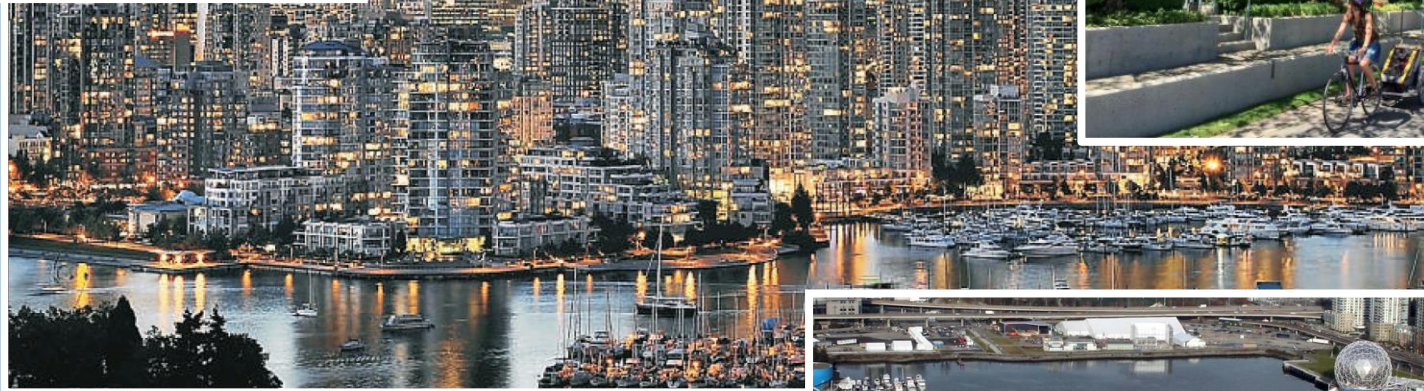


Housing, Affordable Cities & Better City-Building!



@BrentToderian
@TODUrbanWorks



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**Bloomberg
Businessweek**

IT'S GLOBAL WARMING, STUPID



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NEW YORK

The City and the Storm
Starting on p. 47



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Climate Emergency

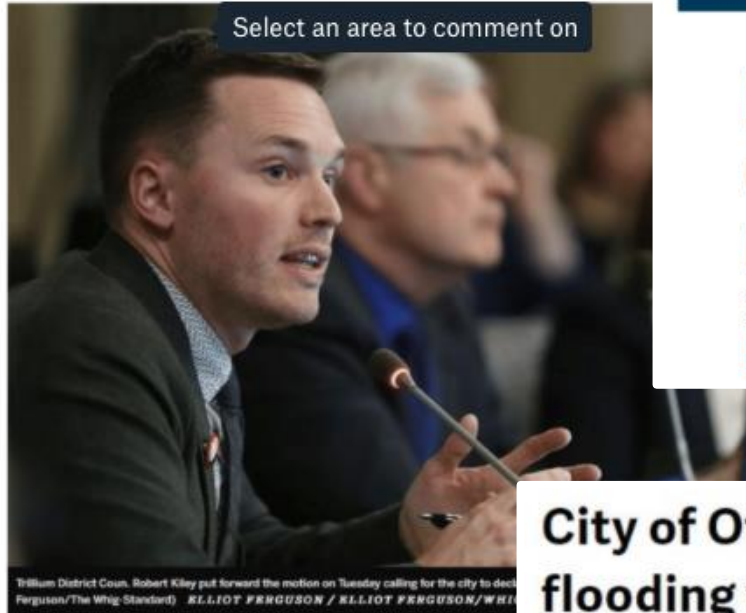
City council declares climate emergency in Kingston



Elliot Ferguson

[More from Elliot Ferguson](#)

Published on: March 5, 2019 | Last Updated: March 5, 2019 1:53 PM EST



Select an area to comment on

Trillium District Coun. Robert Kiley put forward the motion on Tuesday calling for the city to declare a climate emergency. (Elliot Ferguson/The Whig-Standard) ELLIOT FERGUSON / ELLIOT FERGUSON/WHIG-STANDARD



CityNews

LOCAL

VIDEO

CONTACT US



Ford links floods to climate change, says situation 'just rips your heart out'

BY THE CANADIAN PRESS AND NEWS STAFF

POSTED APR 26, 2019 11:02 AM EDT LAST UPDATED APR 26, 2019 AT 6:58 PM EDT



City of Ottawa declares state of emergency due to flooding threat

BY:

The Canadian Press



PUBLISHED:

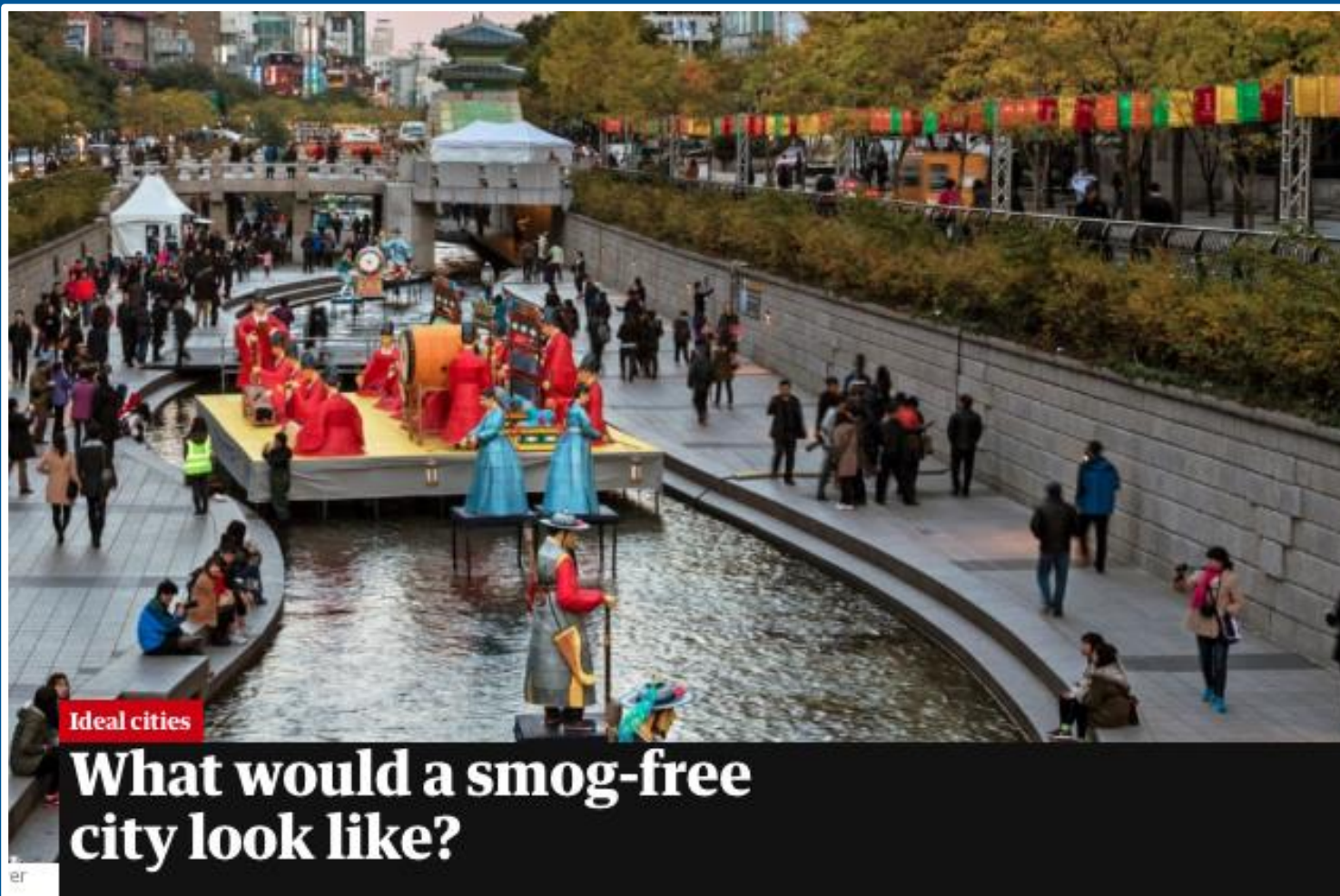
Apr 25, 2019 5:59pm EDT

0 COMMENTS

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Ideal cities

What would a smog-free city look like?

Forget 'solutions' such as smog towers, air-filtering buses and pollution-eating paints. We need to prevent the air pollution in the first place

by [Gary Fuller](#)



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'It's the only way forward': Madrid bans polluting vehicles from city centre

From Friday, only vehicles producing zero emissions will be allowed to drive freely in downtown Madrid - making it a pollution pioneer in Europe



▲ The plan, known as Madrid Central, establishes a low-emissions zone that covers an area of 472 hectares. Photograph: Andrea Comas/Reuters

Andrew Winning/Reuters

Spain Wants to Ban Cars in Dozens of Cities, and the Public's on Board

FEARGUS O'SULLIVAN NOV 30, 2018

News › Transport

Cars set to be banned from half of roads in London's Square Mile and speed limits slashed to 15mph

MAGDA IBRAHIM | Tuesday 9 October 2018 11:08 | 30 comments

From Oslo to Paris, these major cities have plans to go car-free



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09.14.18 | WORLD CHANGING IDEAS

The entire city of Paris will be car-free for a day

As part of Paris's push to drastically limit the number of cars, it's having its annual day of letting pedestrians see what it would be like if they city was designed entirely for them.



