

New Housing Types

Vision participants looked at the future housing needs of VFK residents, ranging from young singles and couples to families with kids, to seniors. Some, like singles and couples, prefer apartments or rental suites in houses. Families with children want the features of single family homes like bigger units, private yards, basements, and individual front doors — but at an affordable price. Many couples whose children have left home also want these features and continue to stay in their single family homes.

By 2021 VFK's existing residents will have created the demand for almost 4,000 (25%) more households — today's children will grow up and have their own families; some couples will separate and become two households. Some will move away, but others will want to stay in VFK. Besides the increased housing demand from existing residents as they age, people will also move to Vancouver from elsewhere and some will settle in VFK.

There are limited opportunities to meet this demand for more housing in VFK. Very few additional single family lots are available. Under existing zoning, there could be some apartments in Fraserlands and above stores in the commercial areas along Victoria and Kingsway, some duplexes on Victoria Drive between 41st and 54th, and some additional rental suites in the north-west area. In total, the capacity is about 1,000 more housing units, with over half of the capacity in apartments above stores. Vision participants considered the various types of housing, (noting that VFK already has a mix of housing types) and created options for providing mainly new 'ground-oriented' housing.

Participants were concerned that population growth associated with new housing may reduce the level of service existing residents enjoy with parks and other community facilities. As a result, each housing option is conditional on an increase in community facilities and programs needed to serve any population growth.

Combining various options for new housing types results in the potential for different numbers of new units. The table at the end of this section provides statistics on both the demand for housing and the number of units which would result from the different choices.

Note that some Directions did not receive the necessary agreement in either survey to be classed as supported. However, when agree and neutral votes substantially outweigh the disagree votes the Direction is classed as Uncertain. Uncertain directions remain topics for more public discussion should planning on this topic occur in future.

16 Infill

Infill describes a smaller second building on a lot, usually behind the main house. ‘Coach house’ or ‘granny flat’ are other names for this type of unit. Normally, the garage is on the main floor with the dwelling above. An infill unit may be added to a lot with an existing home or built in conjunction with a new house. On larger lots (50 foot frontage or more) it is possible to build infill units while keeping the existing home. However, on smaller lots an existing house rarely has a wide enough side yard to provide the required fire-fighting access. As a result, small lot infill is not feasible unless it is built in conjunction with a new main house. Infill units may be strata-titled or rented.

16.1 Infill as a New Housing Type

Not approved (Uncertain)

Housing variety should be increased in VFK by allowing some infill development, provided that the units are:

- designed to fit into the single family area, with good landscaping
- constructed with adequate on-site parking
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population.

Percent agree 54%/54%

People’s Ideas...

- ensure infill does not overwhelm the main building
- consider privacy and access to sunlight of infill unit and neighbours’ yards



Large lot infill example

- let owner use for extended family or rental but no separate title
- restrict the number per block — too many will wreck single family feeling
- set maximum height to work with homes
- access to separate entrances easy on corner lots

