

Smart, Livable, Green **City-Making** in Vancouver... By Design!



@BrentToderian
@TODUrbanWorks



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Our Regional Context: planning a **complete** Region



Tops on Many Lists!

Most **Livable**

Most **Reputable**

Most **Visitable**

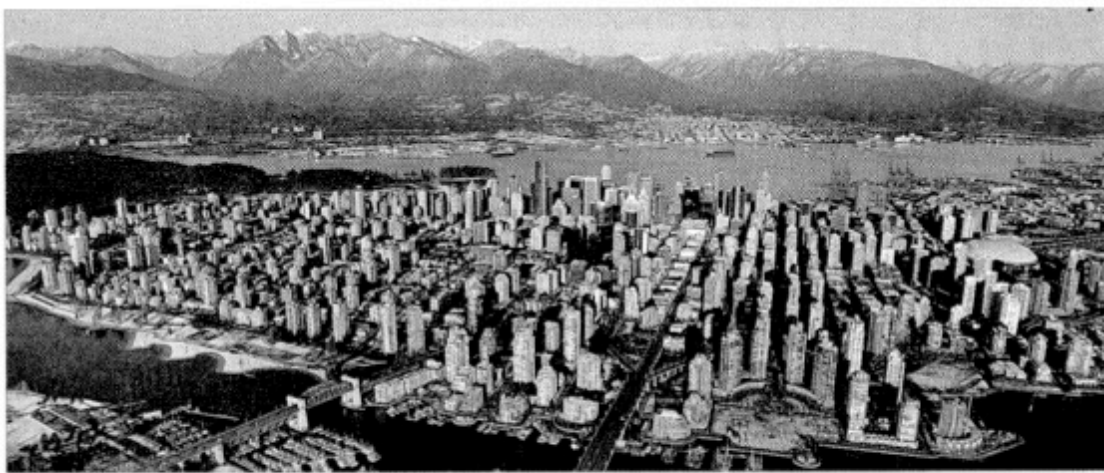
Top **Green** City

Top **Walking** City

Top **Biking** City

Top **Coffee** City

Economically
Successful City!



MARILYNN BARNETT/VANCOUVER SUN

Vancouver is No. 1 in the Americas on Mercer's 2009 Quality of Living survey of cities, and No. 4 worldwide. It shares fourth place in the world with Auckland, N.Z.

Vancouver tops cities survey

City named No. 1 in Americas for quality of living, No. 4 in the world

Vancouver has been ranked the top city in the Americas and the fourth best city in the world in Mercer's 2009 Quality of Living survey released Tuesday.

The survey conducted by a New York-based human resources company is intended to be used by governments and multinational corporations that send employees on international assign-

ments. It covers 215 cities. It uses a point scoring index with New York as its base city.

The survey gave the top five spots in the Americas to Canadian cities, with Toronto taking second place (15th worldwide), then Ottawa (16th), Montreal (22nd) and Calgary (26th). Seattle was ranked 50th in the Americas.

Vancouver also was tops when it

came to comparing infrastructure in the Americas, followed by Atlanta, Ga. Infrastructure rankings are based on electricity supply, water availability, telephone and mail service, public transport, traffic congestion and the range of international flights from local airports.

When it comes to worldwide rankings, Vancouver shared fourth place

with Auckland, N.Z., behind Zurich — the top city — then Vienna and Geneva. The least enticing city in the world was Baghdad.

Last year, Vancouver also finished fourth in world rankings, a drop from 2006 and 2007 when it was ranked third.

Vancouver Sun



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At some point in this talk, many of you will think the 8 most frustrating words in the english language...



“We could never do that
in our city!”



**Bloomberg
Businessweek**

November 11, 2008 \$5.99

IT'S GLOBAL WARMING, WARMING, STUPID



NEW YORK

The City and the Storm
Starting on p.17



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PUBLIC HEALTH

For healthy people, build a healthy city

Urban planners are beginning to act on a simple idea: How we build and manage our cities directly affects the health of the populace

DAVID EBNER VANCOUVER

Trevor Hancock has always been ahead of the curve.

A doctor and long-time public health expert, he was also the first leader of the Green Party of Canada in 1984, when he ran federally (finishing fourth) in Toronto's Beaches neighbourhood.

But his day job, in public health, turned out to have far more impact than his brief political career. Beginning as one of a small international cadre that promoted ideas about urban planning's key role in human health, he is now watching his work over the past quarter-century start to explode into the mainstream.

It's a paradigm shift in the way urban planners and municipal leaders see the world: how we build and manage our cities directly affects the health of the populace. And with mounting research showing that cities where people walk more and drive less are healthier cities, the automobile is losing out to the pedestrian as the main focus of city-building.

In Vancouver, already ranked as Canada's healthiest city, they are nonetheless acting.

"These kind of seismic changes in our understanding take a long time to work into the system," said Dr. Hancock, who serves as a professor and senior scholar at the new School of Public Health and Social Policy at the University of Victoria, while working as



On his way to work, a man crosses a grass and concrete plaza in Vancouver, Canada's healthiest city. JOHN LEHMANN/THE GLOBE AND MAIL

A Convergence of Issues, with **great city-building** as an answer!

- Housing Affordability
- Rising Costs of Energy
- Climate Change
- Aging Population
- Public Health
- Loss of Civic Identity



**BUILD YOUR OWN
MAKE-ANYTHING MACHINE** P.82

STEM-CELL TOURISM

Adventures at the Fringes of Experimental Medicine P.64

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THE FUTURE NOW

THE FUTURE OF THE ENVIRONMENT

ECOTOPIA

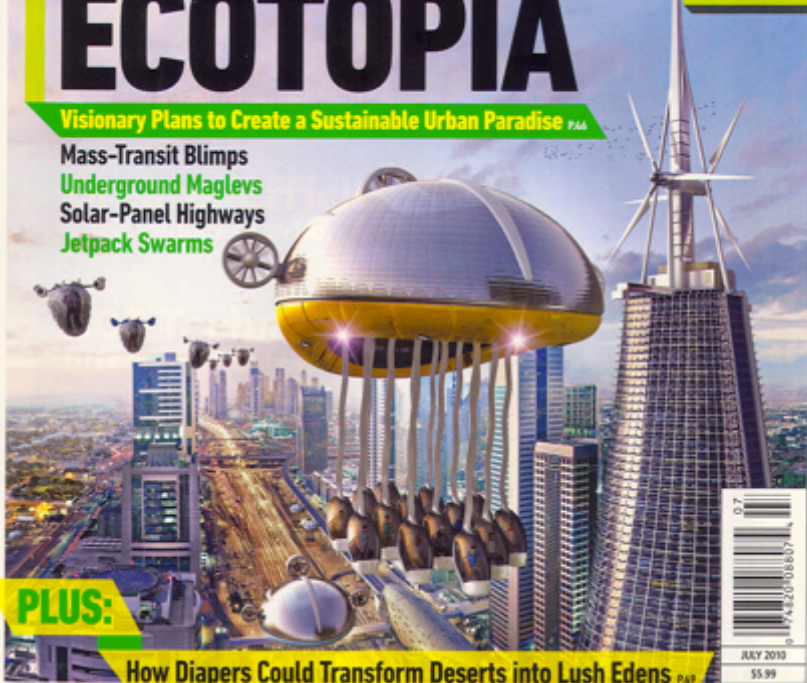
Visionary Plans to Create a Sustainable Urban Paradise P.44

- Mass-Transit Blimps
- Underground Maglevs
- Solar-Panel Highways
- Jetpack Swarms

28
Hot Products



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How Diapers Could Transform Deserts into Lush Edens P.68



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THE FUTURE OF THE ENVIRONMENT

BUILDING A BETTER WORLD

How to Survive and Prosper on a Warming Planet

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ARTICLES



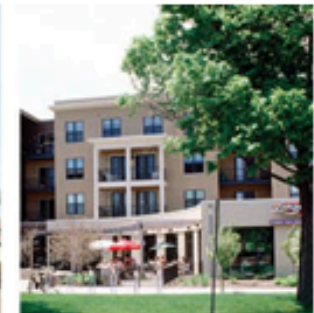
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Related SMART GROWTH ON COMMON GROUND

How Millennials Move: The Car-Less Trends

By G.M. Filisko

With drastically different views of transportation from those of the generations that came before them, millennials are transforming communities and the developments that shape them. The still-unanswered question is whether that's a short-term or a permanent transformation.



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Millennials own fewer cars and drive less than their predecessors. They'd rather walk, bike, car-share, and use public transportation – and want to live where that's all easy.

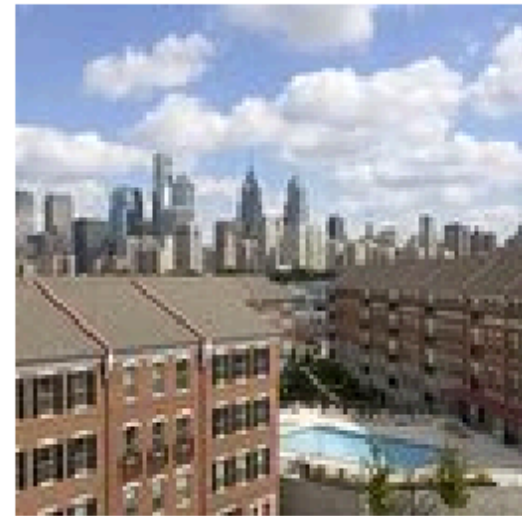
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State Tackles Vacant Property...



'Broken-Hipsters' flood the urban environment

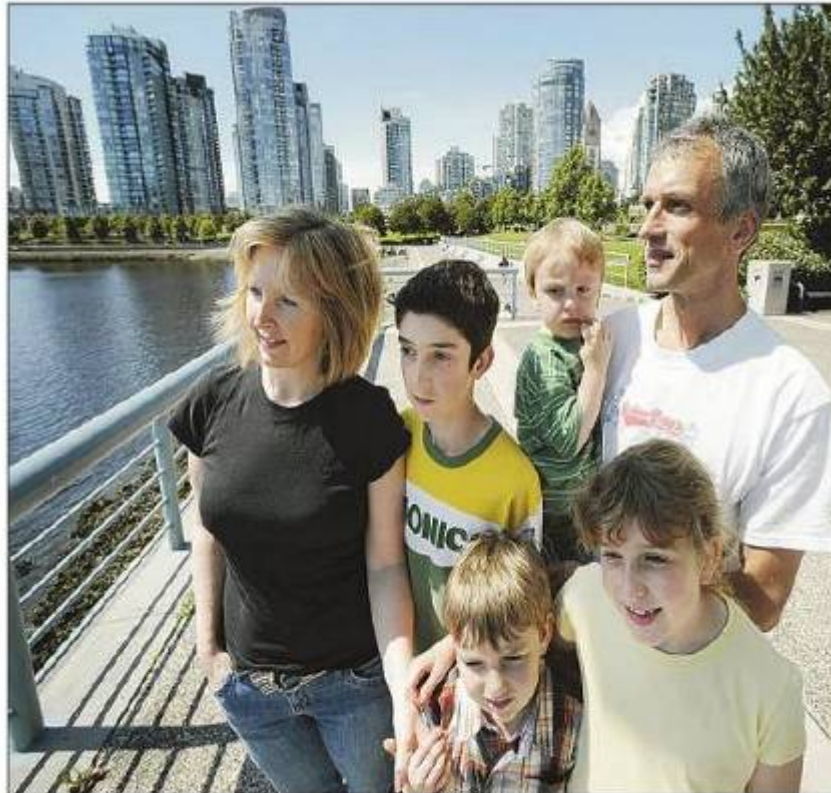
Baby boomers are rejecting the peace and quiet of the suburbs in favor of trendy urban developments aimed at younger buyers. But not everyone's happy to see 'mom' moving in.



