

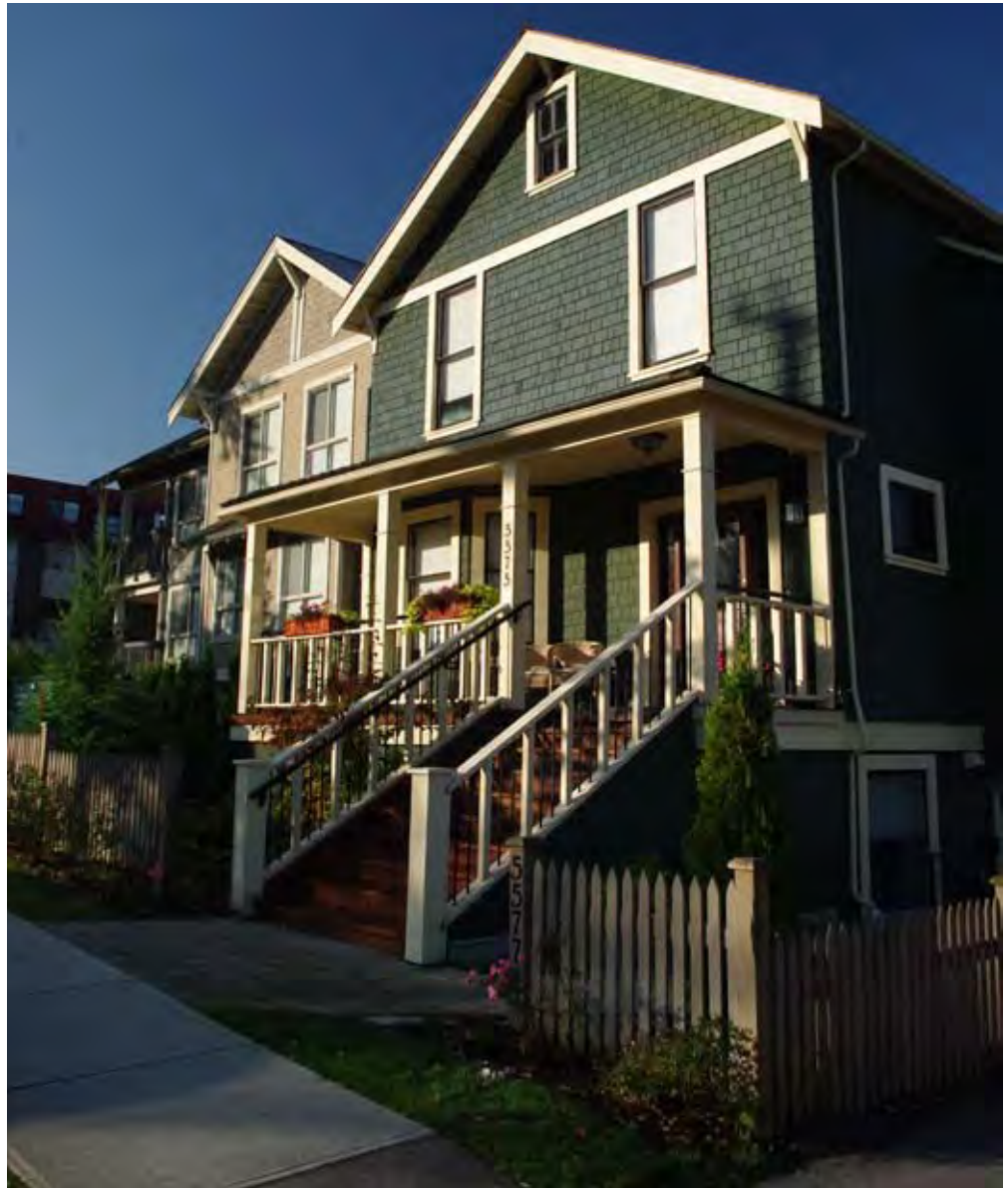


# Guide Book

---

## Maillardville Neighbourhood Plan Update: Residential Housing Tour

---



Maillardville Neighbourhood Plan Update

This page intentionally left blank

## Tour Stops

---

|         |   |
|---------|---|
| Site 01 | Jersey Avenue, Burnaby - Medium Density + Heritage House          |
| Site 02 | Commercial Street - Medium Density Apartment                      |
| Site 03 | East 5th Avenue, Vancouver - Low Rise Apartment                   |
| Site 04 | West 14th, North Vancouver - Medium Density Townhomes             |
| Site 05 | West 17th Street, North Vancouver - Single Family Cluster Houses  |
| Site 06 | St. Andrews and 9th Street, North Vancouver - Duplex + Coachhouse |
| Site 07 | East 10th Street, North Vancouver - Duplex Varieties              |
| Site 08 | East 10th Street, North Vancouver - Front to Back Duplexes        |
| Site 09 | East 10th Street, North Vancouver - Rowhouse                      |
| Site 10 | St. George's Avenue and 8th, North Vancouver - Duplex + Tri-plex  |

---

This page intentionally left blank

# Residential Housing Tour

---

## Introduction

This residential housing tour provides an opportunity to experience a variety of successful and innovative medium and low-density housing options found throughout the Metro Vancouver Region, with the intent of supporting the Maillardville Neighbourhood Plan Update process.

The housing examples included in the tour booklet are not intended to provide any single “all-encompassing” solution for the Maillardville 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 Maillardville.

The housing tour examines a range of housing options designed to sensitively integrate into the lower density areas of each local neighbourhood. The tour also includes some examples of medium density apartments to consider in appropriate locations. These housing forms, or possibly elements of each example, may provide ideas for certain areas of Maillardville; the examples are intended to serve as a starting point for discussion.

\* Market Value and Assesed Value for the following properties is based on 2009 data unless otherwise noted.