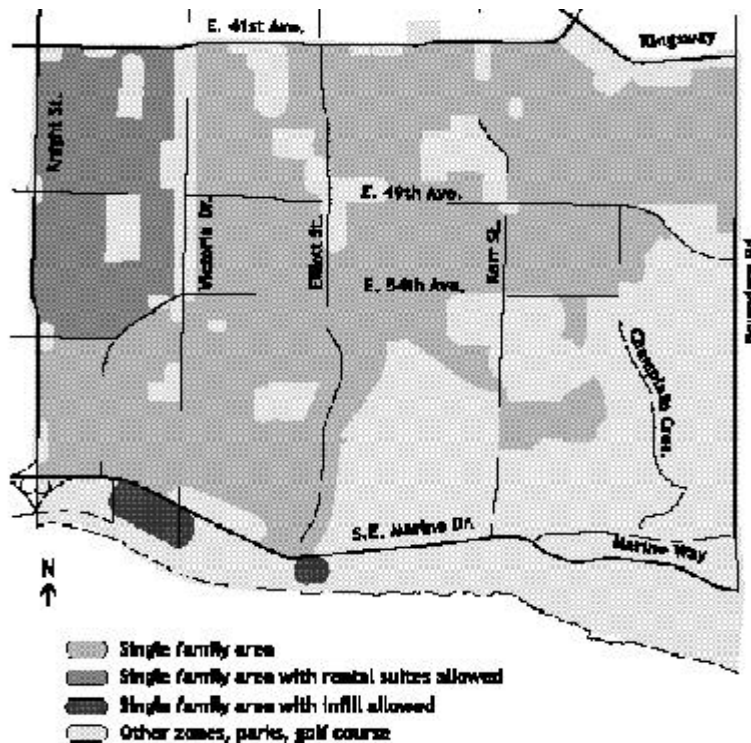
16.2 Possible Locations for Infill

Infill housing which meets the conditions in Direction 16.1 should be considered (Respondents could select none, any, or all of the following options, so responses do not add up to 100%. Percentages below are only for respondents agreeing to 16.1):

- along Marine Drive - 39%/41%
- near some parks - 32%/30%
- behind the Victoria Drive commercial area - 29%/25%
- throughout single family areas on any lot - 24%/23%
- throughout single family areas but only on lots 50 feet or wider - 42%/39%
- throughout single family areas only on corner lots which are 50 feet or wider - 21%/21%
- none of the locations above - 8%/7%

Development Cost Levies

In January 2000 the City began collecting an Interim Development Cost Levy (DCL) on a city-wide basis. Each market housing unit in projects with more than four units and each square foot of new commercial or industrial space now pays a fee to help finance the parks, daycare, and affordable housing needed to serve an increasing population and employment base. Studies are underway to determine what the final levy should be and how the revenue should be distributed to cover the costs of growth.



More Planning and Consultation Before Changes

If the community supports a Vision Direction proposing a new housing type or location, a rezoning would be required before the new housing could be built. More detailed planning with community involvement would take place before the rezoning occurred. This planning would deal with precise boundaries, phasing the development over time, traffic and parking impacts, firefighting access, needs for additional services and facilities (including parks), developer contributions for costs, etc.



Duplex example

17 Duplexes

A duplex provides two units on a parcel of land. Each unit can be individually owned, usually by strata-title. The units may be side by side, front-to-back, or up-and-down.



Duplex example

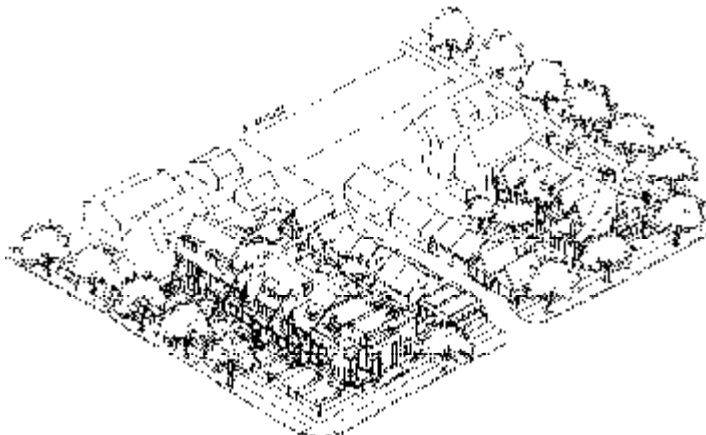
17.1 Allow Additional Duplexes

Approved

More housing variety should be provided in VFK by allowing duplexes in more areas, provided that the duplexes have:

- roughly the same height and the same sized front and rear yards as single family homes
- designs which are attractive and fit into the neighbourhood, with good landscaping
- adequate on-site parking
- adequate community facilities (parks, schools, etc.) and services for the additional population.

Traditional Rowhouses



People's Ideas...

- require more traditional styles in areas with older buildings, more modern styles elsewhere
- design to be compatible with single family homes next door
- allow conversion of some existing large houses to duplexes

Percent agree 53%/55%

17.2 Possible Locations for Duplexes

Duplexes which meet the conditions in Direction 17.1 should be considered (Respondents could select none, any, or all of the following options, so responses do not add up to 100%. Percentages below are only for respondents agreeing to 17.1):

- along Marine Drive - 46%/47%
- along all transit routes - 53%/54%
- throughout the single family areas of VFK but only on corner lots with a width of 50 feet or more - 47%/48%
- none of the locations above- 7%/9%

