

# Commercial District & Housing Choices Tour

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Austin Heights Neighbourhood Planning Process | Project Advisory Group Tour March 28, 2009

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# Commercial Districts and Housing Choices Tour

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## Introduction

This Commercial District and Housing Choices Tour provides an opportunity to experience a variety of successful commercial areas and innovative housing options found throughout the Metro Vancouver Region, with the intent of supporting the Austin Heights Neighbourhood Plan visioning process.

The commercial districts included in the tour booklet are not intended to provide any single “all-encompassing” solution for the Austin Heights context, but instead serve as an opportunity to explore the range of lessons, effective elements and ideas that may help inform the Neighbourhood Planning process for Austin Heights.

The housing tour examines a range of housing options designed to sensitively integrate into the lower density areas of each local neighbourhood. These housing forms, or possibly elements of each example, may provide ideas for certain areas of Austin Heights; the examples are intended to serve as a starting point for discussion.

## General Context for the Commercial District Tour Case Study

Featuring different locational, historical and competitive contexts, each commercial district included in the tour offers a slightly different retail format. For example:

- » Newport Village exemplifies the successful integration of retail in a high-density greenfield master planned development;
- » HighGate Village offers a high-density redevelopment of an existing commercial node;
- » West Broadway and Kerrisdale exemplify established and unique retail clusters along secondary transportation routes with different levels of residential integration, urban design elements and retail offerings.

However, while each district is unique and offers different implications for Austin Heights, all of the districts were chosen because of their various successes as primarily neighbourhood-serving, convenience-oriented retail areas.<sup>1</sup>

While by definition neighbourhood and convenience serving, these areas are subject to growing competition from Regional Shopping Centres and Power Centres— similar to Austin Heights.

Accordingly, while each area has a different context and district strategy, the goal of all these commercial centres is targeted around reasserting the area’s role and function as a pedestrian friendly, authentic and unique experience -- providing both strong amenities for the community, as well as enticing visitors to share in an area’s neighbourhood character and unique retail experience.

<sup>1</sup> With the exception of Cambie, which exemplifies a relatively new and cutting edge mixed-use format along a primary (Canada Line) corridor.

# Ten Main Street Retail Trends to Consider

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## 1. Innovative Design & Placemaking

A range of built-form, natural and artistic urban design features help create a sense of place. For example:

- » Updated sidewalks, steps, storefronts, awnings, handrails, benches, refuse containers, paper boxes, crosswalks, storm drains and pedestrian-friendly design;
- » Attractive landscaping, terra-cotta pots, planters, flower beds, frequent patches of greenery and incorporating the natural environment;
- » ‘Avenue Art’, banners featuring seasonally altered branding, coordinated branding & signage.

## 2. Innovative Design & Safety

- » Landscaping and sidewalk patterns between street and sidewalk acts as a safety buffer between pedestrians and traffic.
- » Bright lighting provides safety during evening hours.

## 3. Provide a Great Public Space

- » A great public space will increase dwell times. It does not need to be a large statement, but rather a network of comfortable public spaces.
- » Outdoor seating provides eyes on the street and a socially active atmosphere.

## 4. Capitalize on Natural and Historic Setting

- » New developments and revitalization strategies work best when they recognize their unique location and history.

## 5. Responding to the Community’s Needs & Aspirations

- » The best performing retail areas are generally focused on targeted markets.
- » Including younger demographics is important in building a loyal customer base and increasing foot-fall.

## 6. Promoting Healthy Lifestyles

- » A trend in retail tenant mix features organic grocers and farmer’s markets.
- » Spas, yoga, fitness, wellness facilities, etc., are compatible activities that can enhance retail centres.

## 7. Unique Community-Scaled Retail

- » A convenience-driven retail and services mix provides increased amenity for the community.

## 8. ‘New Format’ national brand stores

- » New formats being used by large national retailers feature storefront animation to increase foot traffic and encourage other quality tenants to follow.

## 9. Merchandise Clusters

- » Cross shopping opportunities enhance area branding and create destination appeal.

## 10. Looking At Development Density

- » Mixed-use infill projects successfully add to the beauty, amenity and density of the area.
- » High density on-site residential uses help to activate retail main street at all times of the day.

# Commercial District Urban Design - What to Consider

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A few basic factors are fundamental to understanding the success – or lack of it – of retail high streets in the Metro Vancouver area. Tour participants should be looking for the following factors as we explore and experience various places on the tour.

**Solar orientation** – is the street oriented north-south or east-west? This is important for the availability of adequate sunlight onto sidewalks and public spaces. It also is a factor in determining the placement, height and massing of new buildings.

**Sense of scale and definition** – this is a measure of the relationship between the height of buildings and the width of the street they are on. Very wide streets with low adjacent buildings or streets with buildings fronted by parking lots are generally not well-defined and hence not usually attractive to shoppers on foot.

**Vitality/pedestrian-friendliness** – are buildings located right up to the sidewalk? Can you see into the storefronts? Is weather protection (awnings or canopies) adequately provided? Are storefronts and entrances close to each other or widely separated?

**Complementary Mix** – Is there a range of goods and services available in one area? Are there anchor stores which attract smaller specialty stores around them? (Small stores create synergy between each other.) Are there sidewalk cafes and produce/flower displays? Are community services nearby?

**Comfort and convenience** – are sidewalks of adequate width for comfortable pedestrian movement as well as lingering? Is street furniture, especially benches, available for rest and conversation? Can motorists park at the curb, which is not only convenient and supportive of retail businesses, but helps buffer pedestrians and activities from traffic impacts?

**Continuity** – are buildings close to or touching each other, or are they separated by parking lots or a variety of setbacks? The latter create “missing teeth” in a shopping experience and reduce the incentive to walk between businesses.

**Look and feel/beauty and delight** – are the senses surprised and delighted by the visual qualities and experience of a place? Are there little “extras” that make a particular place special and worthy of frequent return visits (for example: well-designed buildings, street trees, cheerful colours, street furniture, banners, public art, flowers, etc.)?

**Parking** – Is the car adequately provided for, without being the dominant part of the overall experience, as in large parking lots?

**Maintenance** – are premises and sidewalks in good repair and kept clean? Litter and disrepair are turnoffs for potential customers.

# Austin Heights

Southwest Coquitlam



## Concept/Identity

Neighbourhood serving commercial mainstreet with a mix of large and small businesses, many of which are independently owned and operated.

## Existing Uses

Specialty retail, services, medical and dental offices, restaurants, grocery.

## Density and Zoning

FSR: 0.4 - 1.05

Zones in commercial core:

C-2, CS-1, SS-2, C-3

## Retail Size

Approximately 5 blocks double loaded

## Transit

Bus# 151, 152, 153, 156, 157

## Land Ownership

Mix of large and small lot ownership.