Seniors, Couples, Singles, and Lots of Families choosing **urban living!**



Surprise! Downtown living's fine for families — as good as the suburbs, these folks say



Meet the Huntleys, living happily in north False Creek. From left, mom Tanya; Simoa, 13; Johnny, 6; Charlie, 2; Emma, 10; and dad Robert. They love the lifestyle and they're far from alone: Many say the mix of people — singles, seniors and families — as well as the amenities and the slow pace of life make downtown their choice. Find out why: [Story, B1](#)



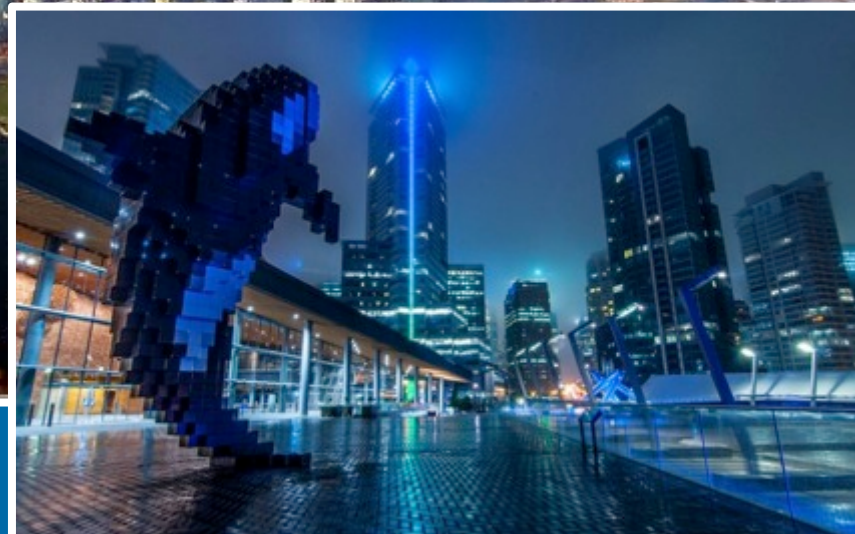
Cities have different **contexts, cultures, climate**, etc. but its remarkable how many are asking the same questions & struggling with same issues.



We often write-off what we can **learn** from other cities, because they're "**different.**" Imagine thinking we can't learn from "different" people?



The Goal: A **Complete** downtown.
(Sustainable, resilient, livable, healthy, vibrant...)



False Creek North from the South Shore 1983-2003



2003



...and a **complete** City!



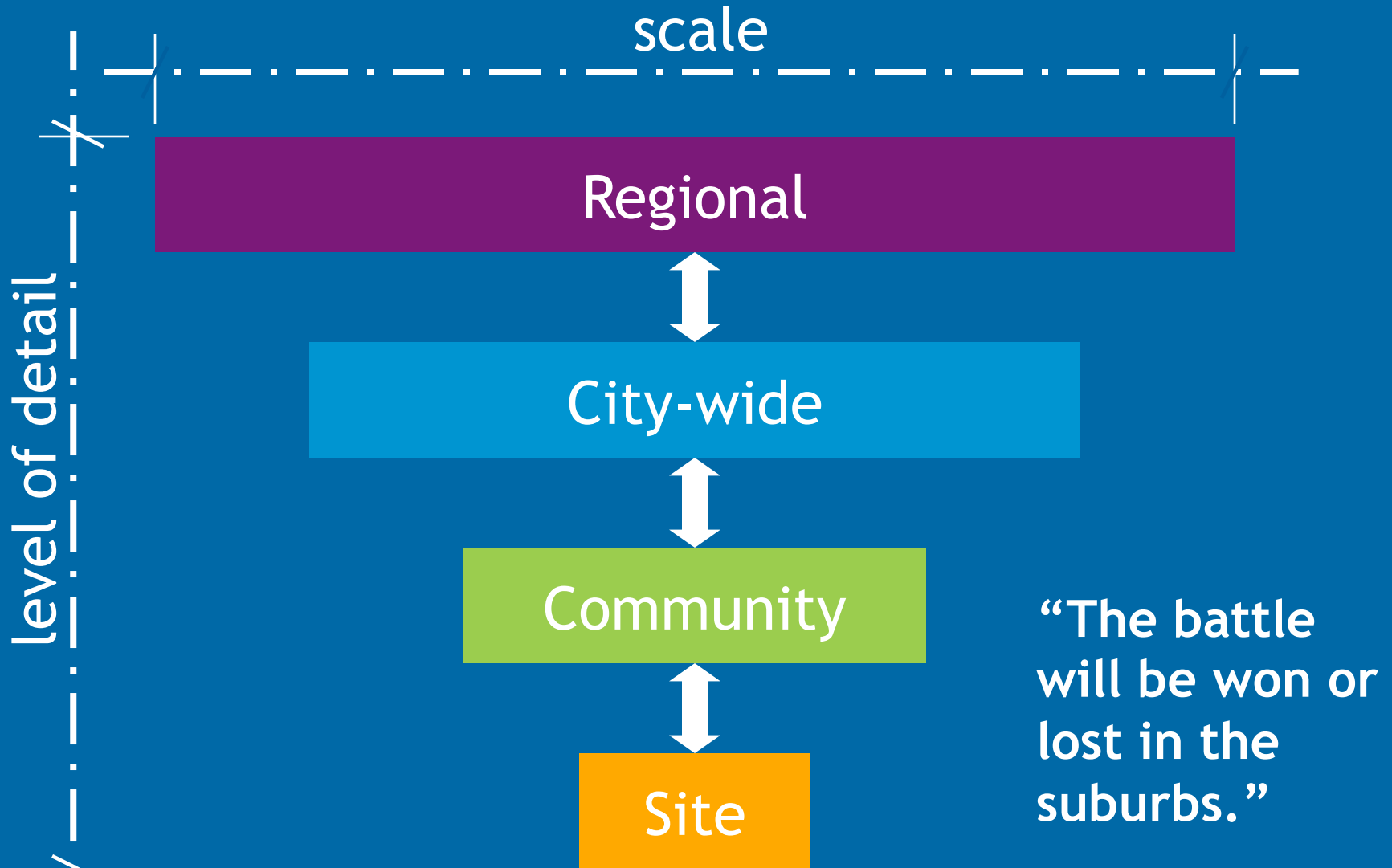
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"We're going to do **more city-building** over the next century, than in all of human history before us. It's critical we do it **right.**"

Richard Florida



Real Solution: Better **Urbanism** at Every Scale!



Downtown Port Moody, BC



Central Surrey, BC





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Chapters





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Before

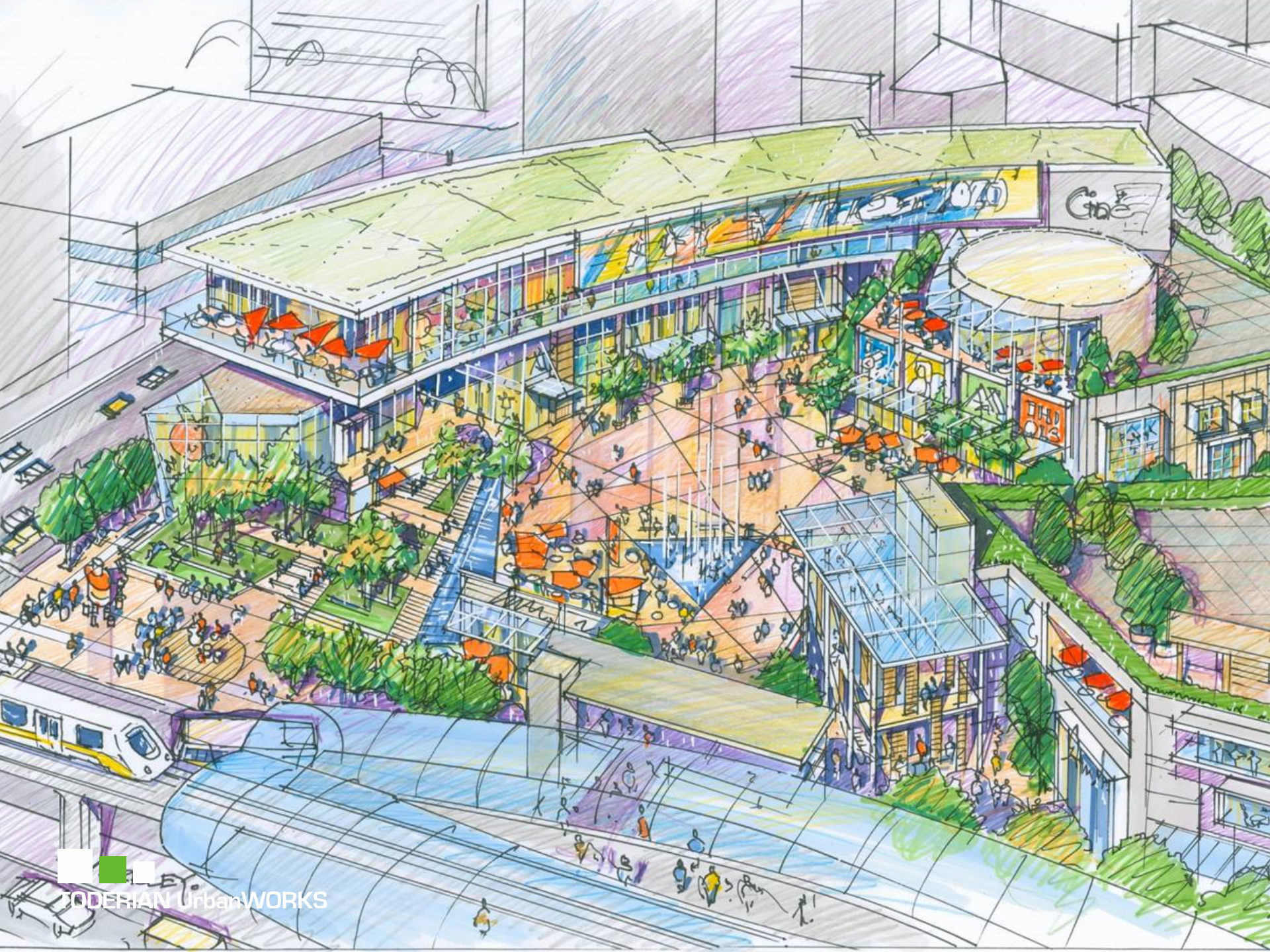


After



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BROWNS SOCIAL HOUSE
RESTAURANT • RESTAURANT • BAR • SOCIAL HUB

MSC

SUNTOPIA TANNING

Carlson Wagonlit Travel

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Can we fix the problems of Scale, Mix + “Place”



Can we avoid “Vertical Sprawl?”



Can we make answers scalable? (“What good is a model if it doesn’t change business-as-usual?”)



The success or failure of
our **city-regions**, &
ultimately our **survival**,
depends on how well we
do our suburbs.



Not all suburbia is sprawl,
but too much of it is.



The key problem of
sprawl is auto-
dependancy.



The magic of “density done well!”

