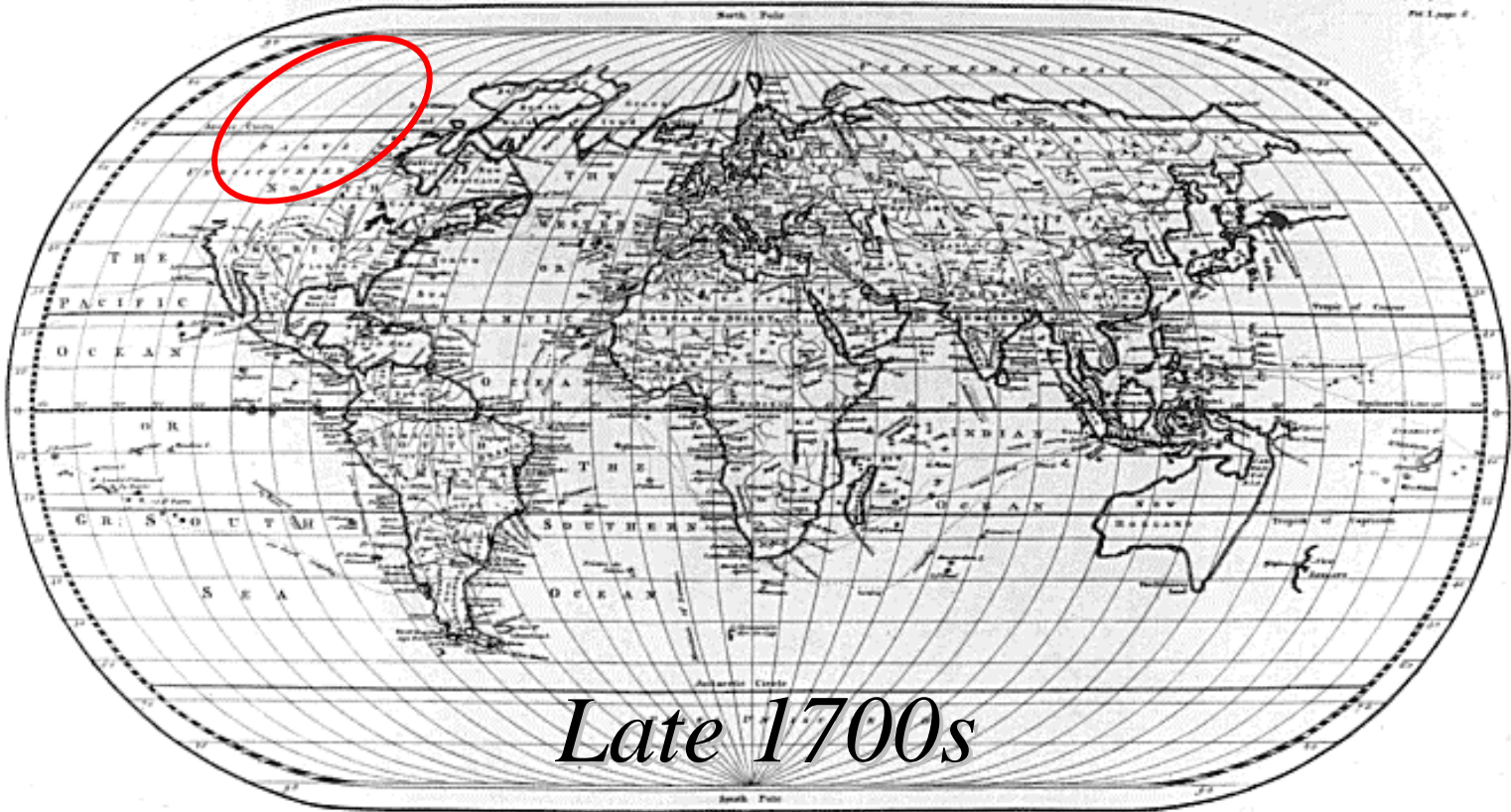


*A NEW and ACCURATE MAP of the WORLD Drawn from the best Authorities and regulated by
 Astronomical Observations Defending the Course of each of the following CIRCUM-NAVIGATORS VIZ!
 FERDINAND MAGELLAN, S^r FRANCIS DRAKE and COMMODORE ANSON. By Isaac Bowen Geographer to His Majesty*

Part I. page 6.



Late 1700s

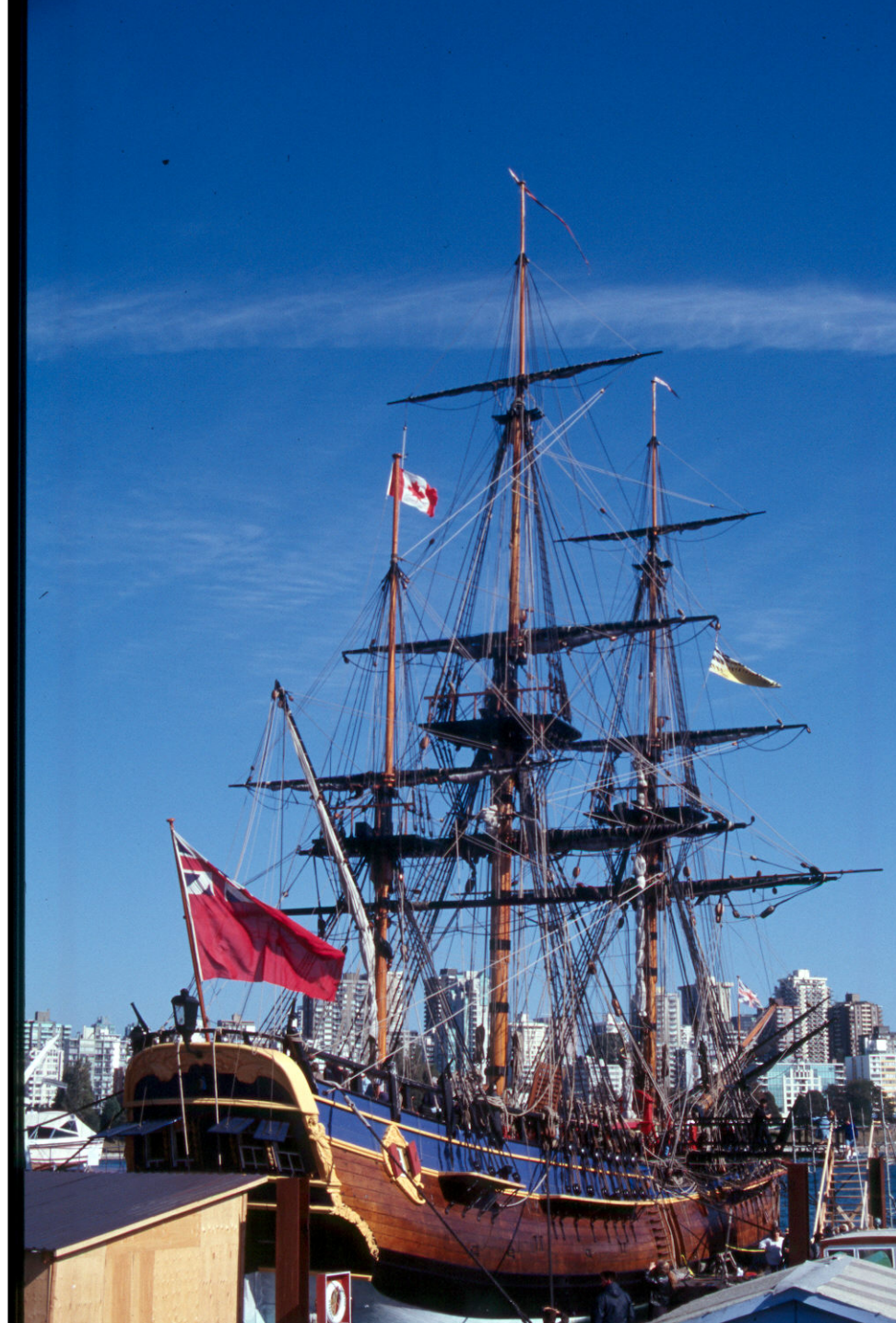
The Reader is desired to observe That S^r FRANCIS DRAKE was the first Discoverer who made the Circuit of the Globe For the MAGELLAN was first in that Design yet as he was unfortunately killed in one of the Indian Islands he cannot properly be entitled a Circumnavigator

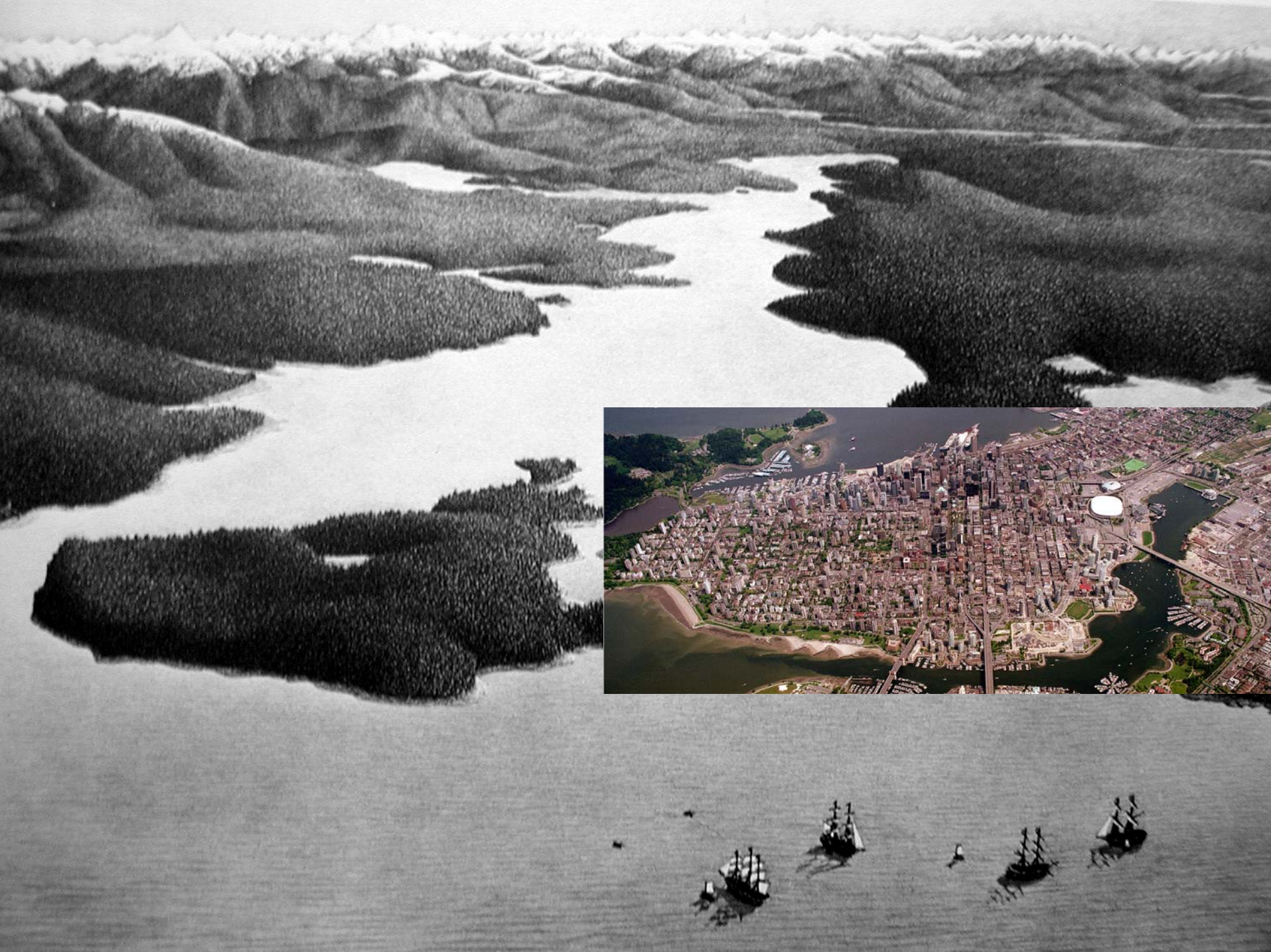
1792

George Vancouver



HMS Discovery







A satellite image of the Vancouver region, showing a dense urban area with a grid of streets, interspersed with green spaces and water bodies. A red outline highlights the urbanized area. A white text box with a black border is overlaid on the right side of the image, containing statistics about the region. The number '23,200' in the text box is circled in red.

Vancouver Region

- Area - ~1.000 square miles
(urbanized area)
- Population - 2 million
- Growth - 23,200 (2002)



Livable Region Strategic Plan *Key Strategies*

- Protect the Green Zone
- Achieve a compact metropolitan region
- Build more complete communities
- Increase transportation choice



Livable Region Strategic Plan *Key Strategies*

- **Protect the Green Zone**

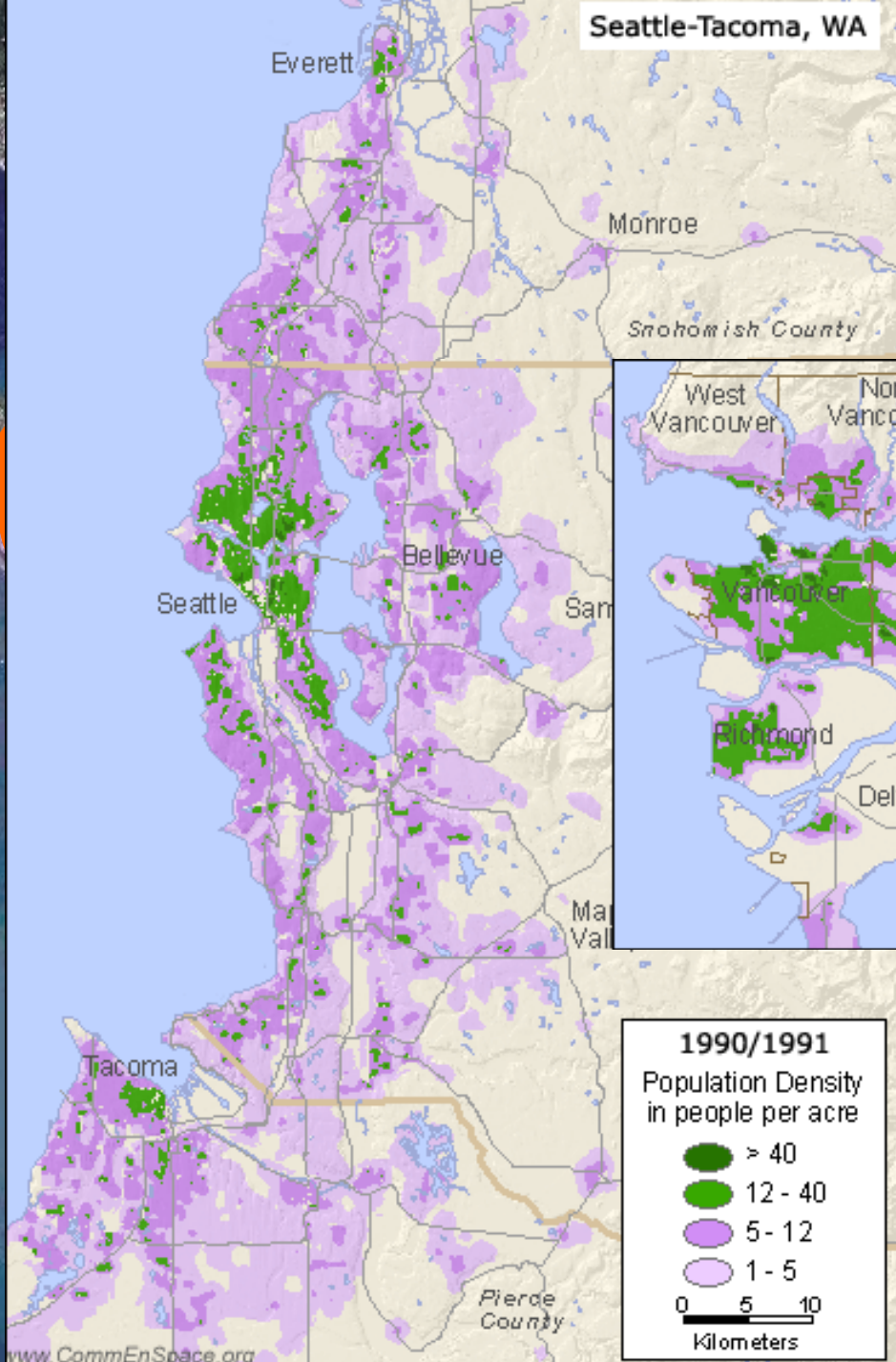




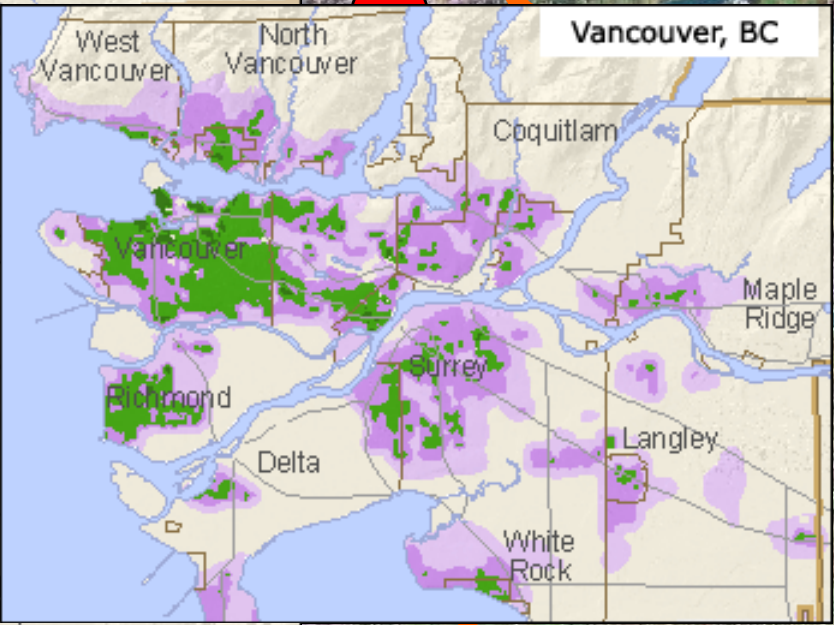
Livable Region Strategic Plan *Key Strategies*