## Road Right of Way

Austin Avenue = 20 m (66')

## Sidewalk widths

Vary 1.5 m (5') - 2m (6.5')

## Austin Heights Business Improvement Area

[www.austinheights.ca](http://www.austinheights.ca)

## About Austin Heights

Austin Heights is a vibrant commercial district with over 250 shops and services. Located in the heart of Southwest Coquitlam, the area functions as a neighbourhood shopping area primarily serving local residents.

The Austin Heights commercial district comprises five city blocks on both sides of Austin Avenue and includes Ridgeway Avenue, the secondary commercial street to the north. Austin Avenue is a busy street carrying high traffic volumes.

The commercial district consists of numerous large and small properties, a series of small-scale multi-tenant buildings and several larger developments. A number of medical and dental offices are located in the Austin Heights Professional Centre and above many of the retail stores. A few larger businesses, including Safeway and Rona, are located in the commercial core, but for the most part, retail businesses are smaller and independently owned.

## Built Form

The commercial core hosts a variety of low density building forms along Austin and Ridgeway Avenues, varying from 1-2 storeys in height, and with a range of setback distances from the street and sidewalk. A concentration of three storey apartment buildings flank the north edge of the commercial core with a large area of primarily one and two-family dwellings to the south.

## Key Public Realm and Open Space Features

Many buildings within Austin Heights' Commercial core are set back from the street with parking between the main roadway and the building. The



Image Source: Pictometry Canada Corp. 2008

sidewalk system and pedestrian connections along Austin Avenue are inconsistent, with some areas lacking sidewalks and landscaping. Sidewalk widths, design and conditions vary throughout the district.

The existing street furniture in the commercial centre, such as benches, kiosks, trash receptacles and lighting, is a mixture of various styles.

### Storefront Character

Austin Heights' commercial core is characterized by a mixed configuration of building and storefront design, ranging from narrow retail units with large windows and minimal setbacks from the sidewalk, to deep setbacks with minimal design and visual connection between the building and street. Some parcels are occupied by large format retail with minimal glazing, few entrances and parking between the street building entrance.

### Successful Elements

This commercial district hosts a good mix of small local businesses that offer a variety of goods and services. The commercial core supports a large trade area comprised of many long term residents and businesses.



### Demographic Characteristics<sup>1</sup>

The 2008 population within a “5-minute drive” of the Austin Heights Commercial core is approximately 19,526.

The median age is 40.4 years, and the average household size is approximately 2.27 people.

### Income Characteristics<sup>1</sup>

Median household income is estimated at \$48,546, with annual per capita retail expenditures at approximately \$7,588.

<sup>1</sup>Based on CANEX Canadian 2008 “5 Minute Drive” Demographic Estimates provided by Thomas Consultants Inc.

# Site 01

## Colborne St. & Park Cres. New Westminster

Small Lot Single Family +  
Studio Above Garage

### STATISTICS

Zoning: RT-2D  
Off Street parking: 2 per dwelling  
Lot Size: 2,729-4,779 sf  
Height: 27 ft  
Average Lot Size: 3,170 sf

Average Lot Dims: 27 ft x 105 ft  
Density: 8.3 U/Ac = 15.9U/Ha  
Floor Area: 1511 sf - 2548 sf  
FSR: 0.52 - 0.80  
Site Coverage: 18.8% - 34.8%  
2006 Market Value incl. Studio: \$688K

This development of seventeen homes is within the RT-2D zone for small lots. These houses are designed to respect the surrounding historic Queens Park neighbourhood through the careful use of front porches, bay windows and dormers using a variety of exterior finishes that are repeated in the surrounding community. Office space is permitted above the detached garage only where the garage faces a street. There are ten double fronting units that meet this requirement.



Office/studio space above garages

These houses feature a layer of unifying architectural elements and details to provide the neighbourhood with a distinct identity. There is, however, enough design variation to allow individuality for each household.



Front streetscape



Studios above garages facing the street



# Site 02

## HighGate Village

Kingsway, Burnaby



### Concept/Identity

A new format outdoor lifestyle mall.

### Existing Uses

Mix of convenience retailers with a major grocery store, drug store, liquor store, food & beverage at ground level, with some upper floor office and recreation. Residential is located in high density towers adjacent to the north.

### Zoning

Comprehensive Development

### Retail Size

115,000 sqft

### Transit

Bus, # 106 and 129  
Near Edmonds SkyTrain Station

### Land Ownership

Operated by Bosa Properties

### Right-of-way width

27.5m (90') to 34m (112')

### Sidewalk widths

6.4m (21')

### Building Setbacks

Minimal

### About HighGate Village

HighGate Village is a comprehensive development that occupies one side of a wide and busy transit arterial (Kingsway) and uses its sloping site to good effect. The 2-storey commercial component is generally well-handled without significant blank walls facing the surrounding streets. The commercial loading area on the western edge of the site creates a challenging interface for the pedestrian realm. Residential towers are located to the rear of the commercial area in a landscaped precinct. The treatment of the public realm along Arcola Street and the public plaza is notable.

The context of this district is similar to Austin Heights in that it is adjacent to an older area of 3-4 storey apartments and has a second retail frontage similar Ridgeway.

### Built Form

A large two-storey building with an internal 'town square' provides a mid block connection between Kingsway and Arcola Street. Stores are designed to face onto the two main streets and the square. Residential towers are located to the north and feature ground level retail space along Arcola Street.

### Key Public Realm and Open Space Features

The central square provides for outdoor public amenity, serving as a nucleus for the development and focusing retail activity. Public art is featured prominently in the square and provides an interactive element for visitors.

### Storefront Character

The ground-floor stores are divided into narrower shop fronts which attempt to recreate the main street atmosphere. Weather protection for pedestrians is included.



Image Source: Pictometry Canada Corp. 2008

## Successful Elements

This is a successful example of commercial redevelopment from an auto-oriented strip mall to a pedestrian oriented retail centre.

Austin Heights could benefit from borrowing some of the successful strategies such as:

- A central plaza or gathering space to provide a safe and enjoyable atmosphere;
- Public art to create community connections and a pleasant shopping experience;
- Outdoor seating on a high traffic transportation corridor to help activate and pedestrianize the streetscape along Kingsway;
- High-density on-site residential to help encourage activity at all times of the day and provide the necessary commercial base for nearby commercial businesses;
- A convenience driven tenant mix to provide amenity for the community;
- Convenient parking with time limits to encourage frequent turn over and availability;
- National chain stores to act as anchor tenants.



## Demographic Characteristics<sup>1</sup>

The 2008 population within a “5-minute drive” of HighGate Village is approximately 39,280.

The median age is 37.7 years, and the average household size is approximately 2.62 people.

