

VANCOUVER'S MOST LIVABLE CITY RECOGNITION

What brought us to where we are today?

Where are we going, what's next?

What challenge do we face to sustaining our reputation?

Town Hall Session

Wednesday, 9th April 2014



City of Vancouver, Physical Planning and Urban Design Innovation

Gordon Price, Director of the City
Program at Simon Fraser
University

Where are we?



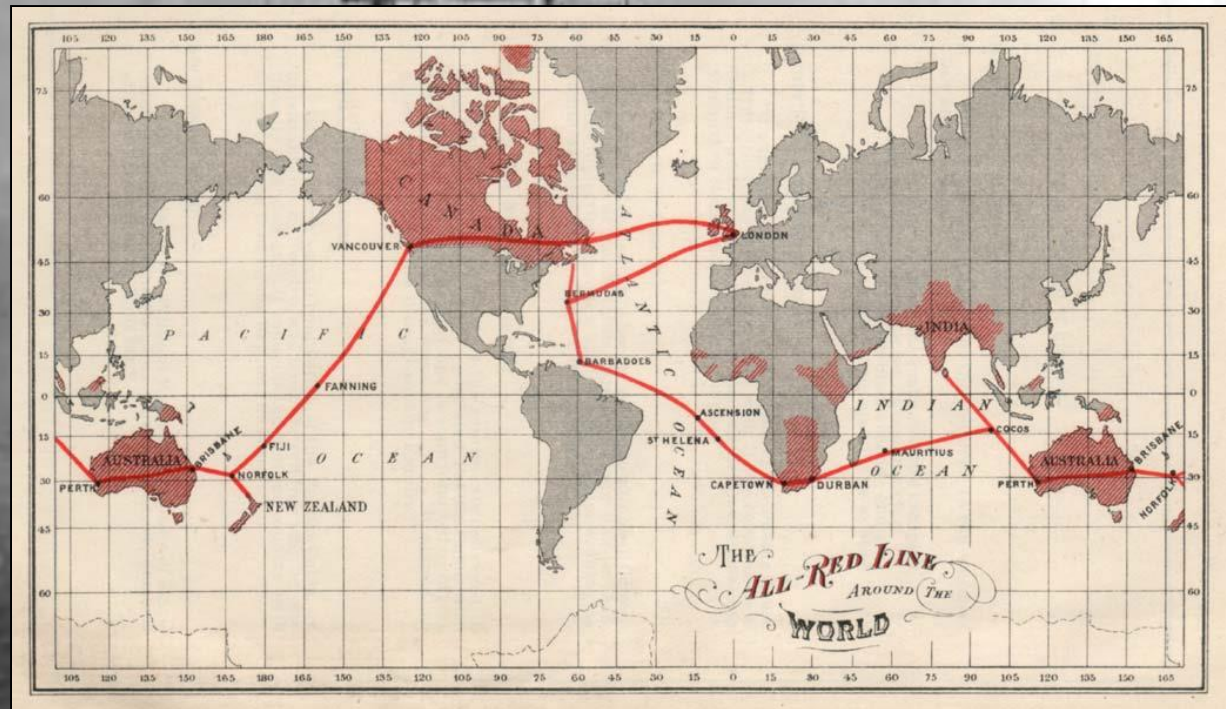
1887

May 23, 1887
CPR train
connects Canada



1887

C.P.R. ship *Abyssinia* arrives



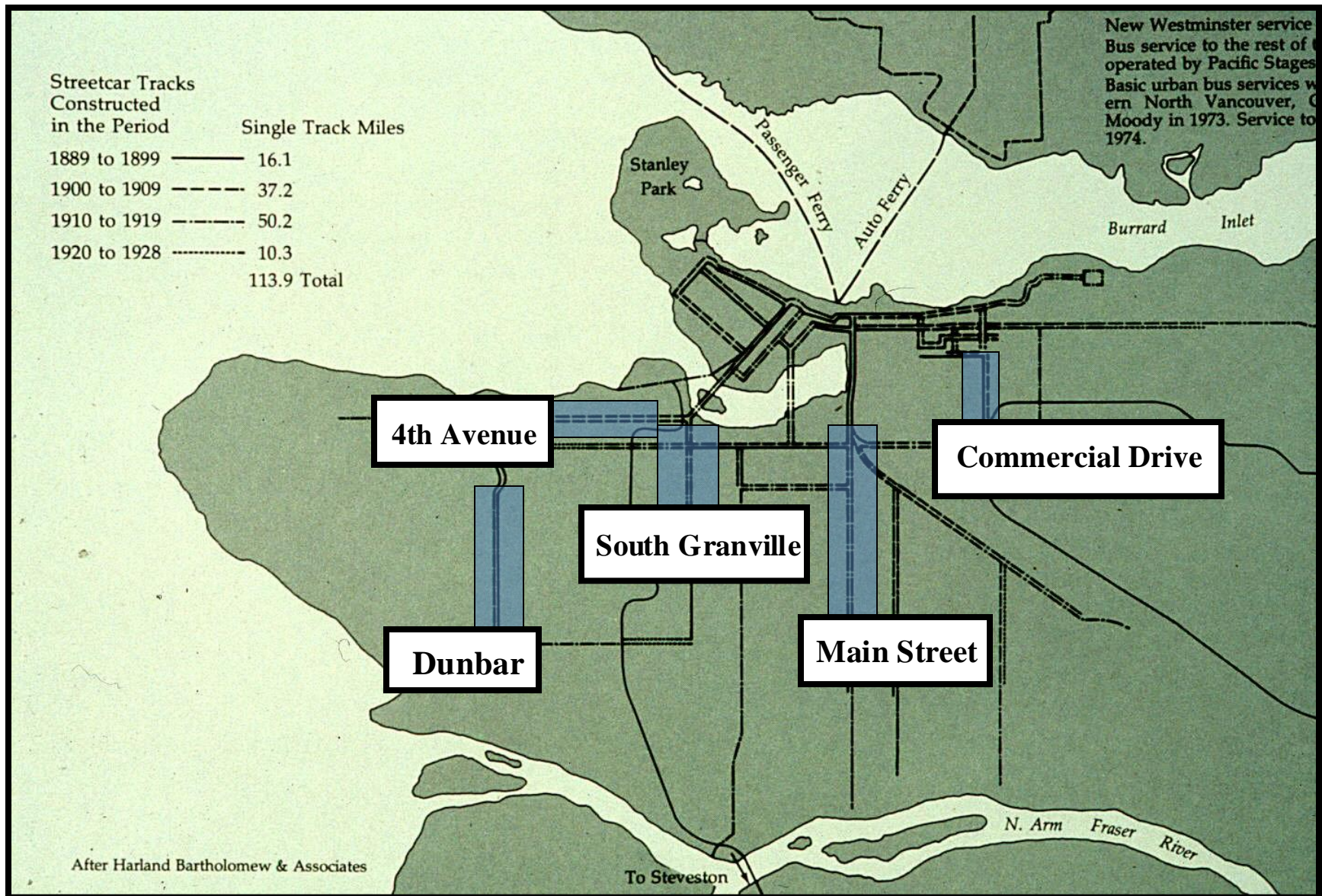
1890



Streetcars in Vancouver

Streetcars in Vancouver

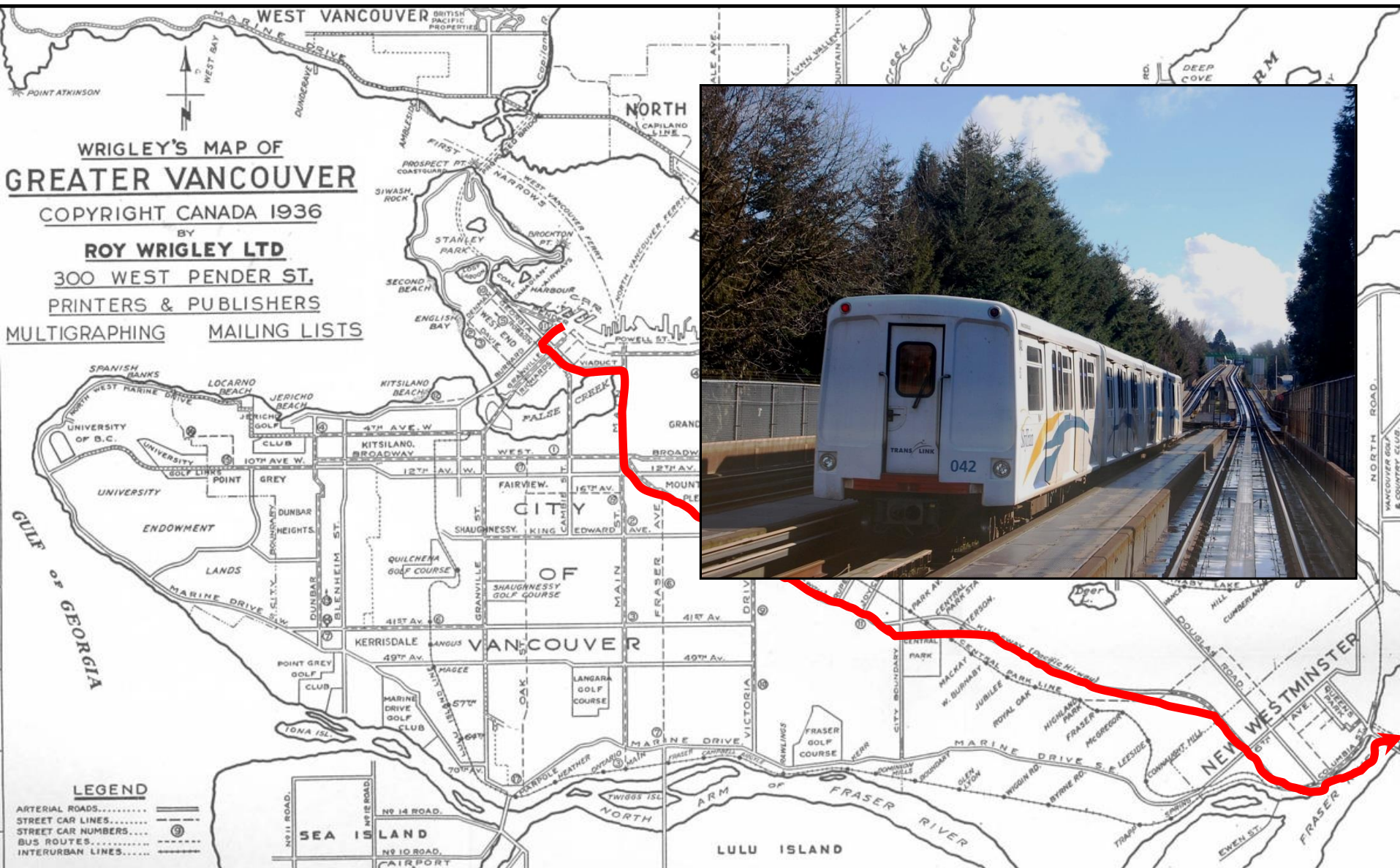


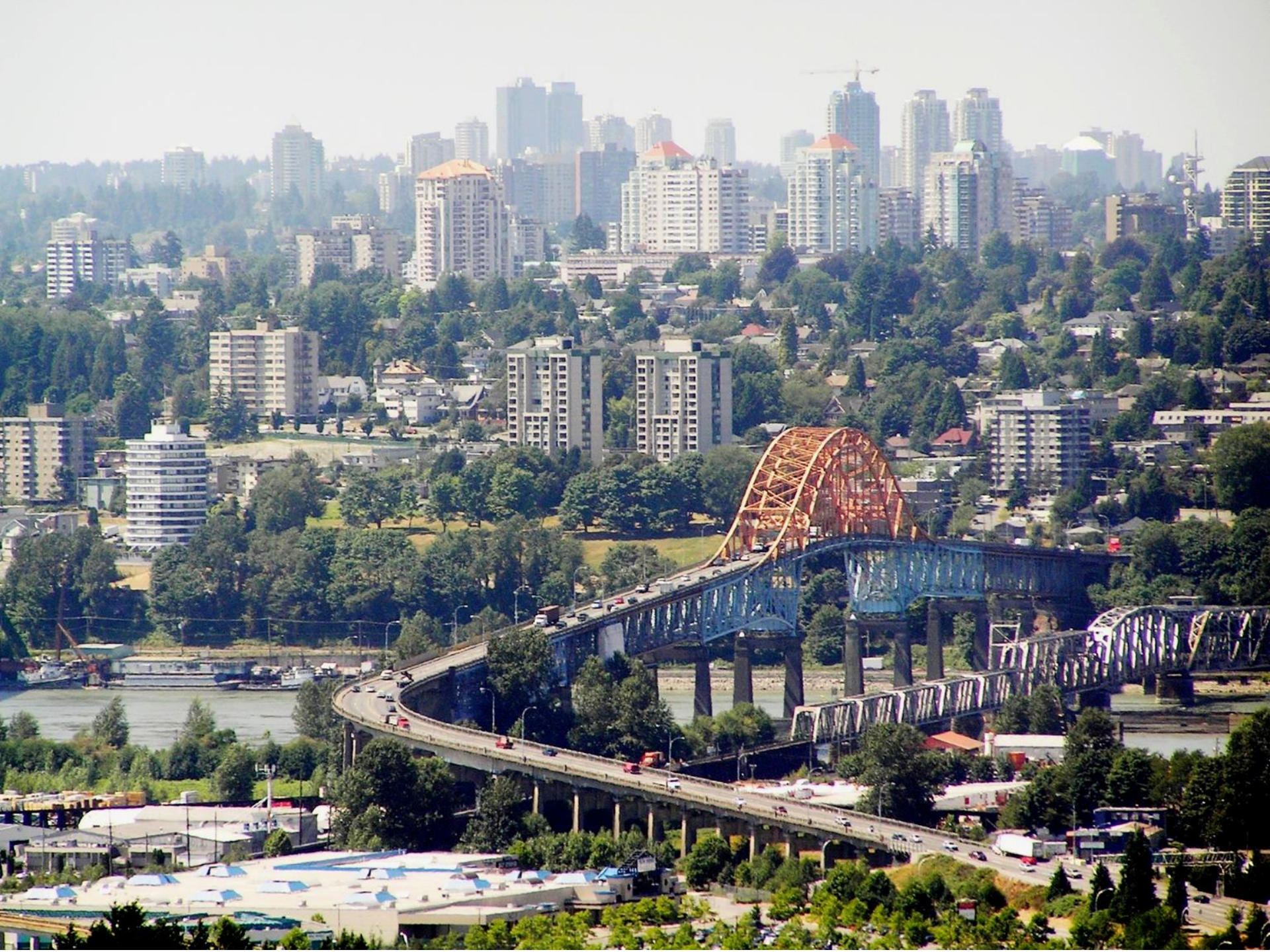


Suburban City

An aerial photograph of a suburban city, identified as Mount Pleasant. The image shows a dense residential area with numerous houses, many featuring dark roofs and light-colored siding. The houses are interspersed with trees and greenery. In the background, a larger urban area is visible, and mountains can be seen in the distance under a clear sky. The overall scene depicts a typical suburban landscape from a past era.