HEALTH & WELLNESS

Life / Health & Wellness

GTA's top doctors join forces to encourage cities to plan for built-in exercise

Urban planning should encourage walking, cycling and use of public transit to battle chronic disease, public health doctors say.



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reddit this!

+ save to my star



TORONTO STAR FILE PHOTO

A group of medical officers of health are encouraging governments to spend more money on integrated transit to get people out of their cars to save lives.



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Does Density Matter?

The role of density in creating
walkable neighbourhoods

Discussion Paper



HRM sprawl could cost extra \$3B for municipal services

Former city official says strain is an alarm bell

CBC News Posted: May 03, 2013 8:54 AM AT | Last Updated: May 03, 2013 11:09 AM AT

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 Twitter 0
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A former finance director of the city of Halifax says a new report on urban sprawl is a wake up call as the region tries to expand services.

The study by Stantec says Halifax could save up to \$3 billion over the next 18 years the city can get a handle on sprawl.

The study was conducted as part of a review of the municipality's



The report says the city could save billions if it focuses on developing urban areas. (CBC)

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Cities & suburbs are
changing, not
because of ideology,
but because of
better **math**.





ARTICLES

How Millennials Move: The Car-Less Trends



Related

SMART GROWTH

ON COMMON
GROUND

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.



©2012 All images licensed from their respective owners by the Wood Communications Group for use in an common ground magazine. Images may not be reproduced or reused.

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.

More Like This

State Tackles Vacant Property...





Wall Street Journal

'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.



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Young families typically leave cities for the suburbs. Here's how to keep them downtown.

Urbanist Brent Toderian explains how Vancouver held onto its families.

By David Roberts | [@drvox](#) | [david@vox.com](#) | Jun 21, 2017, 9:00am EDT

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; Simon, 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](#)



Brent Toderian ✓

[@BrentToderian](#)

Want families & kids downtown?

- 1) ensure family-sized housing;
- 2) ensure daycare, schools & supports;
- 3) design the [#publicrealm](#) for kids.



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THIS is Vancouver.



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3 Strategic Housing Directions