# Site 01

## 5575 Jersey Avenue, Burnaby

Medium Density Apartment  
and Heritage House

### STATISTICS

Zoning: CD/RM3  
Off Street parking: 1.6 spaces/unit  
Lot Size: 23,734 sq ft  
Height: 39 ft or 3 storeys

Lot Dims: 115 ft x 207 ft  
Density: 145 U/Ha = 58 U/Ac  
Floor Area: 32,507 sq ft  
FSR: 1.37  
Site Coverage: 42%  
Market Value: \$429,000

The development of this property involved a Heritage Revitalisation Agreement which involved the preservation and relocation of the original house to the Northeast corner of the lot. The apartment building contains 30 units and there are 2 units in the heritage house. The parking is underground and is accessed from the front of the building. The heritage house is an example of an Edwardian style Burnaby farmhouse and some of the architectural details have been integrated into the apartment building. The apartment



Top floor has living space within the roof structure

building is a 3 storey structure with the 4th floor built into the roof structure to reduce height. Pedestrian access is through a single main entry.

# Site 02

## 3615 & 3742 Commercial Street, Vancouver

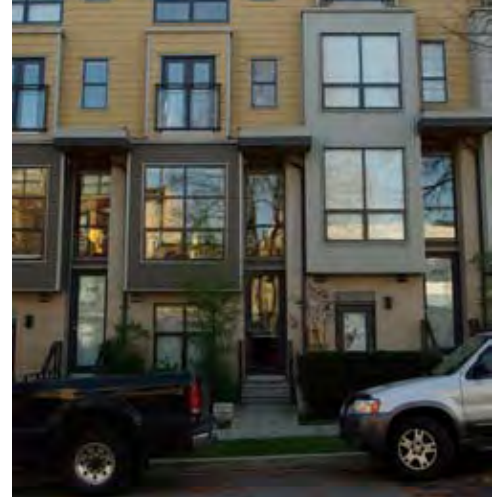
Medium Density Apartment

### STATISTICS

Zoning: MC-1  
Off Street parking: 1 space per 753 sq ft maximum 2.2 per unit  
Lot Size: 28,556 sq ft  
Height: 40 ft

Lot Dimensions: 119 ft x 240 ft  
Density: 151 U/Ha = 61U/ Ac  
Floor Area: 21,400 sq ft  
FSR: 0.75  
Site Coverage: not applicable  
Assesment Value: \$300,000 - 500,000

This development consists of two phases located across the street from each other. The two developments have approximately 40 units each within 4 storey structures separated by a courtyard. Parking is located underground and is accessed from the lane. The buildings accommodate 800 sq. ft. suites located at ground level with larger 2 1/2 story town house units located above. The design is simple and combines a variation in cladding materials and gentle articulation of the building face to create a pleasant interface



A variety of building materials are used

with the street. The reduced building setbacks create a street with a distinctly urban feel.