Mount Pleasant





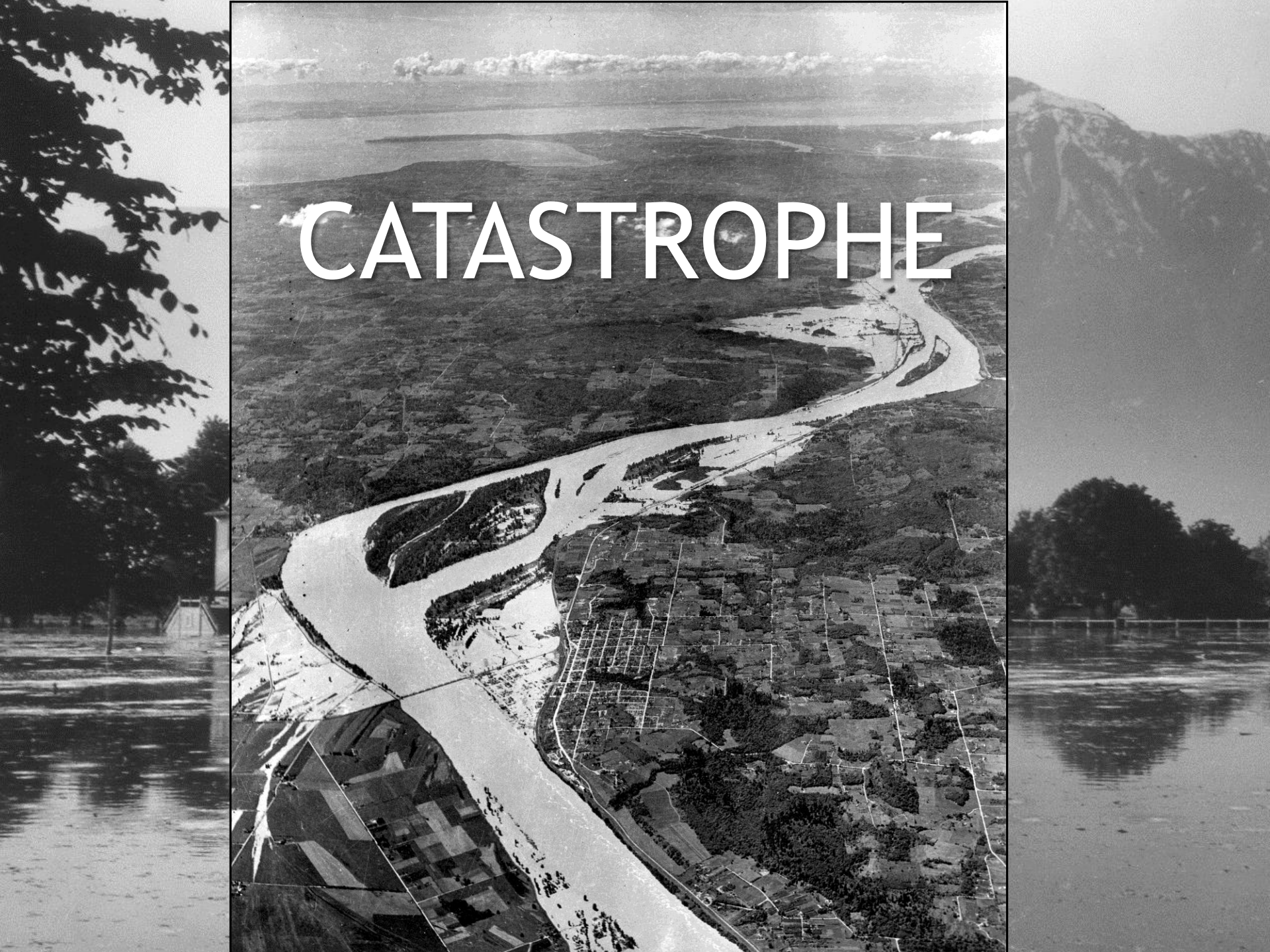


**“And from here forward,
it’s transit, transit, transit.”**

- *Bob Rennie*

1948

CATASTROPHE



Lower Mainland Regional Planning Board

Established June 21, 1949

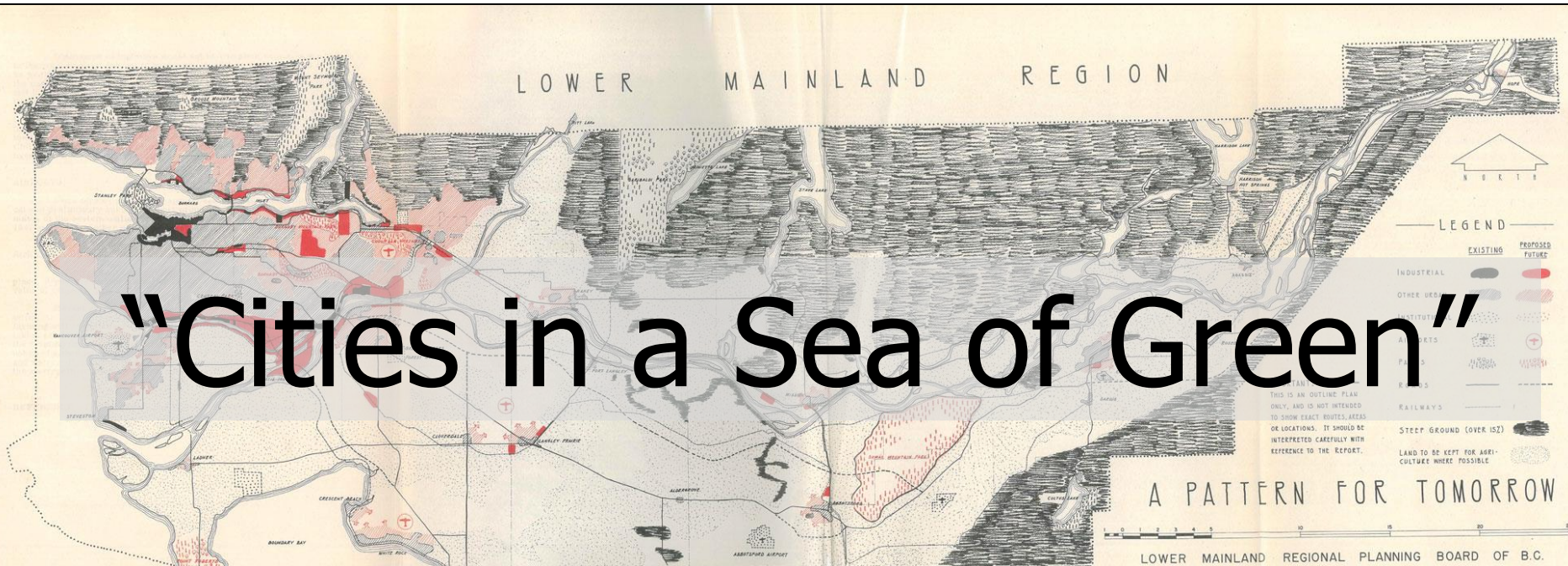
Approximate Area of the Lower Mainland Regional Planning Board



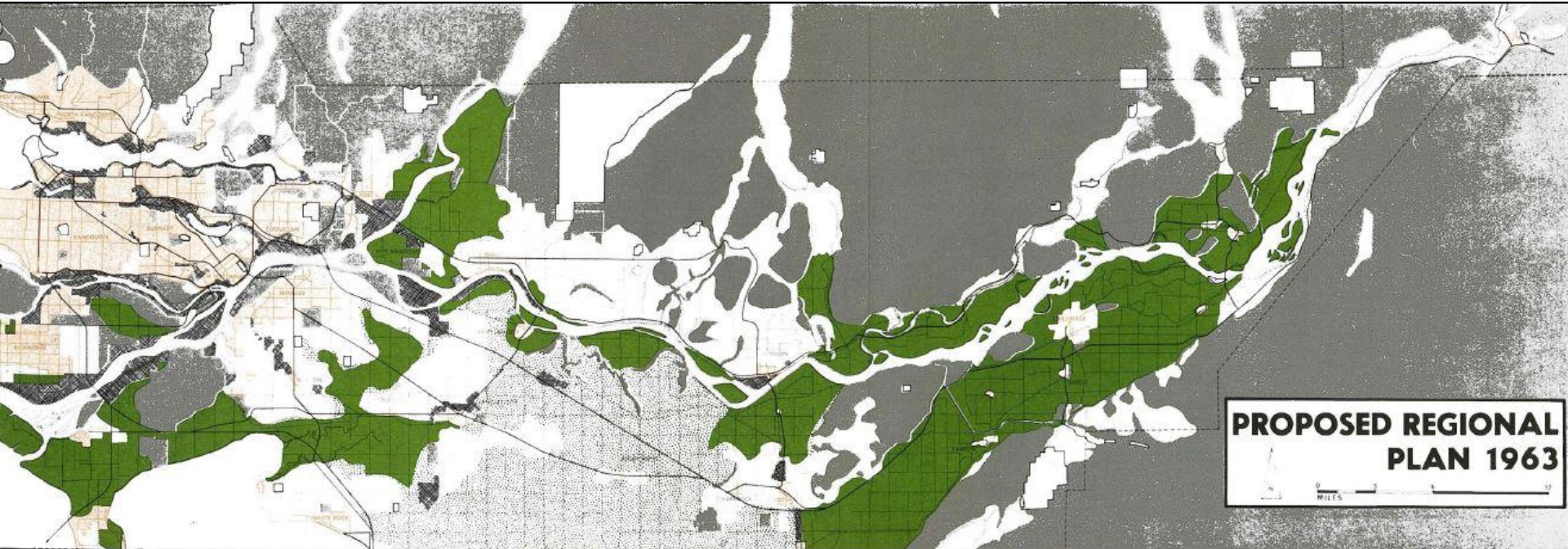
“A Pattern for Tomorrow:

“A Vision for Metro Vancouver for the futuristic date of 1990.”

1952



Proposed Regional Plan 1963



Agricultural Land Reserve

1973



Constraints catalysed creativity

- In how we lived
- In how we moved

An aerial photograph of False Creek in Vancouver, Canada. The image shows the city's skyline on the left, including the Vancouver Tower. The False Creek waterway runs through the center, with a large white domed stadium (BC Place) on its northern shore. The creek is filled with numerous sailboats and yachts, particularly in the False Creek Marina. A large, dark, rectangular structure, possibly a bridge or a large building, is visible in the middle of the creek. The surrounding urban area is densely packed with buildings and streets. The text "False Creek" is overlaid in large white letters at the top, and "A half century of urban innovation." is overlaid in white letters in the center.