- Reduced energy use in buildings
- Allows active transport, walk/bike/transit
- More green design options
- Less sprawl
- More affordable housing choices
- Improved public health
- Vitality, diversity, safety



Completeness is about density done well:

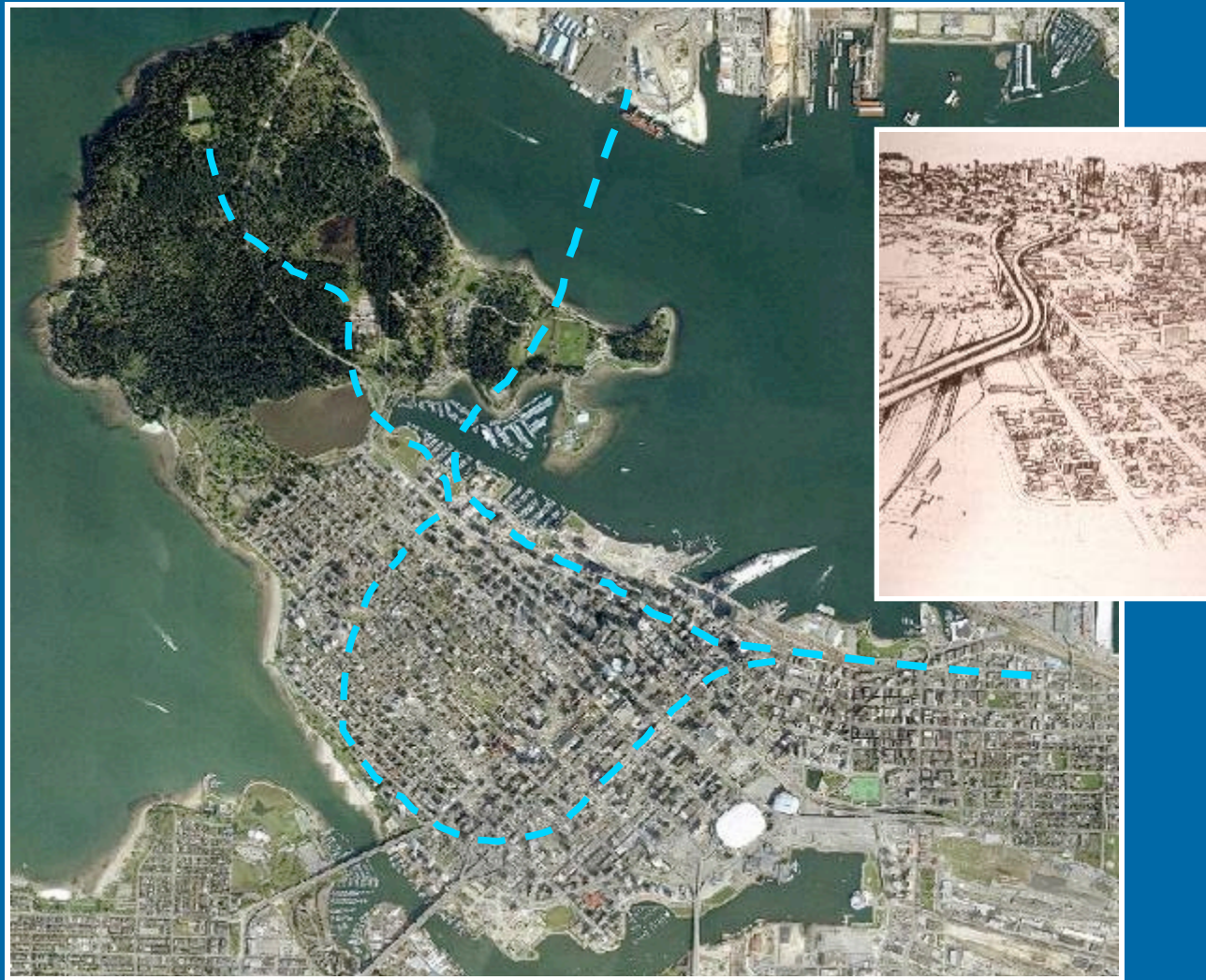
1. Land use and movement aligned



The Freeway we never built



The most important decision Vancouver ever made.



Freeway **opposition** & protests (1960s/70s)



“The Years of the Warlords”



Land Use



Transportation



“The Years of the Warlords”



Land Use

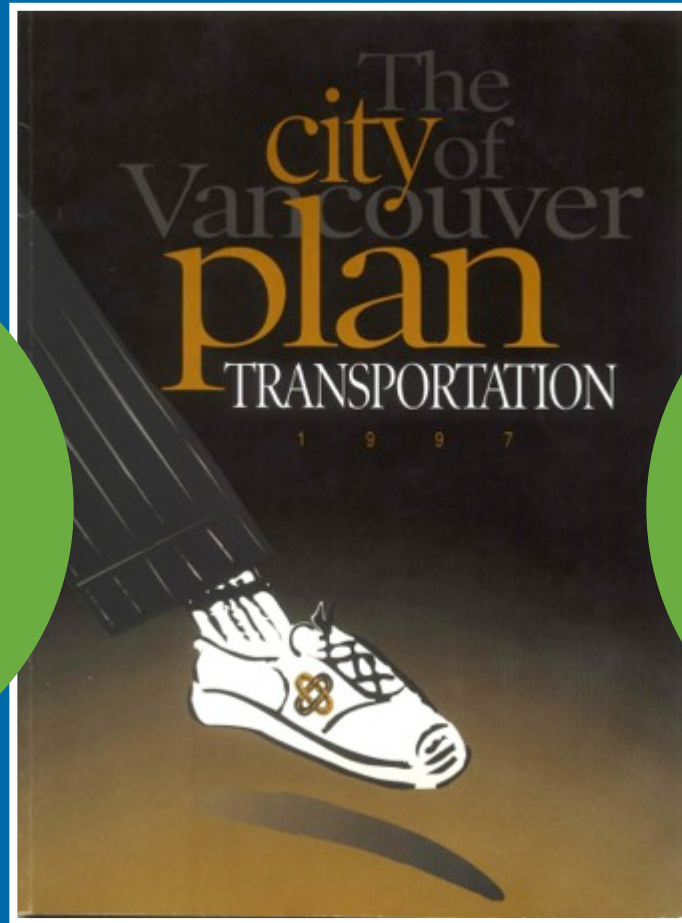


Transportation



Collaboration & Synergy (Plan-gineers!)

Land Use



Transportation



Vancouver's Movement Modes, Prioritized

#1



#2



#3



#4



#5



Since the
'97 Plan

More trips, fewer cars

City

+18%
POPULATION

+16%
JOBS

-5%
VEHICLES ENTERING
CITY

Downtown

+75%
POPULATION

+26%
JOBS

-20%
VEHICLES ENTERING
DOWNTOWN



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Since the
'97 Plan

How have additional trips been accommodated?

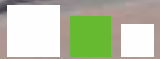


The Best Transportation Plan is a **GREAT LAND USE PLAN!**

- **Density, mix + design** make active modes work
- Low density, separated uses make active modes unworkable
- Its not just density. Its **density done well**. There IS such a thing as dumb density.



Done well, Density uses “the power of nearness”

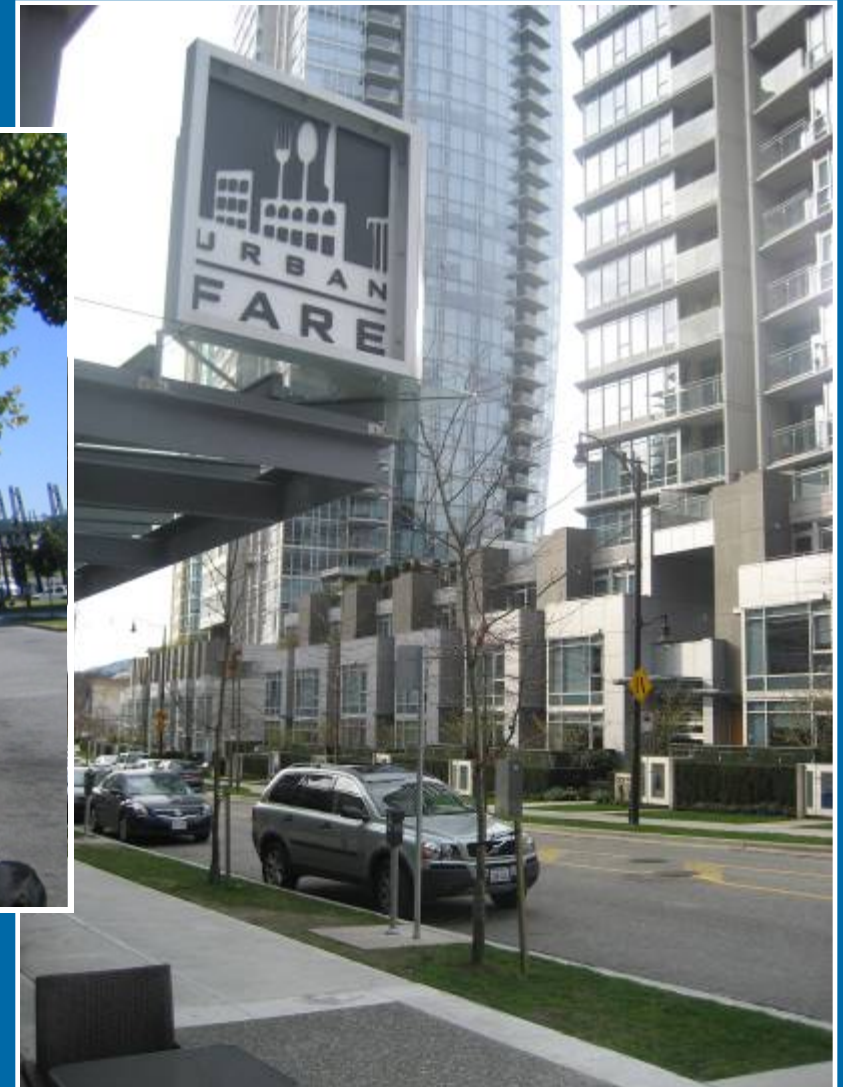


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Walking infrastructure: horizontal AND vertical



Designing an artful mix at “eye-level”



THE TIMES Cities fit for cycling

THE TIMES | Cities fit for cycling homepage | Join The Times campaign

Welcome to the age of the bike: cyclists 'must be first' as car use passes its peak

Article

Graphic: wheels of change



Philip Pank Transport Correspondent
Last updated at 12:01AM, November 6 2012

Years of falling traffic volumes suggest that car use has passed its peak and may have entered a long era of decline, a growing body of officials from the Department for Transport and London's City Hall believe.

In Central London, traffic fell by 19 per cent between 2000 and 2009

Peter Macdiarmid/Getty

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The New York Times

N.Y. / Region

WORLD U.S. N.Y. / REGION BUSINESS TECHNOLOGY SCIENCE HEALTH SPORTS



One Way Around the Traffic Muddle in Brooklyn: Riding a Bicycle



Benjamin Norman for The New York Times
Many frequent bike commuters said that, with sparse traffic in downtown Manhattan, conditions for biking were better.
By KATE TAYLOR
Published: November 1, 2012

In post-storm New York, the bike is having a moment of sorts.

FACEBOOK

TWITTER



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Biking is an **extension of walking!**
Still a form of nearness...



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New separated bike lanes are key to higher bike share



Where we WANT to be - Biking **MORE** than just moving things. Culture, Texture, Place!



Bikes support Place-Making!



We did not stage this!

We're getting there, with sustainable movement options



We're not at 8-80 + not enough women riders yet!

City gears up for female bike plan

VANCOUVER: Advocates want to change less than a third of cycling trips made by women

BY NARIN SCALLAN

It's late afternoon and Tracy Myerson is up to her elbows in bike repairs — working to find inner tubes, tightening spokes, repairing rusty chains and holding questions from curious passersby.

It's a few women show her at just get bike wheels to run 'Vancover — gear with a custom-made, flame-patterned road bike in the kitchen window and a collection of accessories adorning a bar stool and at the back of the room, it's not your run-of-the-mill, macho bike shop. "I wanted to empower women," Myerson said of her decision four years ago to open the studio — originally used to teach women all about bikes, but since evolving into a headlight/repair and merchandise shop.