Larger townhouse units are located above smaller apartment sized units.

# Site 03

## Scotia & East 5th Avenue, Vancouver

Medium Density Apartment

### STATISTICS

Zoning: IC-3

Off Street parking: 1 space per 753 sq  
ft maximum 2.2 spaces per unit

Lot Size: 53,927 sq ft

Height: 60 ft

Lot Dims: 90 x 110 x 142m

Density: 404 U/Ha = 163 U/Ac

Floor Area: 134,817 sq ft

FSR: 1.0 or 2.5 for work live

Assesment Value: \$200,000 - 450,000

This site is an example of a 5 storey apartment building with 202 live-work units. The building design has an industrial feel and integrates steel girders and corrugated sheet metal into the design. A steel beam painted red defines the street oriented units. This site has no front or side yard building setbacks and parking is underground with visitor/commercial parking located at the rear. The building effectively makes use of a challenging triangular shaped lot. Street trees and low shrubs help to beautify the area.



Building materials reflect neighbourhood character

# Site 04

## 728 West 14th, North Vancouver

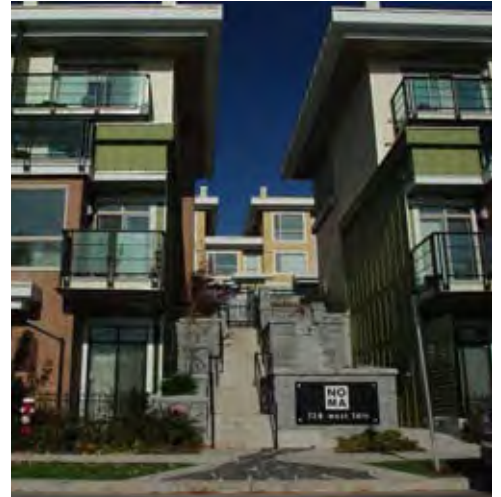
Medium Density Apartment

### STATISTICS

Zoning: CD 518  
Off Street parking: 1.2 per unit  
Lot Size: 43,043sq ft  
Height: 49ft

Lot Dims: 301 ft x 143 ft  
Density: 82 U/Ac = 32U/Ha  
Floor Area: 77,477sq ft  
FSR: 1.8  
Site Coverage: 100%  
Market Value: \$492,000

This development consists of 81 stacked townhome units with live/work units at ground level and an inner courtyard creating an amenity space between the front and rear structures. The parking is underground and is accessed from the lane. The setbacks at grade are reduced while the third and fourth floors have a deeper setback. A variety of materials and colours are used to treat the building face which help to create a visually interesting design. The roof line is flat and allows for roof top patios. All units



Live-work units have direct street access

have ground oriented access from either the street or the inner courtyard.

# Site 05

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 06

## 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

On a corner lot bounded by a lane, one existing duplex was renovated and a coach house style unit was incorporated into a new garage. Parking requirements were relaxed due to ample curb side parking and adjacent public transit. There are two parking spaces for the duplex: one in the attached garage and one parking pad. Two garage spaces were provided for the coach house. The coach house is thoughtfully designed using simple, natural materials with a very successful landscape plan. A well considered fence contains the coach house, providing a private entry and separation from the main house and pedestrian traffic. The private garden, visible over the fence, is a point of interest in the neighbourhood. Reuse of the structure and landscaping had financial and environmental benefits. Due to the success of this project, including neighbourhood support, this housing form was integrated into the City's OCP.



Duplex facing St. Andrews



Entry to coach house



Renovated duplex facing East 9th Street



# Site 07

**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 is a back to front orientation that is typical throughout the Lower Mainland and is also on a 36 ft x 138 ft lot. The rear unit entry has the main entry oriented to the street. Less natural light is available due the constraints of the side yards.