## Income Characteristics<sup>1</sup>

HighGate has the lowest income figures among the selected districts with a median household income of \$41,204. This correlates with the lowest per capita retail expenditures of \$6,658.

<sup>1</sup>Based on CANEX Canadian 2008 “5 Minute Drive” Demographic Estimates provided by Thomas Consultants Inc.

# Site 03

## Kerrisdale

Arbutus and 41st Ave  
Vancouver



### Concept/Identity

Neighbourhood village within the larger City.

### Existing Uses

Mix of local serving retail, some residential and office, grocery store, bars and restaurants, some 'destination' shops

### Density and Zoning

FSR up to 2.5  
Zoned C-2

### Retail Size

Four suburban blocks of retail on both sides of the street. 250 businesses in total.

### Transit

Bus, #16, 41, 43, 480

### Land Ownership

Multiple Land Owners

### Right-of-way width

20m (66') transitioning into 30.5m (100')

### Sidewalk widths

From 2.5m (8') in the central area to 7m (23') on the edge.

### Building Setbacks

Old buildings have no setback  
New buildings are setback 5.2m (17')

### Kerrisdale Business Association

604.266.9875  
webmaster@kerrisdalevillage.com  
www.kerrisdalevillage.com

### About Kerrisdale

The heart of Kerrisdale's retail district is on West 41<sup>st</sup> Avenue, a major cross-town transit arterial. One of the main lessons of Kerrisdale is that its 66 ft (20m) street right-of-way is slowly being transformed into a 100 ft (30.5m) right-of-way through incremental redevelopment - new development is required to be set back 17 feet from the property line.

Kerrisdale's generally low-rise retail strip is surrounded by residential towers with a height limit of 120 ft (36.6m), providing a strong local residential base to support its vibrant retail district. Located one block south is the Kerrisdale Community and Senior Centres.

### Built Form

The built form is comprised of 1-4 storey buildings with some mixed-use. Newer buildings are typically four storeys with ground level retail and residential units above. Higher-density residential is located adjacent to the main street.

### Key Public Realm and Open Space Features

The public realm is characterized by brick sidewalks, benches, neighbourhood heritage signs, banners, tree plaques, pedestrian lighting, some weather protection, wider sidewalks and frequent crosswalks. A mid-block pedestrian mews through the Kerrisdale Station development creates a connection between 42nd and 41st Avenue bringing together these two areas of the commercial district.

### Storefront Character

The area is comprised of narrow storefronts with large windows to promote visibility. Frontage design typically includes weather protection for pedestrians and most restaurants and cafes incorporate outdoor seating.



Image Source: Pictometry Canada Corp. 2008

## Successful Elements

The relatively higher density of adjacent residential coupled with good urban design elements and a healthy mix of local and unique specialty retailers allows Kerrisdale to serve the local neighbourhood and function as a destination for customers outside the neighbourhood.

Austin Heights could benefit from borrowing some of the successful strategies such as:

- Outdoor seating for restaurants and cafes.
- Green landscaping and planters incorporating the natural environment;
- “Avenue Art” banners which feature seasonally altered branding;
- Architectural design guidelines;
- Densification- 2 to 3 storeys of residential above retail and high-density residential adjacent;
- Urban design elements that encourage commuter traffic to slow down substantially in the retail corridor;
- Outdoor display of goods to add activity and interest to the street.

New format mixed-use infill projects have successfully added to the residential and commercial vitality of the area.



### Demographic Characteristics<sup>1</sup>

The 2008 population within a “5-minute drive” of the Kerrisdale Commercial core is approximately 27,837.

The median age is 42.1 years, and the average household size is approximately 2.6 people.

### Income Characteristics<sup>1</sup>

The area features high incomes with a median household income of \$70,599. Annual per capita retail expenditures are also significant at \$11,727.

<sup>1</sup>Based on CANEX Canadian 2008 “5 Minute Drive” Demographic Estimates provided by Thomas Consultants Inc.

# Site 04

## Arbutus Walk

10th - 12th Avenue  
Arbutus Street, Vancouver



### Concept/Identity

New neighbourhood, pedestrian-oriented shopping street.

### Existing Uses

Mix of local serving retail, restaurants & cafes, some office, with residential above.

### Density and Zoning

FSR 3.0  
Zoned C-2C

### Transit

Bus # 16;  
On Broadway # 9, 17, 99 B-Line; On  
16th # 33

### Land Ownership

Multiple stratas

### Right-of-way width

23m (76') to 25.3m (83')

### Sidewalk widths

4m (13')

### Building Setbacks

None or very minimal

### About Arbutus Walk

Arbutus Walk was developed on the site of the former Carling O'Keefe brewery during the mid 1990's. The project included the creation of a neighbourhood shopping street on Arbutus Street.

### Built Form

Four storey mixed-use buildings are supported by pedestrian-oriented commercial uses at grade with residential above. Buildings are sited at the sidewalk and all off-street parking is provided underground. The project is supported by adjacent mid-rise high density residential buildings constructed as a component of the overall development concept.

### Key Public Realm and Public space Features

The public realm is enhanced with street trees, banners, pedestrian-oriented lighting, wide sidewalks and narrow storefronts resulting in multiple entrances. The main public space is provided as a non-vehicular greenway through the centre of the development and serves as an important community connection between Tennyson Elementary School and Connaught Park.

### Storefront Character

The Arbutus Street frontage is comprised of a series of small format retail storefronts with large windows to promote visibility. The retail frontage design is further enhanced with continuous weather protection for pedestrians moving between shops and through the neighbourhood.



Image Source: Pictometry Canada Corp. 2008

## Successful Elements

Successful elements include the greenway and retail street design along Arbutus between 13th and Broadway. The wide sidewalks allow for comfortable pedestrian movement and provide space for the introduction of sidewalk patios.

Austin Heights could benefit from borrowing some of the successful strategies such as:

- Mixed-uses including a good mix of housing, retail and service uses in addition to high quality and well integrated public space;
- New high-density residential adjacent to and directly above street fronting retail;
- Relatively narrow street widths within the development and a well designed linear park promotes pedestrian connectivity and creates a relaxed pedestrian experience.

The adjacent residential development is an integral part of the revitalization of this portion of Arbutus Street.



## Demographic Characteristics<sup>1</sup>

Arbutus Walk is characterized by a very large local population within a 5-minute drive time of 48,909. The area features a high percentage of highly educated individuals (45.7%) and a median age of 37.4 years.

## Income Characteristics<sup>1</sup>

The area features high incomes with an average per capita income of 46,683. Annual per capita retail expenditures are also significant at \$13,355

<sup>1</sup>Based on CANEX Canadian 2008 "5 Minute Drive" Demographic Estimates provided by Thomas Consultants Inc.