For Myerson, the job girl bike shops — near the corner of Union and Main streets — was a way to challenge the norms of Vancouver's male-dominated cycling culture. Since opening the studio, Myerson said she's met many women who are hesitant to join the mostly male cyclists during evening commutes.

But for Myerson, it's all about safety. Using her shop as a safe, intimate space for people to learn to ride and talk bikes, she's trying to make cycling a more accessible activity for everyone. That's what TransLink is achieving with its first-ever set of cycling strategy — a document released in June that outlines ways to improve the safety and use of Metro Vancouver's cycling routes, especially for women.

According to the report, only one out of five people who bike to work are made by women — a statistic that falls far behind the national rate of participation in many other European cities, such as Copenhagen and Amsterdam.



The scariest thing I saw this week:
A woman riding a bike—while texting...



STREET SKETCH
BY JILL
10/10/11
54 GARD

The Province

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WOMEN ON BIKES WANTED

COMMUTER CHALLENGE

Cycling advocates and transportation planners seek to boost the number of women pedalling to work in Vancouver

NEWS A3



BEST USE OF TAXPAYERS' MONEY/WORST USE OF TAXPAYERS' MONEY: BIKE LANES



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...ve 'em or hate 'em, we just can't seem to get away from the great bike-lane debate. The more than \$4 million in municipal funding that went into completing separate dedicated bike lanes on Duane and Market Streets was a major step for Port...



Even Transit/Biking on Water...

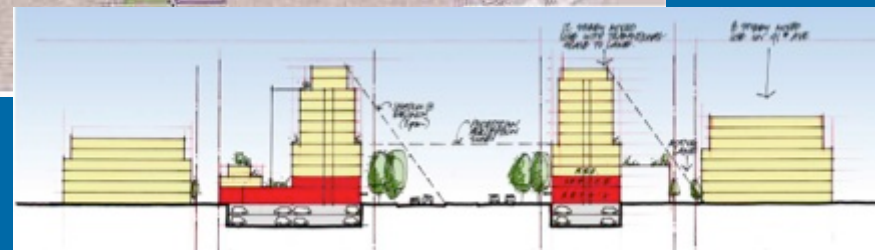


Transit-oriented Planning?

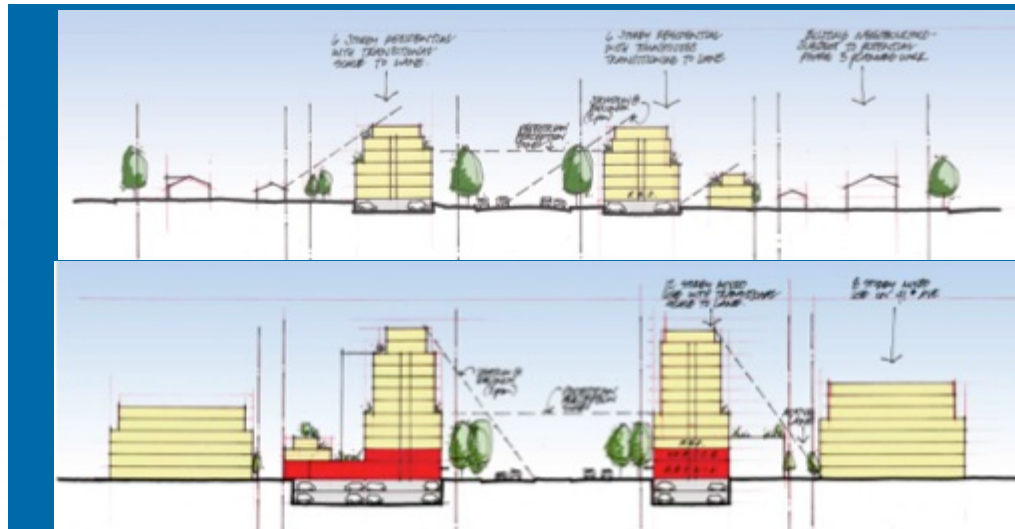


Active Vancouver City Building Initiatives

Not so much transit corridors, as corridors of urbanism... (walking, cycling, transit through completeness)



Cambie Corridor along Canada Line



Oakridge Centre - Vancouver Urbanizing the Suburban Mall





Brent Toderian, director of planning for the City of Vancouver, prepares to drive a car-share vehicle. Car sharing programs can help local homeowners live a greener, more affordable lifestyle.

Go green: give up a car

Metro Vancouver builders help provide a sustainable lifestyle

TRICIA LESLIE

Local builders are actively participating in helping homeowners reduce their carbon footprint, as building new homes and communities with green, sustainable practices is now fairly commonplace in the region.

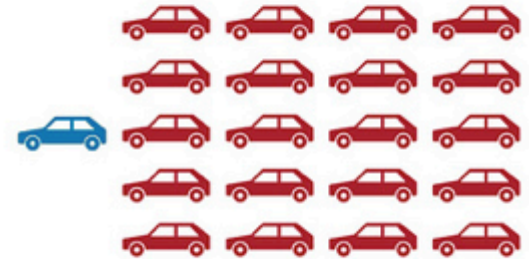
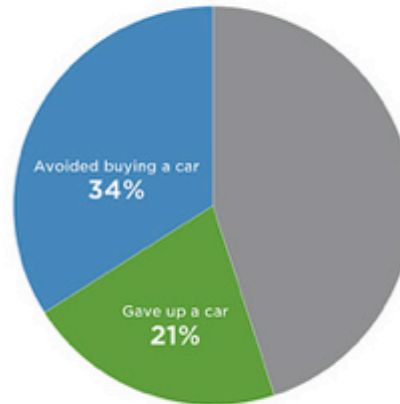
Several new-home projects in Metro Vancouver

At ParkLane Homes' The Block in Vancouver, homebuyers were offered a free Zipcar membership - and access to two nearby Zipcar vehicles - when they purchased a home there.

A Vancouver bylaw updated in 2009, helps promote this process by allowing developers

Benefits of Car Sharing

Car sharing makes it easier to go car light or car-free, since members still have access to a car when they really need one.



More than **1 in 5** people who join carshare give up a car, and more than **3 in 10** avoid buying a car altogether.

One shared vehicle replaces up to **20** personally owned vehicles

“A car that’s parked but not used still adds to our carbon footprint.”



“The car share fills that gap”

Off the front: “A car that is parked but not used still adds to the carbon footprint.” - Brent Toderian



“I’m able to do a lot of my day-to-day errands by walking or by bicycle,” Knowles says, estimating he uses TCC about once a week or less. “The co-op is an ideal solution. When I do need a vehicle, I just look up the ones that are available nearby. I think it’s an awesome way to go.”

At Aderis Green - a Barnaby townhome community that has won several awards for its

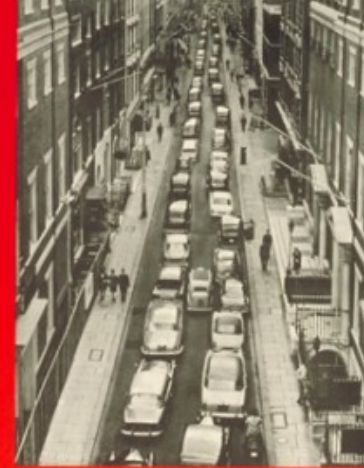
STREET SPACE FOR 60 PEOPLE



Press office, City of Münster, Germany



These vehicles
are carrying...



69 people
who could all...



be on this
one bus →



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"Mobility by car takes 20x more space within cities than tram-ways, & 90x more space than subways/metros."

- City of Bogota Staff.



We can design cities where the car is present, but **isn't necessary**.

True freedom isn't about designing for cars - it's designing in **choice**.





Host City Olympic Transportation Plan

Downtown Vancouver
Roads and Transport for the
2010 Winter Games





Over 350,000
people used the
Downtown
Pedestrian Corridors
on its busiest days



Granville Street

Exit

Seymour St
NORTH
EXIT ONLY

Granville Street

Big Moves

False Creek Bridges



Big Moves

Vancouver Viaducts



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Big Moves

Vancouver Viaducts



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The public has been given an extraordinary chance to share their vision of Vancouver's future. Here's a small sample of what they dreamt up.

TEST: MARY KELLY/PA PHOTO/GETTY IMAGES

Visionary Vancouver

THE PUBLIC at the backbone of the planning process, re:CONNECT invited citizens to share their vision for the False Creek flats. And the contest's results, which are now online at vancouver.ca/reconnect, did not disappoint.

An expert panel has already voted for their winners, but the results won't be officially announced until Dec. 1.

The public-voiced competition is more at the re:CONNECT website until Nov. 20.

The winning entries will have their work made available in Vancouver that will be made online and used to city officials.

They will also be profiled in public forums and are eligible for prize money.

1. BOUNDRY
This plan shows residents to create a network of job-based working facilities.

2. PLANT PARK
Public park happens on street 2, False Creek, playground and more.

3. MODERN MAKING
The competition is to get to understand the street, in the form of a north park.

4. GREEN VIBRANT
An urban landscape that re-imagines the building, streets into a living garden.

5. SUPERNATIONAL
A huge part of the False Creek flats would be turned into a giant greenhouse in this plan.

6. BLUE IDEAS
This submission promises to turn eight months of rainfall and rain into sunny days.

7. THE CROCOD
All that concrete turns into a staircase, creating a guide for health and tourists to enjoy.

8. SKYRACE
The plan provides housing and commercial possibilities underneath the viaduct.

9. VENICE
A series of canals would create a completely new residential community.

Is this the best we can do?

re:CONNECT
 vancouver viaducts and eastern core

An open ideas competition
vancouver.ca/reconnect

CITY OF VANCOUVER



False Creek water world not that far-fetched

Councilor blown away by re:CONNECT entries Ideas will be incorporated into city planning



NAT SCHEPPE
 MetroNews
 Venice-like canals and re-enslaved waterfront property MAY become a pipe dream, according to a Vancouver councillor.
 Councillor Geoff King was struck by both the quantity and the quality of the re:CONNECT submissions and cofore vision for the False Creek Park are already developing.
 "There are definitely themes that are starting to

emerge from creative the submissions to both and future re-imagining of the city — over 2,000 entries for the competition.
 King said a professional committee will evaluate winning entries and ideas will be incorporated into city plans.
 "There is a real potential for this to be a real success!"

Visionary Vancouver



An open Ideas competition
vancouver.ca/reconnect

ENVISIONING THE FUTURE OF OUR CITY'S VIADUCTS

Gondolas, gardens, waterways, a simulated sky: Ideas roll in from around



Ideas to redevelop viaducts pour in from around globe



BY EUN PENDERGAST

An open competition, calling on architects, planners, artists, and others to submit ideas that reimagine the city's viaducts, has resulted in a flood of creative proposals from around the globe.
 The city is studying the submissions, and will select the winners, which will be used to guide the future development of the viaducts.

Although the final decision on what will happen with the viaducts will be made by city officials, the contest was seen as an opportunity to spark dialogue and to help inspire city planning.
 The multiple proposals have been posted on Vancouver's re:CONNECT website, where the public has been invited to vote on their favorite ideas.

People are asked to vote their top picks in three categories: the city's viaducts, the city's skyline, and the city's future.
 One winner for the viaducts contest is a proposal for a green roof and a sky garden, which would be a public space for the city.

proposal to have the viaducts converted into a "green" public space will be assessed.
 The winning ideas will be used to guide the future development of the viaducts, and will be used to help inspire city planning.