Duplex Three, a side by side example, 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 08

## 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 09

## 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 10

**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

This page intentionally left blank

## Part Two - Tour Supplement

---

### Other Housing Choice Precedents

|  |                         |
|--|-------------------------|
| <b>A. West 6th Avenue, Vancouver</b>                       | Coachhouse (no lane)    |
| <b>B. West 5th Avenue, Vancouver</b>                       | Coachhouse (no lane)    |
| <b>C. 1st and Maple, Vancouver</b>                         | Rowhouse                |
| <b>D. Arbutus and York Street, Vancouver</b>               | Rowhouse                |
| <b>E. 522 East 12th Street, North Vancouver</b>            | Coachhouse (with lane)  |
| <b>F. St. Andrew's &amp; East 5th Ave, North Vancouver</b> | Courtyard Rowhouse      |
| <b>G. Colborne St. &amp; Park Cres., New Westminster</b>   | Studio above garage     |
| <b>H. Colborne St. &amp; Park Cres., New Westminster</b>   | Townhouse and Apartment |
| <b>I. Collingwood - Vanness Avenue, Vancouver</b>          | Four Storey Apartment   |
| <b>J. Arbutus Walk, Vancouver</b>                          | Low Rise Apartment      |
| <b>K. West 12th Avenue &amp; Maple Street, Vancouver</b>   | Low Rise Apartment      |
| <b>L. Granville &amp; West 6th Avenue, Vancouver</b>       | Apartment               |
| <b>M. West 8th &amp; Alder Street, Vancouver</b>           | Apartment (steep slope) |

This page intentionally left blank

# A

## 2372-2377 West 6th Ave Vancouver

### 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

# B

## 2466-2480 West 5th Ave Vancouver

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



# C

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

### 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.



# D

## Arbutus St. and York Ave Vancouver

### 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.



# E

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

**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

# F

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

### STATISTICS

Zoning: CD-354

Number of Units: 9

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

# G

## Colborne St. & Park Cres. New Westminster

### 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.



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.



Office/studio space above garages

# H

## Colborne St. & Park Cres. New Westminster

### STATISTICS

Zoning: RM-5A  
Off Street parking: 1.5 spaces/unit  
Lot Size: 34,552 sq ft  
Height: 49 ft, 4 storeys  
Lot Dims: 148 ft x 233 ft

Density: 74 U/Ha = 30 U/Ac  
Floor Area: 46,058 sq ft  
FSR: 1.33  
Site Coverage: 38%  
Market Value: \$270,000 - 500,000

This is a large scale development with good examples of 3 and 4 storey townhomes and 4 storey apartment buildings. Reduced setbacks bring the buildings closer to the street. The massing of the structures addresses the slope and steps down accordingly. The rooflines are broken up and lowered where the building meets the street. This lot has 34 apartment units and 8 townhouse units with a total of 65 underground parking spaces.



Articulation helps distribute the building mass

# |

## Joyce St & Vanness Ave, Vancouver

### STATISTICS

Zoning: CD-1 (314)  
Off Street parking: 1 per 2,690 sq ft  
and 0.75 per unit  
Lot Size: 49,680 sq ft  
Height: 4 storey low rise

Lot Dims: 207 ft x 240 ft  
Density: 254 U/Ha = 103 U/Ac  
Market Value: \$200,000 to 500,000

This site is a mixture of four storey townhouses and garden apartments, six-storey mid-rise apartments and 26 storey high rise towers. The buildings are set close to the street with a significant number of ground oriented units, which appeal to families with children. The 4 storey apartment buildings have flat roofs to minimize the height. The large blocks are separated by pedestrian pathways, enhancing mobility and access throughout the site. Dark colours are used on the lower floors of the buildings to help break up the



vertical elevation and mass of the structure.

The site is approximately 27 acres with a total of 2,800 units.