False Creek

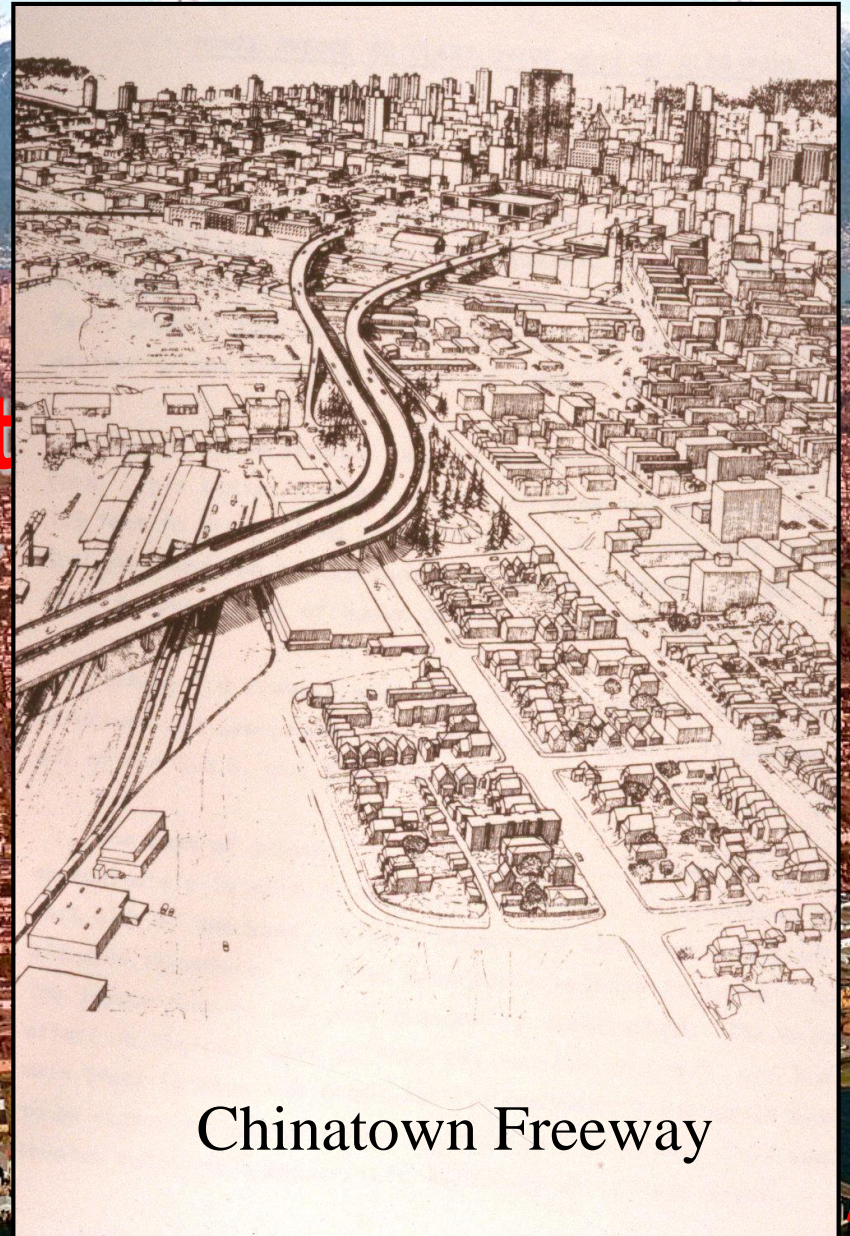
A half century of
urban innovation.

Vancouverism



1972

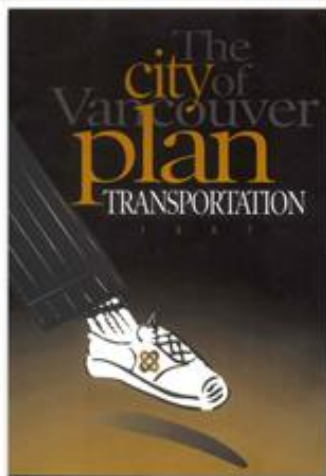
The Most Important Thing That Never Happened



Chinatown Freeway



1997 City of Vancouver Transportation Plan



Key Elements of 1997 Plan

- No increase in road capacity
- Accommodate growth through walking, cycling, and transit
- Support regional TDM measures
- Maintain good truck access
- Support neighbourhood traffic calming
- Provide services & jobs close to home



Key Elements of 1997 Plan

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Downtown Vancouver 1996-2011

**DOWNTOWN
POPULATION**

+75%

1996 - 2011

**DOWNTOWN
JOBS**

+26%

1996 - 2011

- More people & jobs

Peak periods = 7-9 am, 11am - 1pm, 3-6pm)

Source: City of Vancouver estimates based on screenline counts and census information.

