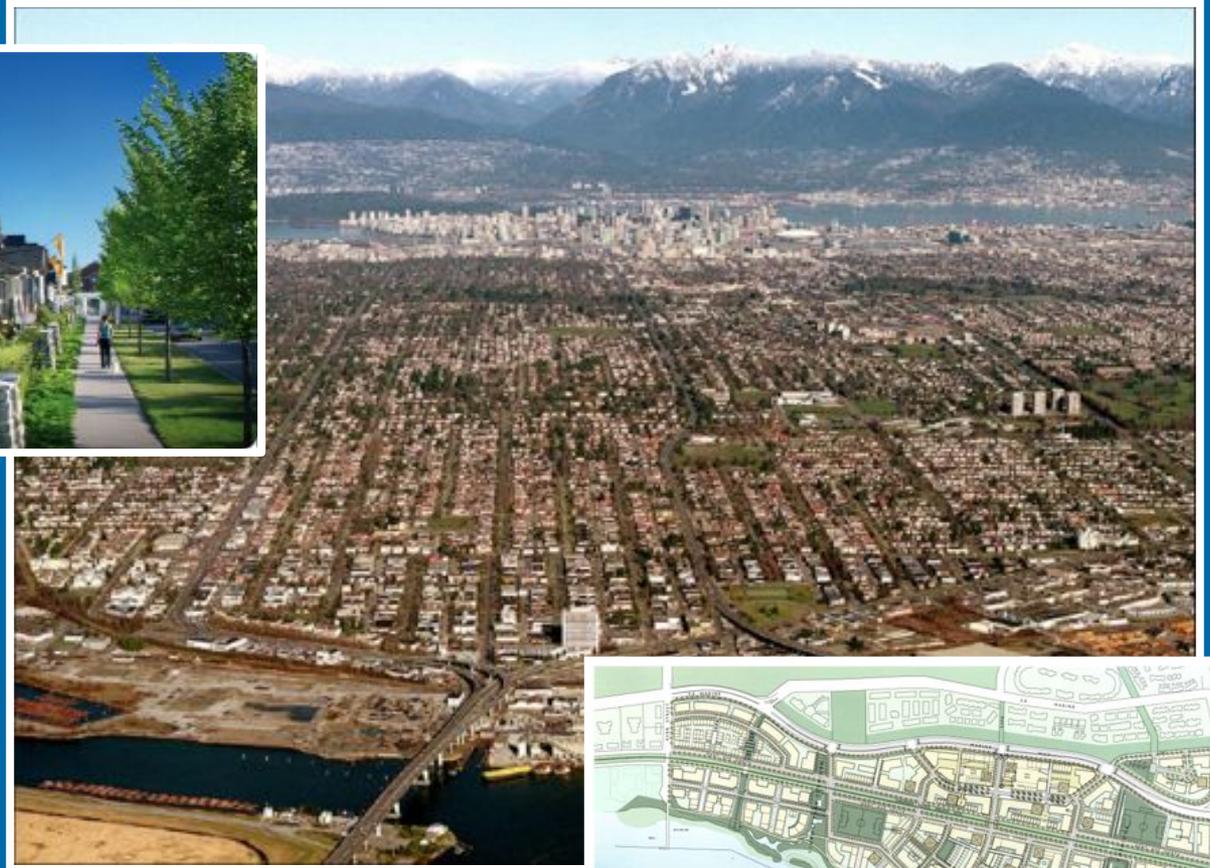


Building **Better** 'Burbs: (Since they're not going anywhere soon)



@BrentToderian
@TODUrbanWorks



Tops on Many Lists!

Most **Livable**

Most **Reputable**

Most **Visitable**

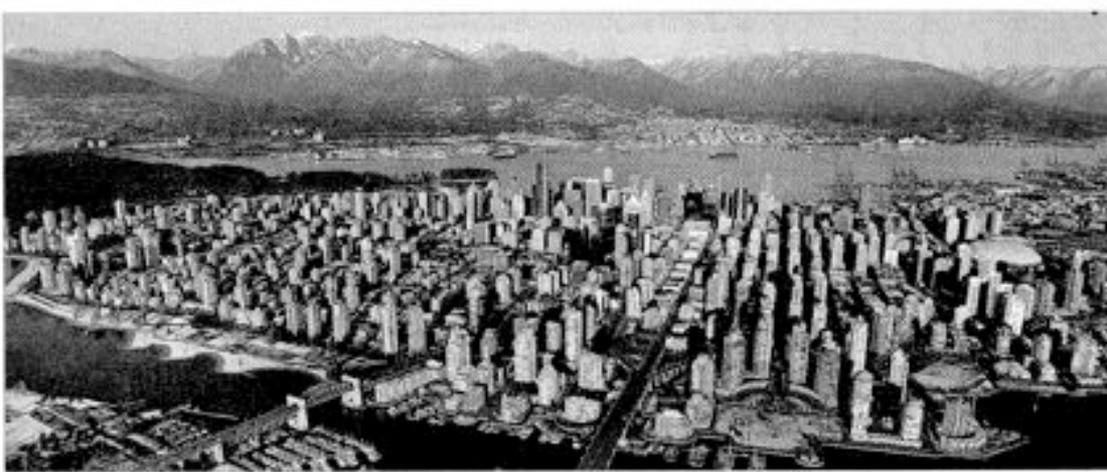
Top **Green City**

Top **Walking City**

Top **Biking City**

Top **Coffee City**

Economically
Successful City!



WITH THE BAYVIEW/VANCOUVER JIB

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 (38th), 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 Star



TODERIAN UrbanWORKS

Throughout this talk, I want you to catch yourself if you find yourself thinking the 8 most frustrating words in the english language...

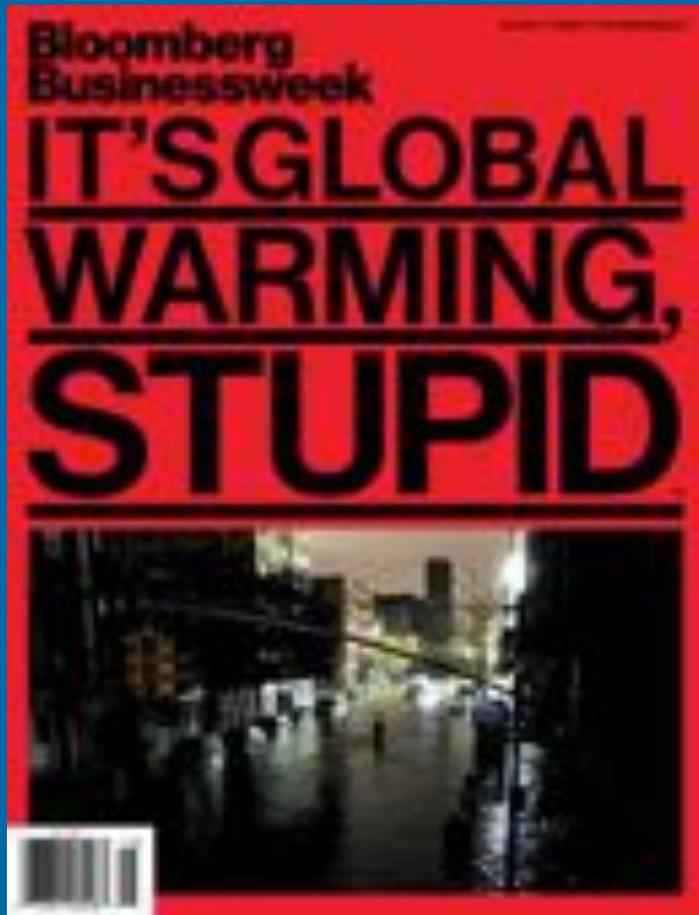


“We could never do that
in our city!”



“We could never do that
in our SUBURB!”





TODERIAN UrbanWORKS

Let's not forget, Healthy People, Healthy City!

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 EISNER VANCOUVER

Terron 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 1981, when he ran for mayor (losing to Keith) in Toronto's Bloor-St. Nicholas 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 team of researchers that presented ideas about urban planning's key role in human health, he is now teaching his work over the past quarter-century that is exploding 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 named as Canada's healthiest city, they are nonetheless acting.