- Achieve a compact metropolitan region

Seattle-Tacoma, WA



Vancouver, BC



Growth Concentration
Area: 70% of
Future Growth



Livable Region Strategic Plan *Key Strategies*

- Build more complete communities

Concentrate
population and jobs

Link town centres
by good transit

Use rapid transit
to help 'shape' growth





Growth Concentration Area



Gateway Projects

Livable Region Strategy
Rapid Transit Concepts



Livable Region Strategic Plan *Key Strategies*

- Increase transportation choice



VANCOUVER

Area 44 square miles

Population 600,000

Largest of 21 municipalities in the
Greater Vancouver Regional District

Hollywood Freeway

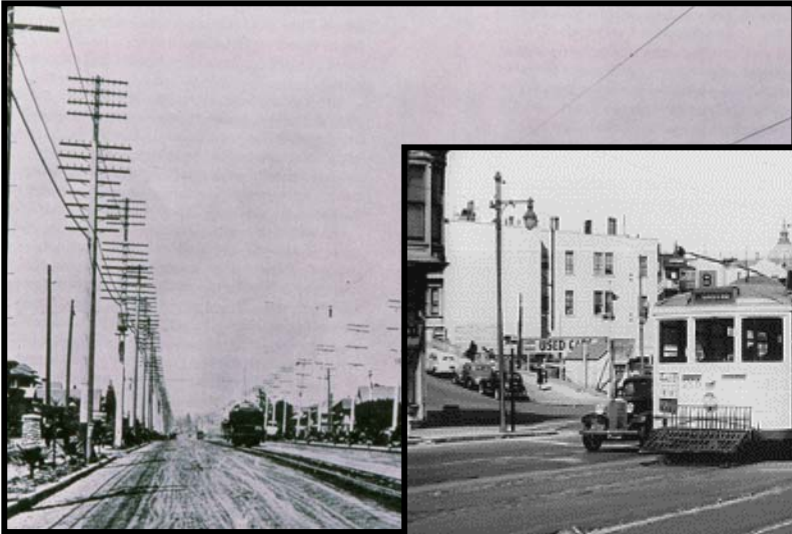


Chinatown Freeway

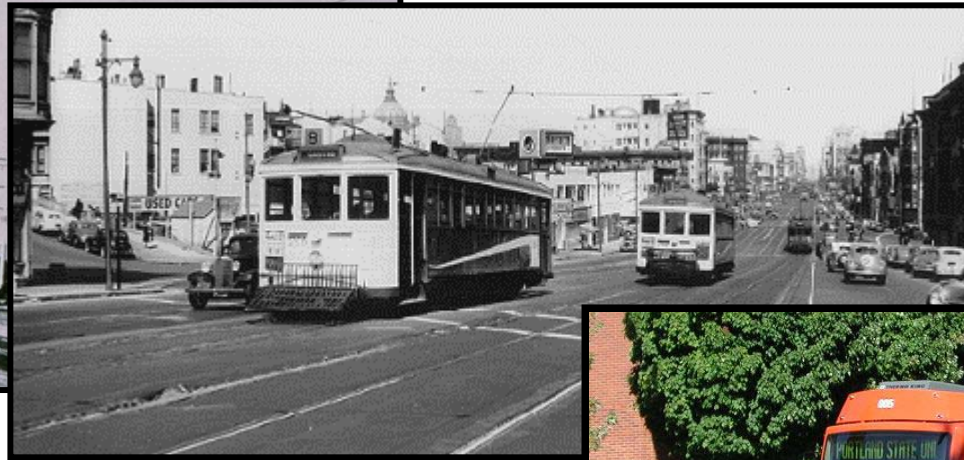




1890



Los Angeles



San Francisco



Portland



Seattle

**Streetcar Tracks
Constructed
in the Period**

Single Track Miles

1889 to 1899 ——— 16.1

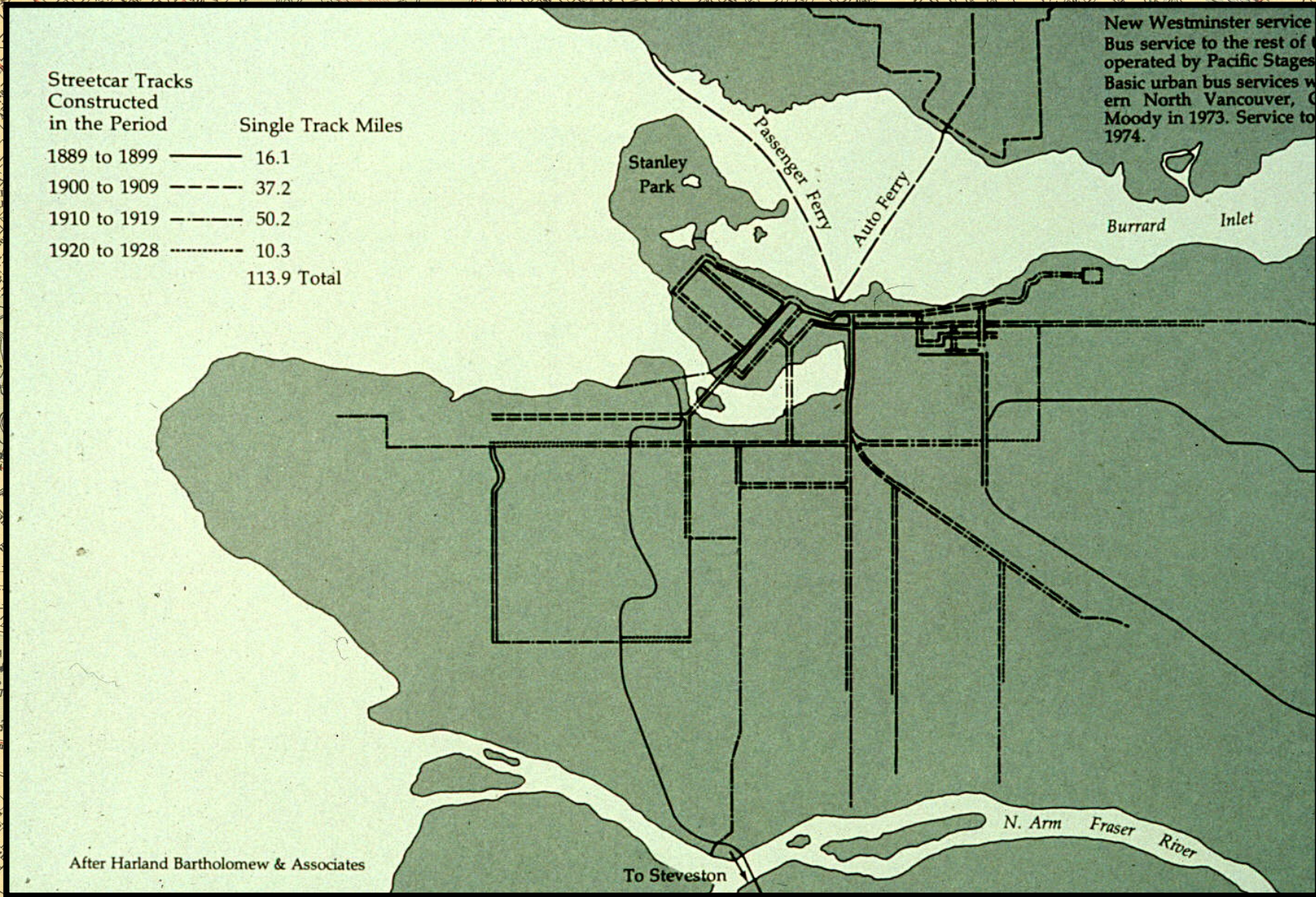
1900 to 1909 - - - - 37.2

1910 to 1919 - · - · - 50.2

1920 to 1928 ······ 10.3

113.9 Total

New Westminster service
Bus service to the rest of
operated by Pacific Stages
Basic urban bus services w
ern North Vancouver, C
Moody in 1973. Service to
1974.

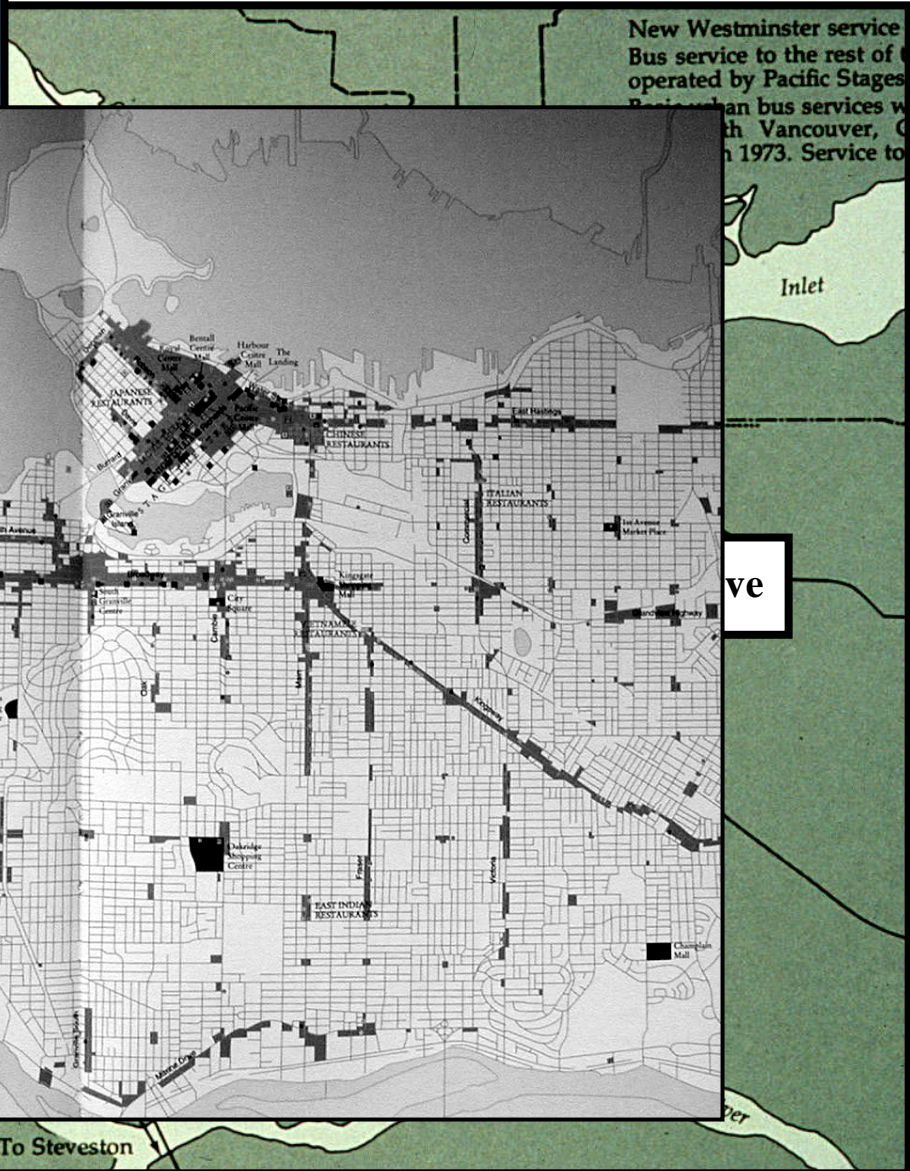
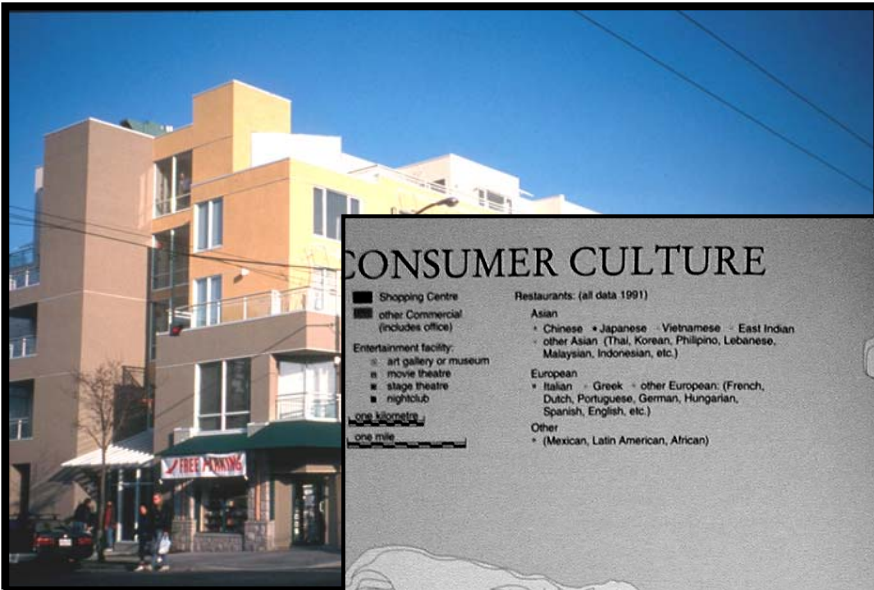


After Harland Bartholomew & Associates

To Steveston

Railroads
Electric Railroads

Hammonds 8 x 11 Map of Washington
Copyrighted-1908 by C.S. Hammond & Co. N.Y.



CONSUMER CULTURE

- Shopping Centre
 - other Commercial (includes office)
 - Entertainment facility:
 - art gallery or museum
 - movie theatre
 - stage theatre
 - nightclub
 - one kilometre
 - one mile
- Restaurants: (all data 1991)
- Asian
 - Chinese • Japanese • Vietnamese • East Indian
 - other Asian (Thai, Korean, Filipino, Lebanese, Malaysian, Indonesian, etc.)
 - European
 - Italian • Greek • other European: (French, Dutch, Portuguese, German, Hungarian, Spanish, English, etc.)
 - Other
 - (Mexican, Latin American, African)

New Westminster service
 Bus service to the rest of C
 operated by Pacific Stages
 Regional bus services w
 th Vancouver, C
 n 1973. Service to

ve

After Harland Bartholomew & Associates

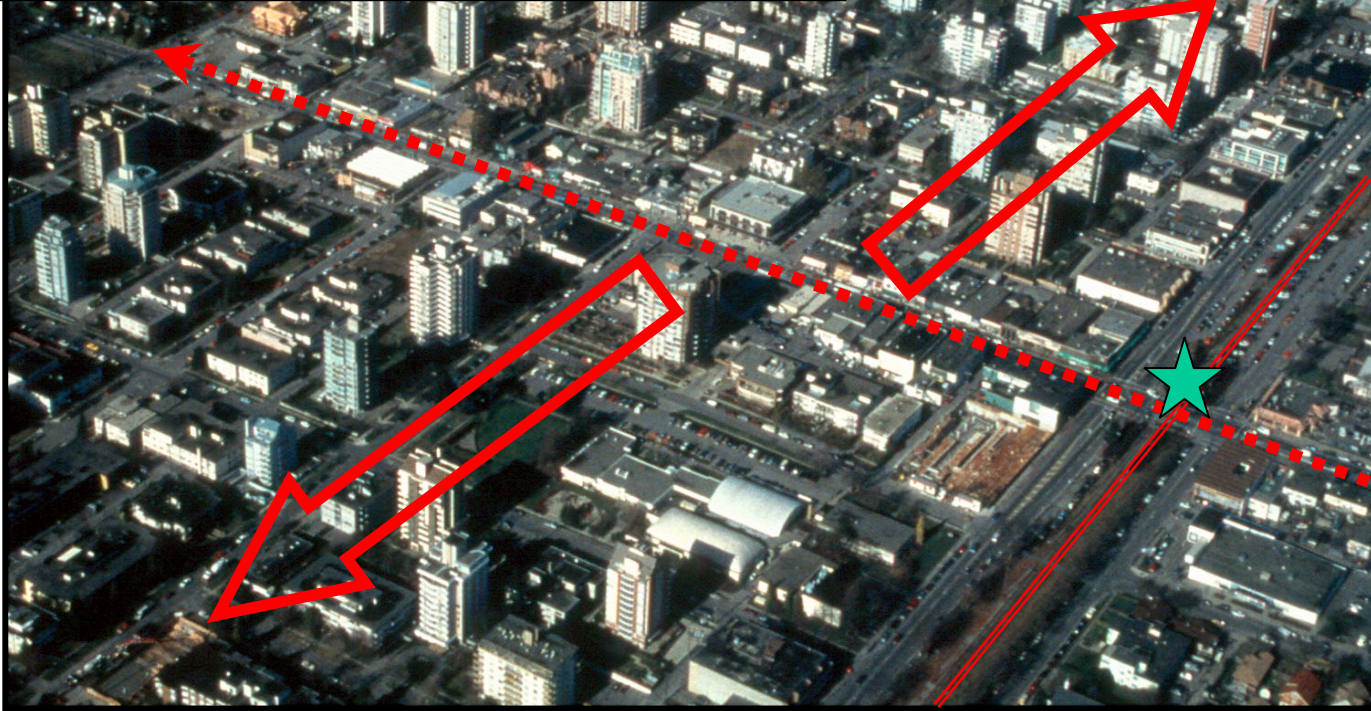
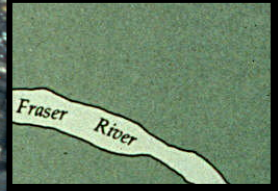
To Steveston