# Site 05

## West Broadway

Yew St. to Larch St.  
Kitsilano, Vancouver



### Concept/Identity

Neighbourhood, pedestrian-oriented shopping street.

### Existing Uses

Mix of local serving retail, some residential and office, grocery store, bars & restaurants

### Density and Zoning

FSR up to 2.5  
Zoned C-2A

### Retail Size

Eight blocks of double loaded retail

### Transit

Bus, #2, 9, 17, 22, 99 B-Line

### Land Ownership

Multiple Land Owners

### Right-of-way width

Eastern section 30m (99')  
Western section 26.2m (86')

### Sidewalk widths

From 4m (13') to 6m (20') at intersections and bus stops.

### Building Setbacks

None or very minimal

### West Broadway Business Association

[www.wbba.ca](http://www.wbba.ca)

### About West Broadway in Kitsilano

Broadway in Kitsilano is part of a very long stretch of businesses and mixed-use developments in Kitsilano. In this location West Broadway transitions from a wider arterial to a narrower width as you move west -- see if you can tell the difference in character and definition. A handful of sites have been redeveloped into large-format retail outlets with mid rise residential developments above them.

### Built Form

There is a mix of low to mid-rise buildings from 1 to 4 storeys. Some buildings are mixed-use with upper level residential or office uses.

### Key Public Realm and Open Space Features

The public realm is defined by street trees, banners, narrow storefronts, pedestrian-oriented lighting, and few breaks in building continuity along the street. Corner bulges and bus bulges along with mid-block crossings add to the pedestrian focus, shortening street crossing distances. The neighbourhood contains a number of parks and open spaces. The sidewalks form the main public space and sidewalk cafes are often full.

### Storefront Character

The area is composed of a mix of narrow storefronts and a few larger commercial spaces with large windows to promote visibility. Frontage design often includes weather protection for pedestrians. The numerous windows create a strong connection between indoor and outdoor space.



Image Source: Pictometry Canada Corp, 2008

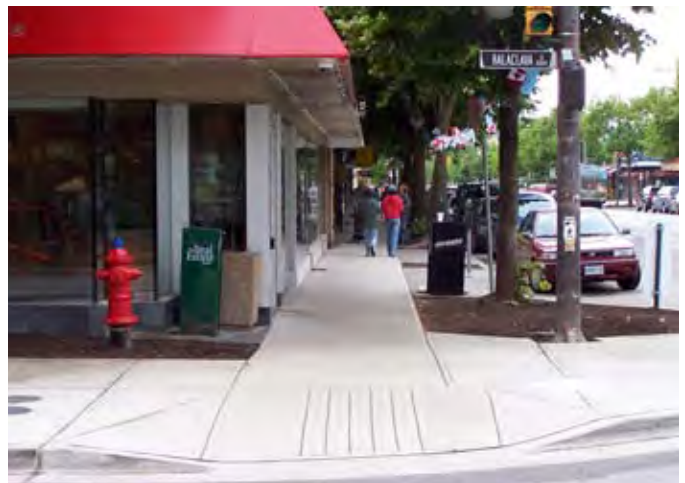
## Successful Elements

Multiple narrow storefronts, density of nearby residential and rear lanes all support the overall pedestrian focused atmosphere of this district. The diverse mix of independent retailers, restaurants, pubs, the movie theatre and other night time attractions also contribute to the overall vitality.

Austin Heights could benefit from borrowing some of the successful strategies such as:

- Updated sidewalks and crosswalks including corner bulges and bus bulges;
- Merchandise clusters, allows for cross-comparison shopping options (i.e. convenience, food and beverage, entertainment);
- Providing a variety of conveniences and amenities for local residents while thriving as a destination draw for other nearby neighbourhoods;
- A high level of mixed-use buildings, which provide density and offer residential above commercial for day and night vibrancy.

The new format Safeway with free underground parking allows the store to come right to the sidewalk, maintaining the street wall. Unfortunately, certain design elements result in areas of long blank walls.



## Demographic Characteristics<sup>1</sup>

The 2008 population within a “5-minute drive” of the Kitsilano Commercial core is approximately 46,044.

The median age is 37.3 years, and the average household size is approximately 1.93 people.

## Income Characteristics<sup>1</sup>

The median household income is \$60,088 and the area features high per capita retail expenditures (\$12,874)

<sup>1</sup>Based on CANEX Canadian 2008 “5 Minute Drive” Demographic Estimates provided by Thomas Consultants Inc.

# Site 06

## Central Lonsdale

13th - 20th Street  
North Vancouver



### Concept/Identity

This is the main street for North Vancouver

### Existing Uses

Mix of convenience retailers and food & beverage. Anchored by a large grocery store and the “North Van” civic complex.

### Density and Zoning

FSR: From 2.6 up to 4  
Zoned: C1-A, C1-B & C-2

### Retail Size

Eight blocks of double loaded retail

### Transit

Bus, #228, 230, 232, 239

### Land Ownership

Multiple Land Owners

### Right-of-way width

30.5m (100')

### Sidewalk widths

From 5.5m (18') to 7.5m (24') at some intersections.

### Building Setbacks

None to very minimal

### Lower Lonsdale Business Association

604-2506335  
info@lowerlonsdalebusinessassociation.com  
www.lowerlonsdalebusinessassociation.com

### About Central Lonsdale

This north-south corridor is a walkable neighbourhood centre. According to studies, over 50% of the trips made to the commercial core are on foot and many others are by bus. There are two full-line grocery stores at either end of the core (at 13th and 17th Streets), and a new state-of-the-art library and fronting public plaza that provide a major attraction and amenity directly across from City Hall. While there is minimal mixed-use development on this part of Lonsdale to date, the flanking streets contain several high-rise residential towers. Lonsdale itself has been beautified with street trees and other pedestrian amenities, but the wide street is fairly undefined with the low-rise one and two-storey businesses. It also has something of a tired look and feel, due in part to the need for private investment and redevelopment.

### Built Form

There is a mix of buildings from 1 to 4 storeys with ground-level retail and some upper storey office and residential. There is a mix of high-density office and residential in the surrounding neighbourhood.

### Key Public Realm and Open Space Features

The public realm is defined by sidewalk corner bulges, benches, street trees and well-positioned landscaping with highly-visible crosswalks. The main public space includes the sidewalks and the plaza at the civic complex.

### Storefront Characteristics

The storefronts along this corridor include small format retailers with narrow units directly adjacent to the sidewalk for most sections. Some older large format retailers include parking between the building front and sidewalk, detracting from the pedestrian experience.



Image Source: Pictometry Canada Corp. 2008

## Successful Elements

While the large width of this street hampers its vibrancy and intimacy, Lonsdale has some good urban design elements and a critical mass of healthy neighbourhood serving retail and an efficient pedestrian circulation system.