"There 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. www.globeandmail.com

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

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



Canada is a Suburban Nation

ATLAS of SUBURBANISMS

[ABOUT](#)[NEWS](#)[ATLAS MAPS & DATA](#)[ATLAS ANALYSIS](#)[WORKING PAPERS READING COURSE](#)[LINKS](#)

ESTIMATING CANADA'S SUBURBAN POPULATION

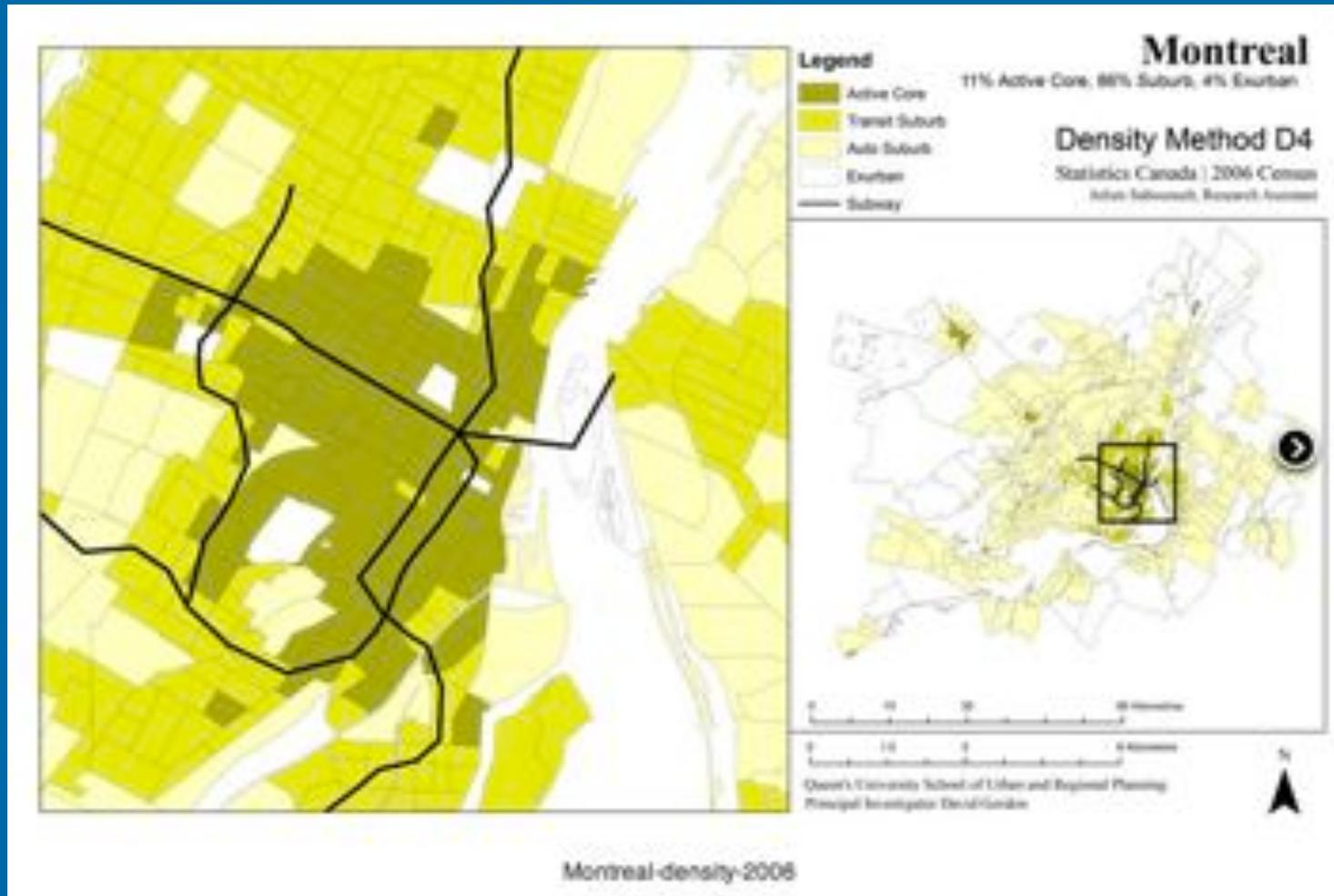
Posted by Admin on Friday, July 13, 2012 - 2 Comments

It is often noted that around 80 percent of the Canadian population lives in urban areas — but new research suggests Canada is actually a “suburban nation”.

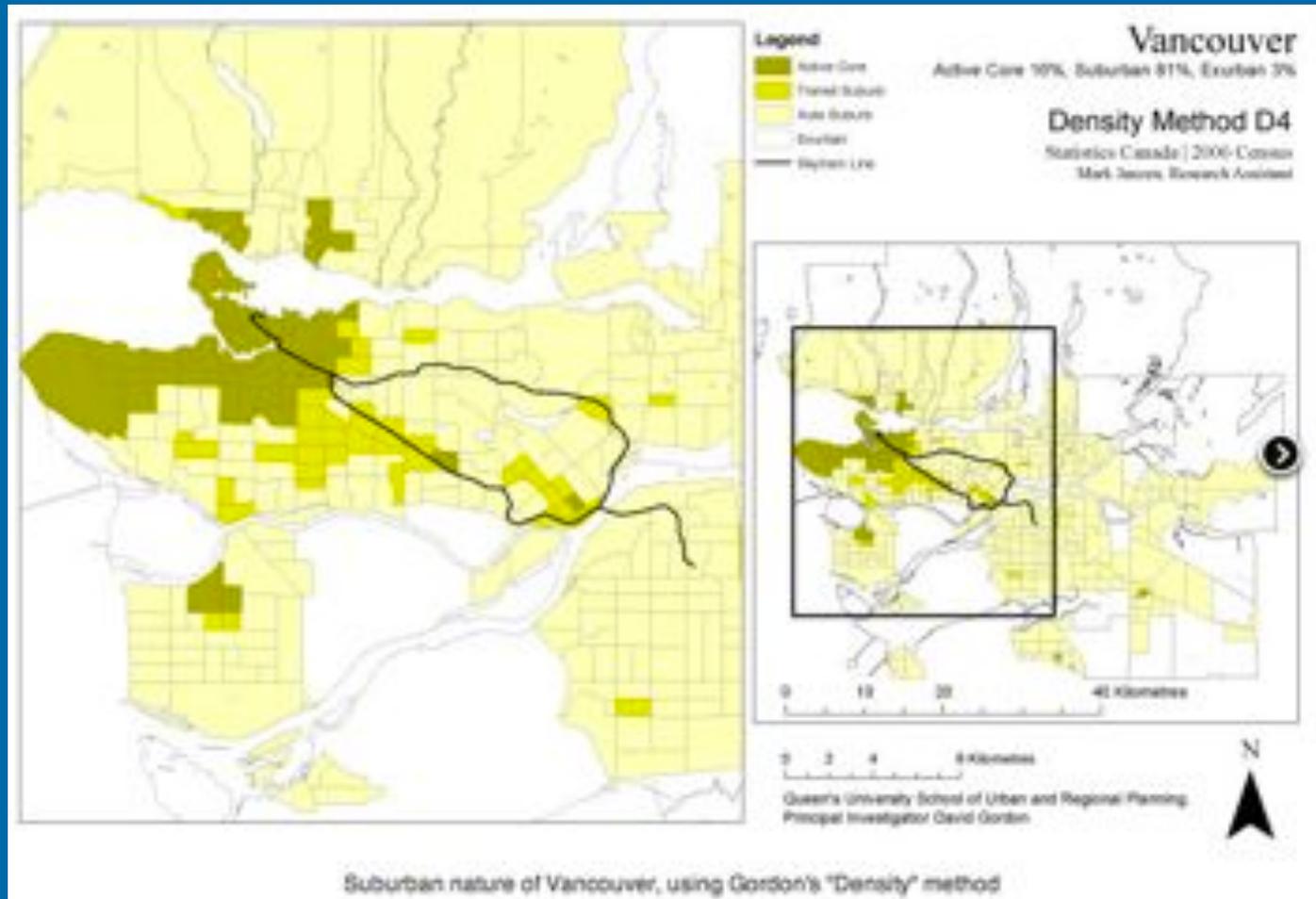
A research team lead by [Prof. David Gordon](#), Director of the School of Urban and Regional Planning at Queen's University, is contributing to the conversation on the changing nature of Canada's suburbs. Gordon and his team have used census data from 1996 and 2006 to analyse all Census Metropolitan Areas (CMAs) across the country, as well as a sample of Census Agglomerations (CAs). They apply multiple definitions to GIS data at the census tract level in order to produce a series of maps and tabular data by city that estimate the suburban population.