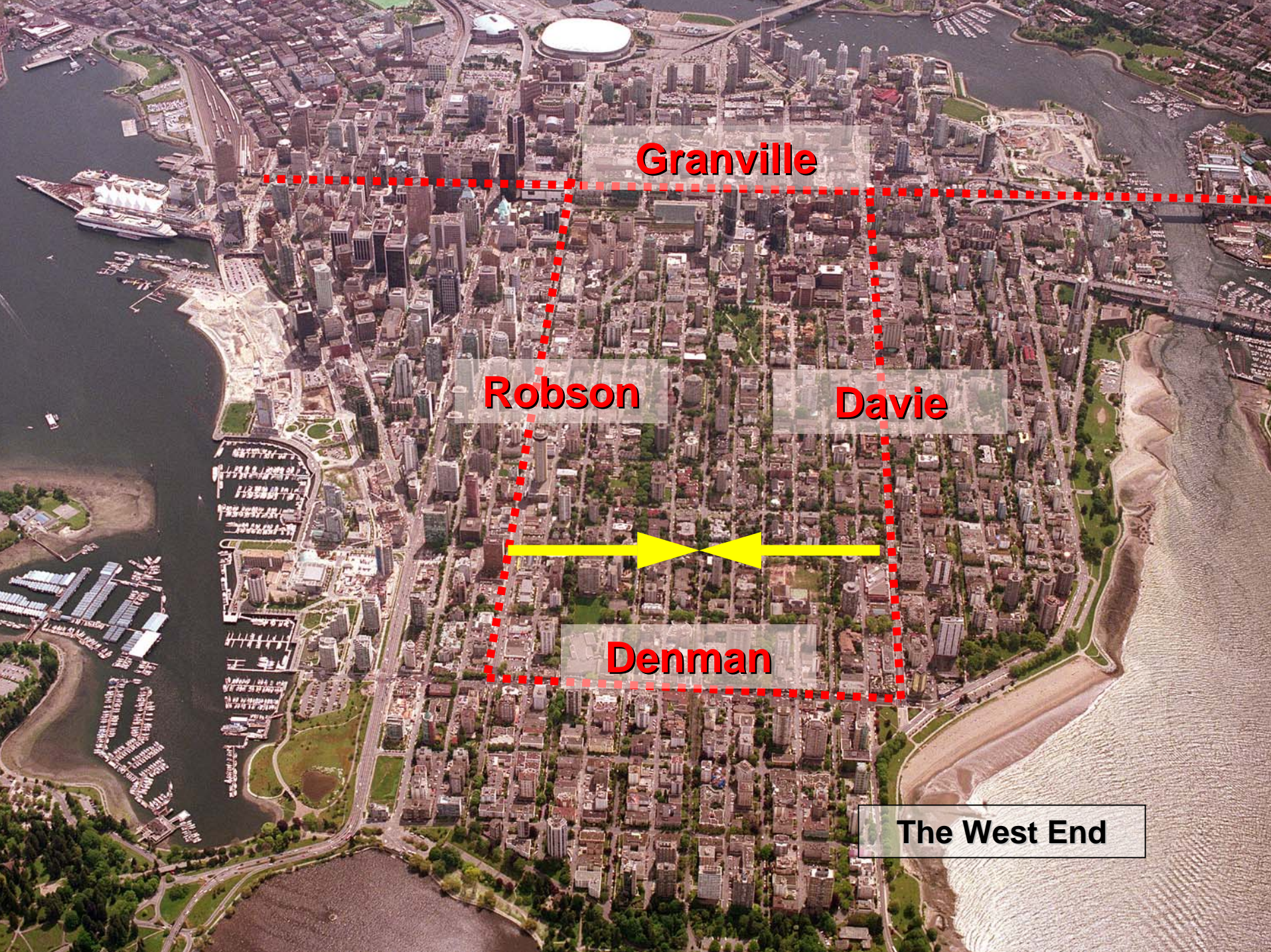
Commercial Drive



Fraser Street







Granville

Robson

Davie

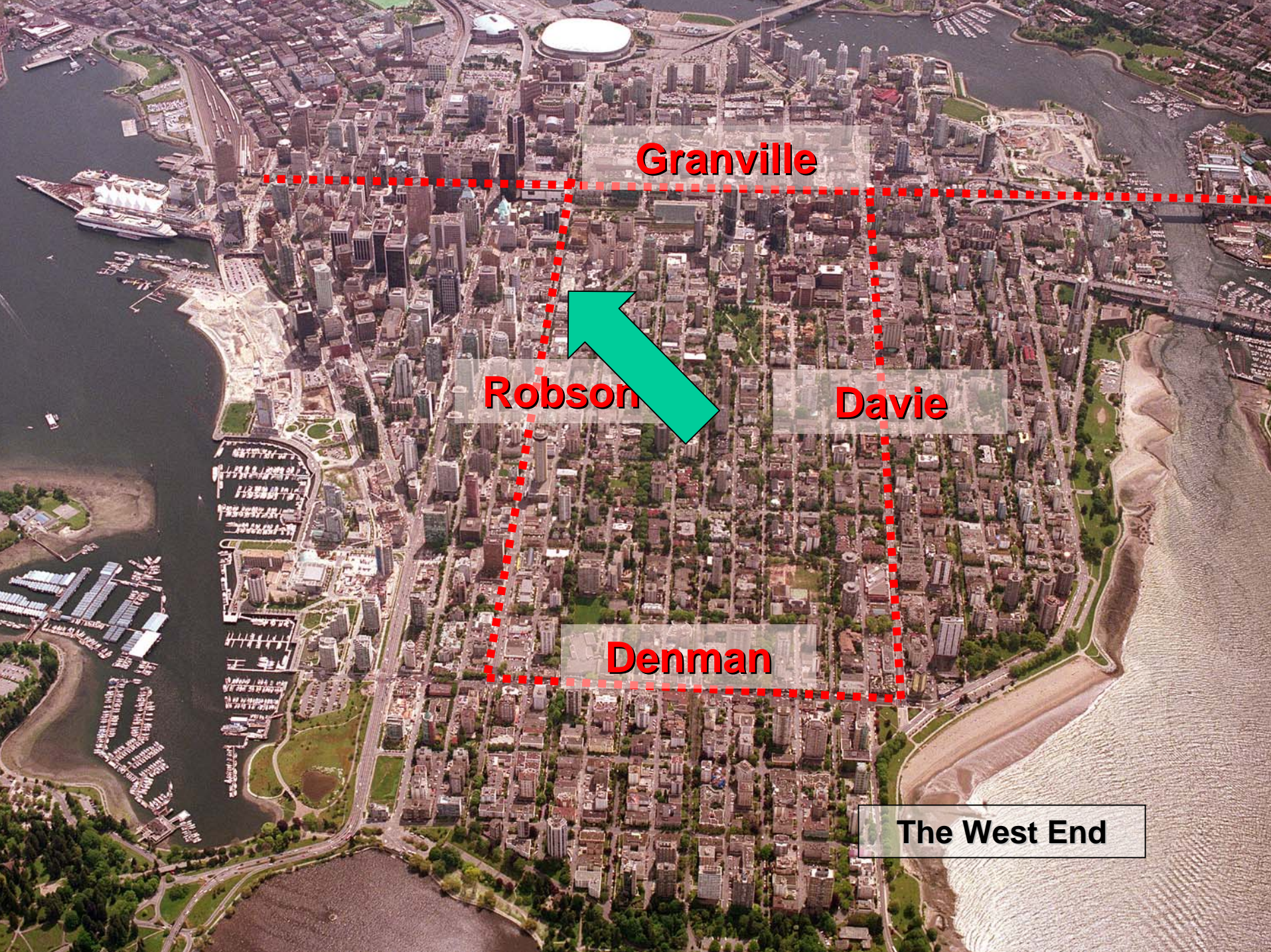
Denman

The West End



66 foot right-of-way

West End Streets



Granville

Robson

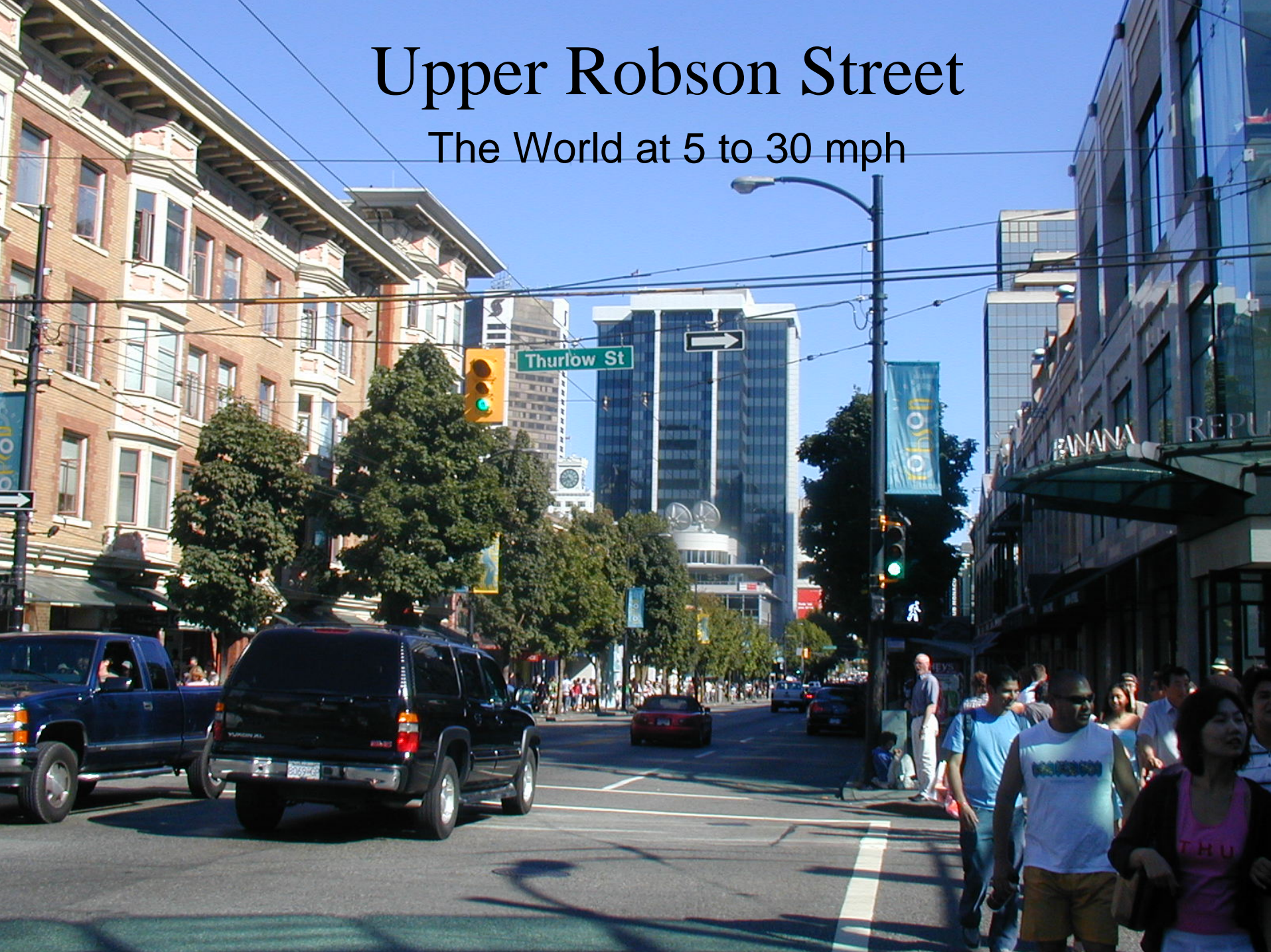
Davie

Denman

The West End

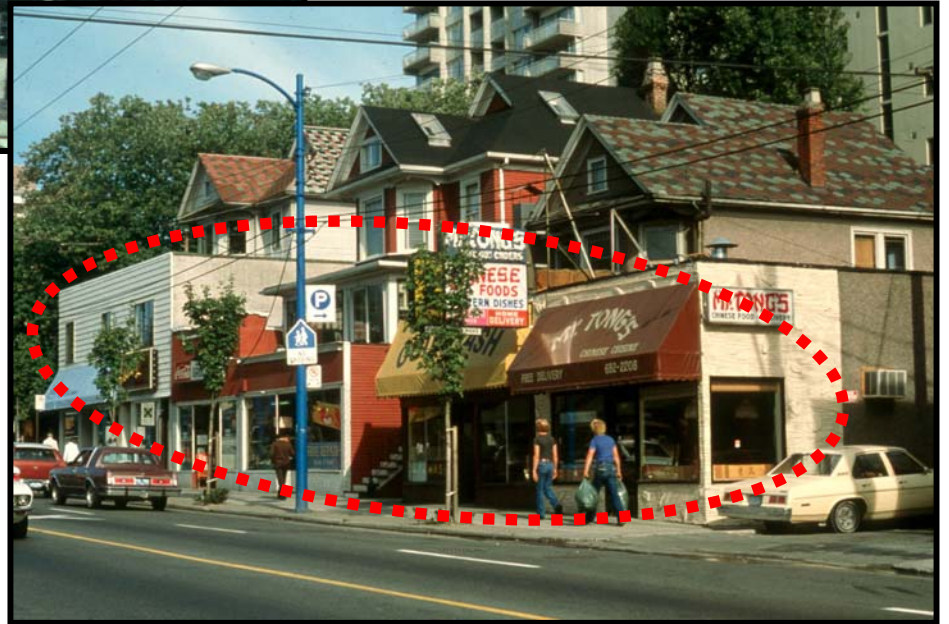
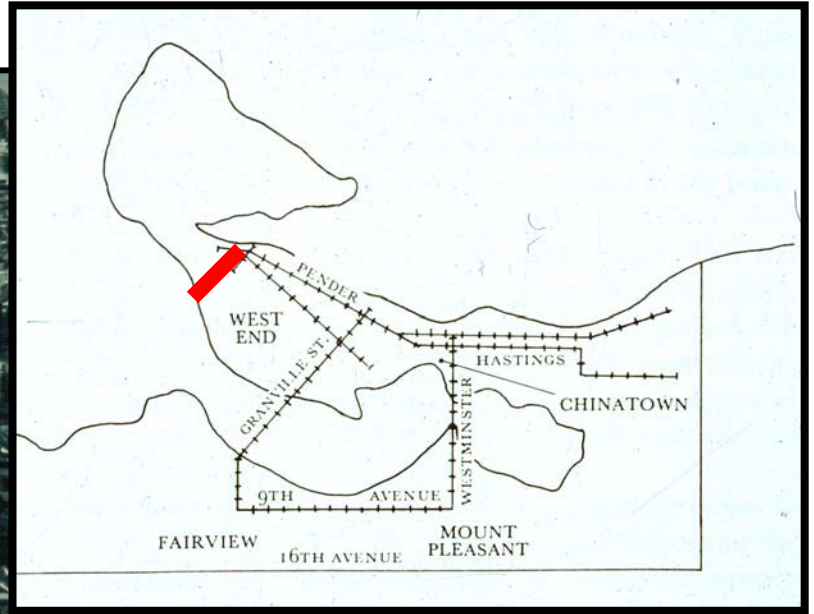
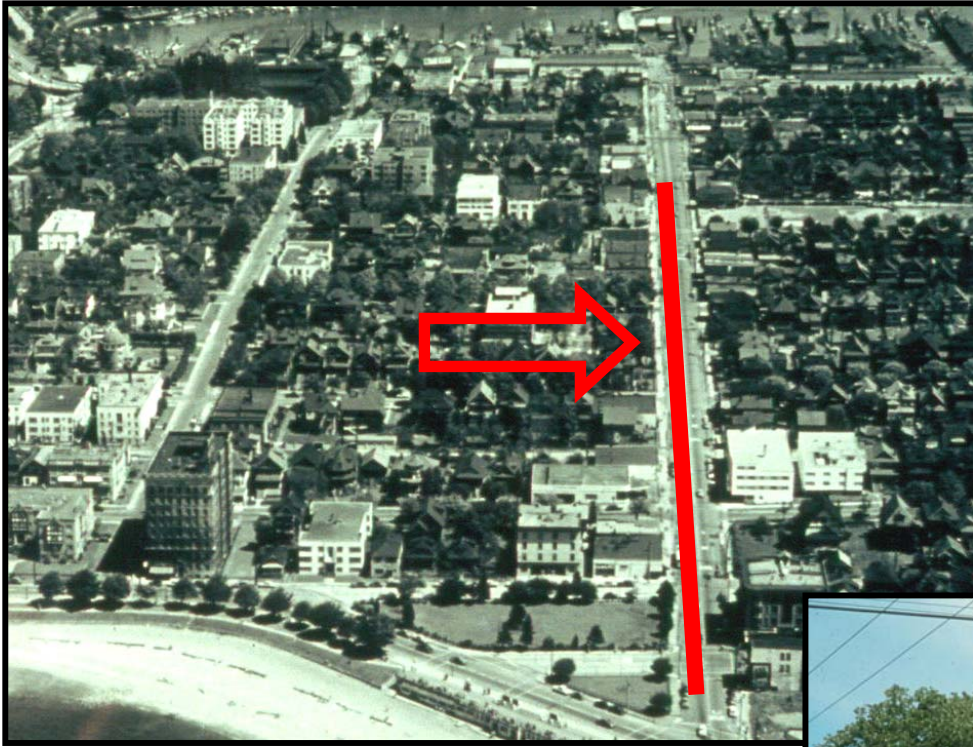
Upper Robson Street

The World at 5 to 30 mph



Denman Street







T'S NEW YORK PIZZERIA

BEST VISION OPTICAL
SUSHI SASHIMI TEMPURA NOODLE
Japanese Restaurant
TAKE OUT * EAT IN

HIM
SUSHI SASHIMI TEMPURA NOODLE
683-0218
1088 DENMAN ST. 1090

MOUBO
LATO CAPPUCCINO

P

OPEN



VANCOUVER:

Looks like a
20th-century city.

Works like a
19th-century city.