Austin Heights could benefit from borrowing some of the successful strategies such as:

- Sidewalk bulges at intersections, well-positioned benches, prominent landscaping and highly visible crosswalks;
- Public art that adds to neighbourhood appeal;
- New pedestrian design elements that add to pedestrian safety;
- A high proportion and large variety of lower to mid-priced food and beverage establishments, which give the community residents places to interact;
- A variety of new high-density developments on side streets.

Other than its higher population density and the lack of retail competition, Lonsdale features similar trade area characteristics to Austin Heights.



## Demographic Characteristics

Moderately dense trade area.

Other than density, Lonsdale features reasonably similar demographic characteristics to Austin Heights. Lonsdale also features very similar income and retail expenditure characteristics to Austin Heights.



# Site 07

**223-225 West 17<sup>th</sup> St.  
North Vancouver**

Cluster Houses

### STATISTICS

Zoning: CD-395  
Units: 4  
Off Street parking: 6 spaces  
Lot Size: 70 ft x 140 ft  
Lot Area: 9800 sf = 0.224 Ac

FAR: 0.6  
Site Coverage: 32%  
Density: 17.85 U/Ac/44 U/Ha  
Average Unit Size: 1450 sf

This project features four single family houses on one interior lot. A central walkway runs the length of the lot and a wider courtyard space separates the front units from the rear ones. Each unit has been carefully designed to maximize natural light, minimize overlooking windows and provide private outdoor space in the form of patios and balconies. Parking is accessed from the back lane in a combination of garage and open carports, allowing light into the back gardens of the rear units. This is a good example of fitting single family homes, with as many amenities as possible, into a compact lot. Note that the adjacent property was subsequently developed with three units as a duplex/coachhouse combination.



West 7th streetscape



Garage/carport on lane



Courtyard between front and back houses

# Site 08

**905-925 St. Andrew's Ave  
North Vancouver**

Duplex + Coach house

### STATISTICS

Zoning: CD-424

Off Street parking: 4 spaces for 3 units

Lot Size: 60 ft x 139.8 ft

Lot Area: 8,393 sf

Density: 15.5 U/Ac = 38.5 U/Ha

FSR: 0.59 times the lot area

Site Coverage: 37% including parking



Duplex facing St. Andrews



Entry to coach house



Renovated duplex facing East 9th Street



# Site 09

## 261-269 East 10<sup>th</sup> Street North Vancouver

Various Duplex Forms

These neighbours illustrate three interesting variations in duplex design.

Duplex One, the corner measures 36 ft x 138 ft (18.2 units/acre). Both entries are street oriented allowing for a high degree of privacy and natural light.

Duplex Two, back to front is typical throughout the lower mainland, is also on a 36 ft x 138 ft lot. The rear unit entry has street orientation. Less natural light is available due the constraints of the side yards.

Duplex Three, side by side is on a 50 ft x 138 ft lot. The increased width allows both entrances on the front street. The density is slightly lower than the previous two examples at 12.6 units/acre.



Detached garages on lane



Streetscape from corner



# Site 10

## 232 and 236 East 10<sup>th</sup> St. North Vancouver

### Front-Back Duplexes

#### STATISTICS

Zoning: CD-364

Off Street parking: 3 spaces for 2 units

Lot Size: 33 ft x 140 ft

Lot Area: 4620 sf = 0.106 Ac

Density: 18.8 U/Ac = 46.5 U/Ha

FSR: 0.60

Site Coverage: 30.64% including parking

This project replaced a single family dwelling straddling two lots with two front to back duplexes. It was the first duplex development for small lots and has set a precedent in North Vancouver. A similar style duplex has been constructed next door. As both duplexes were built within one development, a common walkway accessing the rear entries was possible, allowing increased visibility from the street. Providing attractive rear entrances for this type of duplex is often a design challenge. These houses are well suited to the street and the neighbourhood and have provided four times the original density.



Detached garages on lane



# Site 11

## 210-218 East 10<sup>th</sup> Street North Vancouver

Rowhouse (front to back)

### STATISTICS

Zoning: CD-259

Off Street parking: 2 spaces per unit

Lot Size: 70 ft x 140 ft

Lot Area: 9800 sf = 0.224 Ac

Density: 22.3 U/Ac

This five unit rowhouse is directly adjacent to the church at the end of this block. Entrances to four of these units are along the depth of the site, taking advantage of the church's attractive side-yard. Although this property provides a significantly higher density than surrounding developments, it is appropriately scaled to the street and the architecture is consistent with the rest of the neighbourhood. It provides an alternative housing choice for this neighbourhood. The lack of private outdoor space is alleviated by the neighbourhood playground across the lane.



On-grade parking on lane



Rowhouse entries facing church side-yard



East 10th streetscape

# Site 12

**780-788 St. George's Ave.  
North Vancouver**

Duplex + Tri-Plex

### STATISTICS

Zoning: CD-503

Units: 5

Off Street parking: 8 spaces

Lot Size: 50 ft (15m) 140.5 ft (42.8m)

Lot Area: 7,000 sf (650m<sup>2</sup>)

Density: 31 units/acre (77 units/Ha)

FAR = 1.0 times the lot area

Lot Coverage = 59%

This development replaced a single family dwelling with a comprehensively designed duplex and triplex served by underground parking. The design of the project results in a rowhouse appearance with a strong street presence and effective lane interface. The project design considers the slope, stepping down along St. George's Avenue.



Units stepping down slope along St. George's Avenue



Units directly fronting St. George's Avenue



Access to shared parking garage from lane. Gated garbage enclosure with peaked roof.



Access to lane from 8th Street along property line

# Site 13

## 522 East 12<sup>th</sup> Street North Vancouver

Coach house on Lane

### STATISTICS

Zoning: CD-395  
Units: 2  
Off Street parking: 4 spaces

Lot Size: 51 ft x 146.8 ft  
Lot Area: 7505.7 sf = 0.172 Ac  
Density: 11.62 U/Ac  
2003 Market Value: \$415K

This property combines an existing single family house with a coach house/garage structure on the back of the lot. Typically, coach houses are separate dwelling units with their own private yard and entrance. This project treats the coach house as an extension of the main house for either another family member or an office/guest space. The generous yard between them is shared. Four parking spaces are provided in the garage space and adjacent parking pad at the back of the coach house.