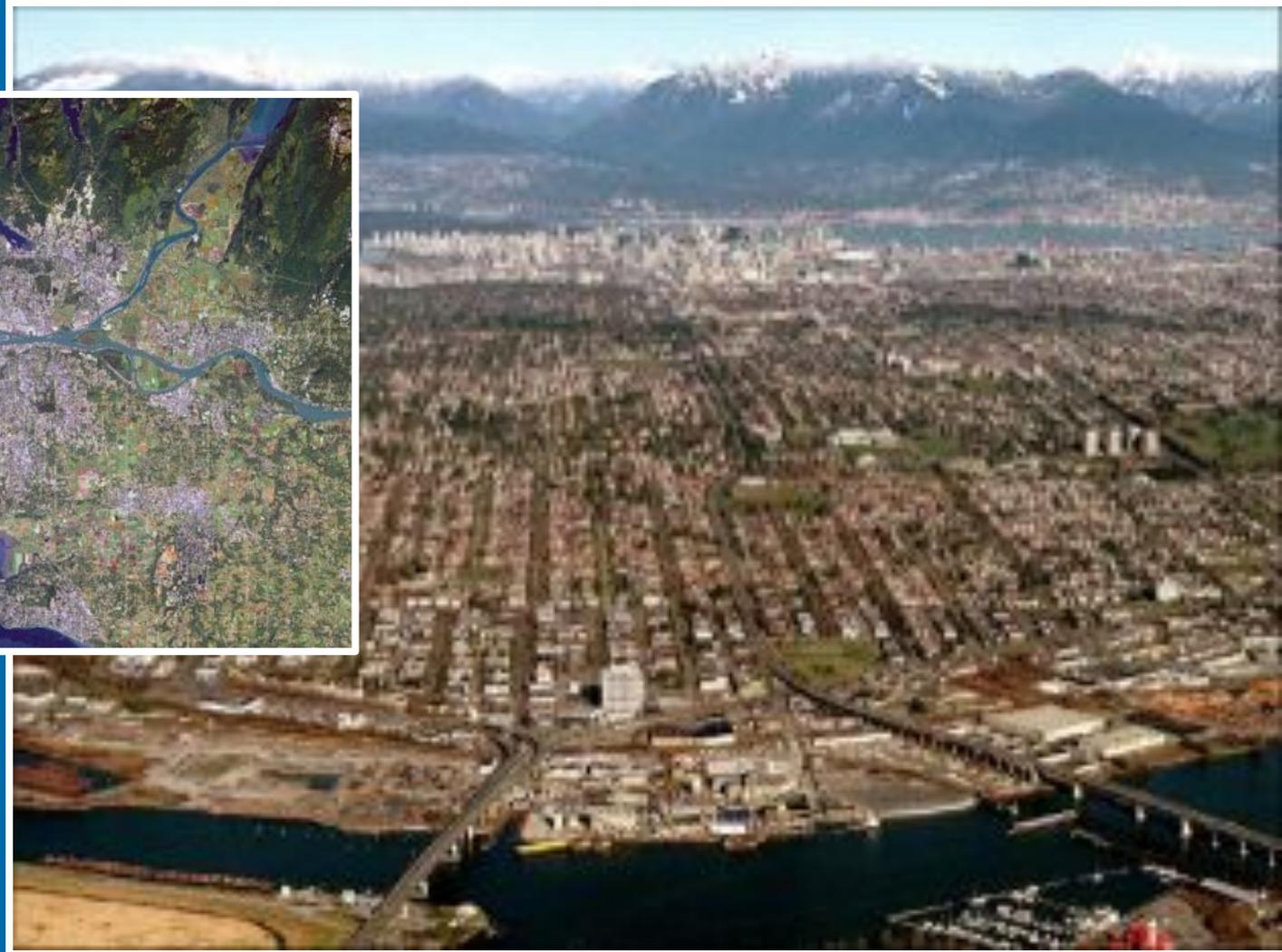
86% of Montrealers live in the Suburbs



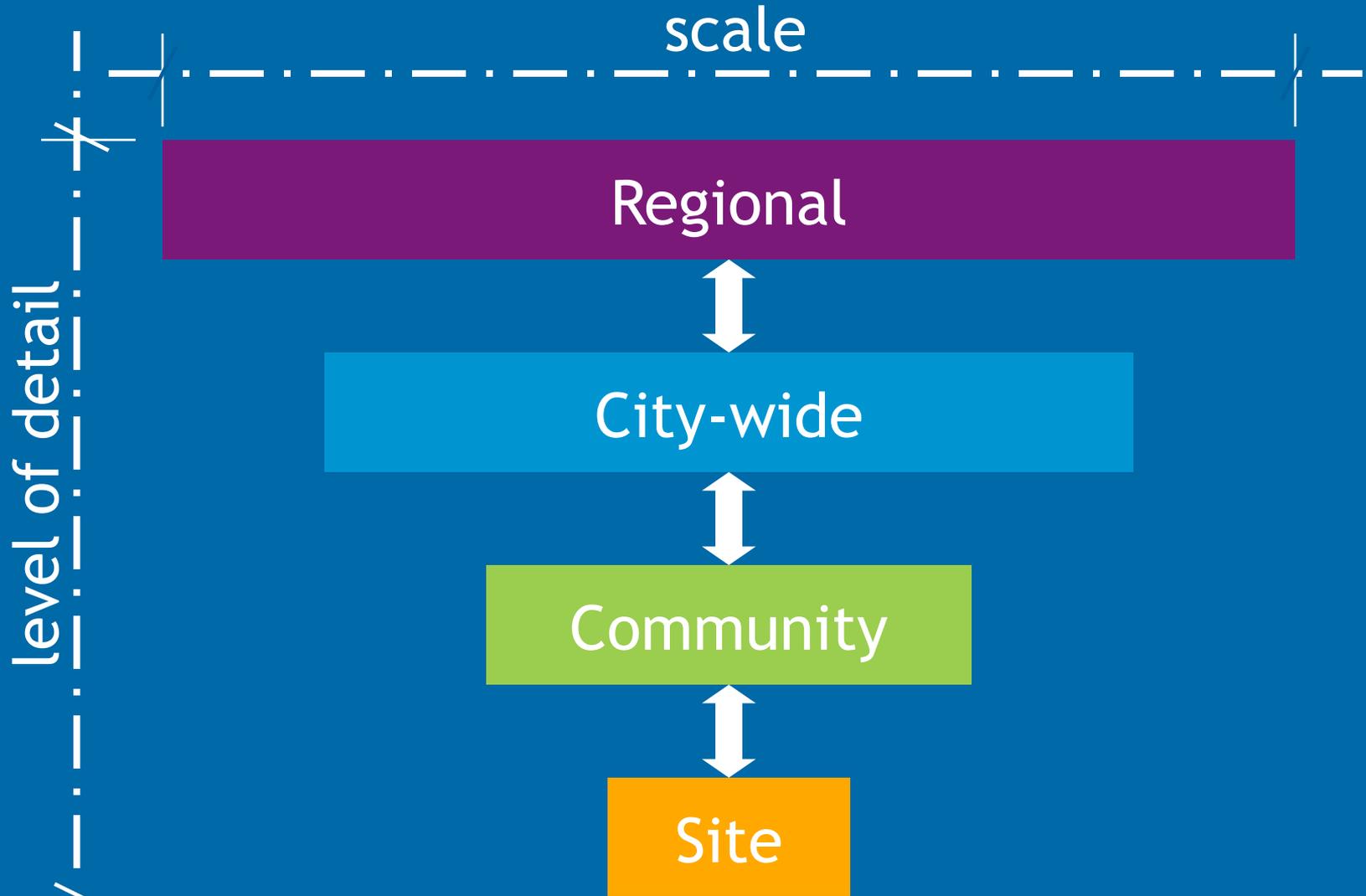
81% of Vancouverites live in the Suburbs



Making Vancouver's "Two Suburbs" Sustainable?



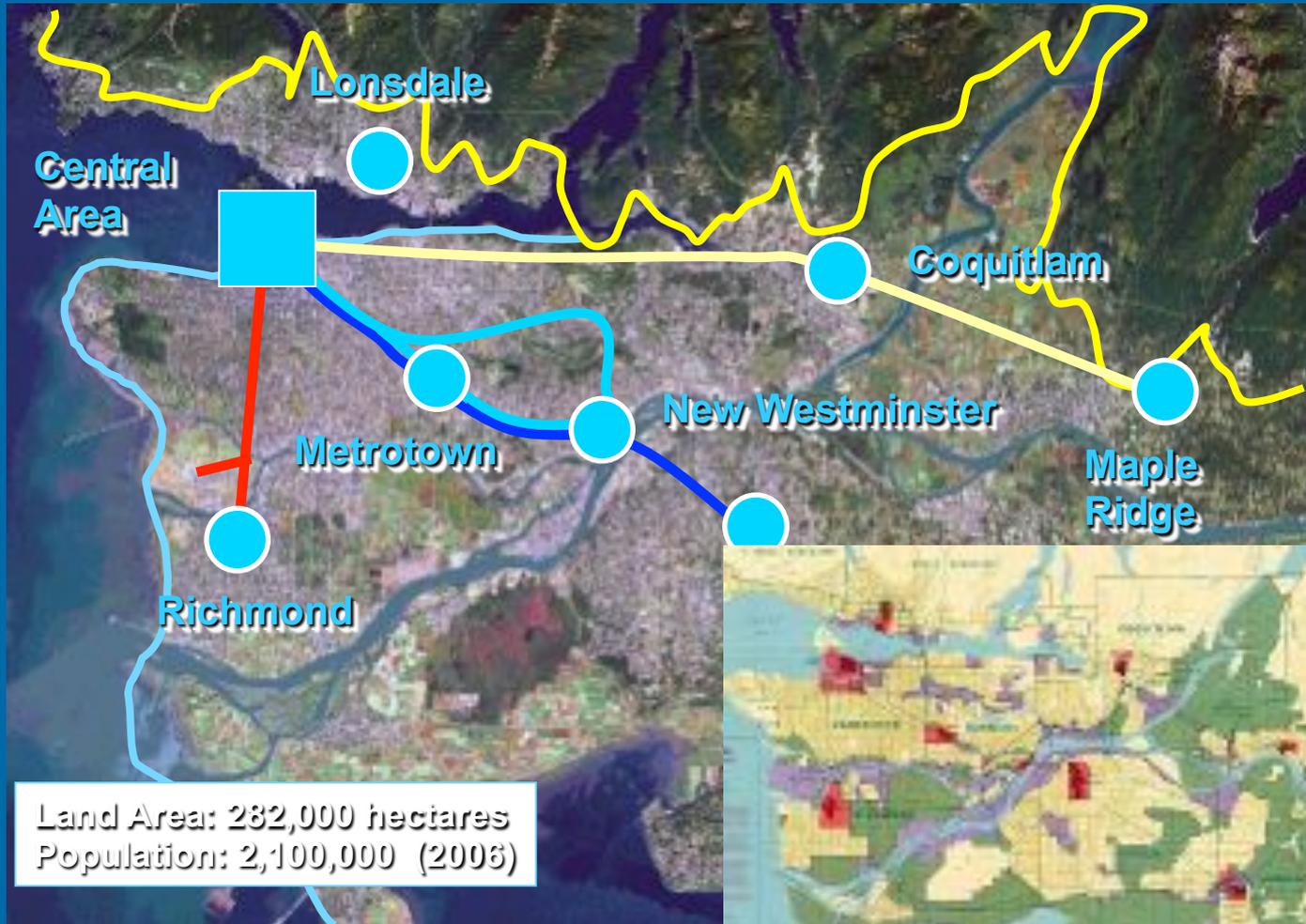
Real Solution: Better **Urbanism** at Every Scale!



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



A Complete Region of Complete Suburbs?



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



Sprawl is more than leap-frog or unplanned development.

Of course you can have planned, contiguous sprawl.