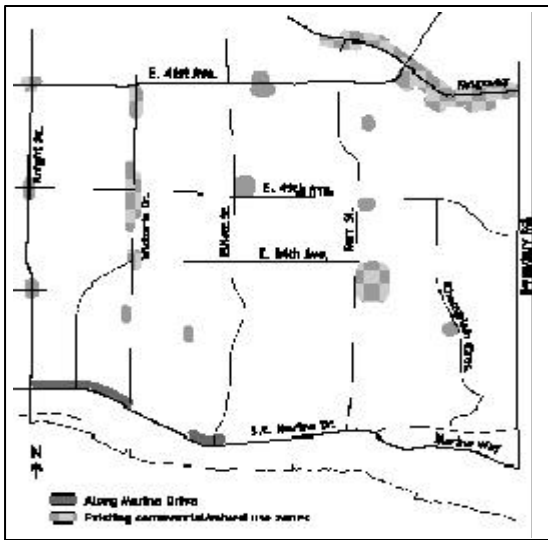
18 Rowhouses

Rowhouses are defined as a series of attached housing units which do not have side yards. Traditional rowhouses have a single row of units with front and rear entrances; they usually have individual garages or parking areas. Courtyard rowhouses are grouped around a common open space; they have underground parking and are usually arranged as two rows of units facing each other across a courtyard. Courtyard units may be rented, owned cooperatively, or strata-titled. Traditional rowhouses are usually individually owned.

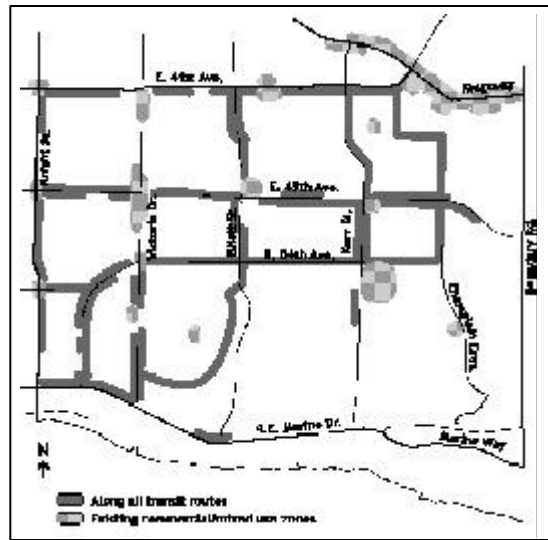
Victoria-Fraserview/Killarney already has many rowhouse developments in Champlain Heights and Fraserlands.

Possible Locations for New Housing Types

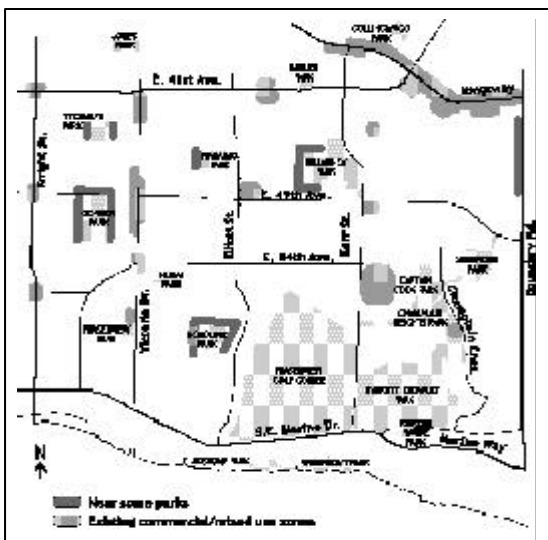
(general locations referred to in Directions 16.2, 17.2, 18.2 & 19.2)



