences with single family arrangement
- Interconnected grid facilitates movement and views to the larger landscape

### Legend



### Corridors

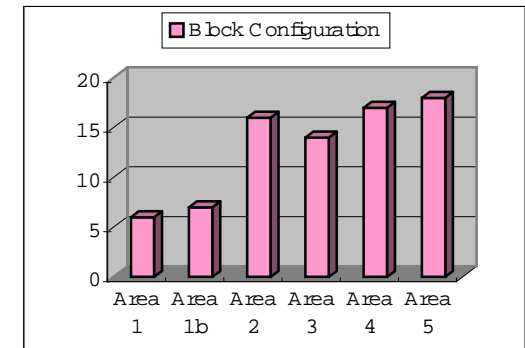


### B.3 THE SOCIOLOGY OF INHABITED ARCHITECTURAL SPACE

#### [1] Evaluating the social flexibility of the building type

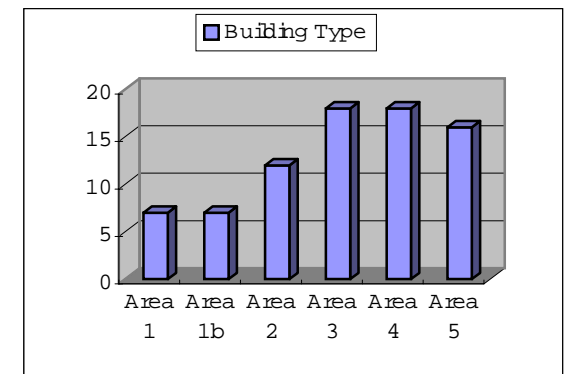
The social interaction between the building and the street can be enhanced by the following:

- **A Friendly House Face**  
Houses with doors, porches, stoops, windows and balconies fronting onto the street allow residents' surveillance of the street and add to passers-by' sense of delight and security (see Area 3 and 4).
- **Setbacks and landscaping**  
Tight setbacks create a urban sense and a pedestrian scale. Landscaping with small fences or shrubs, strip lawn and street trees, encourages outdoor activity from residents and passers-by (see Area 3,4 and 5).
- **Garage at the lane or on the side**  
Garages accessed from the lane or recessed from the façade contribute to maintain the visual focus of the residential houses (see Area 3,4 and 5).
- **Building footprint**  
A smaller building footprint allows more living functions in garages or attics, like carriage houses above garages as secondary suites, encourage more activity in lanes, thus create a secure and comfortable lane environment (see Area 2, 3 and 4).



## [2] Evaluating the social flexibility of the block configuration

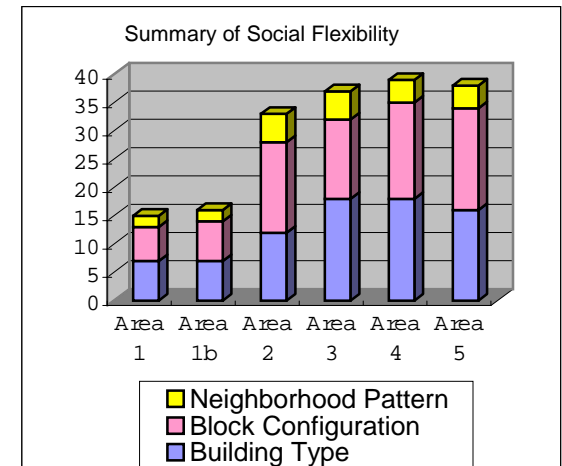
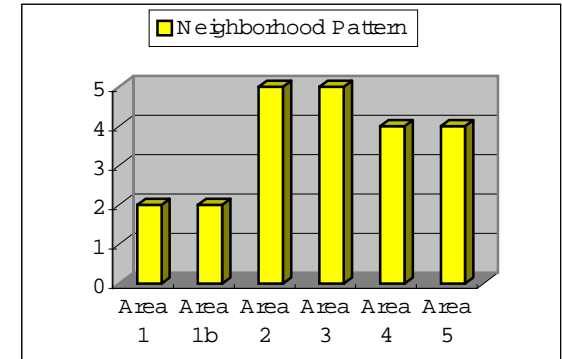
- Pedestrian movement  
Continuous sidewalks on both sides of the street enable pedestrians to stroll through the neighbourhood and lead them to specific destinations safely. Lane easily-accessed block amenities, like pocket parks and community gardens provide daily gathering nodes for neighbours, and inspire more pedestrian activities (see Area and 5).
- A safe and effective connection  
The appropriate size of blocks supports traffic calming by imposing intersections to slow down the neighbourhood traffic. Cul-de-sac within a large block could be connected so as to provide alternative paths for pedestrians and bikers (see Area 3,4 and 5)..
- Block amenities  
Easily-accessed block amenities, like pocket parks and community gardens provide daily gathering nodes for neighbours, and inspire more pedestrian activities (see Area 2 and 5).
- Diversity of housing types and lot sizes  
A variety of housing types and lot sizes provides a wide range of housing options. Diverse housing types enable the households and the block to evolve in population structure gradually (see Area 2).