Big Moves

Vancouver Viaducts



Pedestrians

Public Spaces within Street Right of Way



Pedestrians

Public Spaces within Street Right of Way



Pedestrians

Public Spaces within Street Right of Way VIVA Vancouver Activations



There are a lot of really **simple ideas** out there that could strengthen cities, but it's remarkable how hard we can make simple things.





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Completeness is about density done well: 2. Consistently high design quality



City design starts with waterfront design



Height is just a design challenge...



Our architecture is increasingly diverse –
But **green and urban** first!



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PHOTOS | Bjarke Ingels's twisting tower gets rezoning by Vancouver

CBC News Posted: Oct 25, 2013 10:05 AM PT | Last Updated: Oct 25, 2013 3:32 PM PT



Bjarke Ingels design for the downtown Vancouver tower has a unique twisting design. (BIG)

1 of 14



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Danish 'starchitect' Bjarke Ingels is one step closer to leaving his mark on Vancouver's skyline after the city unanimously approved rezoning for his controversial twisting towers project.

The proposal for the 52-story tower next to the Granville Bridge on-

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HOCKEY NIGHT SONG CONTEST
CAN YOU WRITE CANAL GREAT HOCKEY S
SUBMIT YOUR SONG

Latest British Columbia New



Drivers when n



Designing height AND human-scale!



Completeness is about density done well:

3. Amenities and Diversity make density enjoyable!



Amenities support public life and place-making



Our parks, through development...



Our squares, through development..



Many more amenities and benefits, through development

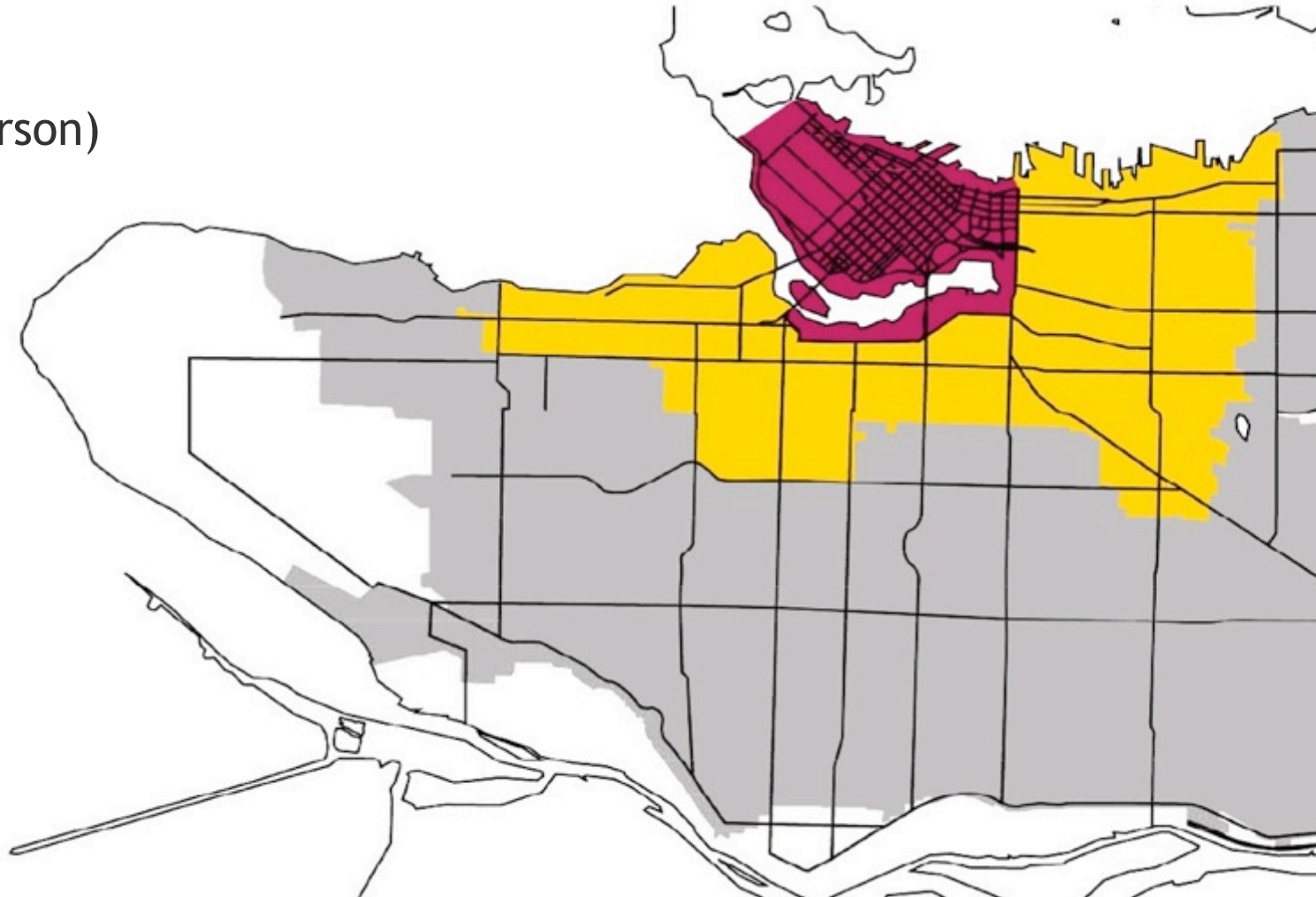
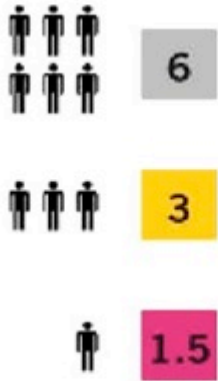


But what about the rest of Vancouver?



The Density / GHG relationship

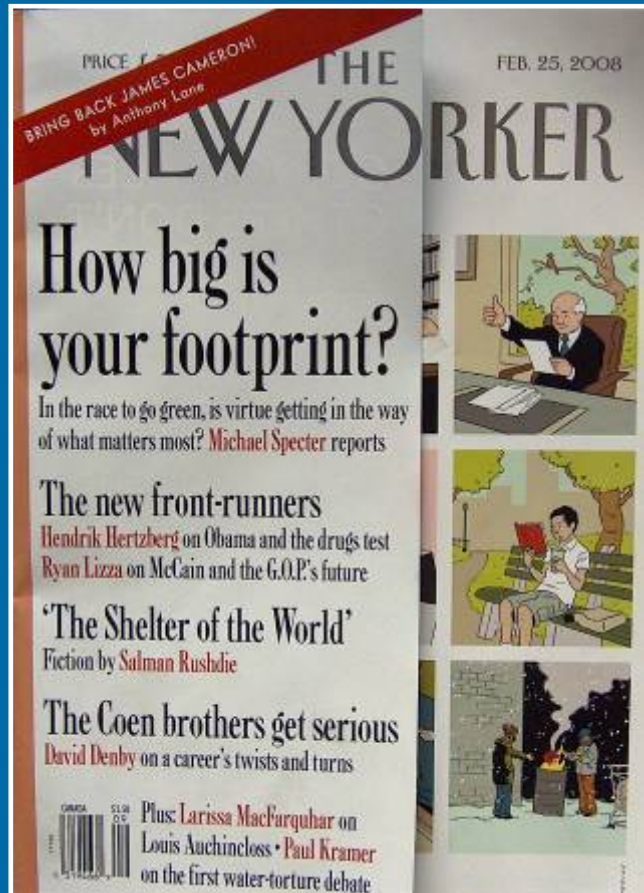
density + ghg
(tonne per person)



source: Busby Perkins + Will



Density is about the footprint



In 2006-8, Density was "the Big Story"

Densify and Modify: Vancouver's Green Dream

By ALLISON GAGNON
Special to the Coast Times

At a time when the concept of climate change is endorsed by politicians and government officials, the word sustainability has become the catch-phrase of the day.

It seems just about everyone agrees that something has to change. On February 22, the City of Vancouver will make its contribution to sustainability with the official unveiling of its new Density policy. The idea was first introduced in June 2006 by Mayor Sam Sullivan as a way to reduce the effect of city lifestyle on the earth's surface.

Planners say the idea is to lessen the impact of Vancouver's ecological footprint and use of the resource.



Planners say the idea is to lessen the impact of Vancouver's ecological footprint and use of the resource. It's about spreading suburbs around a stronger, pre-existing road network with the added industrial and agricultural protected from further.

"Vancouver is not a We need to stop protect [sustainable] and take Vancouver's future as Director of Planning, told reporters during a press conference.

The plan outlines strategies in the world where Vancouver residents pay a premium to sustain the city's population in parks to sustain the city's population, only the Vancouver's 113 square kilometers is used for recreation, while almost 1/3 of single family houses Through density planning, believe residents likely to consume less the use of renewable resources and energy.

Vancouver city hall concerns shift dramatically

Regulators will be asking developers what their proposals will contribute to helping save the planet.



BOB RIDDOW
VANCOUVER COUNCILLOR
SALVATORE MOTTONE

Vancouver city hall is looking for ways to make the city a greener place. It's about spreading suburbs around a stronger, pre-existing road network with the added industrial and agricultural protected from further.

The most significant planning move since 2006 has been the decision to take the city's focus on the design of new "urban" areas, and to focus on job, housing and transit. It's about spreading suburbs around a stronger, pre-existing road network with the added industrial and agricultural protected from further.

It's about spreading suburbs around a stronger, pre-existing road network with the added industrial and agricultural protected from further. It's about spreading suburbs around a stronger, pre-existing road network with the added industrial and agricultural protected from further.

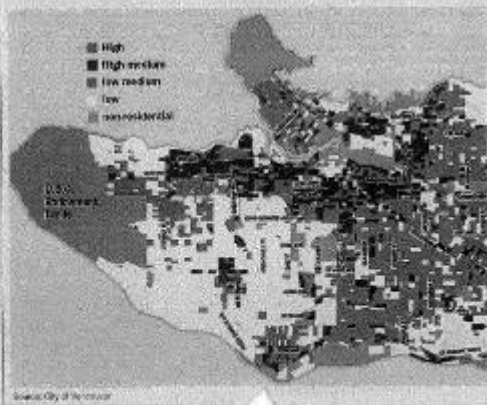
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City begins 4-month public discussion on density

Density of Vancouver neighbourhoods

A map made for the EcoDensity initiative shows density is the lowest in the city's southeast.



Source: City of Vancouver

Initiative will gather ideas, set new policies for neighbourhoods

BY FRANCIS BULLA
VANCOUVER

Vancouver residents are about to find out what EcoDensity means for them, as the city launches its four-month public process to gather ideas and set new policies.

But if the map indicates the city's southern parts are less dense, it's not surprising the southeast single-family neighbourhoods — its wealthiest, most exclusive neighbourhoods — has been going to be a focus of Vancouver's efforts to reduce its ecological footprint through urban planning.

Three neighbourhoods in the west generated especially high EcoDensity ratings, for a total block of the lowest-density housing in the city.

The map shows the lowest density is in the central and southeast parts of the city. The map shows the lowest density is in the central and southeast parts of the city. The map shows the lowest density is in the central and southeast parts of the city.

or more a better position in more moderate-density housing, and the southeast.

"EcoDensity is about focusing on that piece of sustainability that is not being done well," Brent Toderian, the city's new planning director, told those who came out Friday to hear a "pre-launch" briefing about EcoDensity. The real launch is next week, all of that a prelude to four months of public consultation.

Toderian talked about many kinds of "pieces of sustainability" that could be introduced to make Vancouver a more environmentally friendly city, including things like energy systems or water recycling, fire-fighting ways to get the most to produce different, more affordable types of housing.

The city's new plan is a "stepped out model" of "green" projects around the city, although always recognizing that some of them represented EcoDensity

at the large amount of space devoted to single-family neighbourhoods as one of the biggest pieces of the puzzle.