Formula for Successful Urbanity

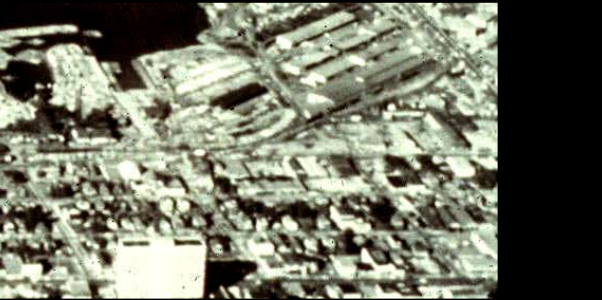
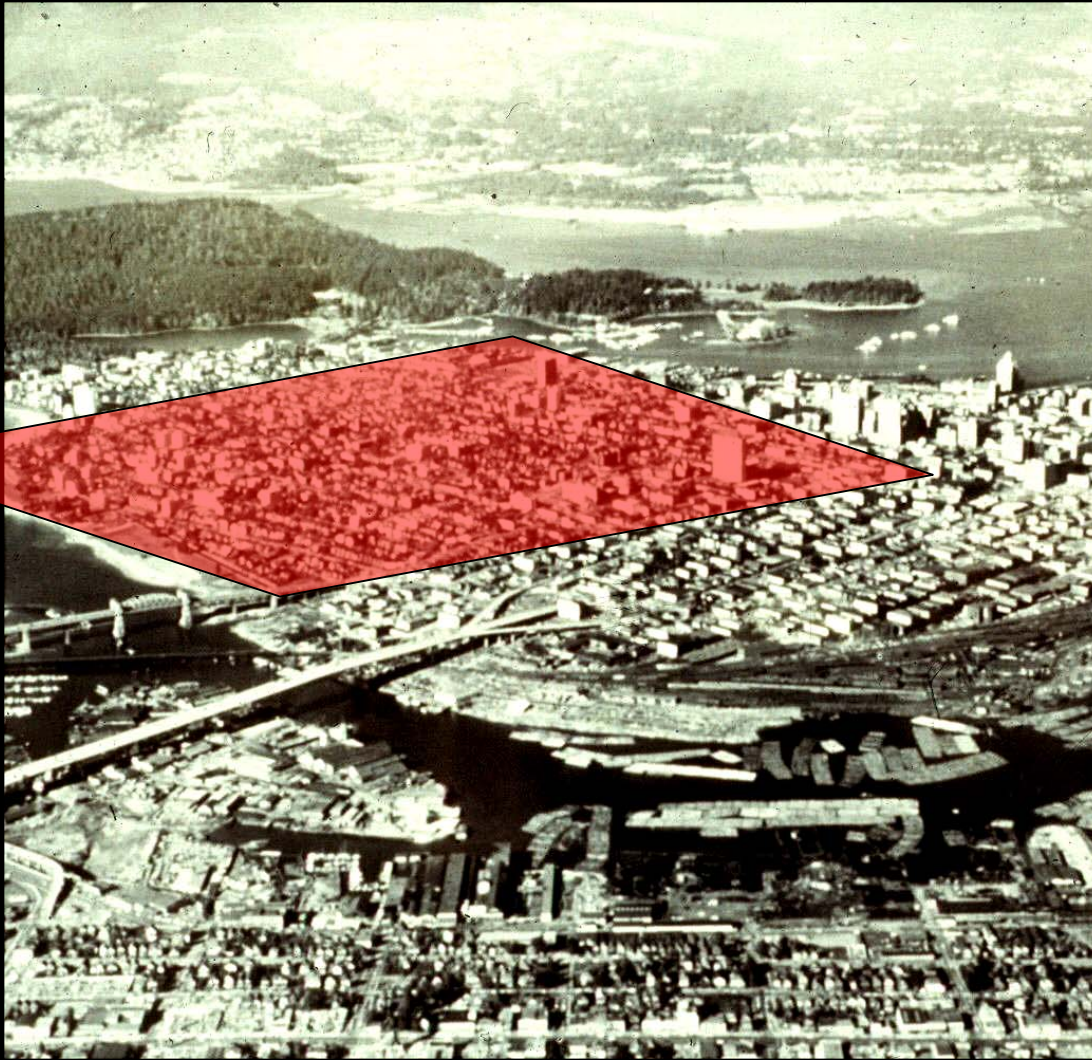
Density

Mix and Proximity

Good Design

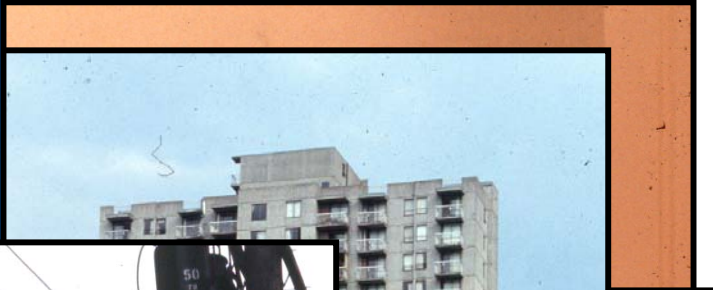
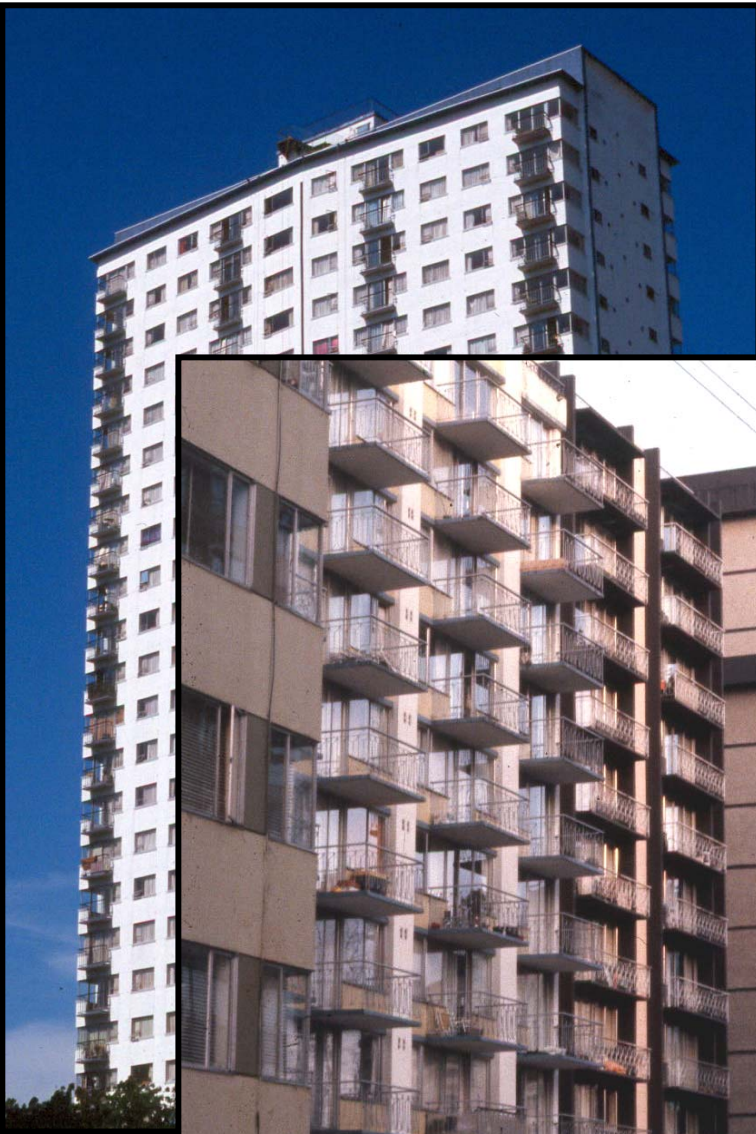
Transportation Choice

$$(D_n + M_x / P_r) \times D_s = TC$$





1972+





ARCHITORTURE

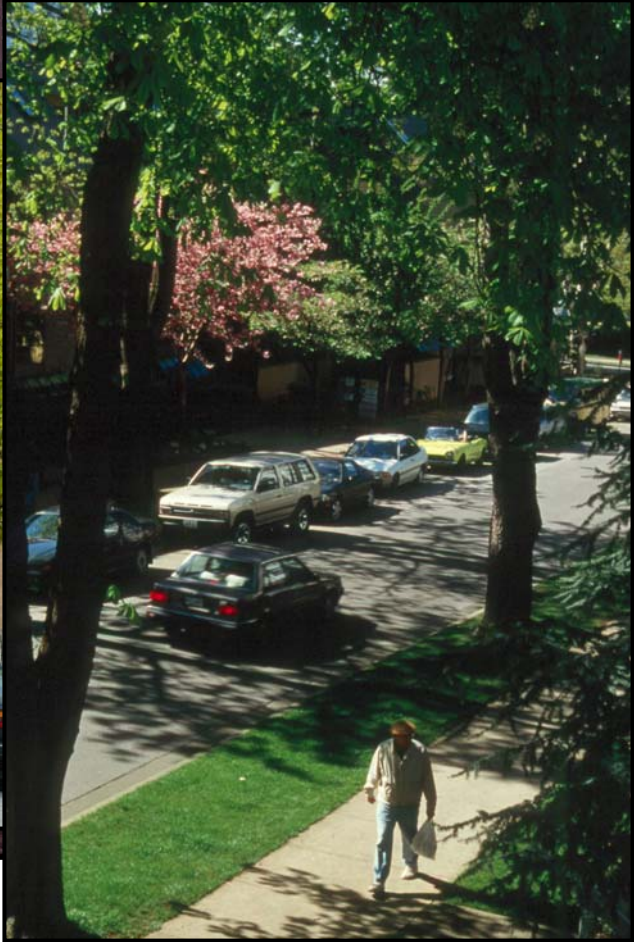
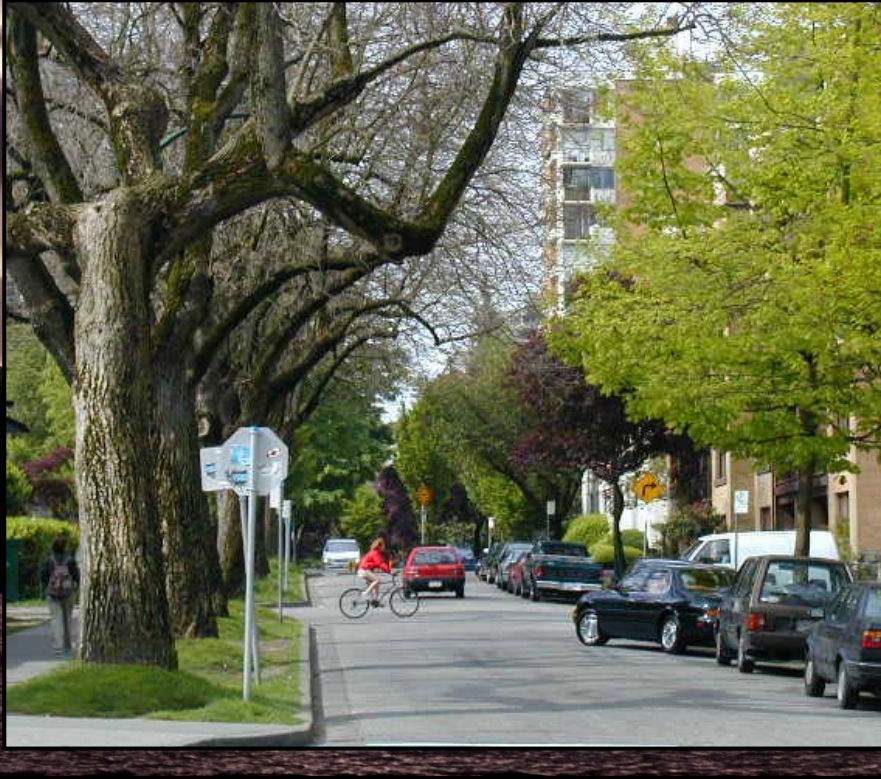
Dack's
SHOES

HANSAI

ONE
WAY

HEIGHT = DENSITY
DENSITY = OVERCROWDING
OVERCROWDING = SOCIAL DECAY







LIVING FIRST STRATEGY

Concord Pacific QUAYSIDE





Coal Harbour

Central Business District

Triangle West

West End

Downtown South

Granville Slopes

**Concord Pacific Place
(Yaletown)**

2007





DOWNTOWN GROWTH PATTERNS

WITHIN A LAND AREA OF APPROX. 2 SQUARE MILES

1986: 43,000 RESIDENTS

1991: 47,000 RESIDENTS

1996: 62,000 RESIDENTS

2005: 85,000 RESIDENTS

2021: 120,000 RESIDENTS

DOWNTOWN GROWTH

1 9 8 6 - 2021: 77,000 RESIDENTS

2,700 residents per year

REGIONAL GROWTH

1 9 8 6 - 2021: 840,000 RESIDENTS

24,000 residents per year

Three decades of ...

DOWNTOWN GROWTH

EQUALS

About **three** years of ...

REGIONAL GROWTH





What Did We Learn?

The streetcar fabric of the
19th-century city
still works.

Streetcar Routes

Arbutus Corridor Extension
to Kerrisdale & Marpole

Granville Island

Waterfront Station
to Stanley Park

Granville Island to
Science World

Roundhouse CC

Science World to
The Roundhouse

Waterfront
Station

Science World

Science World to
Waterfront Station

Gastown

Chinatown

Industrial
Avenue
Extension



Portland's Pearl District



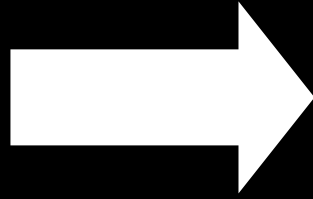


Growth
pays for
Growth

Public Benefits add Private Value

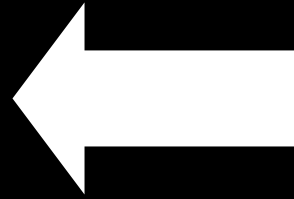


QUALITY



DENSITY

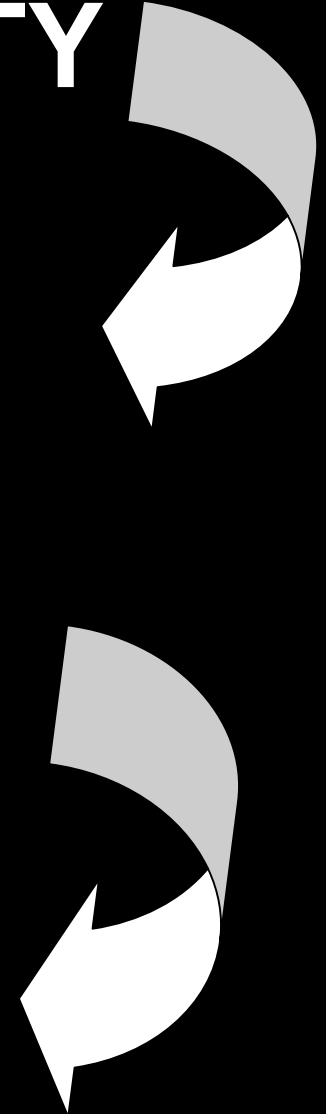
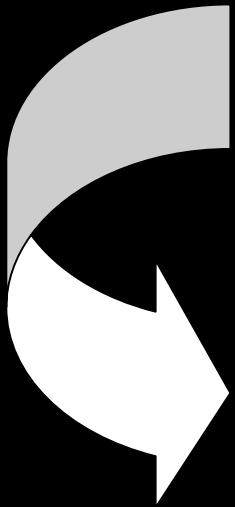
**PUBLIC
BENEFITS**



\$

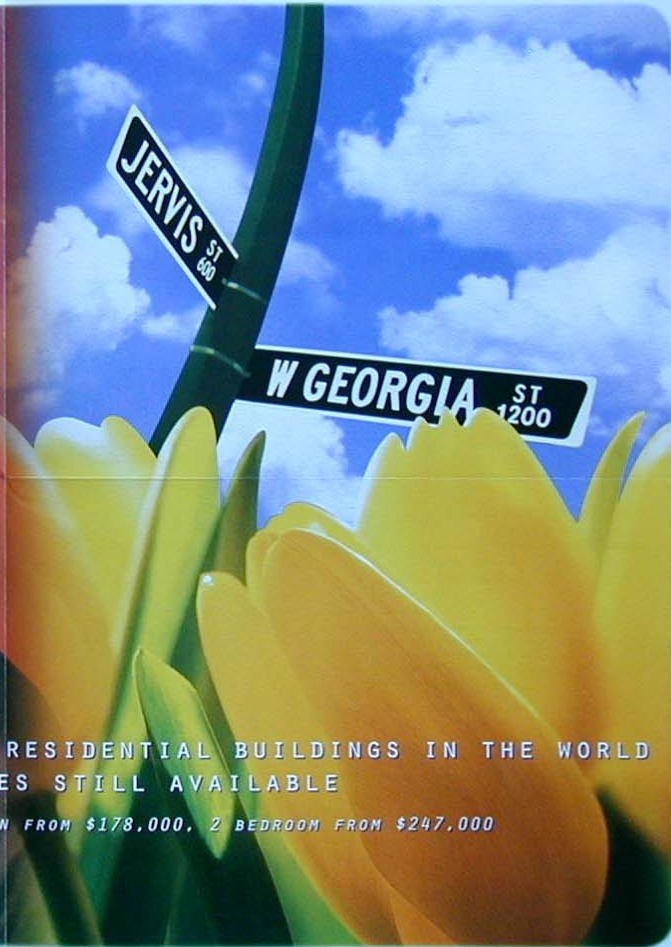
**SUBURBAN
ALTERNATIVE**

**PRACTICAL
SUSTAINABILITY**



Developers rebranded sustainability.





THE MOST TECHNOLOGICALLY ADVANCED RESIDENTIAL BUILDINGS IN THE WORLD
SUPERB RESIDENCES STILL AVAILABLE

1 BEDROOM FROM \$141,000, 1 BEDROOM & DEN FROM \$178,000, 2 BEDROOM FROM \$247,000

We got more children than
we expected.

(If it's good for kids, it's good for
everyone else.)



Seventy to eighty children a month are born to parents living downtown.

