Planning for Vancouver’s Future

Strategies for Livability, Affordability and Vibrancy

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Planning, Urban Design & Sustainability
City of Vancouver, British Columbia
Vancouver in context

Current issues and challenges

New planning initiatives
Three Major Metros (pop.)

- Vancouver
  • 2.5 million
- Seattle
  • 3.8 million
- Portland
  • 2.5 million

Total Urban Corridor (pop.)

- ~ 10 million
  (Including small cities / rural)
- Annual Pop. Growth ~ 1%
Common attributes:

- Growing economies and populations
- Blossoming innovation/tech sector
- High value placed on “livability” and “equity”
- Social and environmental consciousness expressed in policy
- Commitment to aggressive carbon/GHG reductions
- Open government / low barriers to civic involvement
- Commitment to urban planning and community engagement
- High cost of living / gentrification and displacement issues
A shared sense of place:

- Closeness of nature / natural beauty
- Where the sun sets on the ocean
- Remote from East Coast power centers
- First Nations / Native American Tribal history and presence
- Pioneer settlements / railroad legacy
- Resource extraction (timber and ore)
- Asian immigration / position on the Pacific Rim
- Democratic traditions
- Casual quality to social interaction
- “Ecotopia” and successive philosophic shaping of identity
GDP ($US millions), 2015

Total 3-Metro GDP (2015):
$585 million USD

$314
$159
$112

Sources: Conference Board of Canada; Bureau of Economic Analysis
Employment by Sector, 2015  (top 5 in metro)

**Metro Vancouver**
- Retail trade
- Construction
- Food services
- Wholesale trade
- Hospitals

**Seattle Metropolitan Area**
- Professional, Scientific, Tech
- Healthcare & Social Assistance
- Retail trade
- Educational Services
- Accommodation & Food Service

**Portland Metropolitan Area**
- Healthcare & Social Assistance
- Manufacturing
- Retail trade
- Professional, Scientific, Tech
- Accommodation & Food Service

Sources: Conference Board of Canada; American Community Survey (ACS) US Census
Cascadia’s metropolitan development – key strategies

- Growth Management Plan (metropolitan scale)
- Access to Nature
- Walkability
- Mobility Options
- Economic Diversification
- Inclusivity
- Housing Options (comprehensive affordable housing strategy)
- Energy Efficiency / Sustainability
- Long-term Resiliency
- Cultural Expression
### Learning cities*

<table>
<thead>
<tr>
<th>Area of strength/leadership</th>
<th>Vancouver</th>
<th>Seattle</th>
<th>Portland</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
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<tr>
<td>Metro Growth Plan</td>
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<tr>
<td>Access to Nature</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Walkability</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Mobility Options</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Economic Diversification</td>
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<td>X</td>
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<tr>
<td>Inclusivity</td>
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<tr>
<td>Housing Options</td>
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<tr>
<td>Energy Efficiency / Sustainability</td>
<td>X</td>
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<td>X</td>
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<tr>
<td>Long term resiliency</td>
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<tr>
<td>Cultural Expression</td>
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<td>X</td>
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</tbody>
</table>

* Relative rankings – all have made commitments/progress in each. Opportunities for collaboration and dialogue.
PORTLAND METRO – (1995 – present)
COMPREHENSIVE LONG-TERM GROWTH MANAGEMENT STRATEGY:

• Urban growth boundary
• Designated centres (hierarchy)
• Light rail network
• Ecological protections/enhancement
• Focus on place-making
California High Speed Rail – under construction

Trans-Bay Transit Center, San Francisco
Terminus for LA - SF high speed rail 2025
Status of Cascadia Initiative

Status:

• Conceptual basis
• Informal, periodic discussions only
• No formal recognition

Metro–to–metro interconnectedness is lacking:

• Business-to-business ties episodic / limited
• No formal intergovernmental arrangements
• University exchanges episodic, limited in scope
• Metros not connected by high speed rail
Current issues and challenges

1. Diversifying/modernizing the local economy
2. Closing the income/housing cost gap
3. Adapting neighborhood patterns
4. Paying for growth
5. Public life/social inclusion
6. Accelerating climate change
7. Preparing for Sea Level Rise
Key Planning Initiatives

1. City Core 2050 Economic innovation hubs
2. Housing affordability
3. Complete neighbourhoods
4. Financing growth
5. Places For People
6. Greenest City Action Plan 2.0
7. Preparing for Sea Level Rise
Recently approved residential tower

5050-5080 Joyce Street
(Neighbourhood transit station area)

- 30 storeys
- 256 residential units
- 65% family units (2 & 3 bedroom units)
- 5000 sq.ft. commercial
Downtown - Rezoning
New Manufacturing

Source: Conwest Group
Housing Strategy “ReSet” - 2017

Present situation

• Good rate of new housing production (~7,000/yr.) *but*:
  • New (market-based) supply serves primarily high-income households
  • Majority of new housing is ownership & non-family (1-2 bdrm. Condominiums)
  • High cost burden for many households (housing, childcare, transportation)