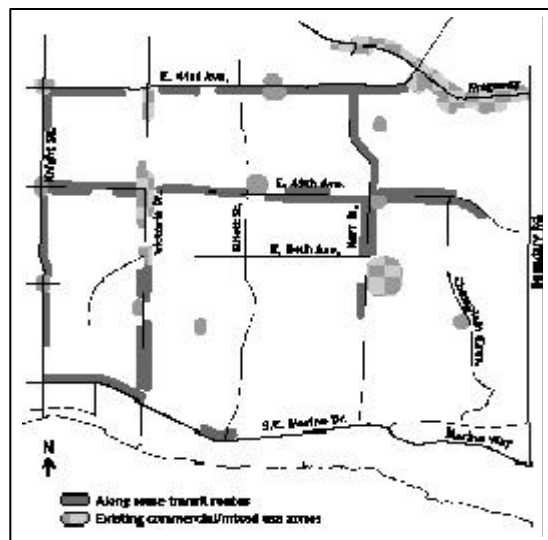
Along Marine Drive



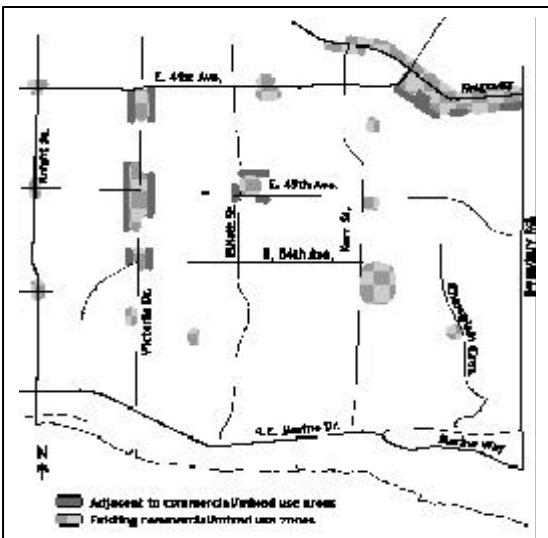
Along All Transit Routes



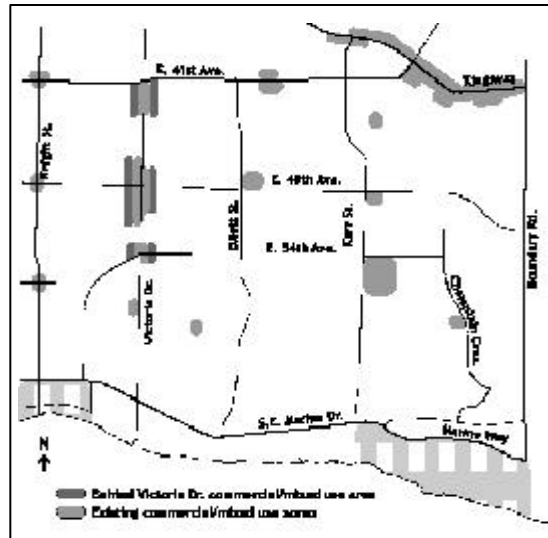
Near Some Parks



Along Some Transit Routes



Adjacent to Commercial/Mixed-Use Zones



Behind Victoria Drive Commercial Area



Rowhouse example

18.1 Additional Rowhouses

Not approved (Uncertain)

Some additional rowhouses should be permitted in VFK provided they are:

- designed to be compatible with single family neighbourhoods and adjacent homes; with good landscaping
- located in select areas and built as small projects rather than as a wide-spread replacement for existing housing types
- provided with adequate on-site parking
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population.

Percent agree 51%/50%

People's Ideas...

- require high level of landscaping
- do not allow garage entries from street
- ensure rowhouses have articulation (projections, bays) rather than a long, flat, monotonous look
- require good transition from rowhouses to adjacent single family
- consider a shorter front yard if it would produce a wider side yard (reduced impact on adjacent single family)
- prefer traditional rowhouses because of appearance and better air circulation through units

18.2 Possible Locations for Rowhouses

Rowhouses which meet the conditions in Direction 18.1 should be considered in single family areas (Respondents could select none, any, or all of the following options, so responses do not add up to 100%. Percentages below are only for respondents agreeing to 18.1):

- along Marine Drive - 47%/43%
- along some transit routes - 55%/53%
- near some parks - 46%/43%
- adjacent to commercial/mixed use zoning to provide a transition to single family areas - 55%/56%
- none of the locations above - 6%/2%

19 Low-rise Apartments

Apartments generally provide smaller, lower cost units which appeal to a variety of household groups, particularly people just entering the housing market and seniors who are no longer willing or able to maintain single family homes. They may be rented, owned cooperatively or strata-titled.

Vision participants suggested a number of options for 3 to 4 storey apartments with landscaped yards or courtyards.