"Most of Vancouver's 113 square kilometers is dedicated to single-family homes."

"We are not a sustainable city and we can no longer pretend we are one," he said. "We do not have a choice. We live in the most affluent of our city."

He is away from talking specifically about the southeast, although it is the least dense and has a long history of resisting densification as an industry or residential area.

This week, Vancouver's standard houses in the southeast neighbourhood were hit by a 2004 earthquake that some believe is linked to the area's traditional opposition.

Toderian is preparing to question at the meeting, and it will be up to consultants to decide whether the city wants to allow individual neighbourhoods to opt out of new policies that the EcoDensity initiative comes up with.

EcoDensity politicization distracts from its merits

Where's the affordability, livability?

We're beginning to get the 'Eco' — but what's Density?

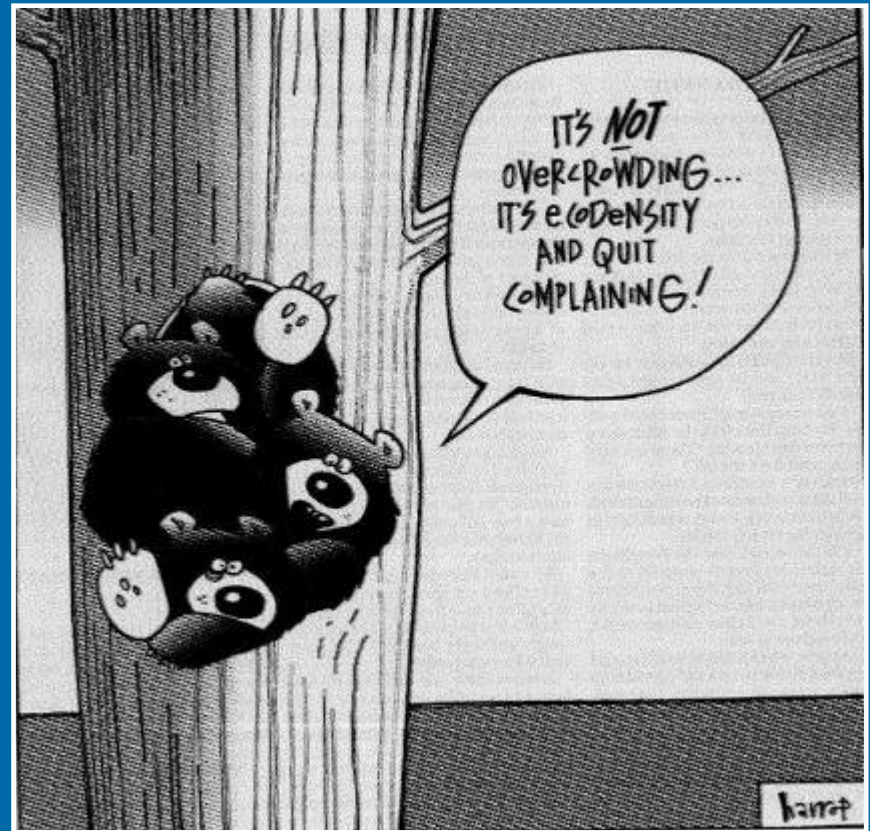
Vancouver has head start on higher density

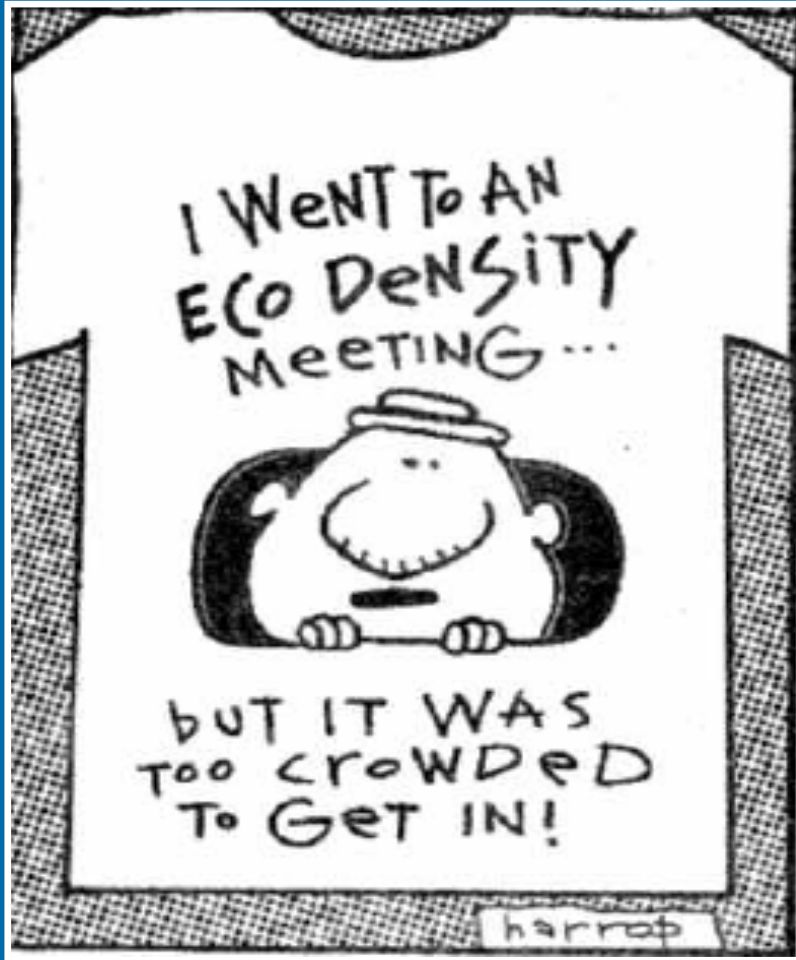
EcoDensity raises fears of crowding without amenities

BY FRANCES BULA
VANCOUVER SUN

VANCOUVER | The city is getting international admiration for its catchily named EcoDensity initiative, but some city residents are nervous about what it means for them.

EcoDensity was “the big story”





WESTCOAST HOMES

EcoDensity debate illuminating, inspiring and despairing

The city as 'humanity's supreme achievement,' our country as the supreme arbiter of growth



BOB RANSFORD
SPECIAL TO WESTCOAST HOMES
REAL ESTATE MATTERS

Over the last couple of weeks, I watched the debate over EcoDensity in Vancouver play out at a city-sponsored public hearing.

Two different speakers made a particular impression on me. One inspired me and reminded me that people do care about things that happen outside the walls of their home and they are prepared to contribute in a positive way to building community. The other left me with an awful feeling bordering on hopeless despair.

I spend a lot of time in my line of work listening to people express their fears and concerns about the change that inevitably comes with

minants in planning for new growth in the city has elevated the issue of urban development to a level we haven't seen in this city for many years.

Peter Oberlander, the 86-year-old Harvard-educated planner who started UBC's graduate school of community and regional planning more than 50 years ago, kicked off the public hearing with a thoughtful presentation about the history of the city as an idea and an ideal that has shaped civilization.

His appearance was a reminder of the power of public participation in community building.

For it was in the same city council chamber about 40 years ago that Oberlander resigned as chairman of the city's citizen-led Planning Commission in protest of a council decision. His resignation and the public protests that it spawned back then eventually led to the council of the day reversing their decision to run a massive freeway system through Vancouver's downtown core.

That decision has shaped the livable city we enjoy today. Thanks to the lack of a

positive about the future of our city as Oberlander.

A number of speakers expressed the typical NIMBY concerns, their tone echoing the familiar refrain "my life is just fine, the drawbridge is now raised, my neighbourhood doesn't need to change, I don't care where my kids are going to live".

But it was Vancouver resident Dan Murray, with his radical ideas about requesting that the federal and provincial governments conduct an environmental impact assessment around urban population growth that really made me wonder about how selfish many urban dwellers have become. The drawbridge mentality of those who think that we can resist the global flow of population and somehow sustain our lifestyle speaks volumes about how the concept of community has little currency in our fast-paced materialistic urban world.

Murray went so far as to suggest that the city should be lobbying the federal government to drastically curtail immigration numbers so that Metro Vancouver could say no to further growth.



EcoDensity here to stay

Despite Mayor Sam Sullivan's nomination loss, the plan to increase city densities has widespread support

BY FRANCES BULA
VANCOUVER SUN

VANCOUVER | For the past two years, EcoDensity has been ridiculed as a marketing ploy, an empty phrase for self-promotion by now-deposed Mayor Sam Sullivan, a giveaway to developers, and a recycled version of existing Vancouver policy.

But it was also praised as a much-needed and exciting kickstart for Vancouver in thinking about how to build a more sustainable city.

Today, the controversial initiative to increase density and boost environmental city-building is official city policy. And it's one no political party appears likely to dismantle, since the approval vote, except for a disputes on a couple of points about affordability, was unanimous.

One of its most popular elements, likely to become visible reality soon, is laneway housing, which may get rolling by early 2009.

Also, effective retroactive to March 1 all buildings being built under a rezoning and all large-scale projects have to meet the highest environmental standards in North America. And city planners now have authority to negotiate various kinds of affordable housing with the developer.

Coun. Raymond Louie, one of the three mayoral candidates for Vision Vancouver, says if elected, he'd ask planners to go back to a couple of items approved in defined goals for affordability on new major projects, rather than leaving it up to planners to bargain with developers.

But otherwise he'd demand no major changes.

Non-Partisan Association Coun. Peter Ladner, who defeated Sullivan for his



EcoDensity

VANCOUVER ECODENSITY CHARTER



How Density, Design, and Land Use Will Contribute to Environmental Sustainability, Affordability, and Livability

Adopted by City Council: June 10, 2008



Committed to an eco-city of eco-neighborhoods (a shared responsibility)



Density Done Well at EVERY Scale! (no “Scale-Dogma”)



More Mid-Rise Density



From EcoDensity to Greenest City?



WHAT ARE PEOPLE SAYING?

WHAT IS THE GREENEST CITY INITIATIVE?

Find out more

Start contributing your green ideas today.

[OUR GREEN CITY](#)

Our Green Goals

Create zero waste. Eliminate dependence on fossil fuels. These are just two of the City of Vancouver's [ten greenest city goals](#). Learn about all ten, and tell us how you think they can best be achieved.

[MORE ABOUT THE GOALS](#)

A VISION THIS BOLD CANNOT BE REALIZED ALONE.

That's why we're inviting you to 'talk green to us.'

Share your ideas for making Vancouver the greenest city in the world. Help us make the critical choices. Help us prioritize between blue-sky visions and immediate opportunities. This is your city – make it better. Between June and September, add your voice to this life-changing conversation. Share your ideas or vote on the ones you like.

[SHARE YOUR IDEA](#)



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Greenest City Action Plan Approved!

THE VANCOUVER SUN
A DIVISION OF POSTMEDIA NETWORK INC.

BREAKING NEWS | VANCOUVERSUN.COM SERIOUSLY WESTCOAST SINCE 1912 WEDNESDAY, JULY 13, 2011 | FINAL EDITION

Green push goes to the next level

Plans unveiled to make Vancouver the world's 'greenest city' by next decade

BY JEFF LEE
VANCOUVER SUN

For nearly three years, Vancouver has been working on a plan to become the "greenest city" in the world by 2020. It has taken baby steps, such as bringing in separated bike lanes downtown, allowing backyard chickens and setting minimum efficiency standards for all new building construction. But now the city says it plans to make changes over the next nine years that will radically alter how businesses, homeowners, government and its partners deal with the environment.