New direction

• Target new housing to serve wider range of income bands
• Emphasize rental housing production
• Employ (and expand) land use planning tools
## Housing Strategy “Reset” – Target New Housing Production by Income Band

<table>
<thead>
<tr>
<th>Target Group</th>
<th>Target Income</th>
<th>% of Households Spending over 30% of income on Housing (2011)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Millennial Renter Households (aged 20-35)</td>
<td>&lt; $50,000</td>
<td>48%</td>
</tr>
<tr>
<td>Millennial Renter Households (aged 20-35)</td>
<td>$50,000 - $80,000</td>
<td>17%</td>
</tr>
<tr>
<td>Family Renter Households (aged 35-45)</td>
<td>&lt; $50,000</td>
<td>54%</td>
</tr>
<tr>
<td>Family Renter Households (aged 35-45)</td>
<td>$50,000-$80,000</td>
<td>21%</td>
</tr>
<tr>
<td>Family Renter Households (aged 35-45)</td>
<td>$80,000-$150,000</td>
<td>4%</td>
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</tbody>
</table>
Profile of the Missing Middle

Who is the “Missing Middle?”
- Young professional wants to rent near work or transit
- Young family hoping purchase a home
- Young family owns but wants to up-size
Cambie Corridor Phase 3

Transformative!
• Missing Middle is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living.

• The most common housing forms of the missing middle are: du-tri-fourplex, townhouses, row houses, and low rise developments.
“Rental 100” Passive House

Source: Cornerstone Architecture

6 - storey, market rental, near net zero energy consumption
Neighbourhood Infill – up to 3 units/lot
East Fraserlands
East Fraserlands

ODP Massing Diagram
Northeast False Creek Area Plan
Northeast False Creek

- $1B Total Public Benefit Value
- 6-8,000 New Jobs
- 1.8 Million sq.ft. of Job Space
- 10-12,000 New Residents
- 13.75 Acres of New Parks and Open Spaces
- ~1,800 Social Housing units
Paying for Growth

Development Contributions*

DCLs ALLOCATED
1992-2015

- 39% Parks
- 34% Housing
- 20% Engineering
- 7% Childcare

Total = $600M

CACs ALLOCATED
2010-2015

- 36% Affordable Housing (2,400 market rental units)
- 23% Heritage
- 22% Community Facilities (Childcare, Social, Cultural, Library)
- 18% Parks & Open Space (Includes Public Art)

Total = $700M

* Account for about 1/3 of City’s capital budget.
Mobility Options

Complete Streets

Car Share

Bike Share
Making the City more inclusive

VANCOUVER DIALOGUES
First Nations, Urban Aboriginal and Immigrant Communities
Making the City more inclusive

A HEALTHY CITY FOR ALL

Vision, Focus Areas, and Goal Areas of the Healthy City Strategy with examples of related City initiatives.
Making the City more inclusive
Greenest City Action Plan