Low-rise apartment example

19.1 Low-rise Apartments

Not Approved (Uncertain)

A limited number of low-rise apartments, with a maximum height of four storeys, should be permitted in VFK provided that they are:

- designed to be compatible with single family neighbourhoods and adjacent homes; with good landscaping
- located in select areas and built as small projects rather than as a wide-spread replacement for existing housing types
- provided with adequate on-site parking
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population.

Percent agree 50%/53%

People's Ideas...

- require public open space when density is increased
- ensure design fits with nearby single family housing
- use more traditional styles in areas with older buildings
- require landscaped setback

19.2 Possible Locations for Low-rise Apartments

A few low-rise apartments, which meet the conditions described in Direction 19.1, should be considered in single family areas (Respondents could select none, any, or all of the following options, so responses do not add up to 100%. Percentages below are only for respondents agreeing to 19.1):

- along Marine Drive - 42%/38%
- along some transit routes - 63%/58% (Knight, Marine, 41st, Boundary, 49th)
- adjacent to some parks - 37%/30%
- adjacent to commercial/mixed use zoning to provide a transition to single family areas - 51%/45%
- none of the locations above - 6%/8%

People's Ideas...

- be careful of shadowing on other dwellings
- create new parks and community services to meet needs of new population
- reduce land cost component of each unit and produce more affordable housing by permitting apartments
- less maintenance by residents
- build close to transportation and services for new residents
- allow only a few, high quality projects



12 storey high-rise

Non-Market Housing

New housing that is built in the normal development market — 'market housing' — is usually not affordable to lower income households, regardless of the type of housing it is. The City assists in providing more affordable 'non-market housing' for lower income households in a number of ways:

- directly funding affordable housing with money approved in Capital Plan plebiscites
- leasing City land, in some cases at substantial discounts, to non-profit housing sponsors who build housing funded by the B.C. government
- using housing agreements with developers, where they include lower cost or guaranteed rental suites in their market projects in return for additional density
- using funds from Development Cost Levies to assist in buying land or paying for housing units directly.

These non-market projects generally require a site specific rezoning, with community consultation taking place in each case. Additional non-market housing directions were not suggested.

20 High-rise Apartments

High-rise apartments are 12 or more storeys in height. They generally provide smaller units, and may be rented or owned.

20.1 High-rise Apartments

Not Approved (Uncertain)

A few high-rise apartments should be permitted along Marine Drive provided that they are:

- well-designed, quality projects with good landscaping
- provided with adequate on-site parking
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population.

Percent agree 49%/54%

Seniors' Housing Rezonings

Community support of Vision Direction 21.1, could require individual 'site specific' rezonings. That means that when a group organizing housing for seniors finds a site, they would apply for rezoning to permit their project. Each rezoning would require consultation with neighbours prior to being considered by City Council.

21 Seniors' Housing

Workshop participants looked at housing options which would allow older residents to stay in the community when they are no longer able or willing to look after a single family home. Options include additional traditional apartments and smaller scale seniors' homes. These projects would be purpose-built for seniors and some would provide for different levels of care.

21.1 Seniors' Housing

Approved

Some small developments designed for seniors should be considered near parks, shopping, and transit to allow seniors to stay in the community as their housing needs change.

Percent agree 87%/86%

21.2 Types of Seniors' Housing

The forms of seniors' housing which should be considered include (Respondents could select none, any, or all of the following options so responses do not add up to 100%. Percentages below are only for respondents agreeing to 21.1):

- small projects such as Abbeyfield Houses - 58%/55%
- low-rise apartments - 68%/69%
- mid-rise apartments (6-11storeys) - 23%/26%
- high-rise apartments (12 storeys or more) - 10%/10%

People's Ideas...

- permit Abbeyfield Houses (6-8 unit projects with individual bed/sitting rooms, a shared kitchen and eating area, and staff to provide meals)
- allow small apartment projects for seniors adjacent to parks



Abbeyfield House



Low-rise apartment

22 Other Housing Types

Vision participants suggested two additional types of housing which could be considered in the community.

First, houseboats (purpose-built floating dwellings) and live-aboards (people living on boats) located along the Fraser River. The riverfront in VFK is now used for parks or industry and public discussion of this option would require further information on the servicing, environmental impact, and livability of these uses.

Second, a form of housing common in parts of China: 'se hap yuen' style housing which would have units designed for an extended family and grouped around a courtyard. A lack of local examples would require some research, design exploration, and feasibility studies prior to a community review of this option.