**[3] Evaluating the social flexibility of the Neighbourhood Pattern**

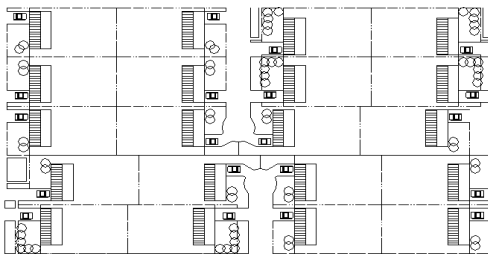
■ A sense of neighbourhood

A sense of neighbourhood can be nurtured by: integrating recreation land use with stormwater management, or sensitive area preservation, and/or by creating pedestrian-friendly streets (see Area 2 and 3).

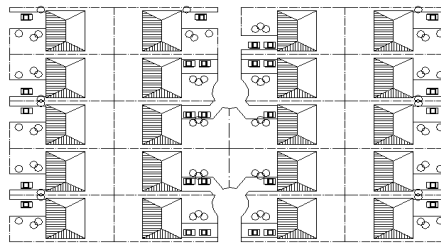




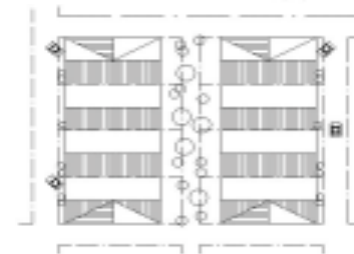
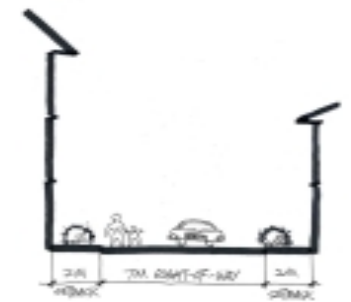
Area 1a: Fleetwood Old (SFH)



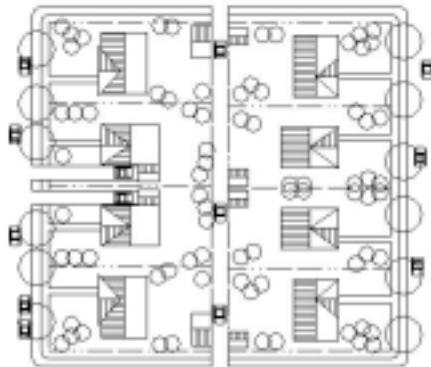
Area 1b: Fleetwood New (SFH)



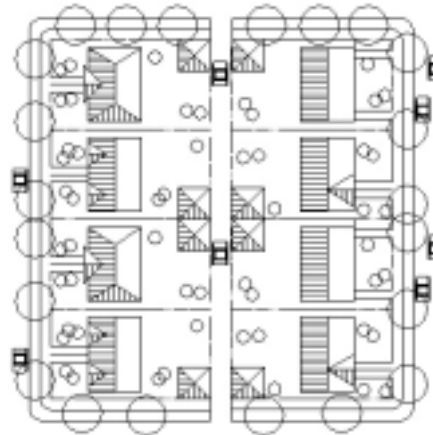
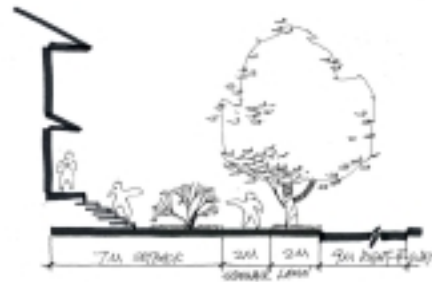
Area 2: Strawberry Hill (MFH)



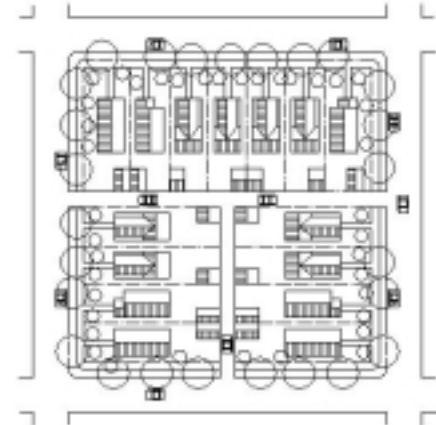
Area 3: Dunbar (Large SFH)



Area 4: Fairview (MFH)



Area 5: Kitsilano (SFH, MFH)



C.1 TRANSPORTATION SYSTEM

C.2 DRAINAGE SYSTEM

C.3 SANITARY SYSTEM

C.4 POTABLE WATER SYSTEM

C.5 ENERGY SYSTEM

D.1 ECONOMIC ENGINES OF THE COMMUNITY, TRADITIONAL &  
EMERGING

D.2 REAL ESTATE DEVELOPMENT TRENDS

E.1 EXISTING MUNICIPAL & AREA ECONOMIC DEVELOPMENT OBJECTIVES

E.2 EXISTING MUNICIPAL & AREA ECOLOGICAL PROTECTION OBJECTIVES