Much of North America is filled with it.



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



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



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 Bunders, living happily in north False Creek. From left, mom Tracy, 35; son, 12; father, 36; daughter, 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, B2



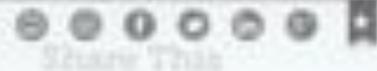
...and a **complete** City and Region!





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SMART GROWTH

ON COMMON GROUND

How Millennials Move: The Car-Less Trends

By G.M. Filko

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 all-unanswered question is whether that's a short-term or a permanent transformation.



Photo: iStockphoto.com/PhotoLibrary

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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HGTV's newest co-stars debate:
where you should really be investing
(And why)

+

Marc Hewitt's luxury
condos (finally) launch
How to write a
commercial lease



TODERIAN UrbanWORKS

Its about
**Affordable
Cities,** not
just
Affordable
Housing.



The “Vampire Index”

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Fuel and mortgage VAMPIRE sucks households dry

By: Jeannette Langan on: Sun 10 of Aug, 2008



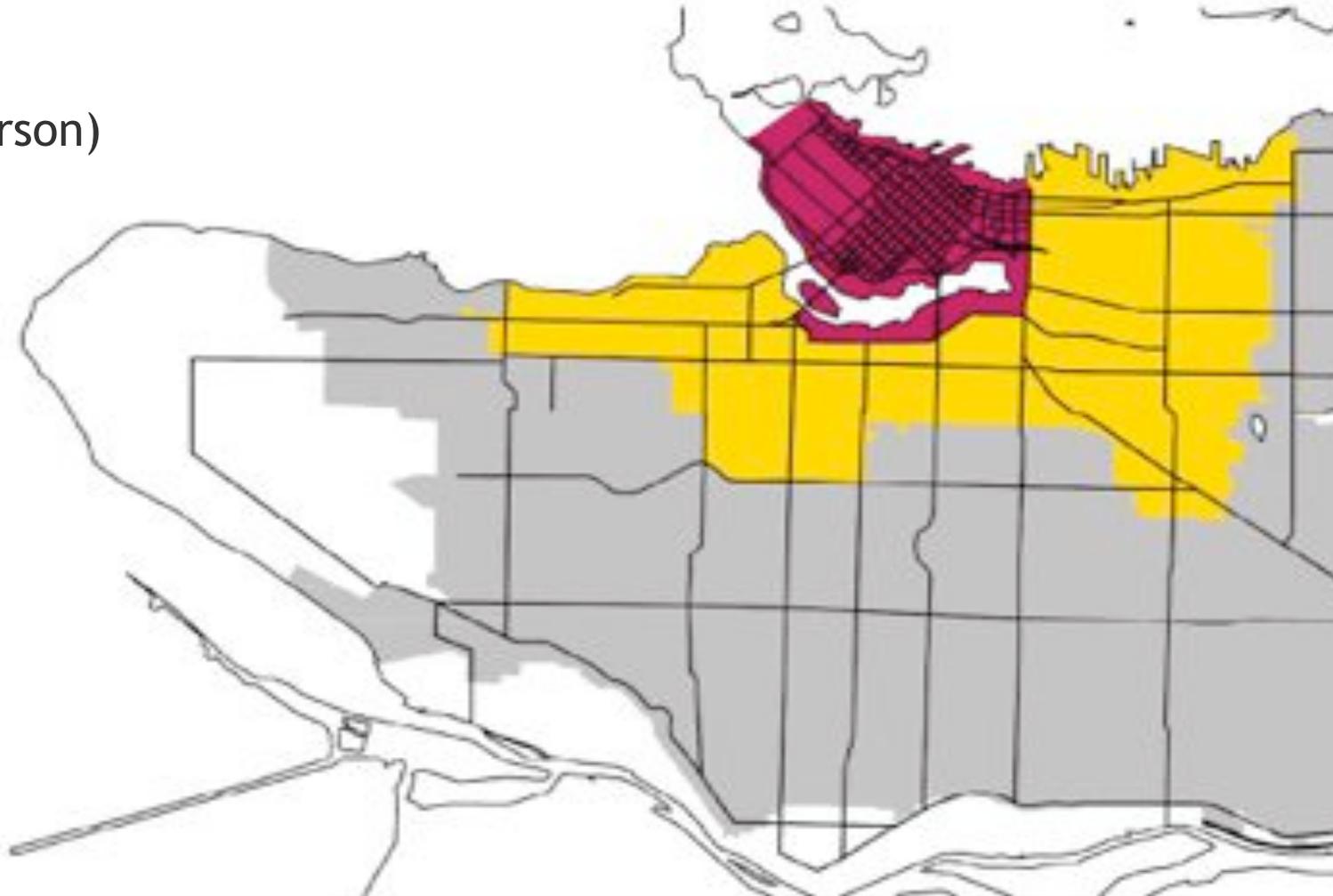
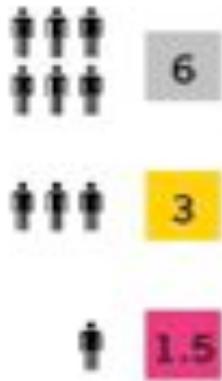
The devastating impact of soaring fuel and mortgage prices on Australian households was graphically revealed in the new Griffith University Urban Research Program VAMPIRE index released today.

The VAMPIRE index is contained in a report titled 'Unsettling Suburbia: The New Landscape of Oil and Mortgage Vulnerability in Australian Cities' available from Monday, 11 August on the Urban Research Program website: <http://www.griffith.edu.au/centre/urp>

(Vulnerability Assessment for Mortgage, Petroleum and Inflation Risks and Expenses)

The Density / GHG relationship

density + ghg
(tonne per person)



source: Busby Perkins + Will

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.

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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
STAFF WRITER

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 Sudhu Johnston said.

10 KEY AREAS TO GREEN THE CITY BY 2020

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

CONTINUED ON A4

- The 3 D's: Density, Design & Diversity
- The 3 C's: Complete, Compact, Connected



Completeness is about density done well:

1. Land use and movement aligned



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.



Vancouver's Movement Modes, Prioritized

#1



#2



#3



#4



#5



Done well, Density uses “the power of **nearness**”

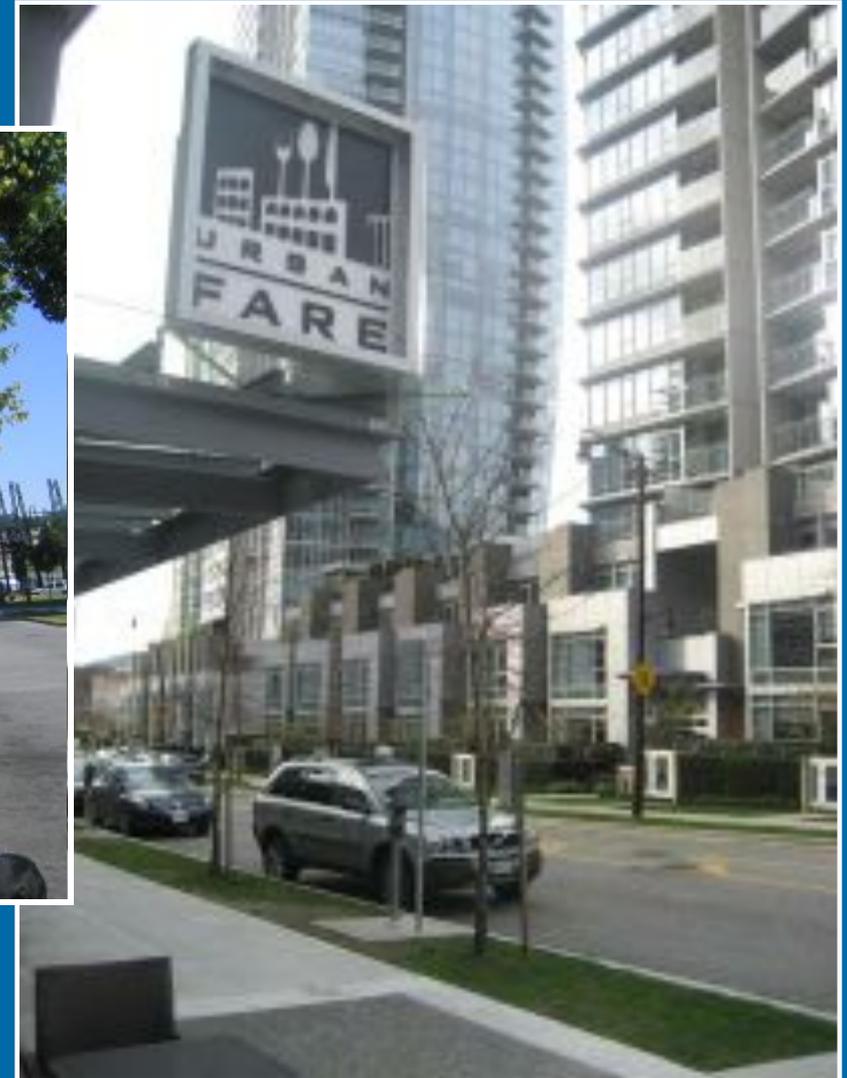


TODERIAN UrbanWORKS

Walking infrastructure: horizontal AND vertical



Designing an artful mix at “eye-level”



THE IRISH TIMES Cities fit for cycling

THE TIMES | [Click to be notified tomorrow](#) | [Join The Times](#)

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

Article | Graphic: wheels of change



Philip Park Transport Correspondent
Last updated at 12:01 AM, 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 2008 and 2009
Peter Nicodemus/Getty

JUST 99¢ FOR 4 WEEKS OF A TIMES DIGITAL

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

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 NAMI SCALLAN

It's late afternoon and Tracy Myerson is up to her elbows in bike repairs — wrestling inflated inner tubes into tires, repairing rusty chains and fielding questions from curious passersby.