STRATEGIC
DIRECTION 1



STRATEGIC
DIRECTION 2

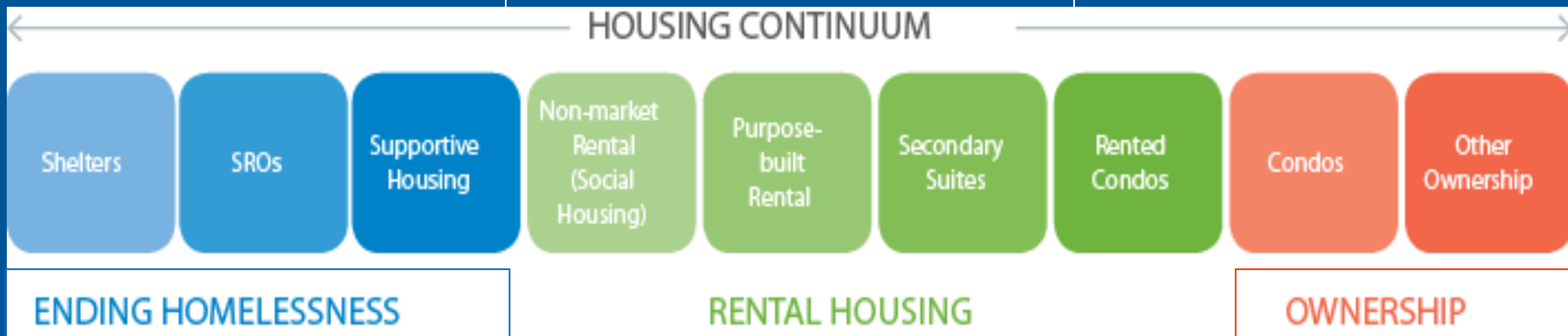


STRATEGIC
DIRECTION 3

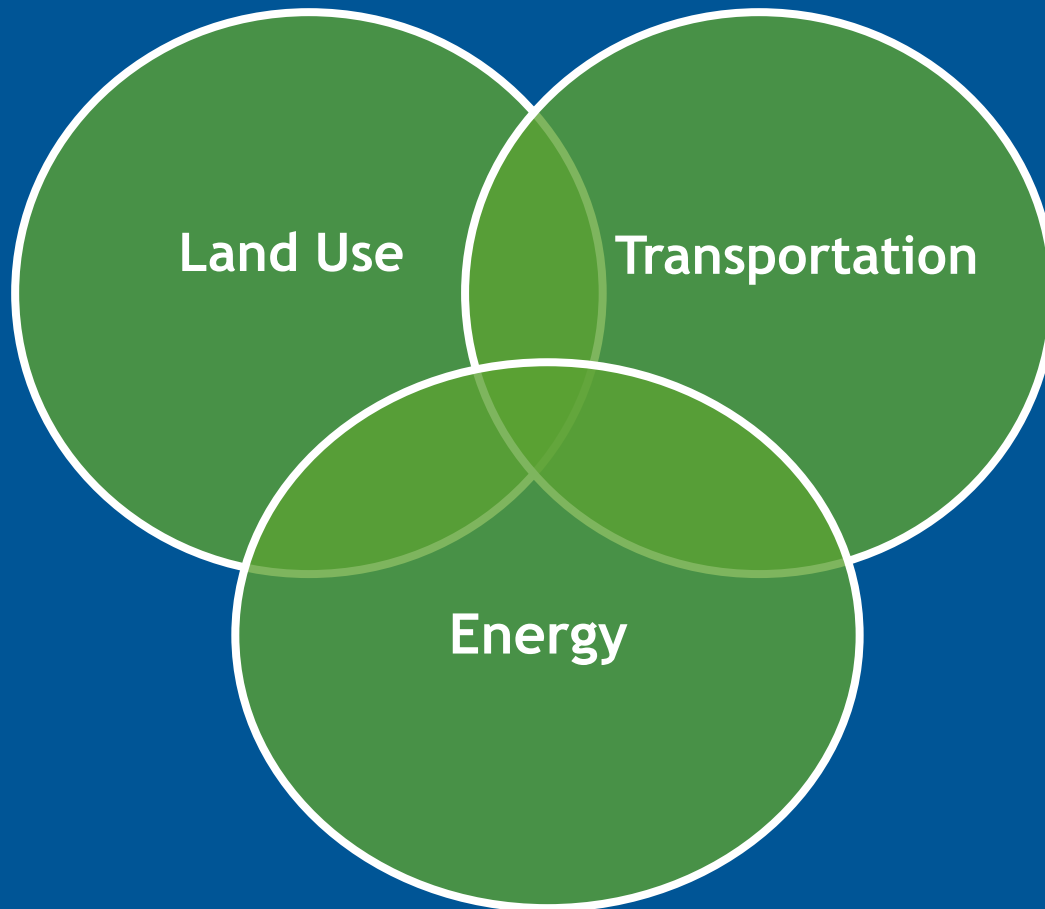
**Increase the
supply of
affordable housing**