Ground oriented apartment units have direct access to the street

# J

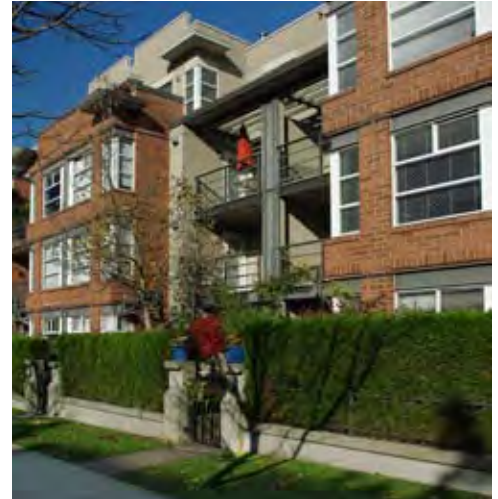
## Arbutus Walk

### STATISTICS

Zoning: C-2C  
Lot Size: 25 Acres  
Dwelling Units: 1,450  
Height: 4-8 storey's  
Density: 145 U/Ha = 58 U/Ac

FSR: 3.0  
Site Coverage: not applicable  
Market Value: \$380,000 - 800,000

Arbutus Walk is a multi-phased development on a former industrial site. Building setbacks are reduced and the parking is located underground. The 4 storey apartment buildings have ground oriented units with direct street access. The building materials used are of high quality and consist of brick, wrought iron, and industrial style steel girders. The upper floors of the buildings are setback helping to minimize the impact of height where the buildings meet the street.



Steel girders become a design feature

# K

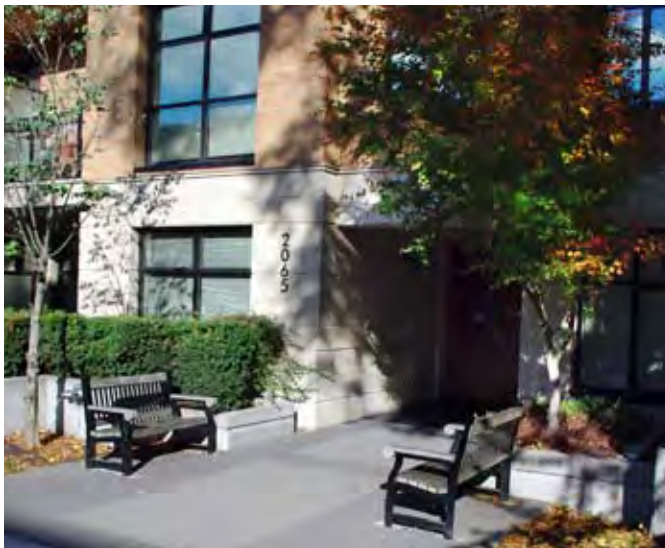
## 2065 & 2755 West 12th Ave, Vancouver

### STATISTICS

Zoning: C-7  
Off Street parking: 1 space per 753 sq ft maximum 2.2 per unit  
Avg. Lot Size: 19,278 sq ft  
Height: 40 ft

Avg. Lot Dims: 130 ft x 152 ft  
Density: 288 U/Ha = 117 U/Ac  
Floor Area: 14,458 sq ft  
FSR: 0.75  
Assesment Value: \$300,000 - 450,000

These two apartment buildings provide good examples of 4 storey urban design. The buildings have reduced setbacks, individual access for ground oriented units, and underground parking. Landscaping is kept low to the ground for clear visibility. The articulation of building faces creates a rhythm that is visually appealing. Some roof lines are flat while others are broken up with several peaks that sit directly over living spaces.



Street furniture enhances the entrance to 2065 West 12th



42 unit apartment building at 2755 West 12th

# L

## Granville & W 6th Ave, Vancouver

### STATISTICS

Zoning: C-3A

Off Street parking: 1 space per 753 sq  
ft maximum 2.2 spaces per unit

Lot Size: 70,837 sq ft

Height: 30 ft (no max. for variance)