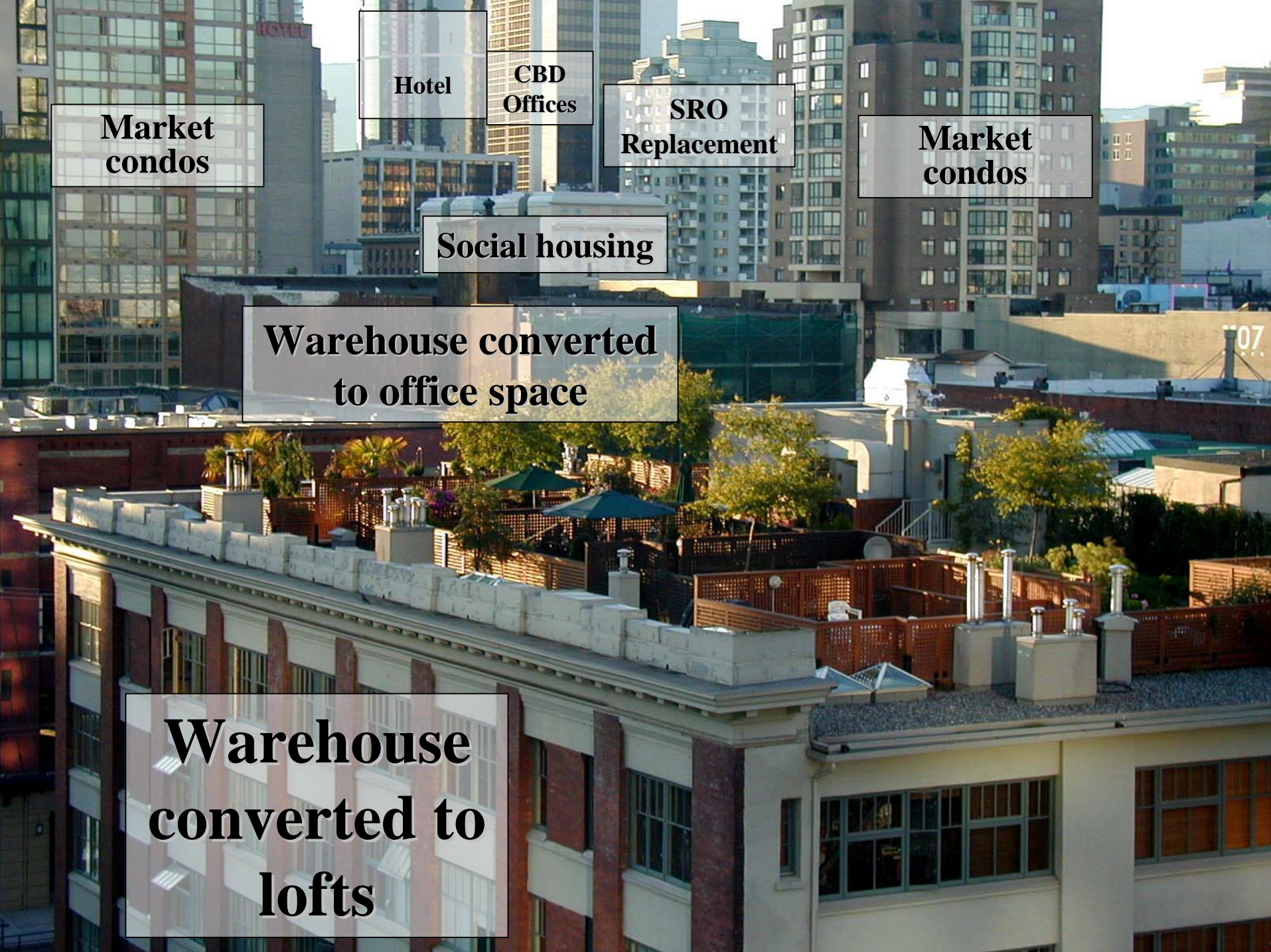


Elsie Roy
Elementary
School



Remember when we used to have
to fatten the kids up first?

Diversity is more
important than
density.



Hotel

**CBD
Offices**

**SRO
Replacement**

**Market
condos**

**Market
condos**

Social housing

**Warehouse converted
to office space**

**Warehouse
converted to
lofts**



**More
condos**

**Affordable
Housing**

**Community
Centre**

**Chinese Herbal
Medicines**

**Fast
Food**

Commerical High Streets





A medium-sized full-service grocery store: indispensable.



We got too much
of a good thing.

(We reduced the opportunity for
office and commercial development.)

Downtown office vacancy dropping to virtually zero

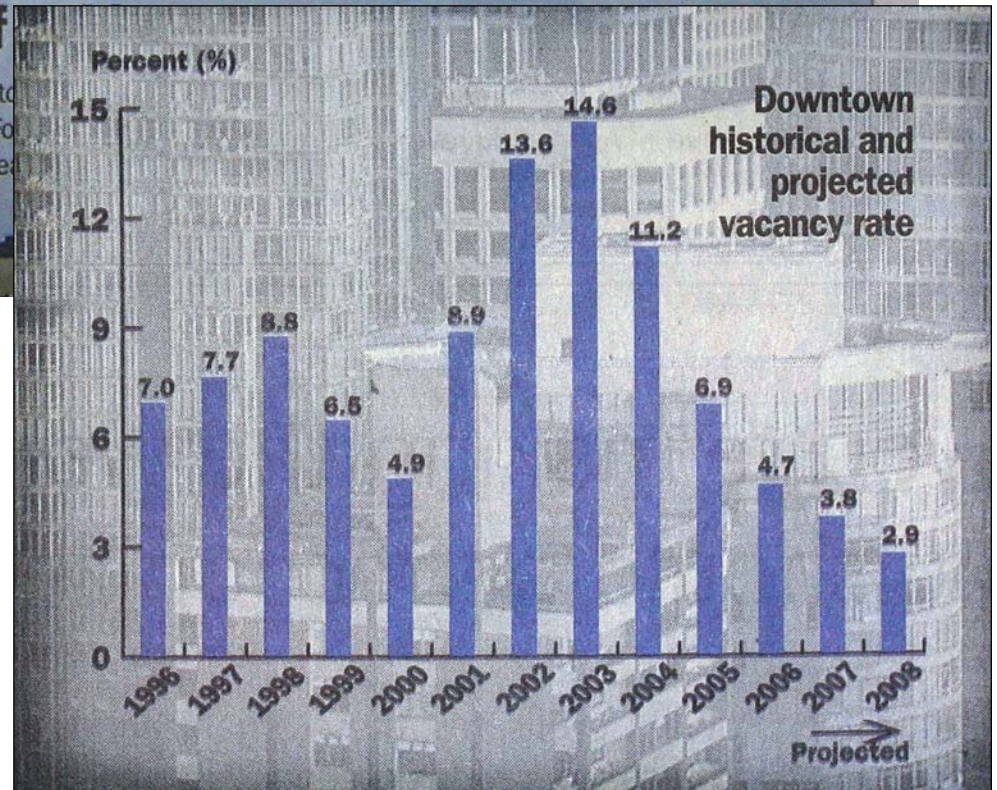
ROOM TO WORK | New condos sprout up while offices are tough to find

BY DERRICK PENNER
VANCOUVER SUN

Companies waiting for Vancouver's downtown office-space crunch to let up can

Towers of

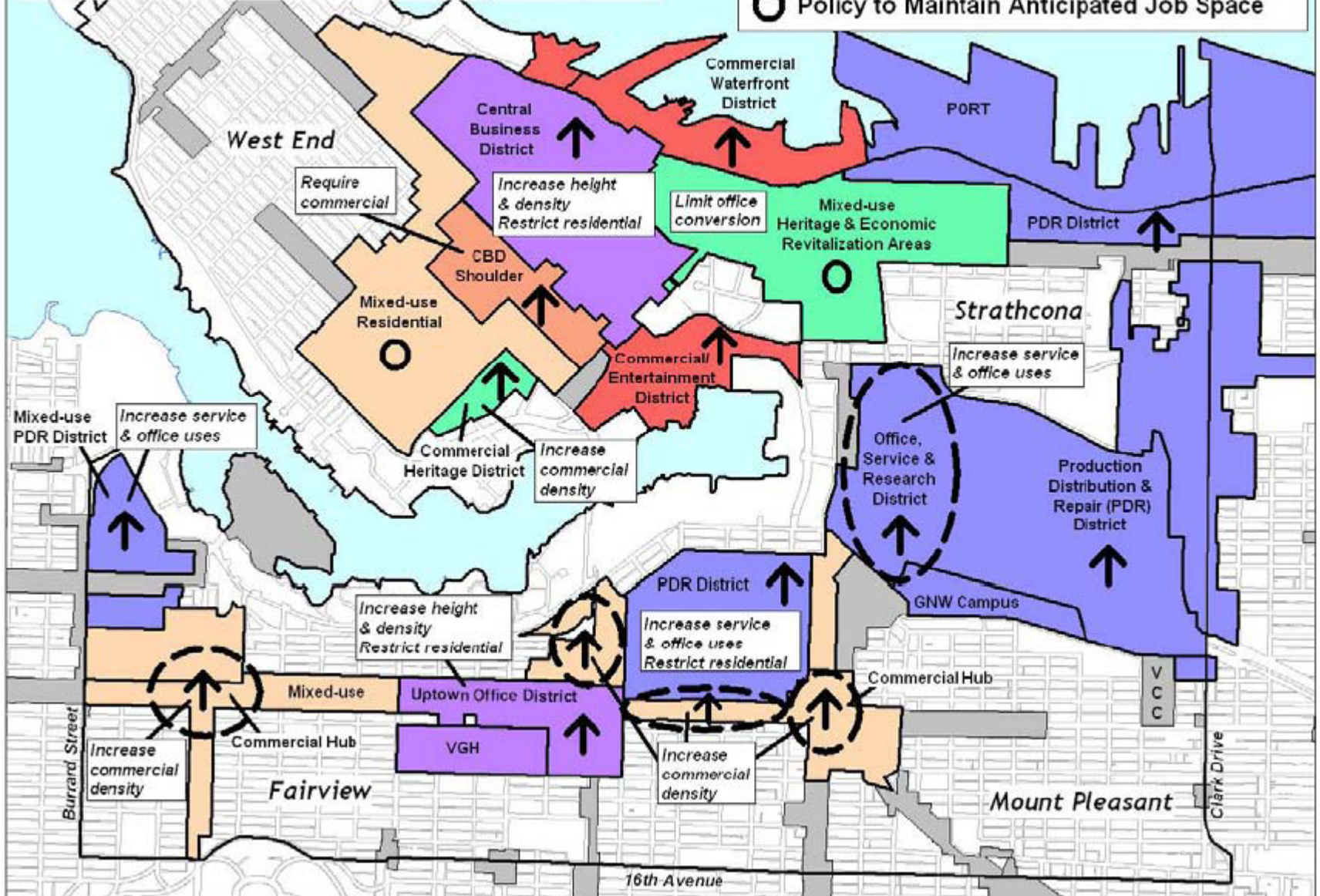
Office space in downtown Vancouver is in high demand. As they say in their For Rent signs, the result is ever-increasing vacancy rates.

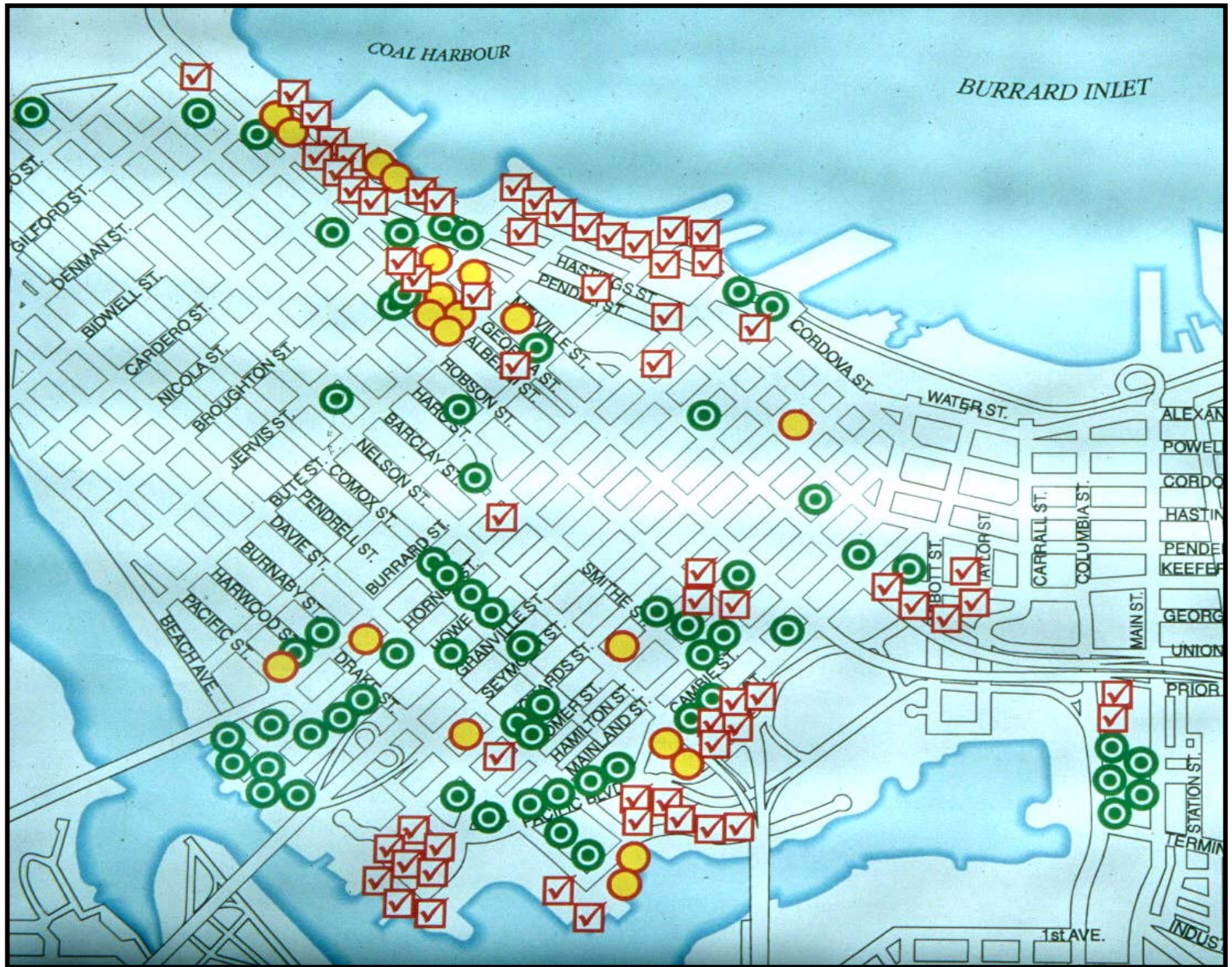


February 14, 2007

Metro Core Proposed Future Roles & Policy Directions

- ↑ Policy to Increase Job Space
- Policy to Maintain Anticipated Job Space





Affordability
is about
housing *and*
transportation



= \$100,000

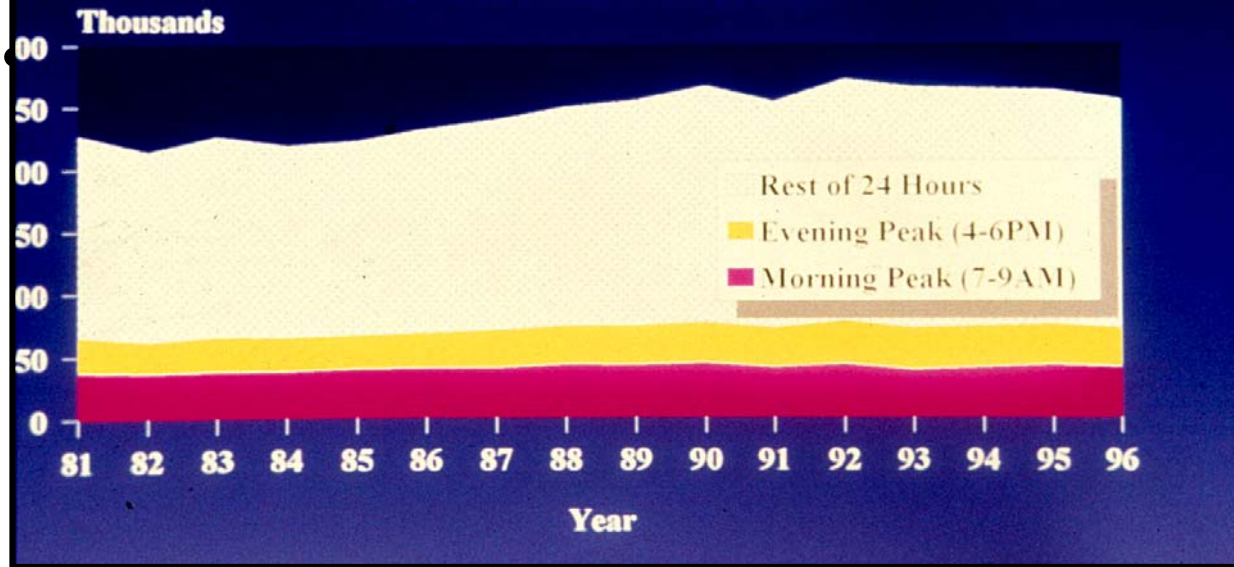
People shift from wheels to feet

(...when they can and when they want to.)

What Happened

- There was an explosive increase in the number of cyclists and in-line skaters:
 - Bikes and blades now make up two-thirds of use on seawall
 - Peak volumes along the seawall can be up to 1,500 users per hour

NUMBER OF VEHICLES ENTERING DOWNTOWN 24-HOUR PERIOD



Auto and Pedestrian Movements Downtown (per day)

1994

- 116,998 auto movements
- about 70,000 pedestrian movements

1999

- 101,371 auto movements
- 108,500 pedestrian movements

Auto and Pedestrian Movements Downtown (per day)

1994

- **116,998 auto movements**

1999

- **101,371 auto movements**

(Down 13 percent)

Auto and Pedestrian Movements Downtown (per day)

1994

- **about 70,000 pedestrian movements**

1999

- **108,500 pedestrian movements**
(Up 55 percent)



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

January 30, 2007

Vancouver has the region's highest percentage of walking and one of the highest walk to work mode shares in North America.

Walking is the second fastest growing transportation mode in Vancouver (next to cycling).