**Encourage a
housing mix across
all neighbourhoods
that enhances
quality of life**

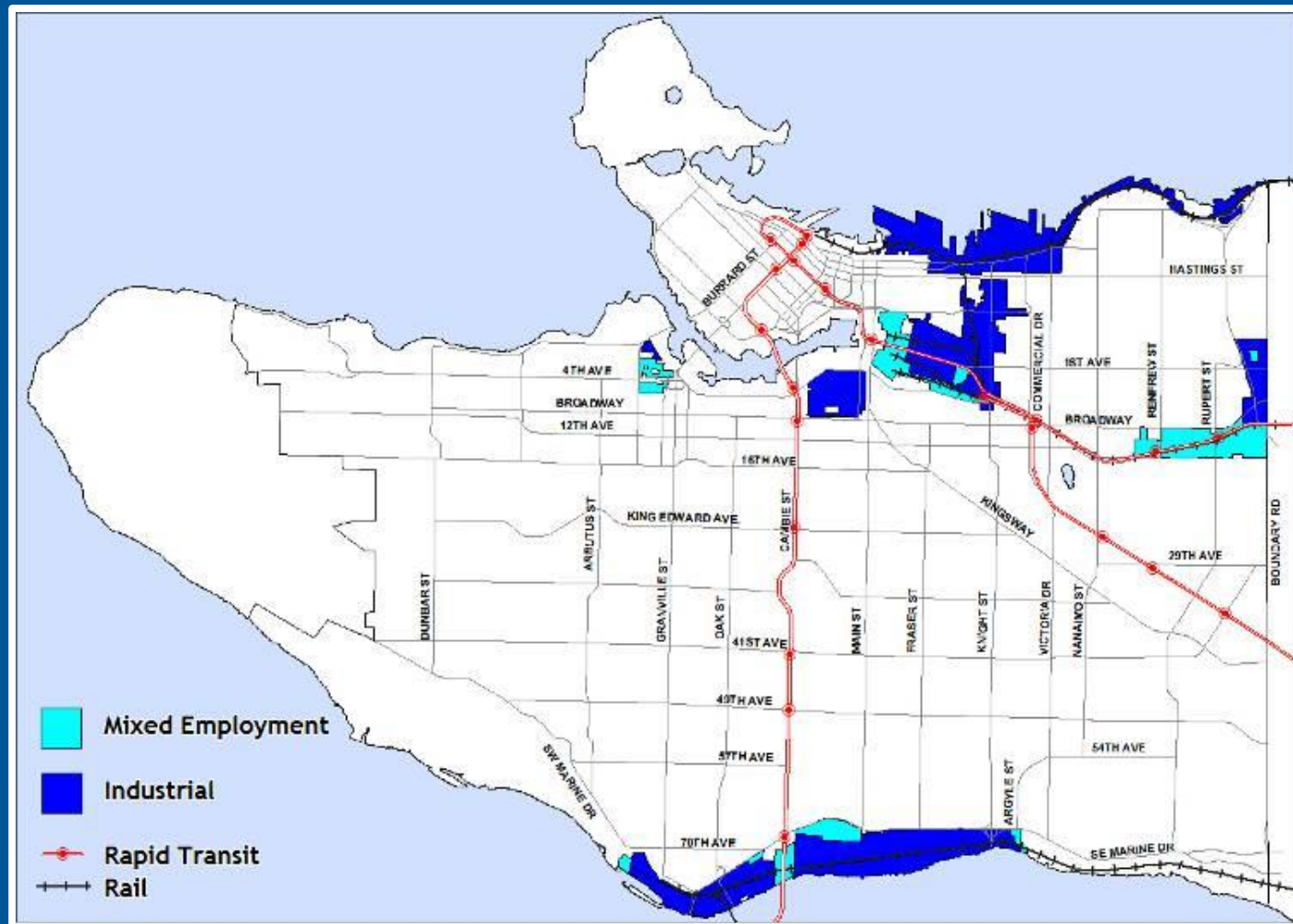
**Provide strong
leadership and
support partners to
enhance housing
stability**