It's a non-union shop here at just-got-like studios in east Vancouver — just with a custom-made, down-purported road bike in the neon-lit workshop and a collection of women's accessories just peeking out at the back of the room, it's not your run-of-the-mill, male bike shop.

"I wanted to compare women's bikes," 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 head-to-toe repair and merchandise shop.

For Myerson, the jet girl bike stands — near the corner of Dixon 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 cycling during evening commutes.

But for Myerson, it's all about safety. Using her shop as a safe haven for people to learn to ride and talk bikes, she's trying to make cycling a comfortable fun activity for everyone, she said. That's what TransLink is achieving with its five-year-old cycling strategy — a goal released in June that outlines ways to improve the safety and comfort of Vancouver's cycling, especially for women.

According to the report, only 10 per cent of the city's 1.5 million commuters are made by women — a rate that falls far behind the 20 per cent participation in many other European cities, such as London and Amsterdam.



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



STREET SKETCH
AUGUST 11
MONTREAL
THE GAZETTE

The Province

MONDAY, JULY 18, 2011 | VANCOUVER, BRITISH COLUMBIA | THEPROVINCE.COM | A DIVISION OF POSTMEDIA NETWORK INC.

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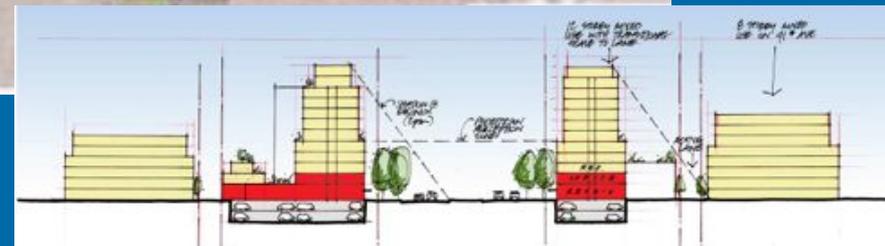
WOMEN ON BIKES WANTED

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

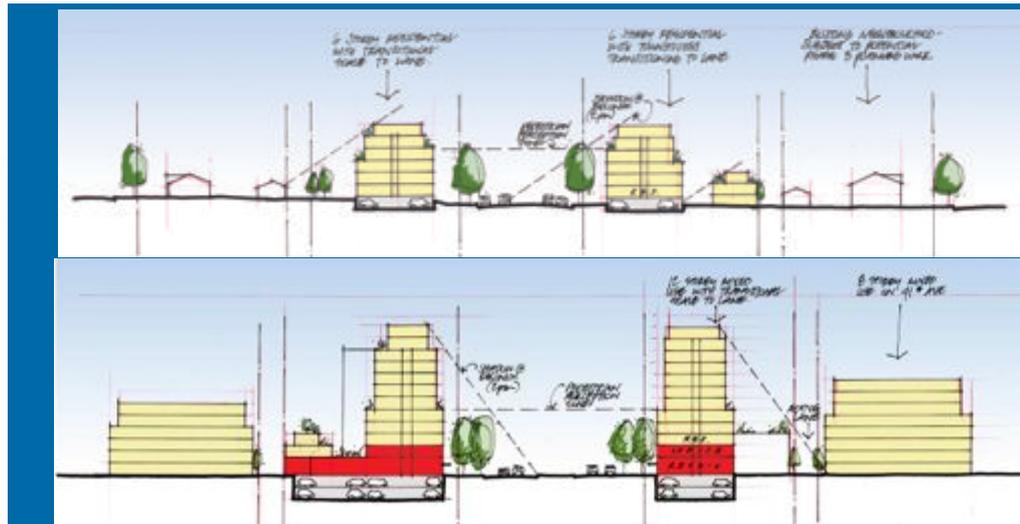
NEWS A3



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

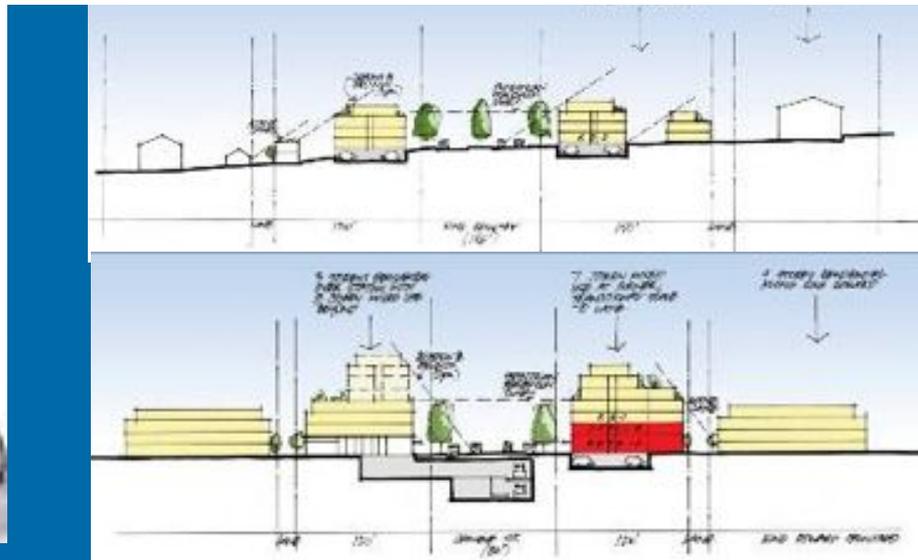


Cambie Corridor along Canada Line



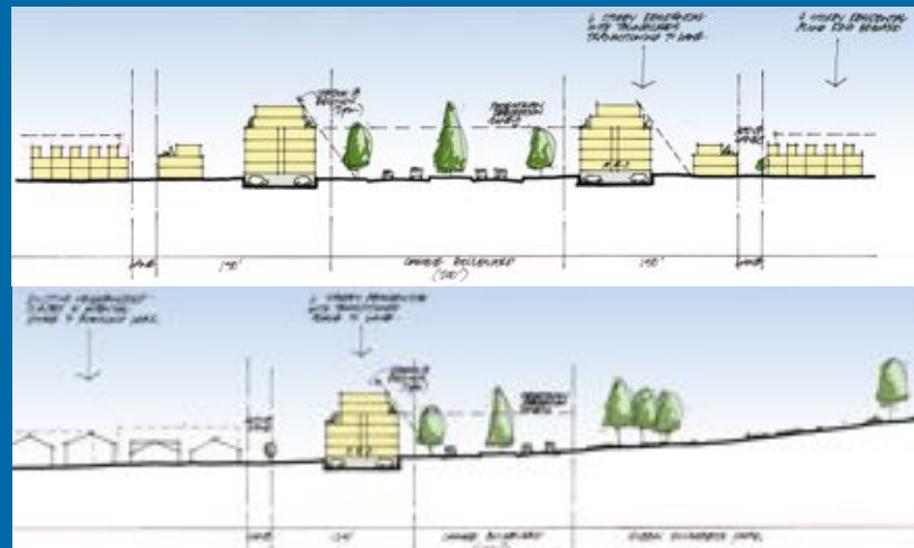
Cambie Village

- King Edward
 - 4 storeys
 - 1.0 - 1.5 FSR
- Cambie Street
 - 6 - 8 storeys
 - 2.5 - 3.0 FSR
 - retain rental housing



Queen Elizabeth

- Cambie Street
 - 6 storeys
 - 1.5 - 2.25 FSR



Marine Landing



Oakridge Centre - Vancouver Urbanizing the Suburban Mall



STREET SPACE FOR 60 PEOPLE



The Law of Congestion:

“Building more highways doesn’t REDUCE traffic – it does the OPPOSITE! It increases the volume of motorists and generates even more traffic.”



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



Height is just a design challenge...



Can we avoid “Vertical Sprawl?”



Designing is about place-making, and artful mix
at “eye-level”



TODERIAN UrbanWORKS

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 squares, through development..



TODERIAN UrbanWORKS

Many more amenities and benefits, through development



But what about the rest of Vancouver?



This is what the CITY of Vancouver calls “the Suburbs.”



Mid-Rise Density with Mix!