GREENEST CITY

2020 ACTION PLAN
PART TWO: 2015-2020

PROGRESS HIGHLIGHTS

50%
-TRIPS MADE BY WALKING, CYCLING, OR TRANSIT

27%
DECREASE IN VEHICLE KM DRIVEN PER PERSON SINCE 2007

50%
DECREASE IN GREENHOUSE GASES FROM BUILDINGS JUNE 2007

48,900
NEW TREES PLANTED SINCE 2010

38%
INCREASE IN NEIGHBOURHOOD FOOD ASSETS SINCE 2010

23%
DECREASE IN SOLID WASTE SENT TO LANDFILL AND INCINERATOR SINCE 2008

15%
DECREASE IN COMMUNITY GREENHOUSE GASES SINCE 2007

10%
OF COMMUTING TRIPS MADE BY CYCLING

Documenting progress towards goals
### Greenest City Action Plan

<table>
<thead>
<tr>
<th>Goal and Targets</th>
<th>Indicator</th>
<th>Baseline</th>
<th>2015</th>
<th>Change from Baseline</th>
<th>Improved over Baseline</th>
<th>2020 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CLIMATE AND RENEWABLES</strong></td>
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<tr>
<td>Target 1: Reduce community-based greenhouse gas emissions by 33% from 2007 levels.</td>
<td>Total tonnes of community CO₂ emissions from Vancouver</td>
<td>2,690,000 CO₂</td>
<td>(2007)</td>
<td>-16%</td>
<td>Yes</td>
<td>1,910,000 CO₂</td>
</tr>
<tr>
<td><strong>GREEN BUILDINGS</strong></td>
<td></td>
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<tr>
<td>Target 1: Require all buildings constructed from 2020 onward to be carbon neutral in operation.</td>
<td>Kilograms of CO₂ per square metre of newly built floor area.</td>
<td>20.7 kg CO₂/m²</td>
<td>(2016)</td>
<td>-30%</td>
<td>Yes</td>
<td>Carbon neutral</td>
</tr>
<tr>
<td>Target 2: Reduce energy use and GHG emissions in existing buildings by 20% from 2007 levels.</td>
<td>Total tonnes of CO₂ from all community buildings</td>
<td>1,238,000 CO₂</td>
<td>(2014)</td>
<td>-20%</td>
<td>Yes</td>
<td>1,300,000 CO₂</td>
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<tr>
<td><strong>GREEN TRANSPORTATION</strong></td>
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<tr>
<td>Target 1: Make the majority of trips over 50% by foot, bicycle and public transit.</td>
<td>Per cent modes share by walk, bike and transit.</td>
<td>40%</td>
<td></td>
<td>+10%</td>
<td>Yes</td>
<td>50%</td>
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<td>Target 2: Reduce average distance driven per resident by 20% from 2007 levels.</td>
<td>Total vehicle km driven per person</td>
<td>5,990 km</td>
<td>(2007)</td>
<td>-27%</td>
<td>Yes</td>
<td>4,760 km</td>
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<tr>
<td><strong>ZERO WASTE</strong></td>
<td></td>
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<td>Target 1: Reduce total solid waste going to the landfill or incinerator by 50% from 2008 levels.</td>
<td>Annual solid waste disposed to landfill and incinerator from Vancouver</td>
<td>410,000 tonnes</td>
<td>(2010)</td>
<td>-23%</td>
<td>Yes</td>
<td>240,000 tonnes</td>
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<tr>
<td><strong>ACCESS TO NATURE</strong></td>
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<td>Target 1: Ensure that every person lives within a five-minute walk of a park, greenway or other green space.</td>
<td>Percentage of city’s land base within a five-minute walk to a green space</td>
<td>92.9%</td>
<td>(2010)</td>
<td>+0.1%</td>
<td>Yes</td>
<td>95%</td>
</tr>
<tr>
<td>Target 2: Plant 100,000 additional trees.</td>
<td>Total number of additional trees planted</td>
<td>60,000 trees</td>
<td>(2016)</td>
<td>+10,000</td>
<td>Yes</td>
<td>160,000 trees</td>
</tr>
<tr>
<td><strong>CLEAN WATER</strong></td>
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<tr>
<td>Target 3: Meet or beat the most stringent of British Columbia, Canadian and international drinking water quality standards and guidelines.</td>
<td>Total number of instances not meeting drinking water quality standards</td>
<td>0 instances</td>
<td>(2006)</td>
<td>0 instances</td>
<td>0 instances</td>
<td>0 instances</td>
</tr>
<tr>
<td>Target 2: Reduce per-capita water consumption by 33% from 2006 levels.</td>
<td>Total water consumption per capita</td>
<td>581 L/person/day</td>
<td>(2006)</td>
<td>-15%</td>
<td>Yes</td>
<td>350 L/person/day</td>
</tr>
<tr>
<td><strong>LOCAL FOOD</strong></td>
<td></td>
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<tr>
<td>Target 1: Increase city wide and neighbourhood food assets by a minimum of 50% over 2010 levels.</td>
<td>Total number of neighbourhood food assets in Vancouver</td>
<td>5,144 food assets</td>
<td>(2010)</td>
<td>4,012 food assets</td>
<td>+30%</td>
<td>7,000 food assets</td>
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<tr>
<td><strong>CLEAN AIR</strong></td>
<td></td>
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<tr>
<td>Target 1: Meet or beat the most stringent air quality guidelines from Metro Vancouver, BC, Canada, and the World Health Organization.</td>
<td>Total number of instances not meeting air quality standards for ozone, particulate matter (PM 2.5), nitrogen dioxide and sulphur dioxide from both the Kitsilano and Downtown stations combined</td>
<td>27 instances</td>
<td>(2008)</td>
<td>3 instances</td>
<td>-94%</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>GREEN ECONOMY</strong></td>
<td></td>
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<tr>
<td>Target 1: Double the number of green jobs over 2010 levels.</td>
<td>Total number of green jobs</td>
<td>16,700 jobs</td>
<td>(2010)</td>
<td>+99%</td>
<td>Yes</td>
<td>33,400 jobs</td>
</tr>
<tr>
<td>Target 2: Double the number of companies that are actively engaged in greening their operations over 2013 levels.</td>
<td>Percentage of businesses engaged in greening their operations over 2013 levels</td>
<td>5% of businesses engaged (2013)</td>
<td>Survey to be conducted in 2017</td>
<td>-</td>
<td>--</td>
<td>10% of businesses engaged</td>
</tr>
<tr>
<td><strong>LIGHTER FOOTPRINT</strong></td>
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<tr>
<td>Target: Reduce Vancouver’s ecological footprint by 33% over 2006 levels.</td>
<td>Proxy, “Number of people employed” by a City-led or City-supported project to take personal action in support of a Greenest City goal and/or to reduce levels of consumption (cumulative)</td>
<td>600 people (2011)</td>
<td>18,400 people</td>
<td>+12,800</td>
<td>Yes</td>
<td>To be determined</td>
</tr>
</tbody>
</table>
Sea Level Rise
THANK YOU!