From requiring that all new buildings put up after 2020 be carbon neutral, to building the infrastructure for the refueling of electric cars, to doubling the number of green jobs in the city, the "Greenest City Action Plan" sets out an aggressive agenda.

However, the report did not say how much the overall plan would cost. City staff said they could not provide a global estimate, but that as specific projects are brought forward, their costs will have to be approved by council.

"We will come back with a business case for each one," deputy city manager Sadhu Johnston said.

CONTINUED ON A4

10 KEY AREAS TO GREEN THE CITY BY 2020

 <p>ECONOMY Double the number of 'green' jobs, including energy managers, electric vehicle technicians and urban farmers.</p>	 <p>CLIMATE Eliminate reliance on fossil fuels; reduce greenhouse gas emissions by one-third from 2007 levels.</p>	 <p>BUILDINGS Require all buildings built after 2020 to be carbon neutral.</p>	 <p>TRANSPORTATION Most trips on foot, bicycle or transit; reduce average car trip distance by 20%.</p>	 <p>WASTE Reduce garbage going to landfill or incinerator by 50% from 2008 levels.</p>
 <p>OUTDOORS Everyone lives within a five-minute walk of a park, beach or other green space; plant 150,000 trees.</p>	 <p>ECO-FOOTPRINT Reduce Vancouver's ecological footprint by one-third from 2006 levels.</p>	 <p>CLEAN WATER Reduce per capita water consumption by one-third from 2006 levels.</p>	 <p>CLEAN AIR Meet or beat the most stringent air quality rules in Canada; best air quality of any major city in the world.</p>	 <p>LOCAL FOOD Increase by 50% the number of local food sources, including markets, garden plots and orchards.</p>

South East False Creek + the Olympic Village



South East False Creek + the Olympic Village







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Environmental Best Practices