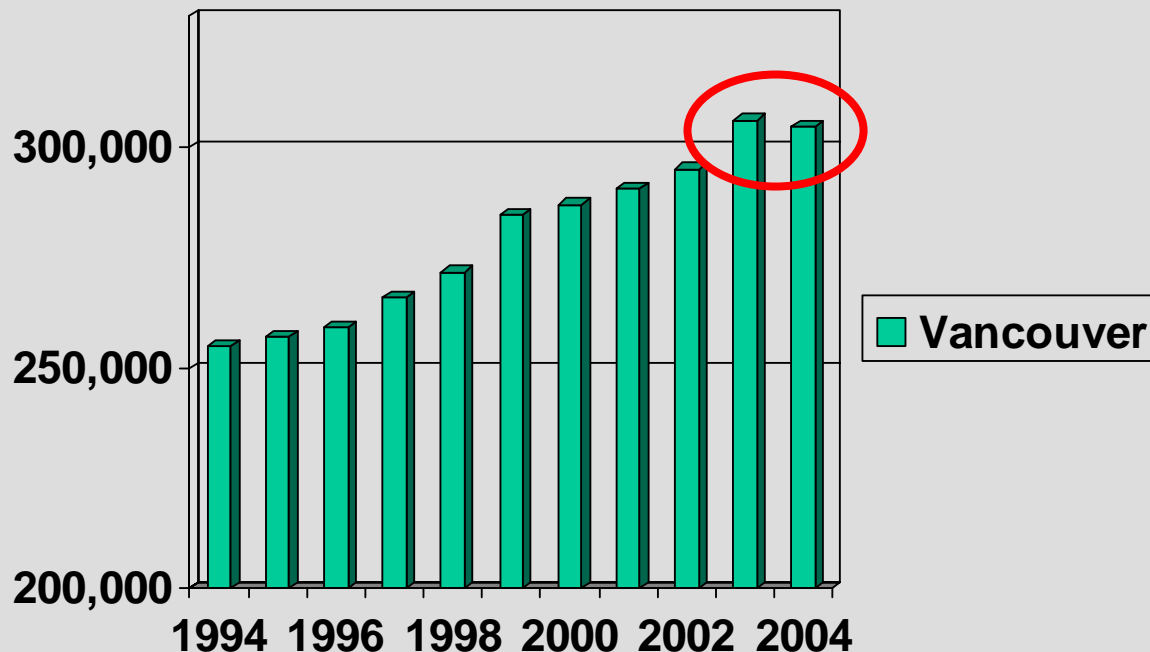
Mode Shares - 24 hours (2004 Trip Diary)

	Downtown	Central Broadway	Vancouver (all)	Rest of GVRD
Walk	27%	12%	17%	9%
Bike	3%	3%	3%	1%
Transit	<u>30%</u>	<u>20%</u>	<u>17%</u>	<u>6%</u>
TOTAL	60%	35%	37%	16%

A majority (60%) of trips in the Downtown are made by either walking all the way or by the combination of transit or cycling plus walking.

Fewer vehicles on road as people opt for transit

The number of vehicles in the city of Vancouver has dipped slightly for the first time after a steady increase over a decade, according to ICBC statistics....



July 13, 2006

More city

residents

leggi

to w

Vancouver

trend toward

cars on s

BY FRANCE VANCOUVER

More people in Vancouver than anywhere else in North America except New York City.

VAN

Lidia Jezioro, 34, commutes from Port Moody to Vancouver, B.C., surprised by Statistics Canada's announcement that Vancouver is bucking a national trend toward longer commutes.

"I've been commuting for the last couple of years and I've

BRITISH COLUMBIA

VANCOUVER HOME TO CANADA'S GREENEST COMMUTERS

3% of us cycle to work

17% of us walk to work



es
nd

ct" commute, takes less time

as is another commuter and it takes an hour to get to Vancouver from

e a 25-minute commute from when he leaves the meadows, but "I don't take the train to avoid the traffic." "I can read

nada got its 2005 national ranking, which included Vancouver's travel times to

and from work.

Analyst Martin Turcotte did not know why Vancouver com-

Choice vs Auto Dependence





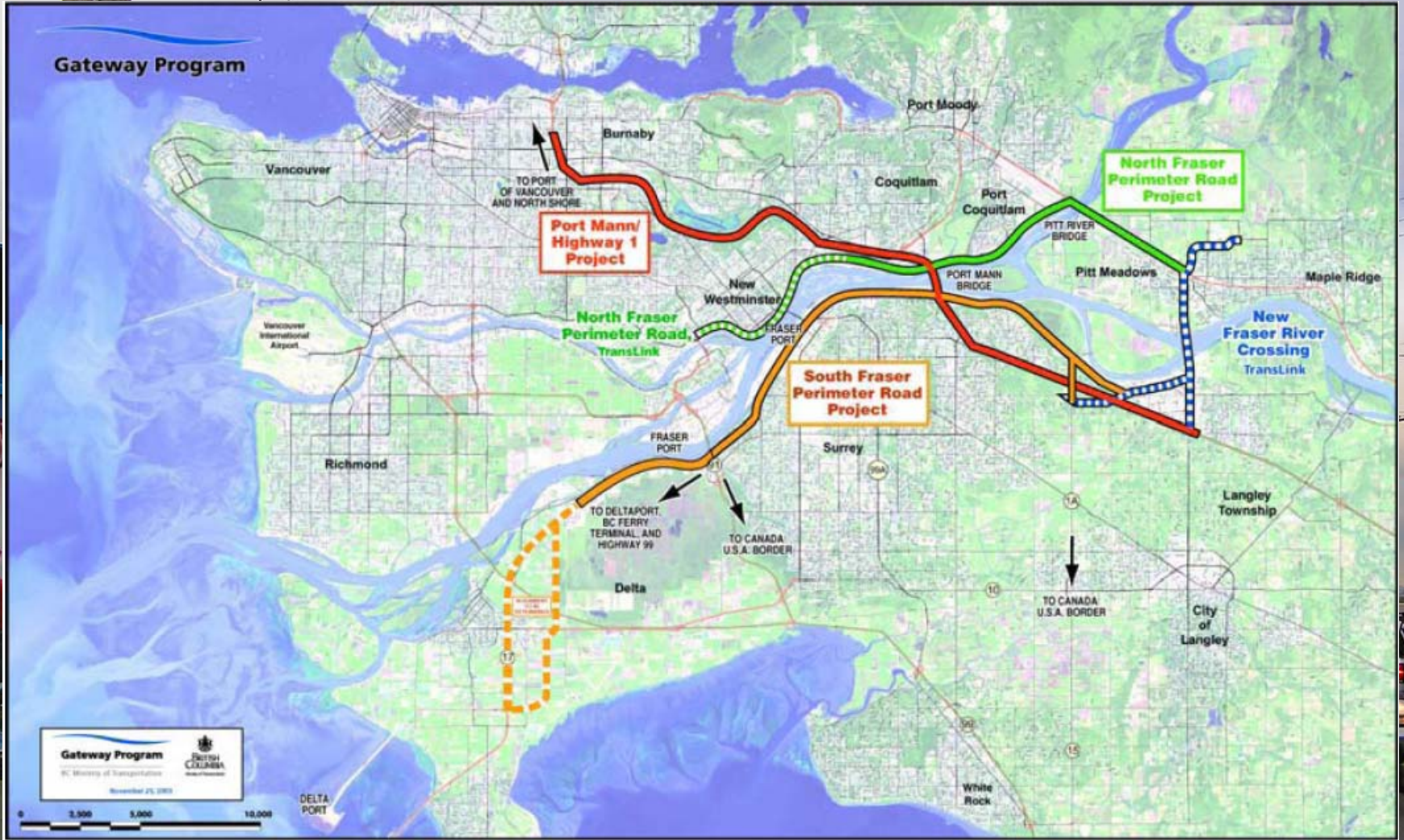
Burrard Peninsula

Northeast Sector

**North Surrey
North Delta**

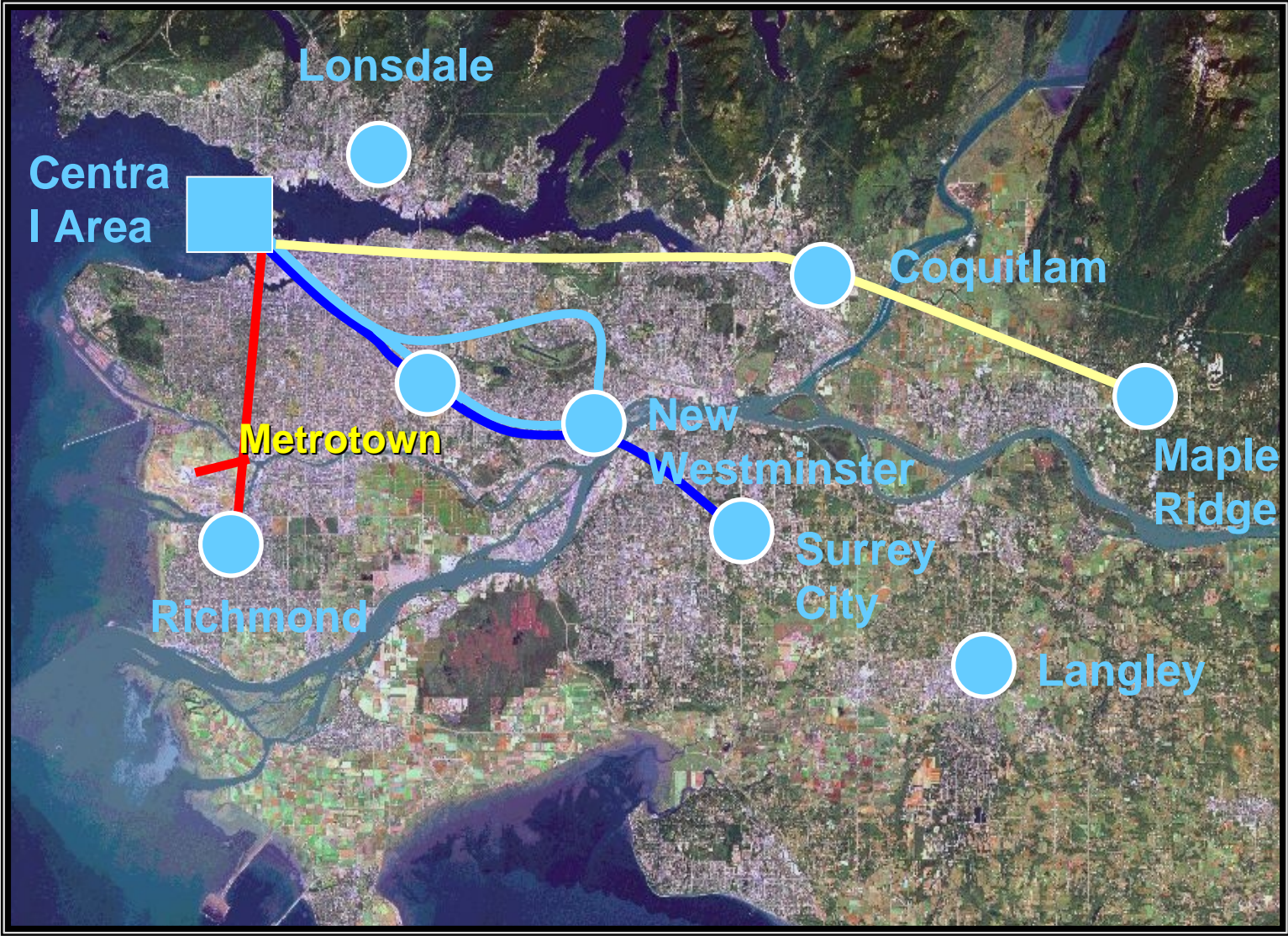
Auto City

The world at 50 to 100 km/hr.



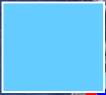
The suburbs want urbanity.





Lonsdale

Central Area



Coquitlam



Metrotown



New Westminster



Maple Ridge



Richmond



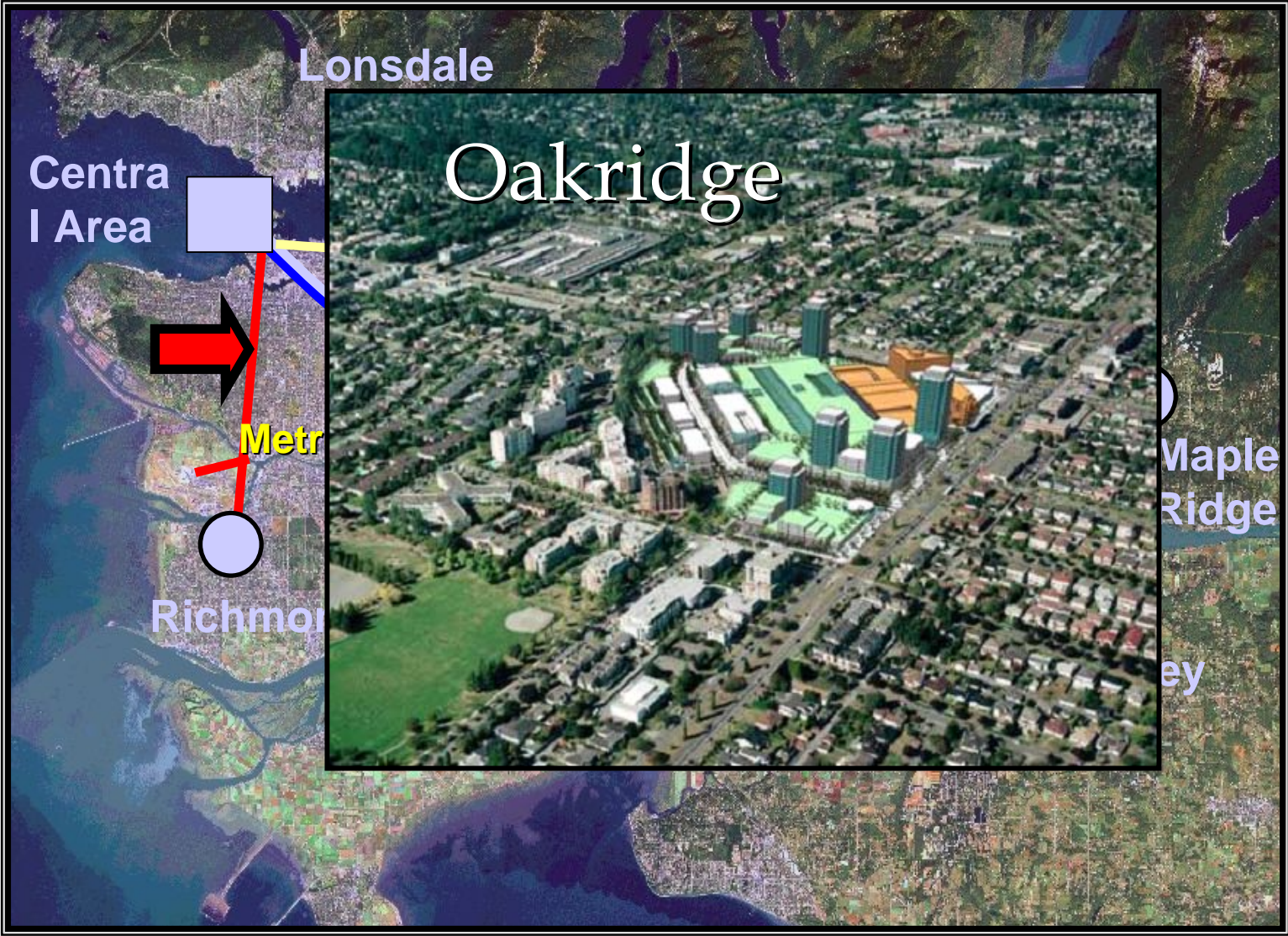
Surrey City



Langley







Lonsdale

Central Area



Metrolinx



Richmond

Oakridge

Maple Ridge

ey

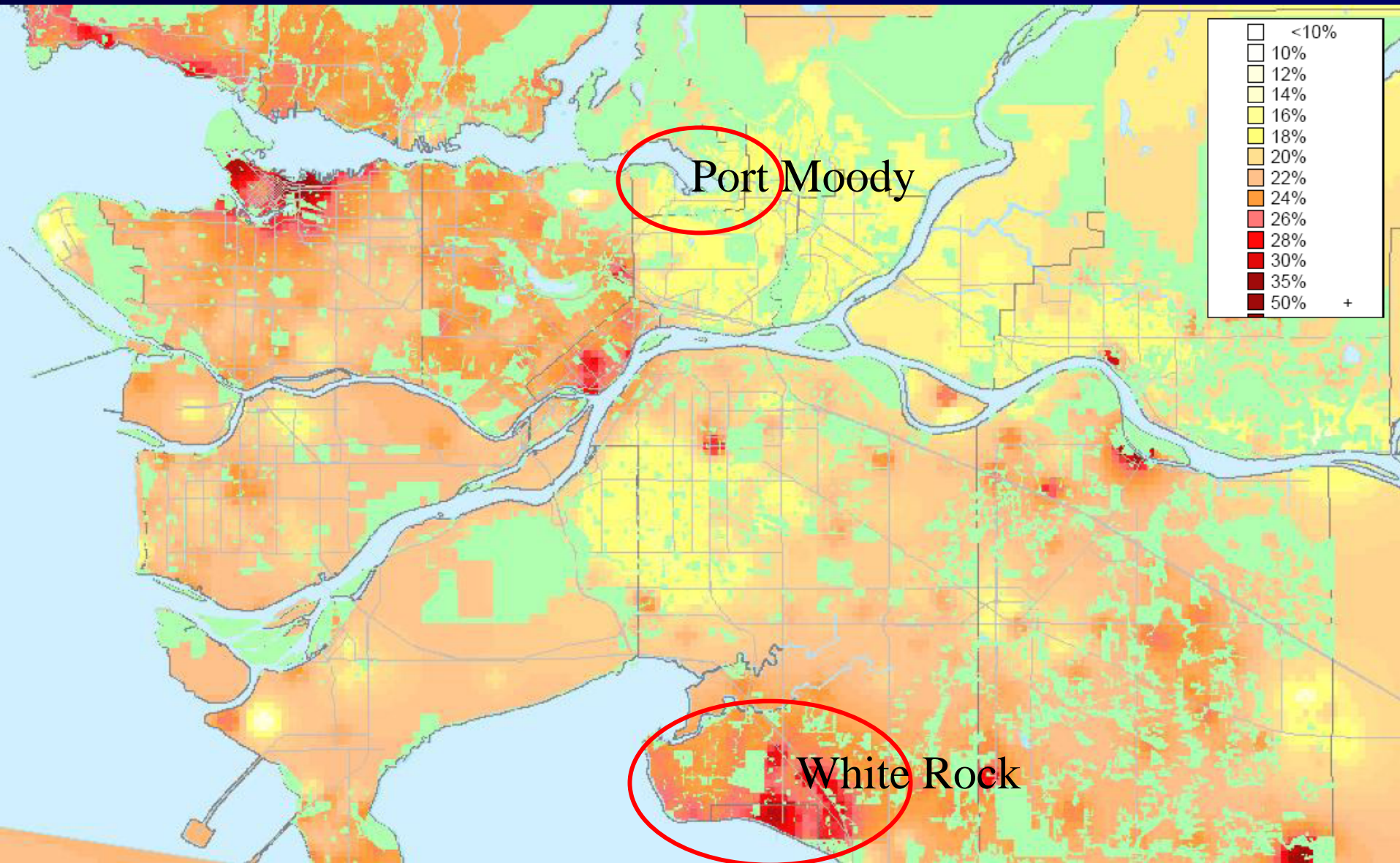


White
Rock

White Rock Town Centre



Local share of people over 65yrs, 2030



NEWPORT VILLAGE

Port Moody



Mapbooks Etc.
albums
accessories



ST. PETER VILLAGES
CELEBRATES

BUCK
WALKER
and
Clyde
WALKER
1911-1998



~Aria By ONNI~

Aria by ONNI
Thu Nov 09 16:40:09 2006



[Aria at Suter Brook](#)

ArchNewsNow.com

January 24, 2007



ArchNew

ew.com

Houston, Texas

January 24, 2007



The first phase ...
will offer 740
apartment units,
230,000 square
feet of retail,
60,000 square feet
of office space and
a hotel on two city
blocks.