22.1 Other Housing Types

Not approved (Non-support)

The City should initiate a review of the design, economics, impacts, and possible locations of other housing types suggested in the workshops.

The results of the review would then be discussed with the public prior to any change in zoning regulations to permit these housing types. The review should consider (Respondents could select one, any or both of the options, so responses do not add up to 100%):

- a. houseboats and live-aboards
29%/27%
- b. 'se hap yuen' housing 31%/28%
- c. neither of the housing types above.
54%/58%

23 Industrial Area East of Kerr

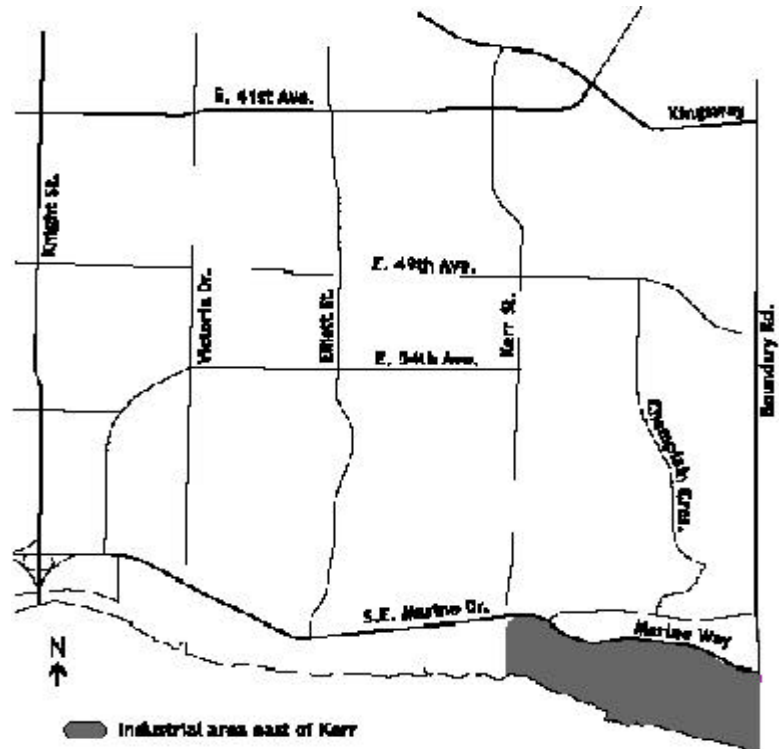
City Council policy is generally to preserve industrial land for industrial uses. On the lands south of Marine and east of Kerr, Council has responded to the economic importance of the existing wood products mill (and the lack of sites within the province suitable for its relocation) by being careful not to make decisions which would reduce the viability of this use. For example, Council has refrained from using the land it owns to the north of the mill for housing or other activities which are not compatible with mill use. The Vision Direction addresses the eventual future of the area.

23.1 Future Use of Industrial Lands East of Kerr

Approved

In the longer-term, if the wood products mill east of Kerr closes or relocates, the City should initiate a major study of future uses of this area which should include consideration of a range of housing options including rowhouses, townhouses, and apartments along with required park space, waterfront walkways, schools, and other public facilities and services required for the future population. The study should include significant public consultation.

Percent agree 79%/81%



Housing Demand

The Demand for New Housing in VFK by 2021

New households from existing residents	4,000
New households from in-migration	1,100
Total new households looking for housing	5,100

The potential Supply of New Housing in VFK

New Housing units allowed by existing zoning	1,000
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Shortfall in Housing Units

Demand minus Supply	4,100
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Infill example

Possible Housing Supply

Vision Direction	Location Option	Added Housing Units from Option
16.2 Possible Locations for Infill	a	45
	b	105
	c	30
	d	3,415
	e	935
	f	195
	g	0
17.2 Possible Locations for Duplexes	a	50
	b	1,360
	c	170
	d	0
18.2 Possible Locations for Rowhouses	a	135
	b	1,045
	c	290
	d	110
	e	0
19.2 Possible Locations for Low-rise Apartments	a	670
	b	6,475
	c	1,970
	d	995
	e	0
20.1 High-rise Apartments	yes	880
	no	0



Duplex example



Rowhouse example



Low-rise apartment example