All three affect “resilient affordability”

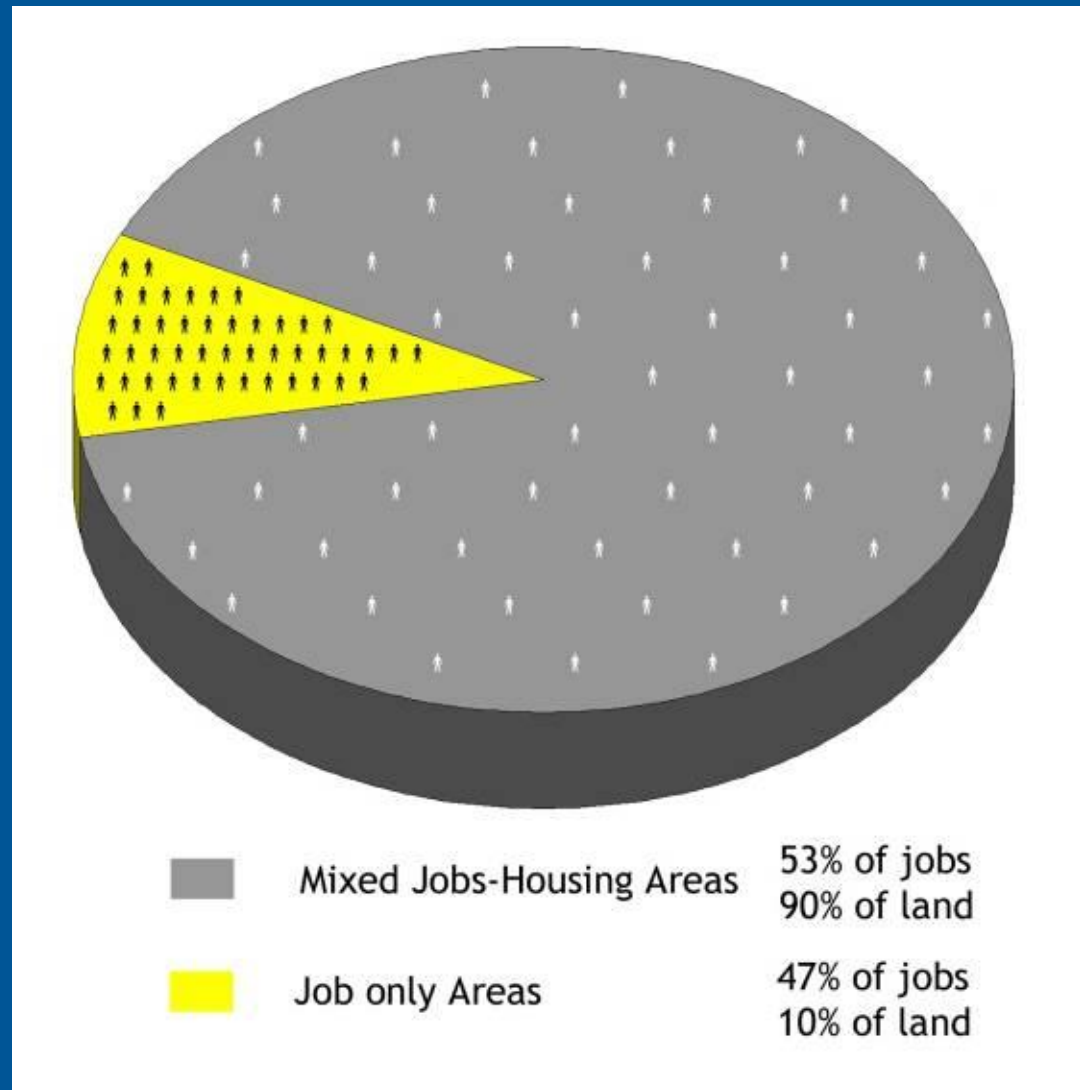


Industrial and Mixed Employment Areas

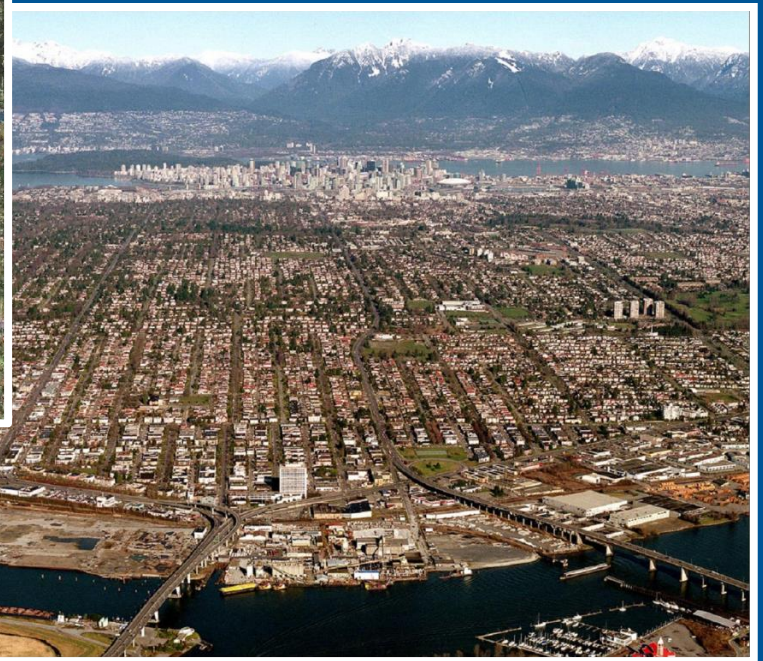
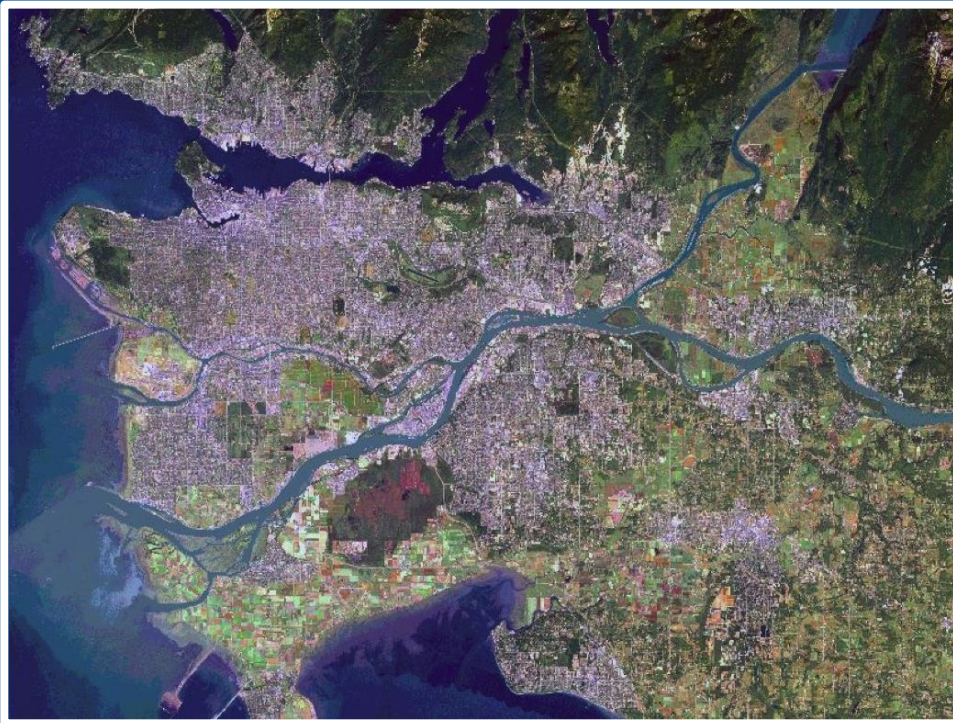