ArchNew
Las Vegas, Nevada
www.com

January 24, 2007



With 18 million square feet of building space, CityCenter will dwarf all LEED-certified structures in the United States to date.

Tysons Corner, Virginia

ArchNews.com

January 24, 2007



Several thousand people will live in nearly 1,400 apartments in towers rising as high as 30 stories... Many existing parking garages and lots will be buried underground...

The New York Times

Try Times Reader Free

In the Region

WORLD

U.S.

N.Y. / REGION

BUSINESS

TECHNOLOGY

SCIENCE

HEALTH

SPORTS

OPINION

Building Up, Downtown



Szanne DeChillo/The New York Times

A \$500 million construction project in White Plains featuring two 47-story condominium towers flanking a Ritz-Carlton hotel is being completed by the developer Louis R. Cappelli.

By [CHARLES V. BAGLI](#)

Published: July 8, 2007

ERIK A. KAISER plunges through the vine-tangled woods that surround the long abandoned Glenwood power plant on the Hudson River in Yonkers as rapidly as he talks.

[E-MAIL](#)[PRINT](#)[SINGLE PAGE](#)[REPRINTS](#)

Clarendon Area's Urban Energy Helps Melt Midlife Ordeals Away

"The boomers are here in big numbers now," said Jay Fisette (D), a member of the [Arlington County Board](#). "Two acres of grass to cut on an isolated cul-de-sac with two tense hours of bumper-to-bumper commute time becomes less appealing when personal circumstances change."

ton County
e District,
with plenty

f tidy brick
a lifestyle,
ake Metro
s, because

by This Photo



Long known as a magnet for young singles just starting out, Arlington's "R-B corridor" is quietly attracting a large number of middle-aged people looking to start over. The rapidly urbanizing stretch of



Susan Cherney, left, and Dee Emma moved separately to Clarendon after life changes. (By Marvin Joseph -- The Washington Post)

GRAPHIC

SQUARE FEET

Residential neighborhoods adjoin the downtown, but no new housing had risen for 15 years until EYA (formerly Eakin/Youngentob Associates), a developer of urban housing, erected 57 town homes six years ago. The homes, close to the Metro, started at \$260,000 and now sell for \$650,000 to \$700,000. Another 325 condos in three developments, with one-bedroom units priced from the high \$200,000's, have followed; 3,500 additional units are planned.

Several fashionable new condominiums and rental apartments, with a total of 866 units, have replaced a strip of car dealerships several blocks away, and 775 more housing units are under construction.



Steve Ruark for The New York Times
Sara Nathan, right, and her son Seth, 3, cool off in a fountain in a newly redeveloped section of downtown Silver Spring, Md.,

As recently as the mid-1990s, such a rebirth would have seemed a pipe dream. The streets were often deserted; the vacancy rate stood at 39 percent for offices and about 25 percent for stores, and there seemed little reason for hope.

Douglas M. Duncan, then the Montgomery County executive and now vice president for administrative affairs

Price

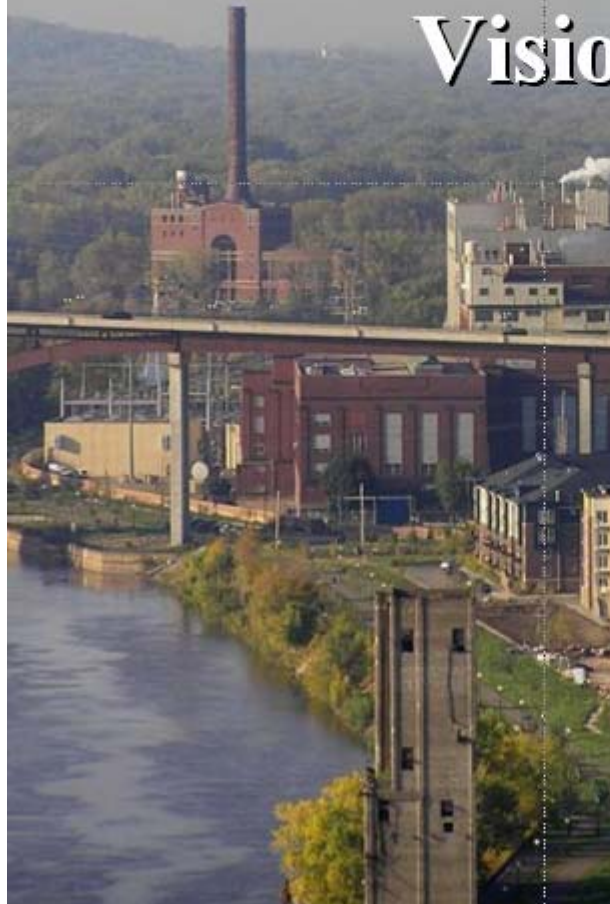
Issue 7

December 4, 2013

Vision



More *NATURAL*
More *URBAN*
More *CONNECTED*



Green Edges



Image © 2006 DigitalGlobe
Image © 2006 MDA EarthSat

© 2005 Google™



PARK 'N FLY

LEFT TURN LANE

Bloomington

Minnesota





SATURDAY, OCTOBER 29, 2011
SPECIAL TO THE STAR TRIBUNE

The Department of Housing and Urban Development
provides information about houses listed by city and state.

W if r

n Main Street

JASON AMUNDSEN • Special to the Star Tribune
Valley National Wildlife Refuge from his uncompleted eighth-floor con

Price Tags

Issue 80

January 2, 2006

Edges

www.pricetags.ca



More Natural, More Urban, More Connected



The Bullet Points

- Mixed-use compact cities
- That are clean, green and safe
- With a variety of housing options
- And many transportation choices
- Where feet replace wheels
- In a well-designed public realm
- Actually work!



EcoDensity Policy

Vancouver
EcoDensity



Initiative

"In order to become a truly sustainable city, we must do more to increase the densification of our neighbourhoods, and I am inviting all Vancouverites to participate in this initiative"

BIO THE VANCOU

City 1

Density of Van

A map made for the Eco



Source: City of Vancouver

Vancouver city planners seeing green

Rule-breaking condo developments lauded for promoting new eco-density initiative

BY DEBORAH JONES, VANCOUVER

Two condo complexes that officials say broke "every rule in the book" of city building and planning are being touted as the new, green face of Vancouver's eco-density project.

The buildings were part of a city-wide media tour yesterday, as senior Vancouver planners introduced the city's eco-density program at ground level.

City officials were lauded for allowing builders to violate standard rules in favour of unconventional use of land for more energy-efficient and less wasteful buildings.

In an eco-dense city, planners say, citizens will live closer together on less land, drive fewer cars, consume fewer resources and produce less waste.

One example of eco-density is on West 10th Avenue, where

urban environmental leader in North America.

"We are not a sustainable city, and we can no longer pretend that we are," said Mr. Toderian, who added that if everyone in the world lived the way people in Vancouver live, humans would require four planet Earths.

"If we continue on our current path, we will lose the [city's] livability."

“

We are not a sustainable city, and we can no longer pretend that we are.

PLANNING DIRECTOR BRENT TODERIAN

NEWS

discussion on density

INITIATIVE | Initiative will gather ideas, set new policies for neighbourhoods

RANCES BULA VANCOUVER SUN

Residents are about to hear what EcoDensity is all about, as the city's four-month public consultation period begins today.

The map included in the EcoDensity package is any city's first step, it's primarily the single-family neighbourhoods — its wealthiest, most established — that are going to be the focus of the initiative.

The map shows the city's footprint through its neighbourhoods, in the most specific terms possible for the initiative, form a map of the lowest-density neighbourhoods in the city.

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or more suites results in more moderate-density housing, and the southwest.

"EcoDensity is about focusing on that piece of sustainability that is not being done now," 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, idea fairs, and then policy presentations to council.

Toderian talked about many kinds of "pieces of sustainability" that could be introduced to make Vancouver a more environmentally friendly city: making it easier to add low-impact density like coach houses or garage suites; changing bylaws in order to encourage new kinds of energy systems or water recycling; finding ways to get the market to produce different, more affordable, types of housing.

He and other city planners also showed off model "green" projects around the city, although always emphasizing that none of them represented EcoDensity completely. They were just a part of the EcoDensity puzzle or a good first effort.

However, Toderian also took

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

Almost half of Vancouver's 113 square kilometres is dedicated to single-family zones.

"We are not a sustainable city and we can no longer pretend we are one," he said. "We do not have urban densities in the vast majority of our city."

But he stayed away from talking specifically about the southwest, although it is the least dense and has a long history of resisting densification as minimal as townhouses and seniors' multiple-unit housing.

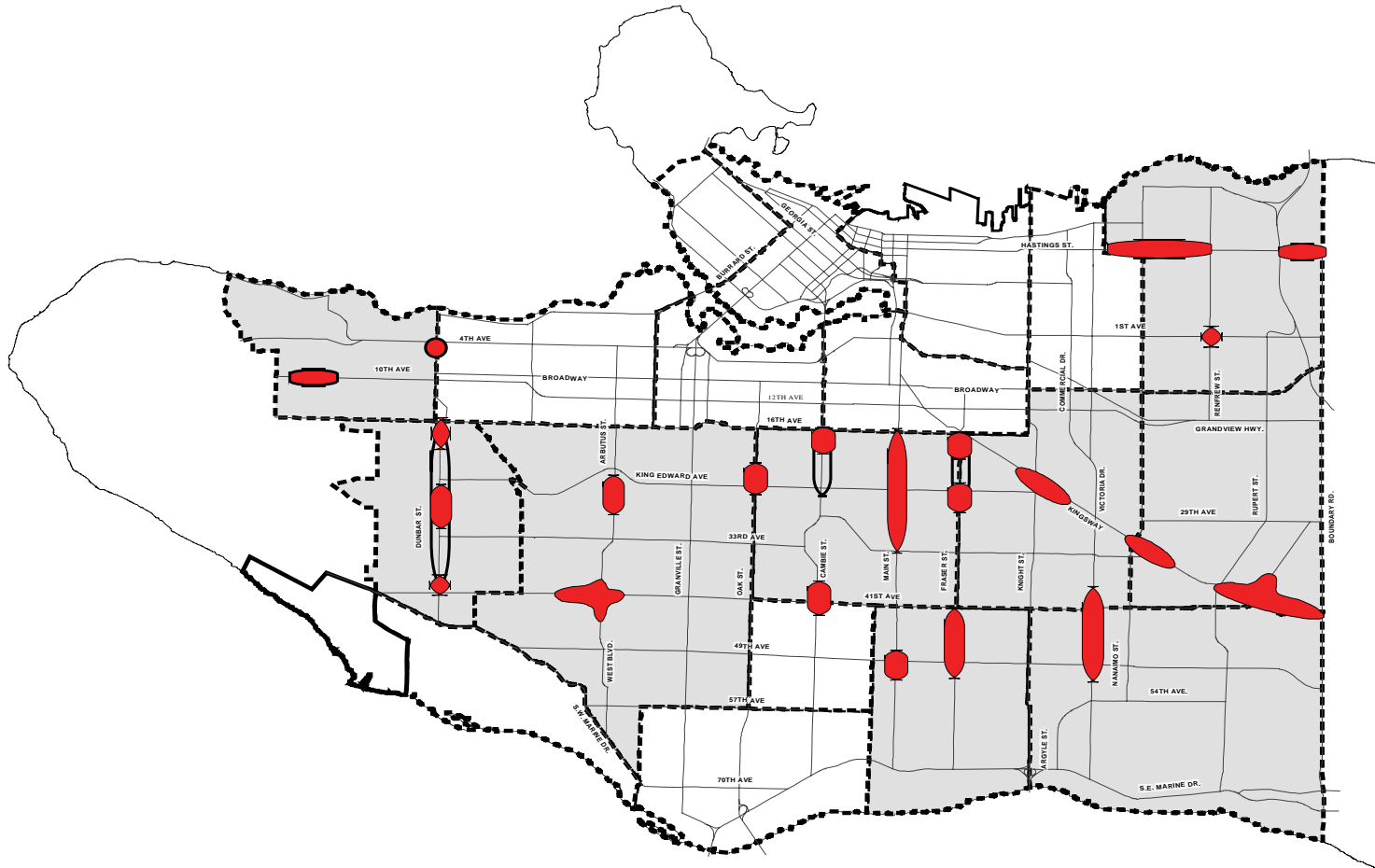
This week, two narrower-than-standard houses in Dunbar under construction were hit by arson, a development that some believe is linked to the area's traditional opposition.

Toderian, in response to questions at the briefing, said it will be up to councillors to decide whether the city wants to allow individual neighbourhoods to opt out of any policies that the EcoDensity initiative comes up with.

Toderian said there hasn't been a target set yet, in terms of either population or average density.

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CityPlan Neighbourhood Centres





Vancouver / Kingsway & Knight Neighbourhood Centre Housing Plan

Proposed locations for
new housing zones



Two New Zones



- **RM-1** Courtyard Rowhouse Zone
- **RT-10** Small House and Duplex Zone



NEW HOUSING TYPES: Courtyard and Row



NEW HOUSING TYPES:

Cottage, small house,
duplex and infill



Masdar



A streetcar suburb for the 21st Century?

We need to live on one planet,
not four.

THIS HOUSE IS NOT IN VANCOUVER



THIS HOUSE IS IN SHANGHAI



THIS HOUSE IS IN SHANGHAI



China warns of climate-change catastrophe

Ministry report says rising sea levels threaten densely populated east coast, but campaign is likely to exert little pressure on officials

BEIJING — Shanghai, Guangzhou and other large coastal cities in China could face “unimaginable challenges” if global warming continues and the oceans keep rising, state media said Friday.

A report released recently by the State Oceanic Administration has warned of a rapid rise in sea

average of 2.5 millimetres annually in recent years, the paper said, citing the oceanic administration’s report.

It predicted that over the next decade, the sea would rise by up to 31 millimetres, threatening low-lying cities, according to the paper. “They’ll begin building dikes like the Dutch, to stop the cities

opment of climate-friendly technologies, and could be submitted to the cabinet by the end of the month.

It is likely to exert only minor pressure on local officials, as it will not set specific targets and will be “more of a guideline,” said Lu.

Observers have argued that it

The report predicted sea-levels could rise by up to 59 centimetres.

A China meteorological bureau study has said such an increase could endanger large swathes of the country’s coastline, where 70 per cent of its large cities, home to over half the population lie, and which accounts for nearly 60

per cent of the national economy.

China may now be the world’s second-largest emitter of greenhouse gases after the United States. But the government points out that the per capita emissions of the nation’s 1.3 billion people pale in comparison with per capita emissions from developed countries.

“China’s government has a point in their view of global warming,” said Yang of Greenpeace.

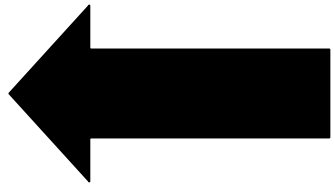
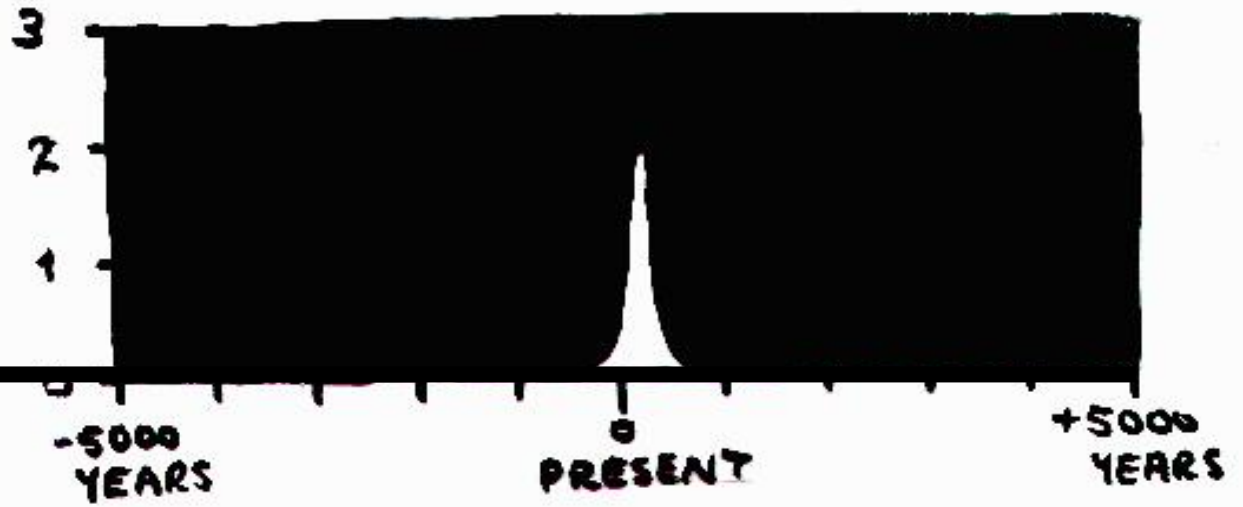
“But still there is a gap of understanding between the efforts of the government and what we should really be doing to cut greenhouse gases.”