East 12th streetscape - principal house



Front elevation of coach house



Lane elevation of coach house

# Site 14

## St. Andrew's & East 5<sup>th</sup> North Vancouver

Courtyard Rowhouse

### STATISTICS

Zoning: CD-354

Off Street parking: 1.5 spaces per unit

Lot Size: 99.8 ft x 139.4 ft

Lot Area: 13,915 sf = 0.319 Ac

Density: 28.2 U/Ac

On the corner of 5th Street and St. Andrew's is a nine unit rowhouse development on a sloping site. On grade parking garages are accessed from the lane. All units are ground oriented with six entering from the street and three from an internal courtyard. These units have limited on-grade outdoor space but all feature a large rooftop deck (with a view of the water). These decks are considered by the residents to be a valuable addition to their property.



View from courtyard



Streetscape



On-grade parking on lane



Streetscape

# Site 15

## Newport Village

Port Moody



### Concept/Identity

Pedestrian-oriented village concept with a broad mix of neighbourhood retail and local services at the base of high density residential.

### Existing Uses

Small format retail, fruit market, restaurants, pub, butcher, bakery, services, laundry, clothing, with residential above. Also includes an office building with retail at grade.

### Density and Zoning

FSR: 2.5  
Zoned: TC1

### Retail Size

120,000 sqft

### Transit

Bus # 97 B-Line, C25, C26, C27, C28, C29

### Land Ownership

Multiple Strata

### Internal Road Width

12 m (40')

### Sidewalk widths

5 m (16.5')

### Building Setbacks

None or very minimal, with retail at back of sidewalk

### Newport Village Merchants Association

[www.newportvillage.net](http://www.newportvillage.net)

### About Newport Village

Newport Village is a master-planned (i.e., single owner) suburban but dense mixed-use development that has created a successful destination and pedestrian experience. It is unusual for being “off-arterial”, which has the benefit of reducing the impact of moving traffic. Four-storey mixed use buildings and high-rise residential towers comprise the built form of the community.

The village is anchored by Pharmasave, St. James Well Pub, a specialty market, Gallaghers Coffee Bar and soon to open Brown’s Social House. This commercial node serves a compact local trade area but its location intercepts commuter traffic from areas to the north (i.e. Heritage Woods, Westwood)

### Built Form

Four storey residential buildings with ground floor retail support five, 26-storey towers with a strong public realm.

### Key Public Realm and Open Space Features

The public realm includes wide sidewalks, street trees, unit pavers, textured pavement, consistent signage, outdoor seating areas, on and off-street parking, continuous pedestrian weather protection, electrical box screening, and pedestrian-oriented streets. Several organized events are held throughout the year to attract visitors (i.e. Italian Festival, Show and Shine Old Time Cars).

### Storefront Character

Small format retail with many entrances and windows that create a strong connection between the indoor and outdoor space. Narrow storefronts help to keep the streetscape lively and interesting. Sidewalk cafes and seating add life to the street and help to encourage a vibrant atmosphere.



Image Source: Pictometry Canada Corp. 2008

## Successful Elements

This retail centre is a good example of high quality design and consistent branding. There is a high level of pedestrian connectivity within the development. The village hosts a high proportion of local retailers with a very limited number of national chain stores. Incentives were initially used by the developer to ensure full commercial occupancy early in the project.

Austin Heights could benefit from borrowing some of the successful strategies such as:

- Coordinated branding and signage.
- Outdoor seating provides eyes on the street and a socially active atmosphere.
- A tenant mix oriented around a healthy and active lifestyle which appeals to all age cohorts.
- Pedestrian friendly sidewalks and crosswalks.
- Local entertainment in cafes contributes to an active evening atmosphere.
- An office component keeps the area active during the day.
- High-density residential helps to drive an active urban-styled retail village at all times of the day.

Utilization of strong urban design principals, a tenant mix that provides ample amenities for community residents and high residential densities all offer lessons for Austin Heights.



### Demographic Characteristics<sup>1</sup>

The 2008 population within a "5-minute drive" of Newport Village is approximately 7,485.

The low median age (37.6), smaller household size (1.93) and higher married cohort (47%) indicates a high representation of younger families.

### Income Characteristics<sup>1</sup>

Strong median household earnings of \$62,814 and good per capita annual retail expenditures of \$9,040.

<sup>1</sup>Based on CANEX Canadian 2008 "5 Minute Drive" Demographic Estimates provided by Thomas Consultants Inc.

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## Part Two - Tour Supplement

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### Other Housing Choice Precedents

<b>West 6th Avenue, Vancouver</b>	Coachhouse (no lane)
<b>West 5th Avenue, Vancouver</b>	Coachhouse (no lane)
<b>1st and Maple, Vancouver</b>	Rowhouse
<b>Arbutus and York Street, Vancouver</b>	Rowhouse

### Other Commercial District Precedents

<b>Ambleside</b>	North Vancouver
<b>Cambie &amp; 7th</b>	Vancouver
<b>The Vine</b>	Vancouver
<b>Main Street - Mount Pleasant</b>	Vancouver
<b>Main Street - Riley Park</b>	Vancouver
<b>Commercial Drive</b>	Vancouver
<b>King Edward Village</b>	Vancouver

## 2372-2377 West 6th Ave Vancouver

Coach house (no lane)

### STATISTICS

Zoning: RT-8  
Lot Size: 33.48 M x 15.28M  
Lot Area: 511.5 SM = 0.05 Ha  
Density: 78 U/Ha

This is a triplex with a coach house over the garage, accessed by a driveway from the street.



View down driveway to coach house

## 2466-2480 West 5th Ave Vancouver

Coach house (no lane)

This project shows two 50' lots with existing houses converted into multiple unit dwellings. One house is a side-by-side duplex, the other a tri-plex with coach houses added in the rear yard. A shared driveway from the street provides access to two single car garages in the basements of each house and to a garage under the coach house. A good example of a shared driveway.



View down shared driveway to garage and coach house



View down shared driveway from street



# 1<sup>st</sup> Ave and Maple Street Vancouver

Rowhouse

## STATISTICS

Zoning: RM-4

Lot Size: 15.24 m x 35.9 m

Lot Area: 36,000 SM = 3.59 Ha

This rowhouse project has underground parking accessed off the lane.



# Arbutus St. and York Ave Vancouver

Rowhouse

### STATISTICS

Zoning: RM-4  
Lot Size: 35.9 M x 20.4 M  
Lot Area: 734.3 SM = 0.073 Ha

Rowhouse project with underground parking accessed off lane.



# Ambleside

14th - 19th Street  
West Vancouver



## Concept/Identity

West Vancouver's original Main Street.

## Existing Uses

Mix of local-serving retail, food & beverage and a major grocery store. Some upper level office and residential.