Change in population & job numbers have been rounded to the nearest 1%, and screenline counts to the nearest 5%.

Downtown Vancouver 1996-2011

**DOWNTOWN
POPULATION**

+75%

1996 - 2011

**DOWNTOWN
JOBS**

+26%

1996 - 2011

**VEHICLES
ENTERING
DOWNTOWN**

-25%

1996 - 2011
(peak periods)

- More people & jobs
- Less cars,

Peak periods = 7-9 am, 11am - 1pm, 3-6pm)

Source: City of Vancouver estimates based on screenline counts and census information.

Change in population & job numbers have been rounded to the nearest 1%, and screenline counts to the nearest 5%.

Downtown Vancouver 1996-2011

**DOWNTOWN
POPULATION**

+75%

1996 - 2011

**DOWNTOWN
JOBS**

+26%

1996 - 2011

**VEHICLES
ENTERING
DOWNTOWN**

-25%

1996 - 2011
(peak periods)

**PEOPLE
ENTERING
DOWNTOWN**

+10%

1996 - 2011
(peak periods)

- More people & jobs
- Less cars, but more trips

Peak periods = 7-9 am, 11am - 1pm, 3-6pm)

Source: City of Vancouver estimates based on screenline counts and census information.

Change in population & job numbers have been rounded to the nearest 1%, and screenline counts to the nearest 5%.