Stack Effect

Cross
Ventilation



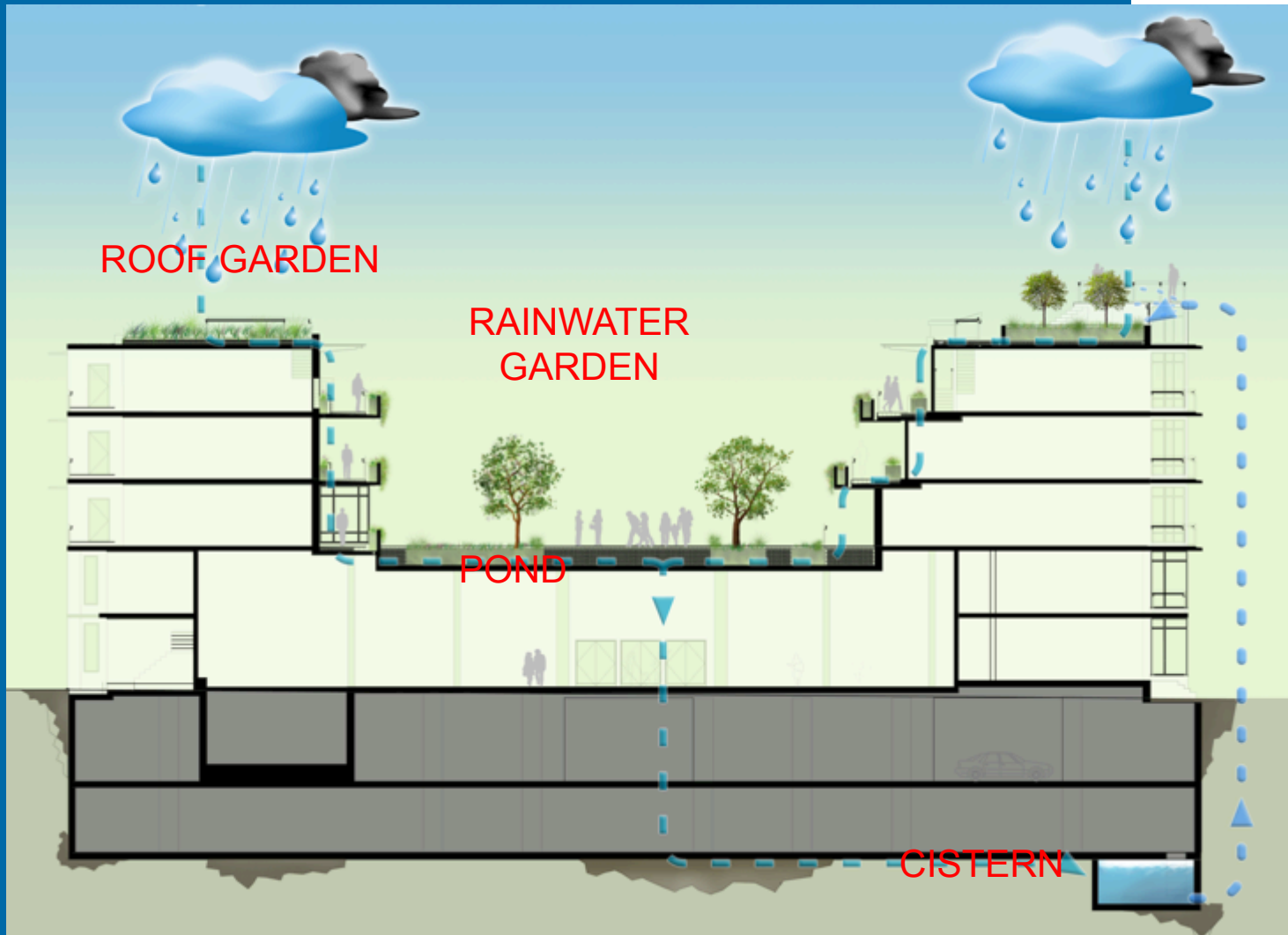
Evaporative Cooling



Environmental Best Practices



Environmental Best Practices



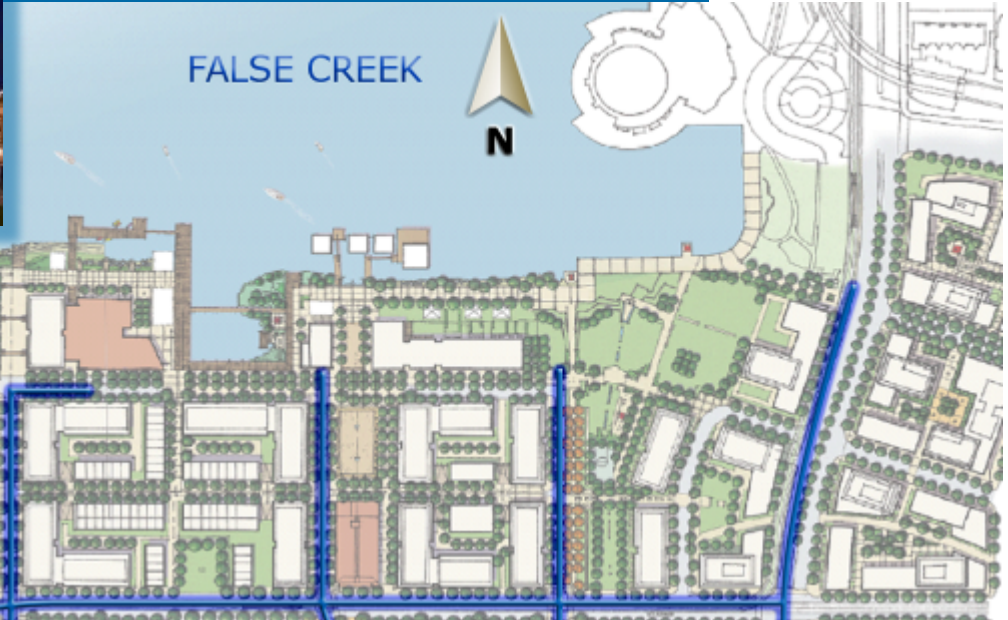
Environmental Best Practices



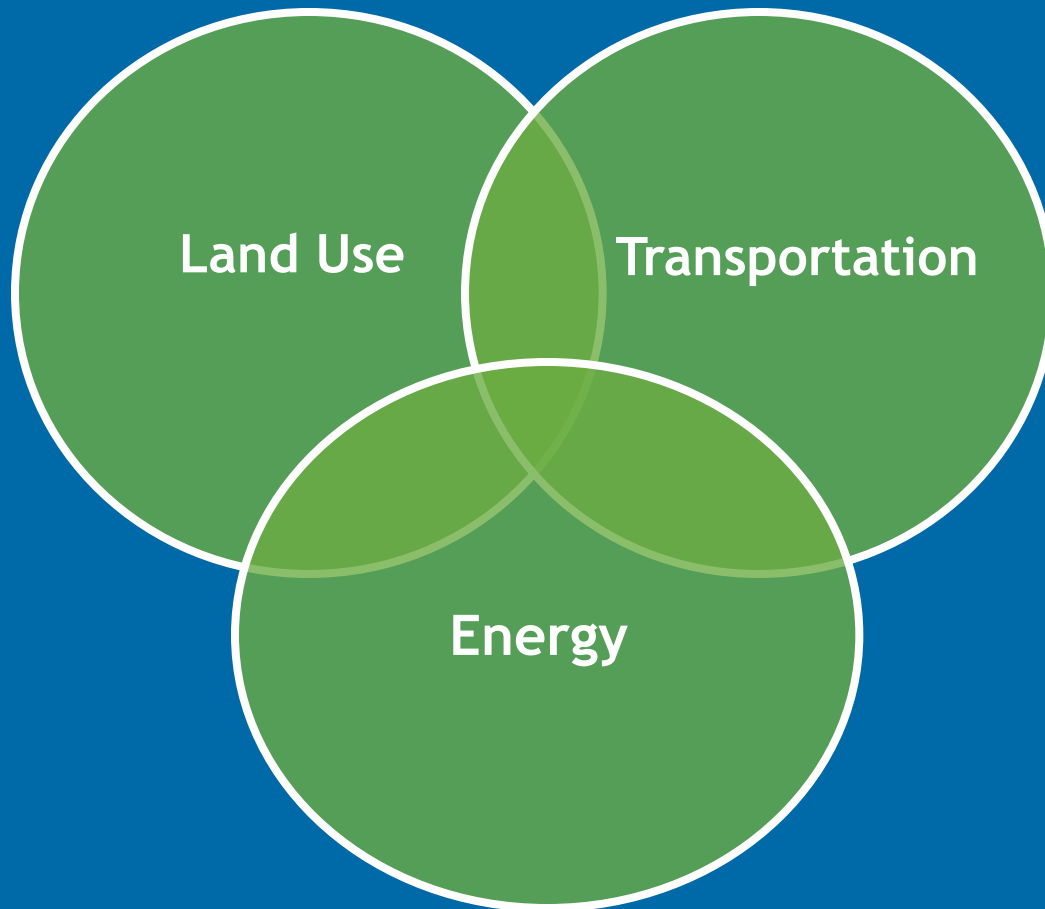


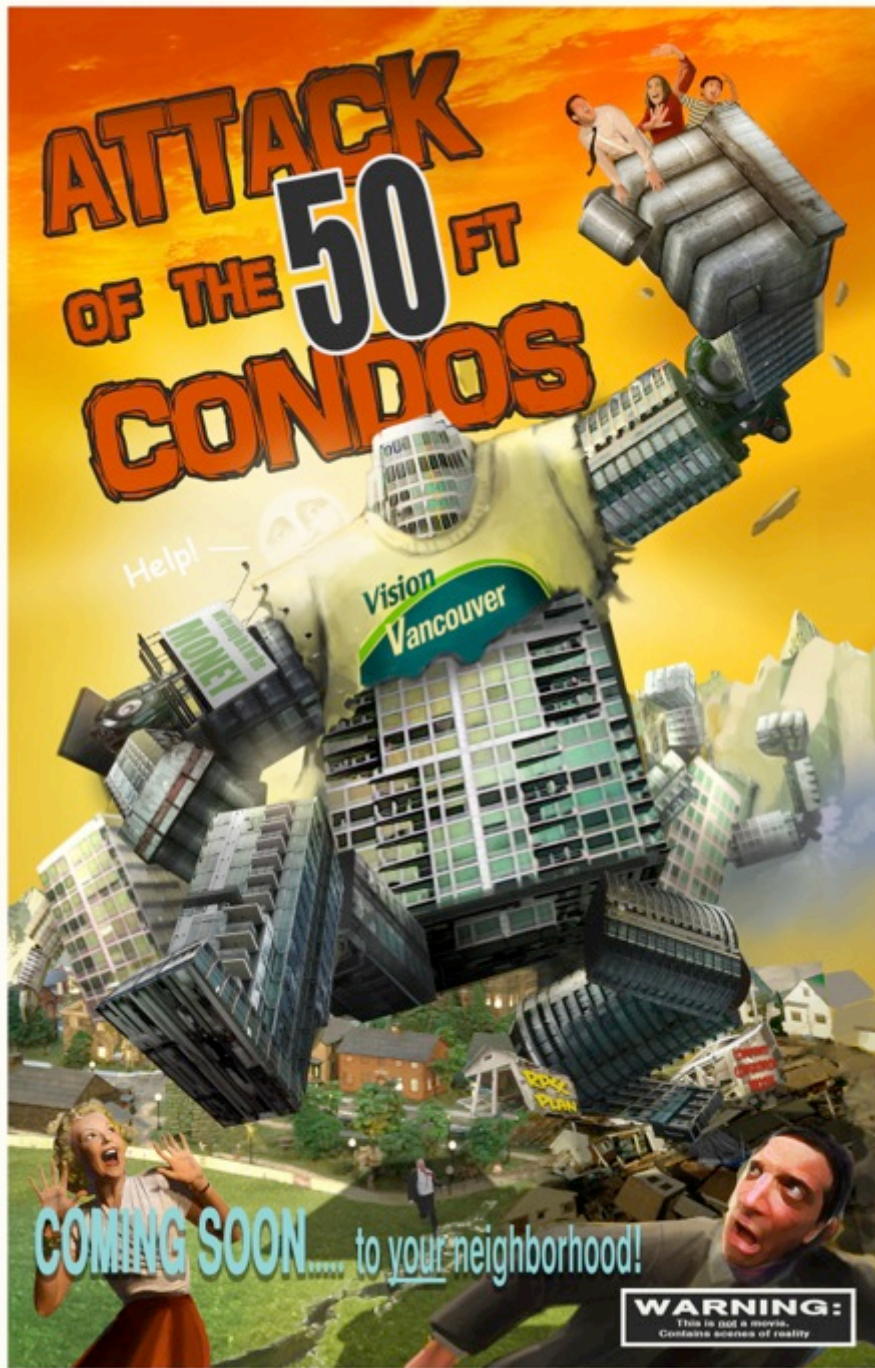
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Environmental Best Practices



Have integrated two...
now working on **three**





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Many levels of density around downtown (but no “stable neighbourhoods”)

EcoDensity

- Arterial **mid-rise** housing
- Ground oriented housing (**gentle density**)
- Backyard laneway infill housing (**hidden density**)
- Secondary suites within homes (**invisible density**)



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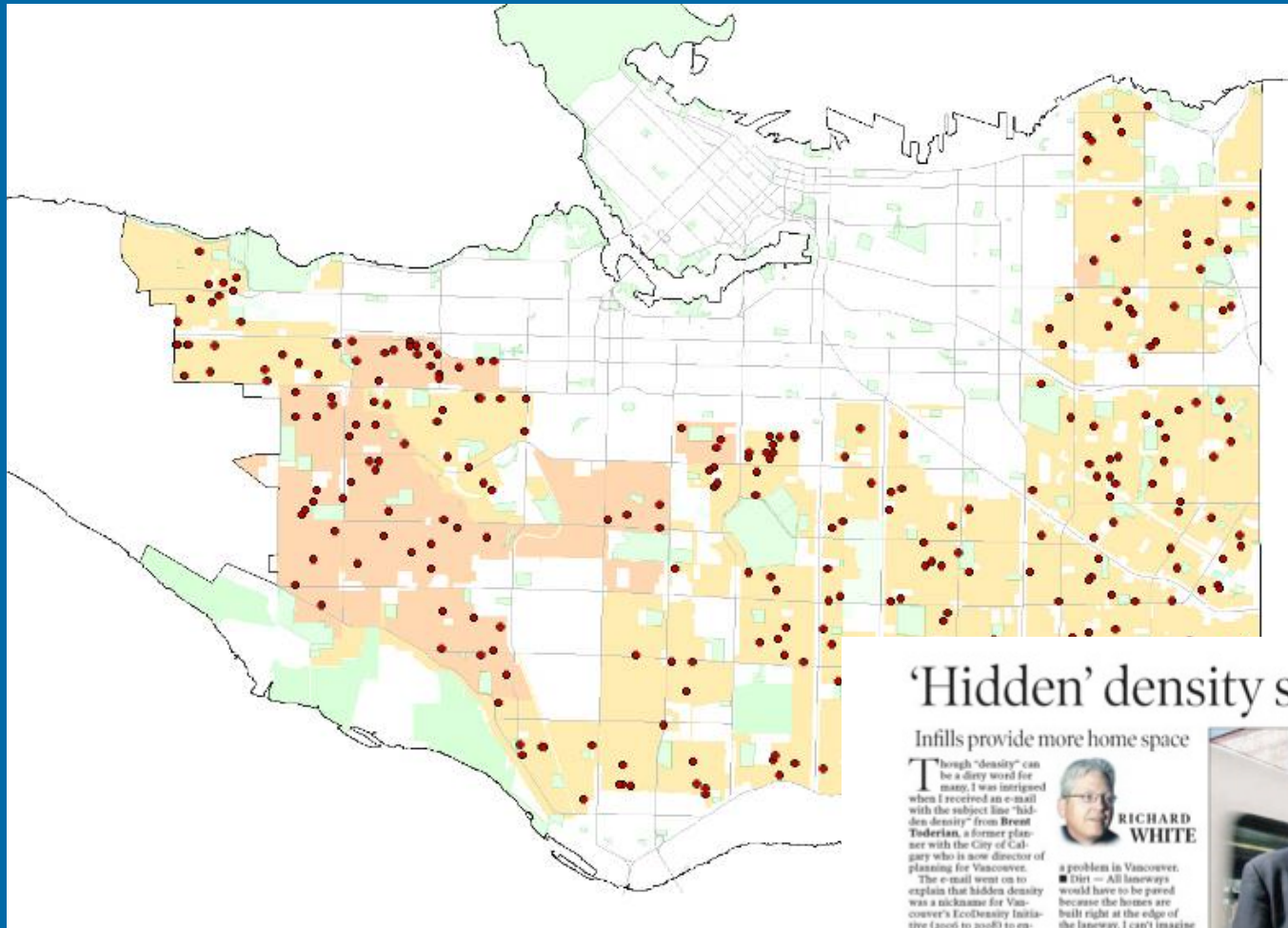
A Variety of Building Types for Different Contexts



Laneway Housing: A “Small” transformation?



1000+ already approved across the city!



'Hidden' density seen as good idea

Infills provide more home space

Though "density" can be a dirty word for many, I was intrigued when I received an e-mail with the subject line "hidden density" from Brent Toderian, a former planner with the City of Calgary who is now director of planning for Vancouver. The e-mail went on to explain that hidden density was a nickname for Vancouver's EcoDensity Initiative (2005 to 2008) to encourage laneway housing. It relates to the fact that

DID YOU KNOW?

During 2009, the communities with the most add'l activity were: Weston Heights, Atlixton, Mount Pleasant, North Vancouver, and South Vancouver.



RICHARD WHITE

a problem in Vancouver. ■ Dirt — All laneways would have to be paved because the homes are built right at the edge of the laneway. I can't imagine Calgarians being born to live on a dirt laneway.

I contacted Laurie Kimber of the City of Calgary to find out how its new land use bylaw deals with hidden density opportunities.

I was surprised to learn that the City of Vancouver planning department may have learned something from Calgary's laneway housing rules approved in 2007. Calgary's bylaw allows



Photo: Calgary Herald Archive

Vancouver director of planning Brent Toderian is a former planner with the City of Calgary.



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REAL ESTATE MATTERS

Olympic experiment tested our city's urbanism

The 17-day event represented 'the largest traffic trial in North American history,' notes Vancouver planner

BOB RANSFORD
VANCOUVER SUN



Vancouver's Olympic experience was a huge experiment on a number of fronts, not the least of which involved putting the city's urbanism under a microscope.

A whole bunch of new theories and big leaps were put to the test in how this city is designed and how people function within it.

The results proved that some long-held assumptions were little more than myths, and the experience also revealed some obvious — and not-so-obvious — ideas and innovations. Many of those ideas and innovations will help further shape and refine what has come to be known as "Vancouverism" — a brand of urbanism that combines livability and sustainability to produce an exceptionally high quality of life for our people and a unique urban experience for visitors to Vancouver.

The City of Vancouver's director of planning, Brent Toderian, has already begun sifting through the findings produced by this massive living laboratory.

He singles out the Olympic Athletes' Village as having "fundamentally changed business as usual when it comes to community-building in Vancouver."

Only a few days into the Olympics, the U.S. Green Building Council bestowed its "Platinum LEED-ND" rating on the Olympic village development, proclaiming it the greenest community in North America by virtue of its highest rating under the green-neighbourhood rating system.

But Toderian says that the recognition of the village for its exceptional performance in sustainable planning and green design is only one indicator of its success. He points to the quality of life and livability in the village as a key indicator of success, as well.

The Olympic village's settlement pattern and physical form, with medium-rise buildings, certainly creates a



Sections of Granville Street, along with some on Robson, became car-free gathering spaces during the Olympics. Here, fans celebrate on Granville after Alexandre Bloudeau won Canada's first gold medal of the Winter Games.

closure of the Dunsmuir and Georgia viaducts certainly spurred on consideration of their permanent removal and what that might do for urban renewal in the area.

But it is the way Vancouver transformed its public spaces, especially its streets, that got Toderian most excited about the future potential for improving Vancouver's urbanism.

"Perhaps the best example of great urbanism on display was the way the streets, squares and former parking lots were all transformed into LiveCity sites, international houses, and constant street celebrations," Toderian explains.

He says the experiment in using streets like Robson, Granville and others as part-time spaces for public gatherings and activities — both planned and spontaneous — may permanently transform our mindset as a city and citizenry about those streets.

"We need to think about a whole system of public spaces in the downtown, including places like Robson Square, as completing our downtown," Toderian says.

"Also, spaces that can only do one thing will be less successful than some spaces that are more nimble and

promising environment for kind of livability and a new model development in Vancouver.


However, the economics of creating ultra-green with a whole social and community objective development have yet to be tested.

As I have said before, the Olympic village project will end up either a great showcase for the full range of green technologies, new urban principles and community-building objectives, or a model for a truly sustainable community, one that





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TO MAKE AUCKLAND
The WORLD'S
MOST LIVEABLE CITY
& DELIVER AUCKLANDERS
GREAT VALUE *for* MONEY**

Auckland
Council



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Both Auckland & Vancouver want to be a Livable City, a Smart City, a **Green** City. & more!



In other words, a **complete** City. **Better** City-Making and “**Density Done Well**” will be the key!



Vancouver &
Auckland have
much to **learn**
from each
other!



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