## Density and Zoning

FSR: up to 1.4  
Zoned: AC1, AC2, C2

## Retail Size

Six blocks of double loaded retail

## Transit

Bus # 250, 251, 252, 253, 255, 257, 258

## Land Ownership

Multiple Land Owners

## Right-of-way width

25m (80')

## Sidewalk widths

3m (10')

## Building Setbacks

None or very minimal

## West Vancouver Chamber of Commerce

604-926-6614  
info@westvanchamber.com  
www.westvanchamber.com

## About Ambleside

Ambleside, located 2 km west of Lions Gate Bridge, is the first in a string of "villages" in West Vancouver. To date, there has been little mixed-use development fronting this part of Marine Drive. The West Vancouver Library and Community/Aquatic/Seniors complex is a major amenity at the westerly end of the village. High-rise residential condos to the north (uphill) and south (downhill) provide convenient access to shopping and services for many residents, a characteristic similar to Kerrisdale and Central Lonsdale.

## Built Form

The commercial area features a mix of 1 to 4 storey buildings, most of which are built to the sidewalk. Overall, the sidewalks could be wider to improve pedestrian comfort and safety.

## Key Public Realm and Open Space Features

The public realm is defined by brick sidewalks, pedestrian scale lighting, banners, street trees, benches and sidewalk cafes contribute to the local urban qualities. Multiple, attractive mid-block walkways connect to off-street parking at the rear of buildings. New developments exhibit a strong, consistent design theme, with sidewalks buffered from parking lots in many areas. Some areas of the district utilize landscape elements to improve the sense of a "street edge" in challenging locations (e.g. Safeway parking lot frontage).

## Storefront Character

The area demonstrates a mix of narrow storefronts and a few larger commercial spaces. Of note is the presence of many financial institutions on corner sites (along with service stations), which together can have both a positive and an adverse impact on the pedestrian experience.



Image Source: Pictometry Canada Corp. 2008

## Successful Elements

Despite being on a busy through street (Marine Drive), Ambleside is successful partly do to its established position as a neighbourhood shopping street. The strong urban design elements and location of parking behind buildings contribute to a generally positive pedestrian experience.

Austin Heights could benefit from borrowing some of the successful strategies such as:

- Hearty, low maintenance landscaping and clean planter beds;
- Brick boulevard, which acts as visual buffer between the street and the sidewalk;
- Locally inspired architectural design and restored heritage buildings;
- The use of a landscaping transition between on-street parking and the sidewalk;
- Higher residential densities and mixed-use above retail in all new developments.

Multiple, attractive mid-block laneways and passages connect off-street rear parking to the main street. This allows for convenient and accessible parking without the visual impact.

### Demographic Characteristics<sup>1</sup>

Ambleside is characterized by an older demographic with low expected population growth. The median age is 52.6.

### Income Characteristics<sup>1</sup>

Features high household income (\$61,304) and annual per capita expenditures (\$12,089).

The local demographics are the primary support for the areas upscale boutiques, services and fine dining establishments.

<sup>1</sup>Based on CANEX Canadian 2008 "5 Minute Drive" Demographic Estimates provided by Thomas Consultants Inc.



# Cambie Street

6th Ave to Broadway  
Vancouver



## Concept/Identity

Reformatted urban large format retail

## Existing Uses

Mixed-use, large format retail on ground and second floor, residential above. (Canadian Tire, Best Buy, Save-on-foods, Home Depot, Winners/ Homesense, RBC, London Drugs, Whole Foods, etc.)

## Density and Zoning

FSR 3.0  
Zoned C-3A

## Transit

Busses, #9, 15, 99 B-Line  
Broadway-City Hall SkyTrain Station

## Land Ownership

Multiple land owners and multiple strata

## Right-of-way width

32.5m (107')

## Sidewalk widths

9m (30') on the east side.

## Building Setbacks

7.62m (25') on the east side allows for wide sidewalks.

## About Cambie Street at 7th Avenue

Several recent developments in this area have introduced large-format retail stores in a 'hidden box' format by hiding the large stores behind smaller stores and stacking them to integrate into the urban fabric. The Cambie Street corridor and Austin Heights are quite different in terms of locational context, transportation and demographics, but Cambie is a cutting edge and unique retail corridor, serving as an excellent example of designing large format retail in a way that encourages street activity and pedestrian movement.

## Built Form

Mid-rise, large-format buildings include layers of uses, i.e. Save-on-Foods in basement, Home-Depot on ground floor, Winners/HomeSense on second floor, residential above. Building heights are from 3-12 storeys.

## Key Public Realm and Open Space Features

The public realm is defined by street trees, pedestrian-oriented lighting, street furniture, shop fronts that open onto Cambie Street and weather protection. All parking and loading are underground or on the roof.

## Storefront Character

Large stores are broken into smaller scale storefronts or small shops are at the street with the large stores located behind.

## Successful Elements

Through stacking large retailers on top of each other, providing active street fronts, locating all parking underground and integrating residential units, these developments fit into their setting and remain pedestrian-friendly.



Image Source: Pictometry Canada Corp. 2008

# The Vine

Broadway and Vine St.  
Vancouver



## Concept/Identity

Mid-Rise Residential above Large Format retail.

## Existing Uses

London Drugs and IGA on ground floor, residential above

## Density and Zoning

FSR 3.0  
Zoned C-3A

## Transit

Bus # 9, 16, 17 and 99 B-Line

## Land Ownership

Strata

## Right-of-way width

30m (99')

## Sidewalk widths

4.5m (15')

## Building Setbacks

None or very minimal

## About The Vine

The Vine is large mixed-use development completed in 2007. This project innovatively integrates large format retail with high density residential in a mid-rise form. The project takes advantage of roof top space as amenity space for residents.

## Built Form

The large-format ground-floor retail podium supports three mid-rise residential 'towers' at 5, 7 & 8 storeys. There is no setback from the sidewalk and all parking is located underground.

## Key Public Realm and Open Space Features

The public realm is defined by street trees, large windows at grade, wide sidewalks and some weather protection. There is a small plaza on the corner of Broadway and Vine Street, adjacent to the Marketplace IGA cafe.

## Storefront Character

The building design results in a consistent building edge along the sidewalk with detailing that breaks the long massing of the building into a smaller shop front feel.

## Successful Elements

The development successfully integrates large-format retail into a pedestrian-oriented setting, while serving local neighbourhood needs. The adjacent residential development at Arbutus Walk has been an integral part of the revitalization of this part of Broadway.



Image Source: Pictometry Canada Corp. 2008

# Main Street

Mount Pleasant  
7th to 15th Avenue



## Concept/Identity

Retail and services for local residents as well as broader niche markets. Current home of choice for artistic community.

## Existing Uses

Mix of small-format retail, galleries, bars and restaurants. Some mid-size service business and residential.