Making Room For a Growing Economy

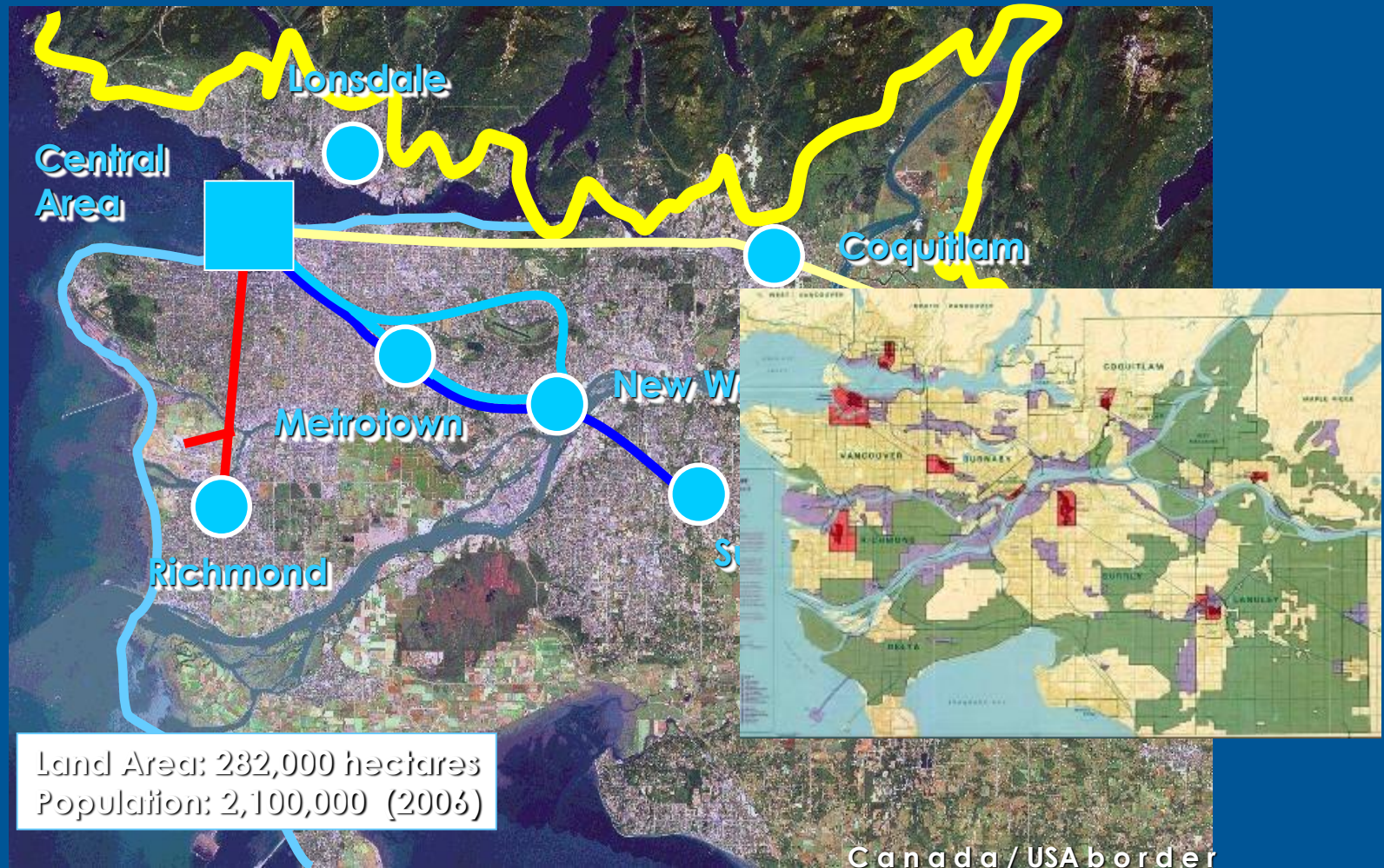
Other 10% of
land has 50% of
jobs

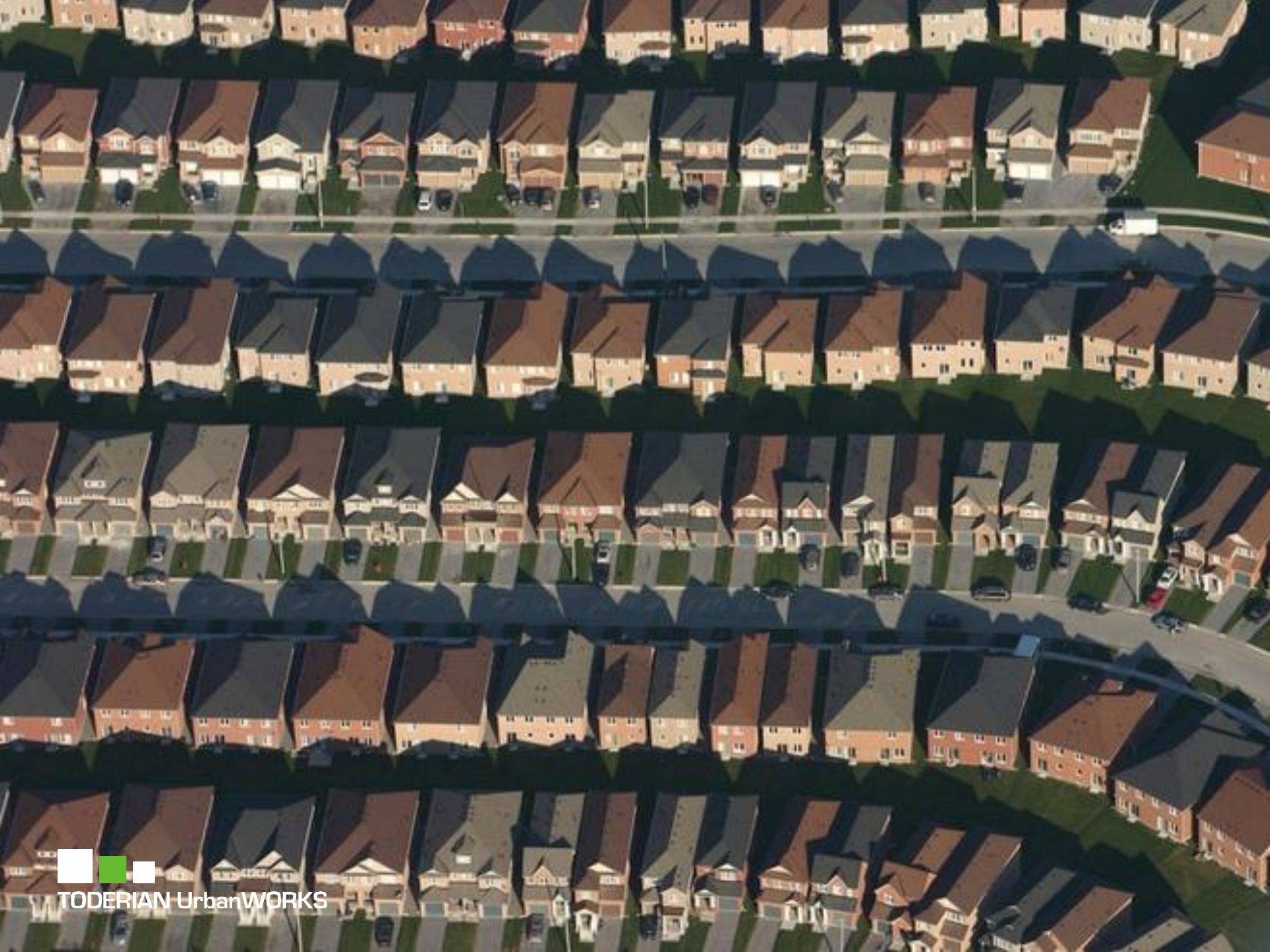


THIS is the scale we need to talk about **affordability** at. Affordable **region** & affordable **city**. Affordable **living**, not just affordable **housing**.



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





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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
with sprawl is auto-
dependency.





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CBC

MENU ▾

news

Retrofitting suburbia: Old shopping malls can be saved by their parking lots

Business • Analysis

Retrofitting suburbia: Old shopping malls can be saved by their parking lots



'Just about every shopping centre — if they're smart — is looking at this,' consultant says