Agence France-Presse





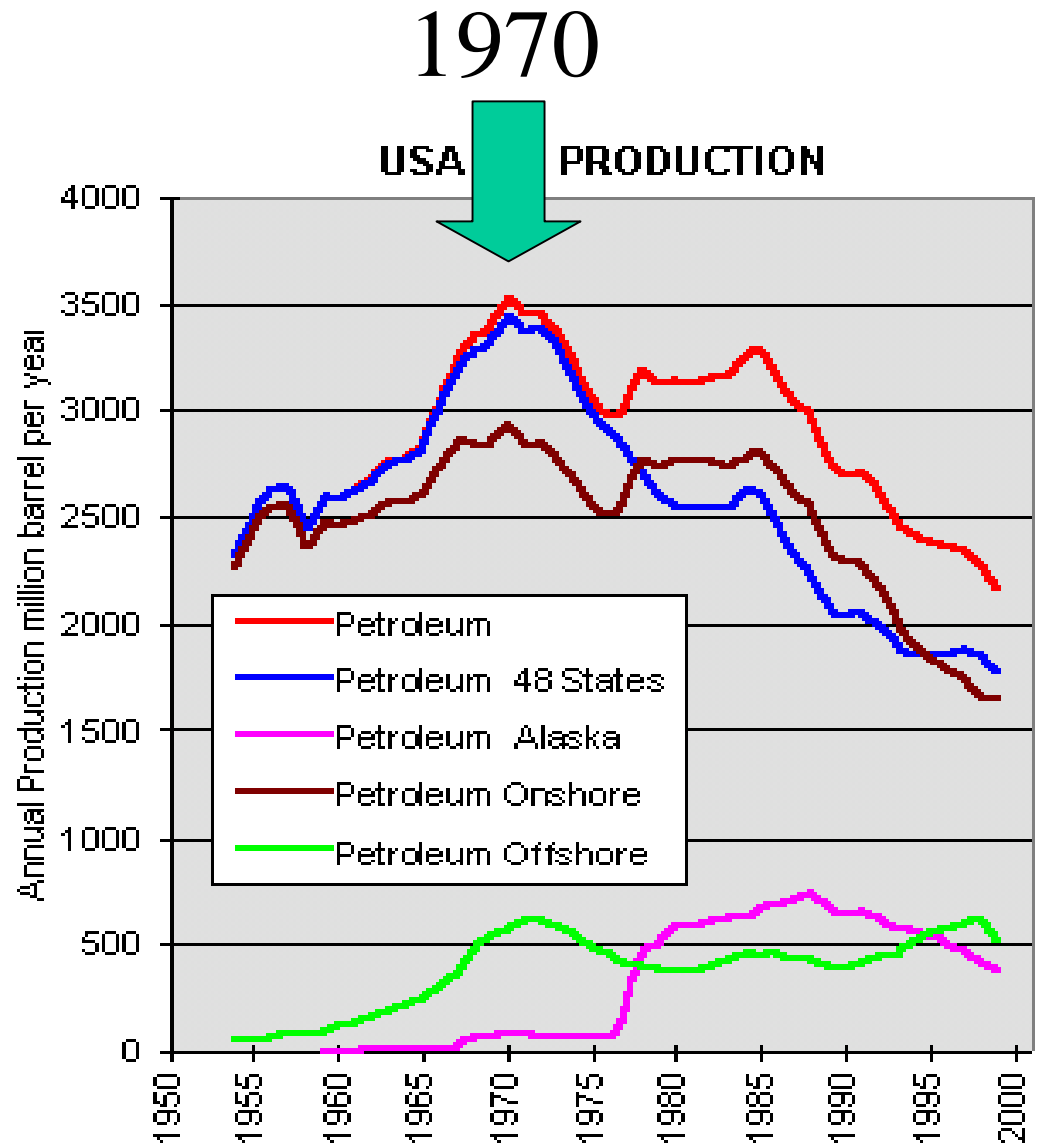
GVRD in an Ice Free World

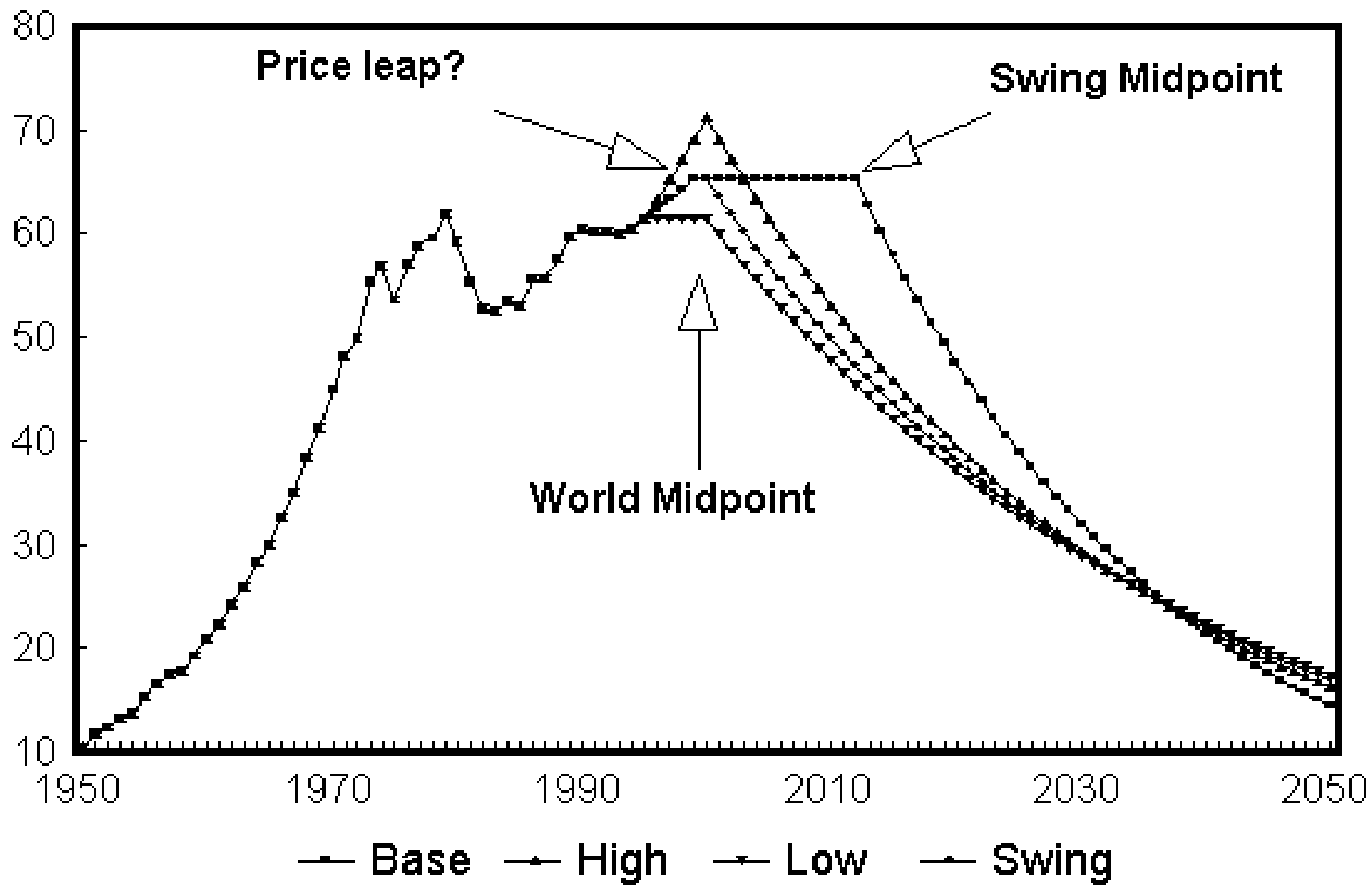


Five miles that way



M. King Hubbert







SATURDAY, FEBRUARY 17, 2007

Climate:

Prepared to make “significant” changes to lifestyle in order to stop climate change.”

78%

Yes

22%

No

Personally prepared to pay an extra \$100 a year in a special income tax to cut greenhouse emissions.

47%

Yes

49%

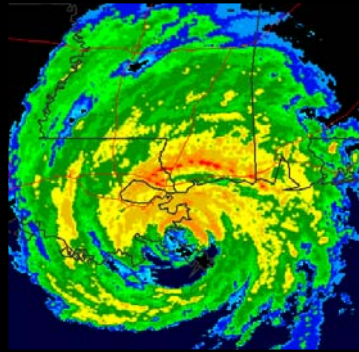
No

BY DARAH HANSEN

VANCOUVER SUN

British Columbians have bought into the reality of climate change like never before, but half wouldn't spend even \$100 a year to save the world, if that money meant an increase in taxes, results of an exclusive new *Vancouver Sun* poll show.

Nice planet.





CAMPBELL'S GREEN DREAM: TO REDUCE EMISSIONS BY

33%

CAN HE DELIVER?

BY SCOTT SIMPSON
VANCOUVER SUN

British Columbia motorists in particular, and the transportation sector in general, are going to face a tight

- On an environmental collision course, A4
- B.C. must look beyond its borders: Pete McMartin, B1

large part to a wealth of hydroelectric power resources that don't contribute to global warming.

In Tuesday's throne speech, the government promised to reduce the province's greenhouse gas emissions

A truly stable system
expects the unexpected,
is prepared to be disrupted,
waits to be transformed.

- Tom Robbins



Smart Growth =

Density

Diversity

Design

Transportation Choice

CO-OPERATIVE PLANNING



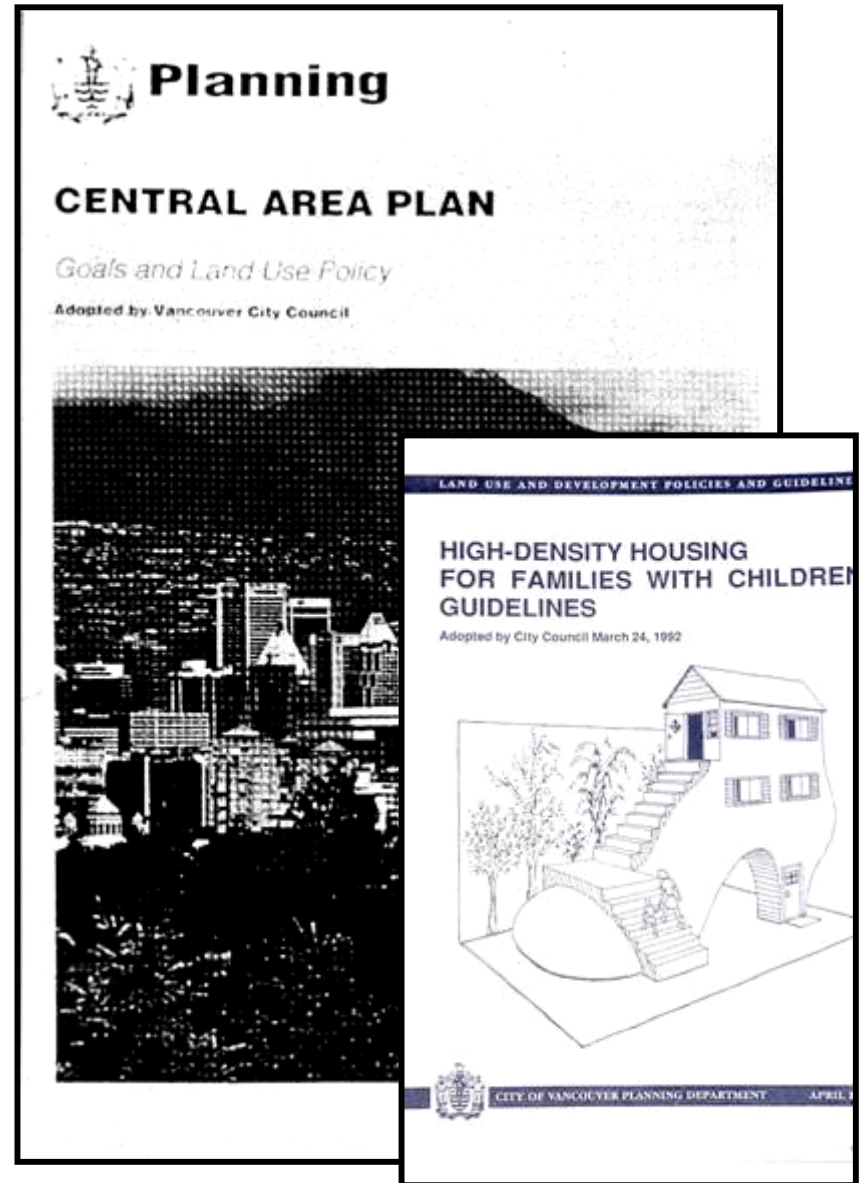
Public/Private

The Mayor



The Community

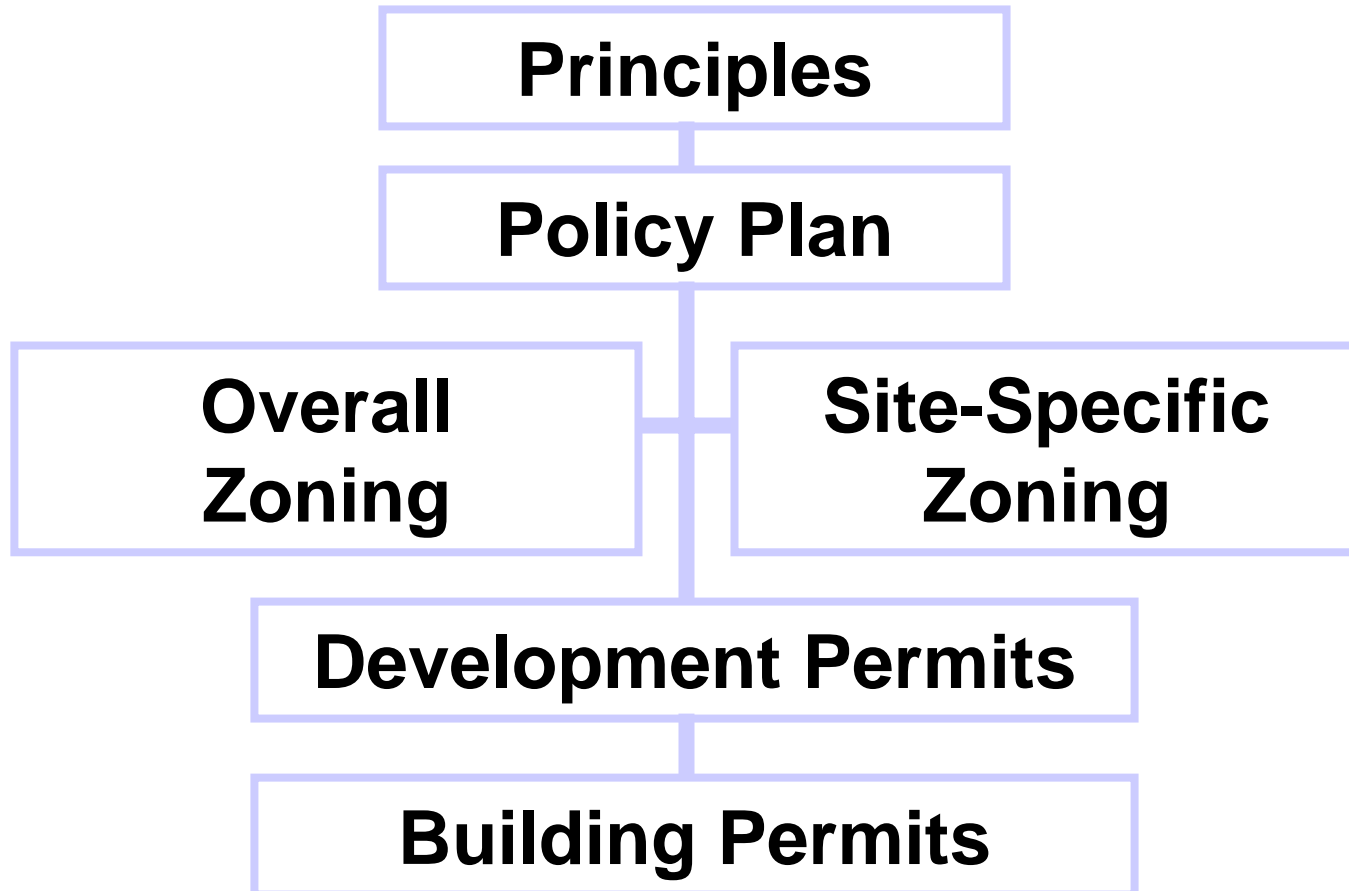
- DISCRETIONARY REGULATORY FRAMEWORK





STRONG VISION - PROACTIVE PLANNING

GENERAL TO SPECIFIC IN STAGES









- JOINT
DESIGN
EXERCISES



SERVICE-ORIENTED BUREAUCRACY



**NON-POLITICAL DECISION-MAKING AND VERY
PRESCRIBED APPEAL**



Los Angeles