## Density and Zoning

FSR up to 3.0  
Zoned C-2C and C-3A

## Transit

Bus on Main, #3, 8, 9, 15, 99 B-Line

## Land Ownership

Multiple Land Owners

## Right-of-way width

30m (99')

## Sidewalk Widths

From 3.65m (12') to 6m (20')

## Building Setbacks

None or very minimal

## Mount Pleasant Commercial Improvement Society

604.874.9816  
mpbia@telus.net  
www.uptownvancouver.ca

## About Main Street - Mount Pleasant

Main Street through Mount Pleasant is a hip and vibrant street. Known for trendy boutiques, restaurants, antique stores, artists and local music, the neighbourhood is experiencing redevelopment with new mixed-use buildings and adjacent higher density residential.

## Built Form

The area is a combination of older mixed-use buildings and small office and retail buildings. It is pedestrian-oriented has no setbacks, and building heights range from 1-8 storeys.

## Key Public Realm and Open Space Features

The public realm is defined by street trees, banners, narrow storefronts, pedestrian-oriented lighting, sidewalk cafes, street furniture and few breaks in the street wall. The sidewalks are the main public space and sidewalk cafes add to the vibrancy of the pedestrian realm.

## Storefront Character

The area is composed of narrow storefronts with large windows to promote visibility and weather protection for pedestrians.

## Successful Elements

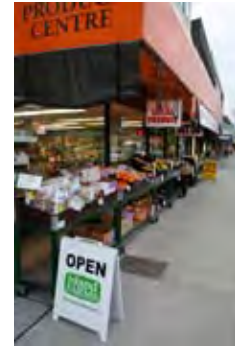
Multiple narrow shop fronts, the density of nearby residential, rear lane servicing and the overall pedestrian focused atmosphere all add to the vibrancy of this area. The artistic, creative and hipster vibe adds to the vitality.



Image Source: Pictometry Canada Corp. 2008

# Main Street

Riley Park  
King Edward to 29th Ave



## Concept/Identity

Neighbourhood, pedestrian-oriented shopping street.

## Existing Uses

Mix of local serving retail, some residential and office, grocery store, antique stores, bars and restaurants

## Density and Zoning

FSR up to 3.0  
Zoned C-2C

## Transit

Bus, #3, 25, 33

## Land Ownership

Multiple Land Owners

## Right-of-way width

27m (89')

## Sidewalk widths

From 3m (10') to 6m (20') at intersections and bus stops.

## Building Setbacks

None or very minimal

## About Main Street in Riley Park

This stretch of Main Street is rapidly growing and evolving and is home to a number of unique retail businesses. The area is known for the large number of antique stores and consignment fashion stores.

## Built Form

The buildings include a mix of low-rise buildings, ranging from 1 to 4 storeys, with some upper level residential or office over ground level retail. All parking is either off the lane, on-street, behind the building or underground.

## Key Public Realm Open Space Features

The public realm is defined by street trees, banners, narrow storefronts, pedestrian-oriented lighting, sidewalk cafes, few breaks in the street wall, corner bulges, bus bulges and street furniture. The sidewalks are the main public space and part of the intrigue is the people-watching aspect of the street. The sidewalk cafes add to this vibrancy.

## Storefront Character

The area is composed of narrow storefronts with large windows to promote visibility and weather protection for pedestrians.

## Successful Elements

Multiple narrow shop fronts, density of nearby residential, rear lane servicing and the overall pedestrian focused atmosphere are some of the area's successful elements. The draw of the antique and consignment stores add to the vitality and uniqueness of the area.



Image Source: Pictometry Canada Corp. 2008

# Commercial Drive

1st Ave to William St



## Concept/Identity

Neighbourhood shopping street with international flavor. Continually evolving, culturally diverse.

## Existing Uses

Mix of local neighbourhood retail and service, bars and restaurants and a cinema, some residential.

## Density and Zoning

FSR up to 3.0  
Zoned C-2C and C-3A

## Transit

On Commercial, #20, 9, 99 B-Line.  
Broadway-Commercial Drive SkyTrain Stations.

## Land Ownership

Multiple Land Owners

## Right-of-way width

From 20m (66') to 24m (80')

## Sidewalk widths

From 2.7m (9') to 4.9m (16')

## Building Setbacks

None or very minimal

## Commercial Drive Business Society

604.251.2884  
info@thedrive.ca  
www.thedrive.ca

## About Commercial Drive

“The Drive” is one of the most eclectic and diverse neighbourhoods in Metro Vancouver. Organic design features such as wall murals and poster-ing lend a unique character to the area. The street is known for its pubs, Italian cafes, live music and socially responsible retailers.

## Built Form

The mix of older mixed-use buildings characterizes this area along with pedestrian-oriented streets, minimal building setbacks, residential in surrounding neighbourhood, and building heights of 2-4 storeys.

## Key Public Realm Open Space Features

The public realm is defined by street trees, banners, narrow storefronts, sidewalk cafes, pedestrian-oriented lighting, street furniture, public art and few breaks in the street wall.

Grandview Park is a very popular park right on “The Drive,” plus the street is closed for multiple parades and festivals (Car-free day, Parade of Lost Souls, Italian Week, East Side Pride, Commercial Drive Festival, etc.)

## Storefront Character

A fine-grain of narrow shop fronts with an eclectic character give this street its charm.

## Successful Elements

Multiple narrow shop fronts, density of nearby residential, rear lane servicing and the overall pedestrian focused atmosphere all contribute to the area's success. Multiple festivals and a weekly winter farmers' market plus the artistic, creative and international flavour add to the regional draw.



Image Source: Pictometry Canada Corp. 2008

# King Edward Village

Kingsway and Knight St



## Concept/Identity

New local community hub for the Kensington neighbourhood.

## Existing Uses

Mixed-use. Grocery store, library, bank, several smaller retailers, residential.

## Density and Zoning

FSR 3.86  
Zoned CD-1 (420)

## Transit

Bus, #19, 22, 25

## Land Ownership

Strata

## Right-of-way width

30m (99')

## Sidewalk widths

4.5m (15')

## Building Setbacks

None or very minimal

## About King Edward Village

This new high-density, mixed-use development is intended to anchor the growth node at Kingsway and Knight.

## Built Form

The form of this village includes a mixed-use podium with four mid-rise 'towers' up to 12 storeys in height.

## Public Realm and Open Space Features

The public realm is defined by street trees, pedestrian-oriented lighting, weather protection, public art and an inner courtyard with a library branch.

## Storefront Character

The character of the storefronts is continuing to develop and will change as more shops and businesses move into the development.

## Successful Elements

This project has just been completed and it remains to be seen how successful it will be at attracting neighbouring development. The integration of the new library branch with commercial and residential components makes good use of the large mixed-use site. Additional work will need to be done to tame the busy arterials that bound this project on all three sides. (Kingsway, Knight St and King Edward Ave)



Image Source: Pictometry Canada Corp. 2008

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