Collingwood Village



Arbutus Walk



South East False Creek + the Olympic Village



South East False Creek + the Olympic Village







TODERIAN UrbanWORKS

Environmental Best Practices

Stack Effect

Cross
Ventilation



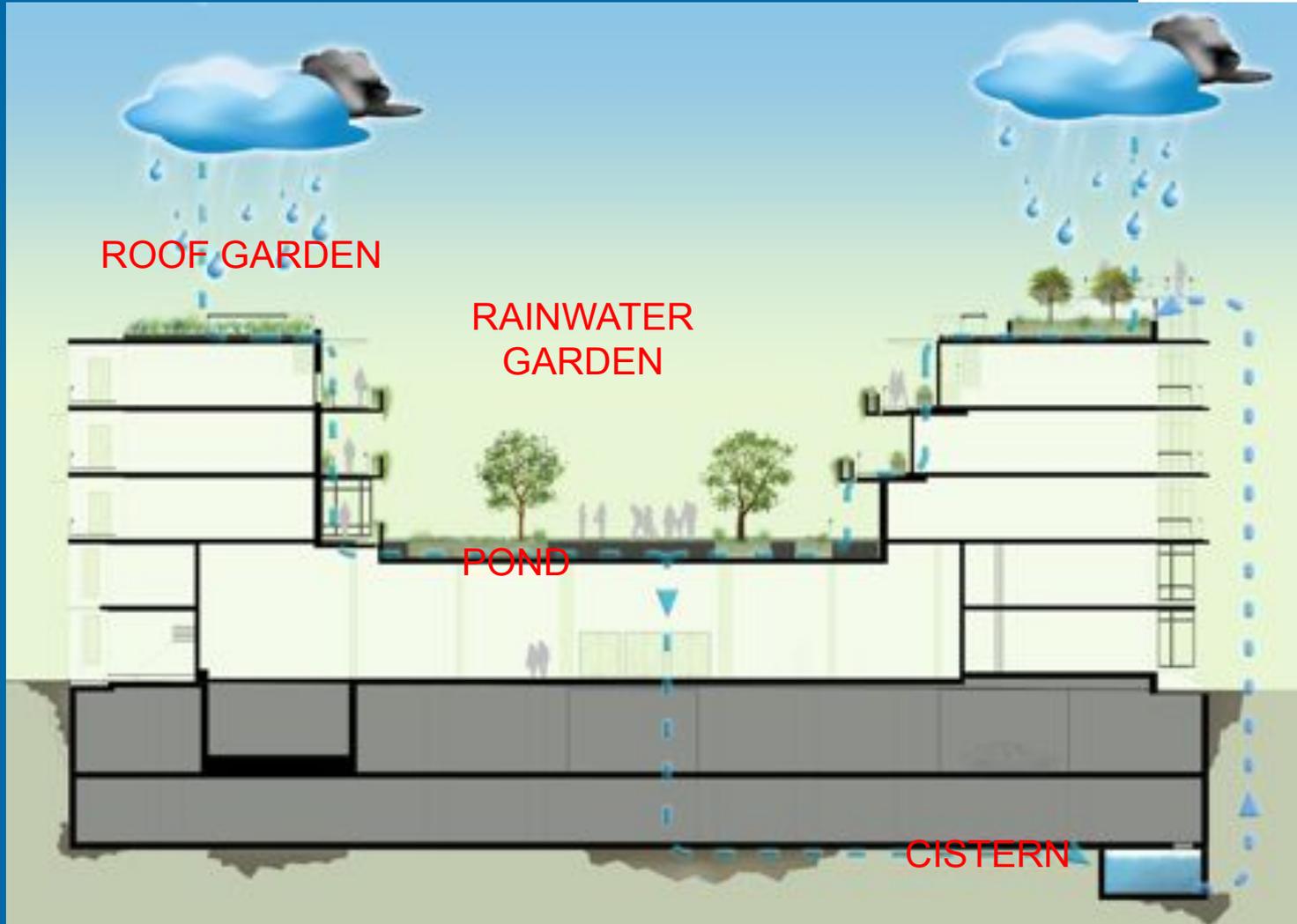
Evaporative Cooling



Environmental Best Practices



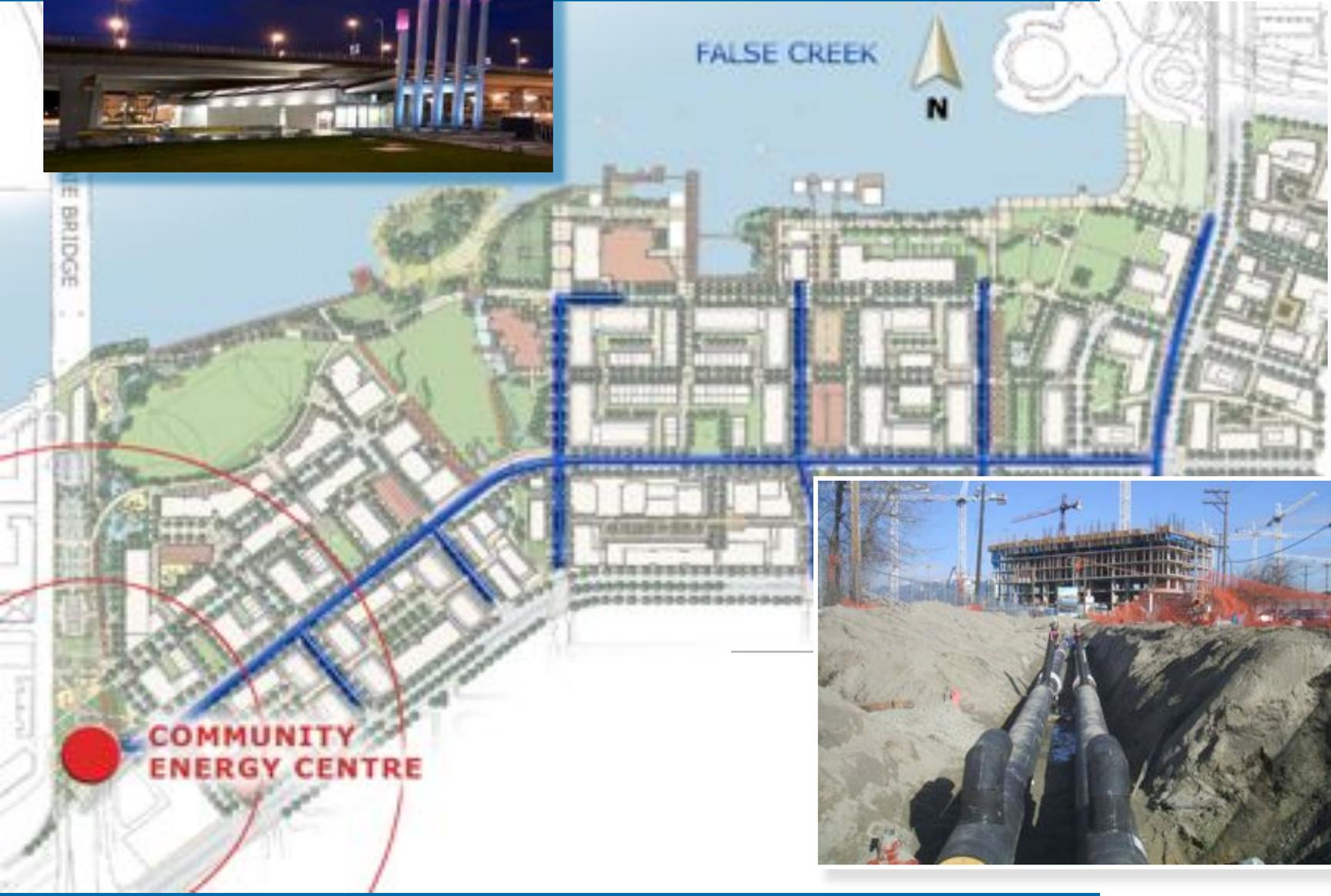
Environmental Best Practices



Environmental Best Practices



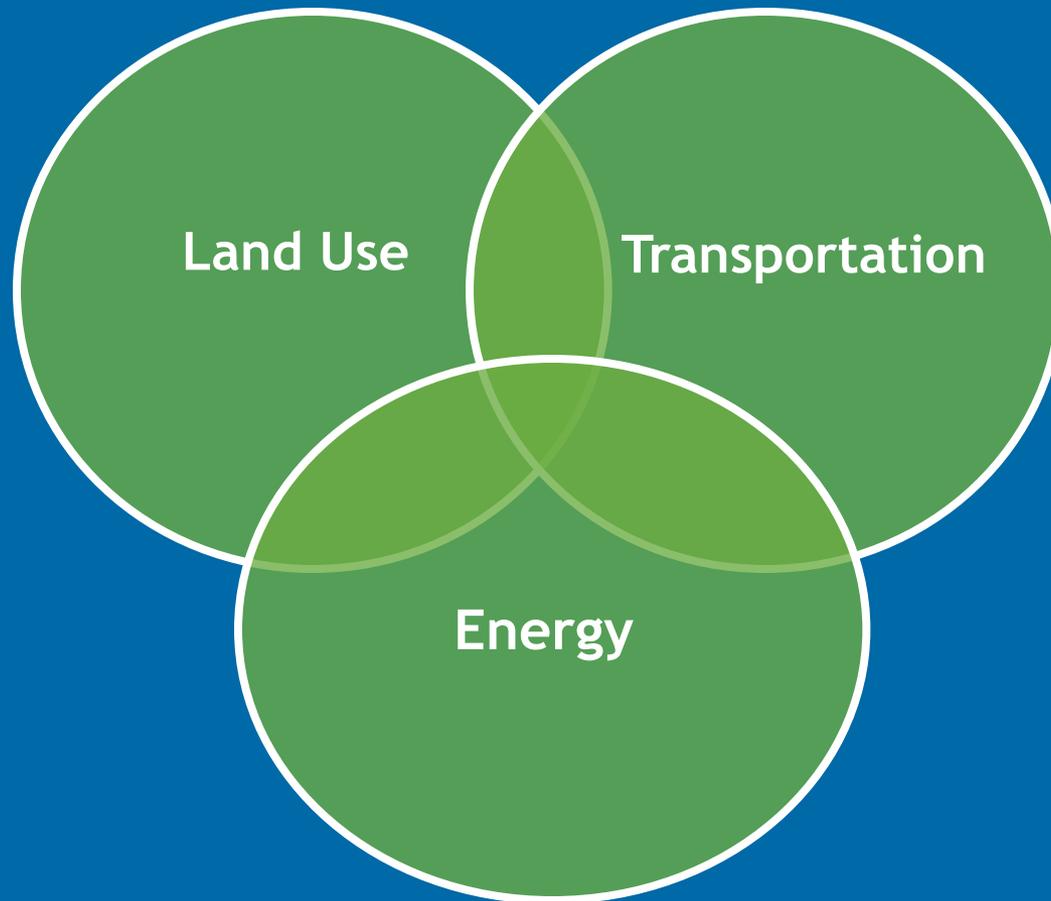
Environmental Best Practices





TODERIAN UrbanWORKS

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



7101-7201 Granville Street (Shannon Mews)