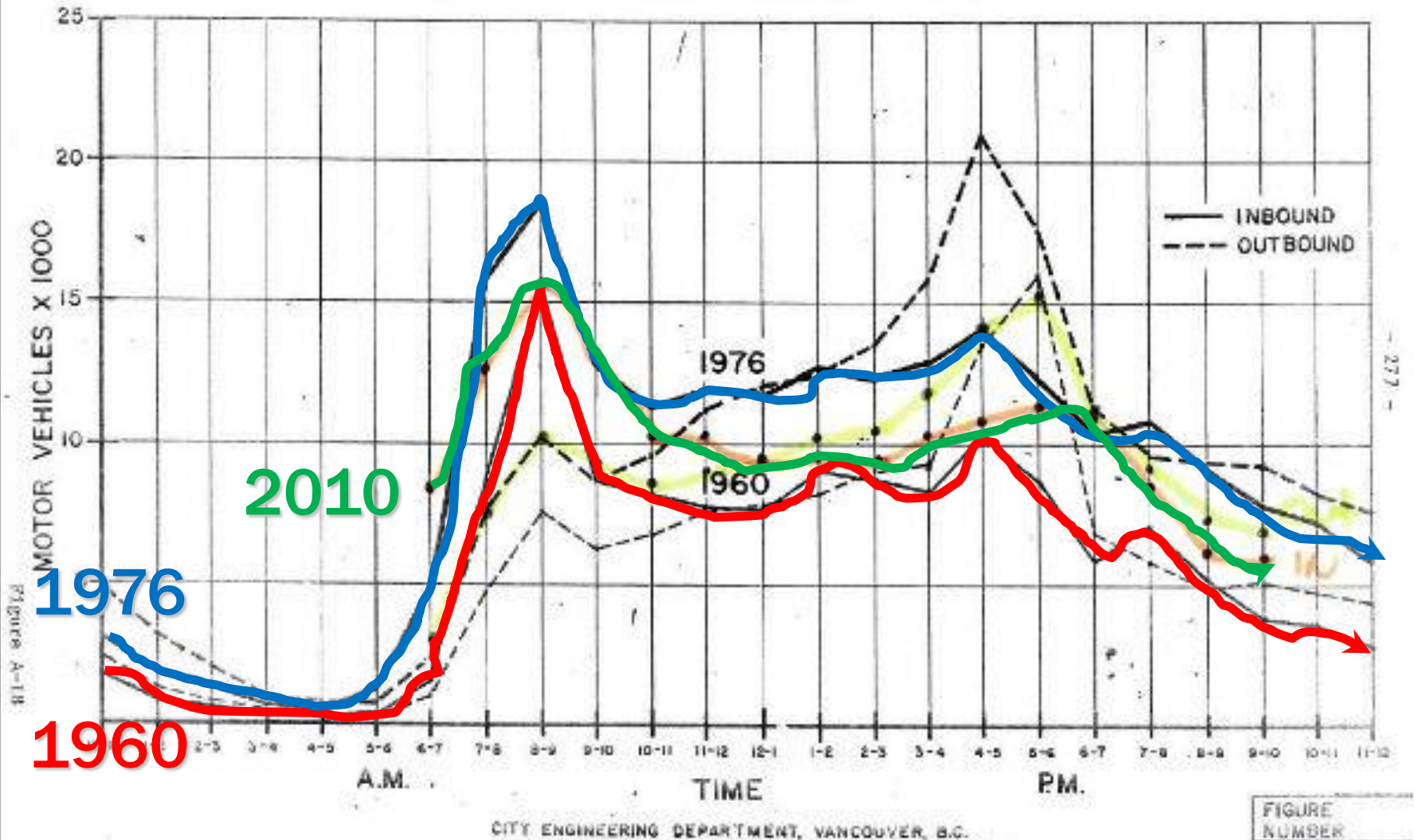
Central Vancouver Screenline



Traffic into Downtown Vancouver

1976 75% CAGR
2010 40% CAGR
Oct 2010

TRAFFIC GROWTH ACROSS VANCOUVER C.B.D. CORDON



Traffic volumes in and out of
Downtown Vancouver today
are about the same as

1965

Traffic calming / Road diets



Bute Street
minipark at Haro

Robson Street



“Urban Pasture” parkette



Cycle Tracks



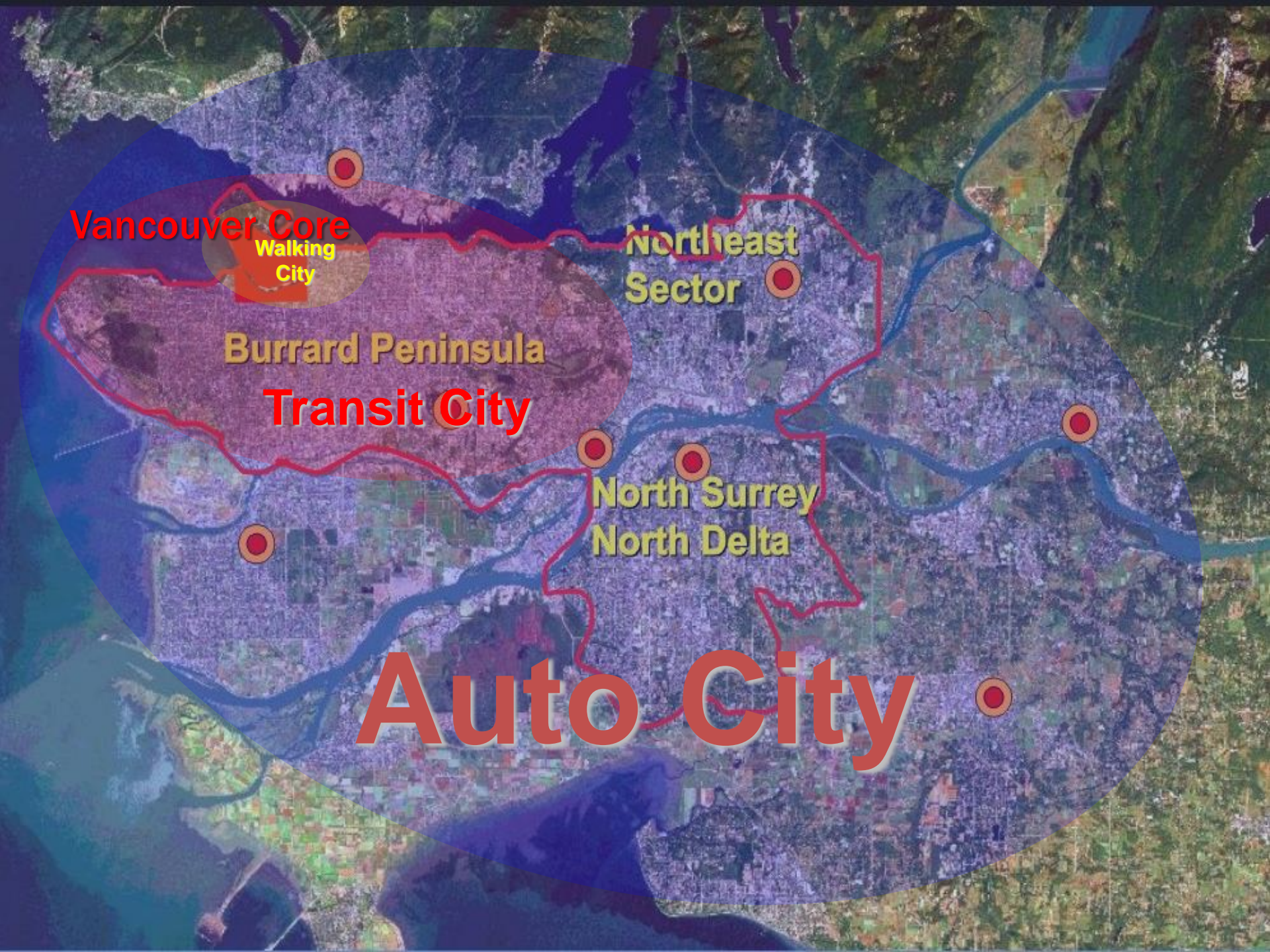
Dunsmuir Street separated bike lane



Hornby Street separated bike lane

Revaluing Parking





Vancouver Core

**Walking
City**

Burrard Peninsula

Transit City

**Northeast
Sector**

**North Surrey
North Delta**

Auto City

Gateway Project and Freeway Expansions

Sea to
Sky
widening

Vancouver

Highway 1
widening

Port Mann
Bridge twin

Pitt River
Crossing

Golden Ears
Crossing

Massey
Bridge

South Fraser
Perimeter Road



NEWS

NEW 10-LANE BRIDGE TO REPLACE MASSEY TUNNEL: PREMIER CLARK



TSAWWASSEN MILLS





GREENEST CITY

2020 ACTION PLAN



GREENEST CITY 2020



GREENEST CITY

2020 ACTION PLAN



GREENEST CITY 2020



2015

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