Lot Dims: 295 ft x 239 ft

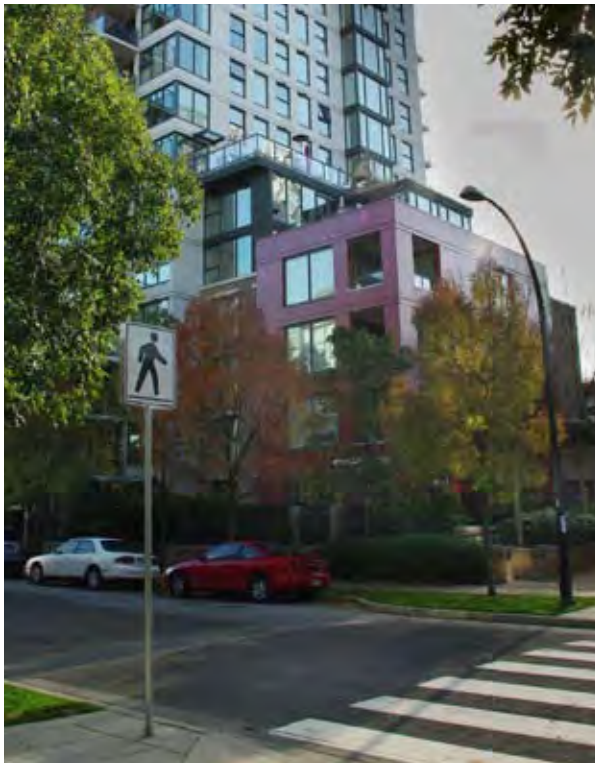
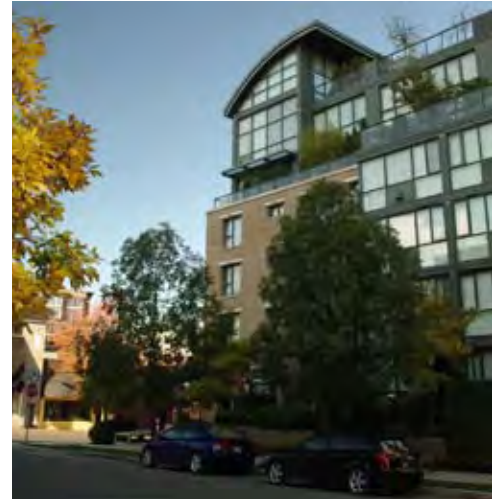
Density: 286U/Ha = 115 U/Ac

Dwelling Units: 188

FSR: 1.0 - 3.0

Assesment Value: 600k - 1,400k

This development provides an example of mid to high-rise apartment with an innovative approach to design. The 5 storey buildings contain a variety of architectural features and material finishes that divide the building mass into smaller individual regions. Colour has also been used to divide the space of larger surfaces. A wide pedestrian pathway dissects the space creating a pleasant pedestrian experience.



Pedestrian pathway improves access

# M

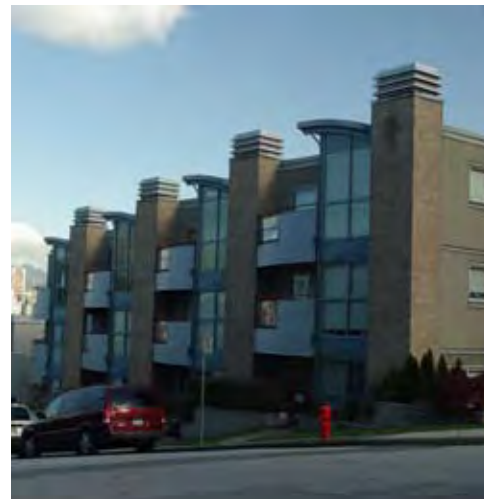
## West 8th & Alder Street, Vancouver

### STATISTICS

Zoning: FM-1  
Off Street parking: 1 space per unit  
Lot Size: 11,000 sq ft  
Height: 35 ft

Average Lot Dims: 108 ft x 98  
Density: 244 U/Ha = 99 U/Ac  
Floor Area:  
FSR: 0.6 base  
Site Coverage: n/a (no setbacks)  
Assesment Value: 350,000 - 525,000

This neighbourhood provides an example of 3 and 4 storey apartments built on steep sloping lots. A consistent feature is the stepping down of the building mass as it progresses down the slope. Mid-block developments spread the massing over two smaller buildings to avoid the massing of the building becoming larger downslope. Parking is kept underground and is a challenge for lots with a lane on the high side of the lot.



Building mass conforms to the topography

This page intentionally left blank

Inside of Back Cover - Blank for Printing