8495 Granville Street (Marpole Safeway)



4255 Arbutus Street (Arbutus Centre)



8440 Cambie Street (Marine Gateway)



East Fraserlands



In 2006-8, Density was “the Big Story”



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

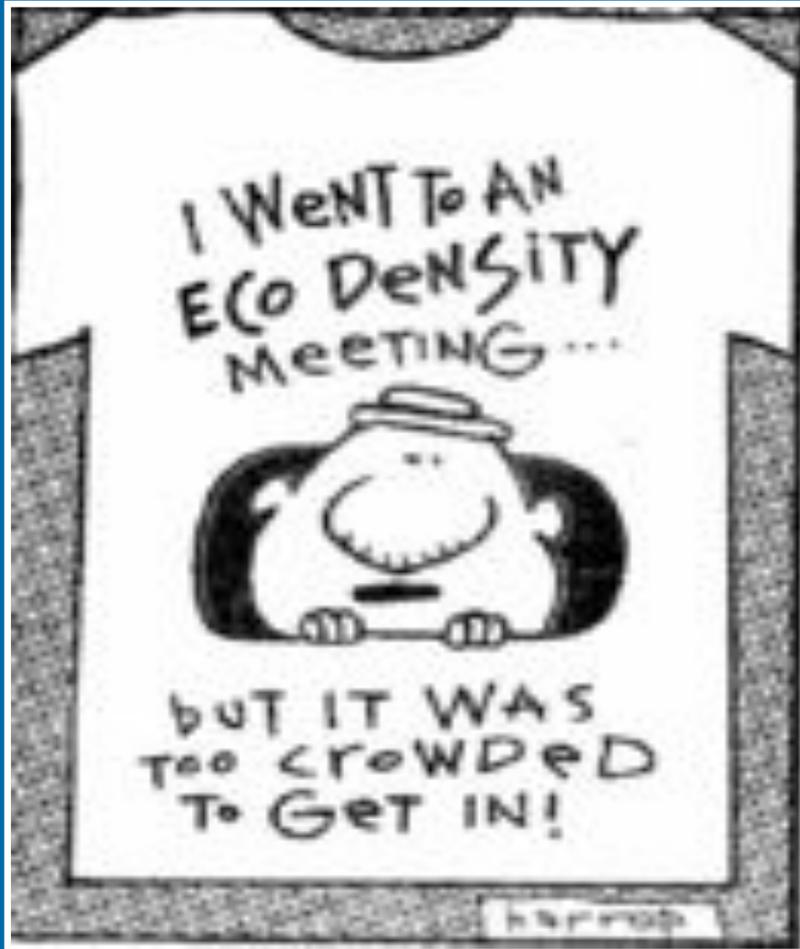
EcoDensity raises fears of crowding without amenities

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 BALFORD
VICE-CHAIR, WESTCOAST HOMES
REAL ESTATE INDUSTRY

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

Two different speakers made opposite impressions on me. One inspired and convinced me that people do care about change that happens outside the walls of their home and they are prepared to contribute in a positive way to building communities. The other left me with an awful feeling looking on helplessly at a speaker's despair.

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

reforms in planning for new growth in the city has disrupted the issue of urban density, systems to attract new business and to this day for many years.

Paul Oberlander, the 80-year-old forward-thinking planner who started UBC's graduate school of community and regional planning over 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 inspired by chairman of the city's urban and Planning Commission in protest of a council decision. His resignation and the public protest that it inspired built their community but to the credit of the day increasing their decision to run a transit-oriented system through Vancouver's downtown core.

That decision has shaped the Greater Vancouver region. Thanks to the work of a

position about the future of our city as Oberlander.

A number of speakers expressed the regional RBC BC concerns, their tone echoing the familiar refrain: "we live in just one, the densest, the most vibrant, and neighborhood doesn't need to change. I don't care where we live as long as we live."

But it was Vancouver resident Paul Manning with his radical ideas about rethinking that the federal and provincial governments consider an environmental impact assessment around urban population growth that really made me wonder about how public input urban decisions have become. The drawings, illustrations of those who think that we can resist the global flow of globalization and residential mobility are liberally sprinkled with ideas about how the concept of community has been corrupted in our last-gated materialistic urban world.

Many more to go as to suggest that the city should be lobbying the federal government to dramatically 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
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Committed to an **eco-city** of **eco-neighborhoods** (a shared responsibility)



Many levels of density (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**)



TODERIAN UrbanWORKS

A Variety of Building Types for Different Contexts

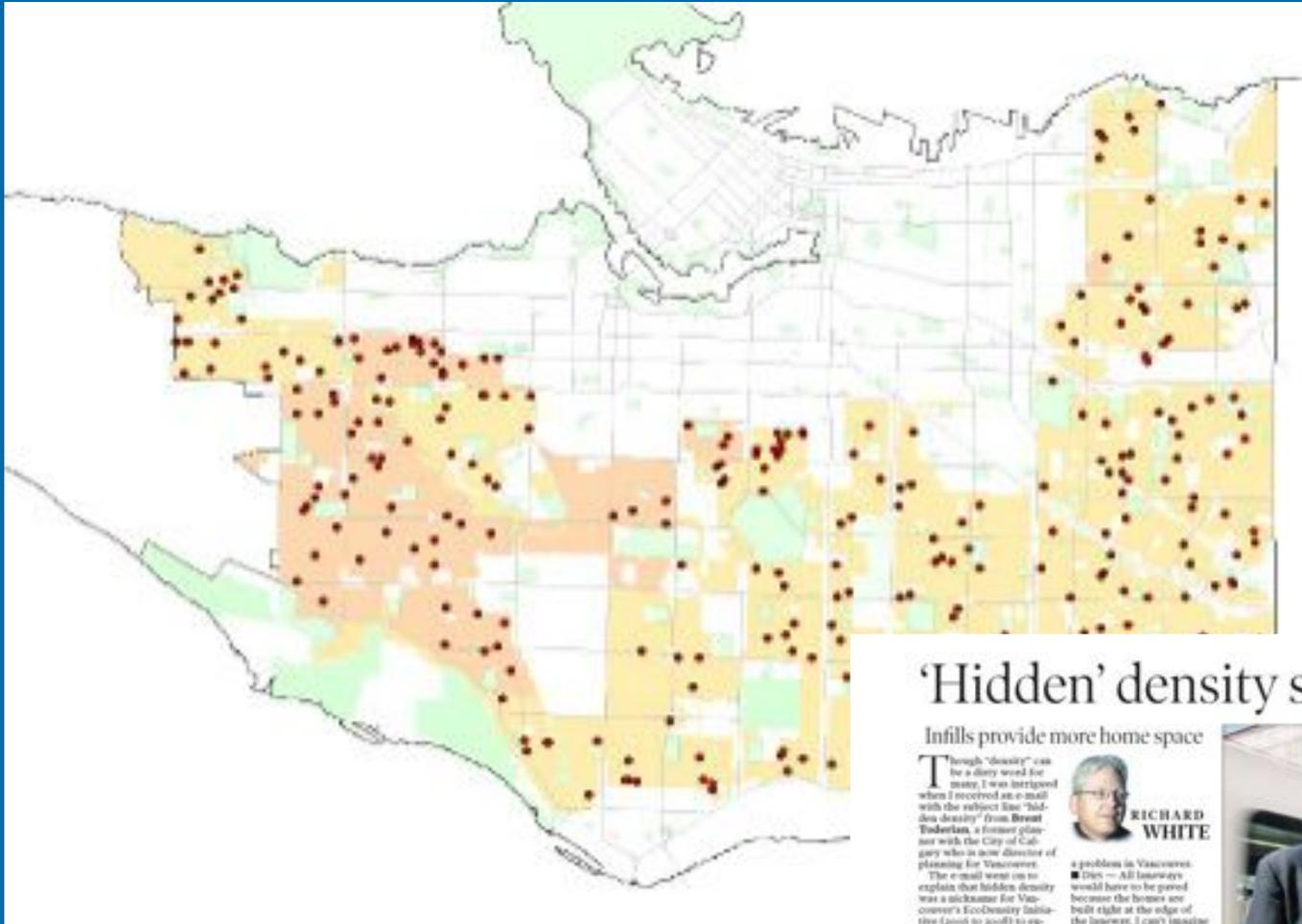


TODERIAN UrbanWORKS

Laneway Housing: A “Small” transformation?



Over 800 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 Toderman, 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 (used to 2007) to encourage laneway housing. It relates to the fact that

laneway development doesn't significantly change the way detached single-family housing looks from the street because it is using the garage space for modest residential development.

DID YOU KNOW?

During 2009, the communities with the most infill activity were: Westcoast, Allakoo, Mount Pleasant, Southwood, Tuxedo Park, Marquise.

Toderman



RICHARD WHITE

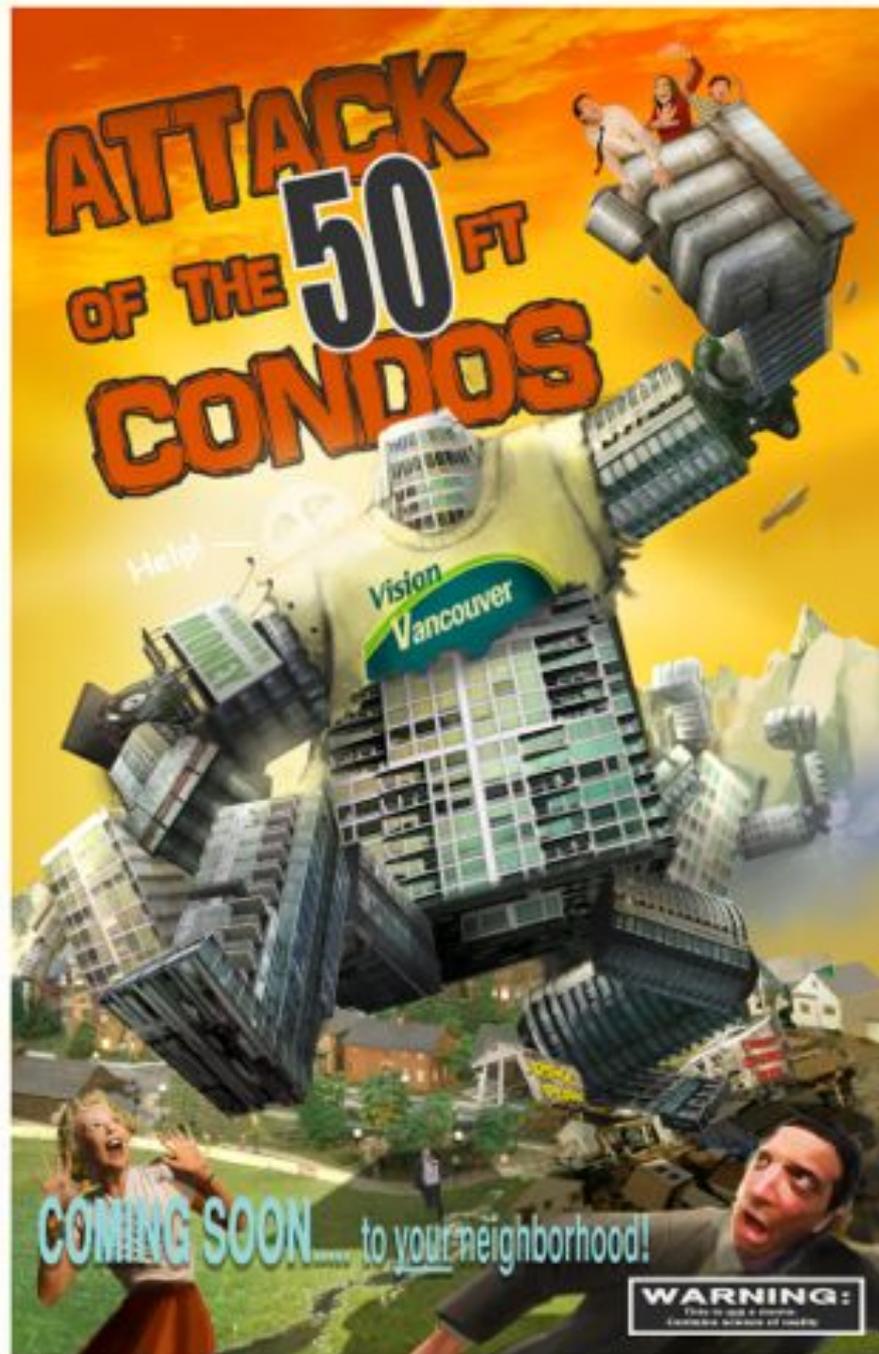
a problem in Vancouver. ■ Dies — All laneways would have to be paved because the homes are built right at the edge of the laneway. I can't imagine Calgarians being keen to live on a dirt laneway.

I contacted Leslie Klumbe 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



Photos: Calgary Herald/Bylines
Vancouver director of planning Brent Toderman is a former planner with the City of Calgary.



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Port Moody



Port Moody



Surrey, BC



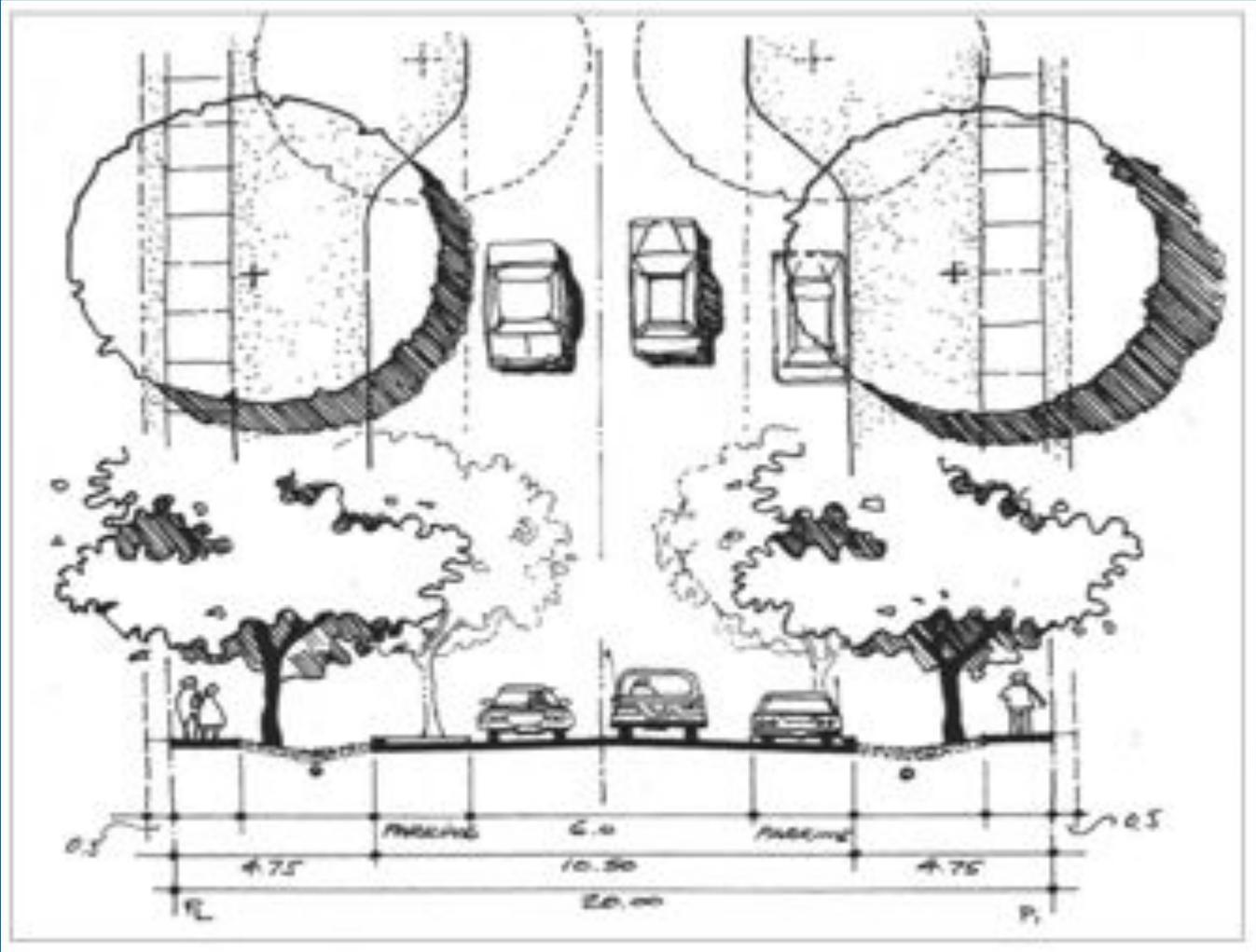
Dockside Green, Victoria



UniverCity -SFU



East Clayton



East Clayton

The challenge of East Clayton



Jeff Vandermeer is surrounded by coach houses in his East Clayton neighbourhood. The tightly packed homes allow for residential density, a concept that has won designers awards for promoting sustainability. But residents like Vandermeer say not everyone is playing by the city's secondary suite rules.

Evan Seal / The Leader

By [Kevin Diakiv - Surrey North Delta Leader](#)

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Hazelgrove Elementary School opened less than three years ago in the Clayton neighbourhood in Surrey with space for 480 pupils. However,

Seats to form majority: 43

Surrey's East Clayton a dream community with growing pains

ROBERT MATAS

VANCOUVER — The Globe and Mail

Published Friday, Feb. 10 2012, 7:07 PM EST

Last updated Thursday, Sep. 06 2012, 11:52 AM EDT

East Clayton



Can our suburbs be multi-modal?

#1



#2



#3



#4



#5



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



Can we
completely
change the
Cost of
Growth” +
Timing of
Growth
discussions?



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



A **Complete** City AND Region, with **complete** communities!



What will
Suburban
Quebec be?
Whatever
you **WILL** it
to be.



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Better Suburbs isn't a knowledge problem. It's a problem of:

- Will
- Momentum
- Finger-pointing
- Bad & incomplete math
- Politics



Building Better 'Burbs

Density, but not just the number.

- Walking & transit-supporting patterns
- Using less land
- Walking & transit-supporting patterns
- Mixed density
- Put it in the right spots for placemaking
- Diversity of housing
- Efficient use of land
- Intensity & respite

- The Details:
 - “Grid-de-sacs”
 - Having to go east to go west
 - Garages cause speeding
 - Front drives AND lanes
 - The sweetspot of failed density

- The arguments for better suburbs are many:
 - Economic (the BEST argument)
 - Public health
 - Climate change

Economic (the BEST argument)

- Municipal costs and liabilities
- Public health costs
- Loss of economic productivity
- Economic development disadvantages
- Public risk of mortgages
- Pressure to drop tax revenues