[Tony Seskus](#) · CBC News · Posted: Jan 20, 2018 5:00 AM ET | Last Updated: January 20, 2018



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Collingwood Village



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Retrofitting aging malls for T.O.D



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Before

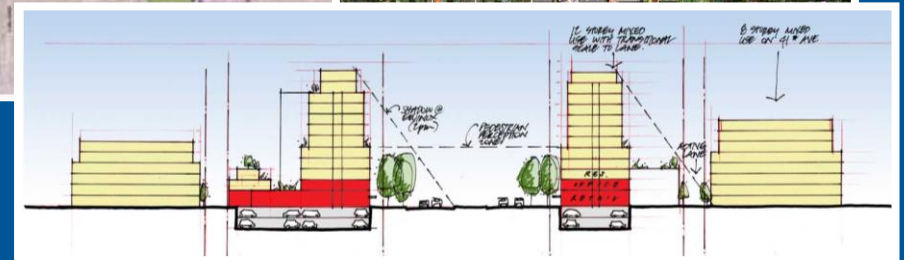


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After

Not so much transit corridors, as corridors of urbanism... (walking, biking, transit through “completeness”)



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



Constantly ask yourself:
“Are we making a truly urban
place, or just a higher density
suburb?”



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



Density done well:

1. Land use and movement aligned



The best
transportation plan is
a great land use plan!



Vancouver's Movement Modes, Prioritized

#1



#2



#3



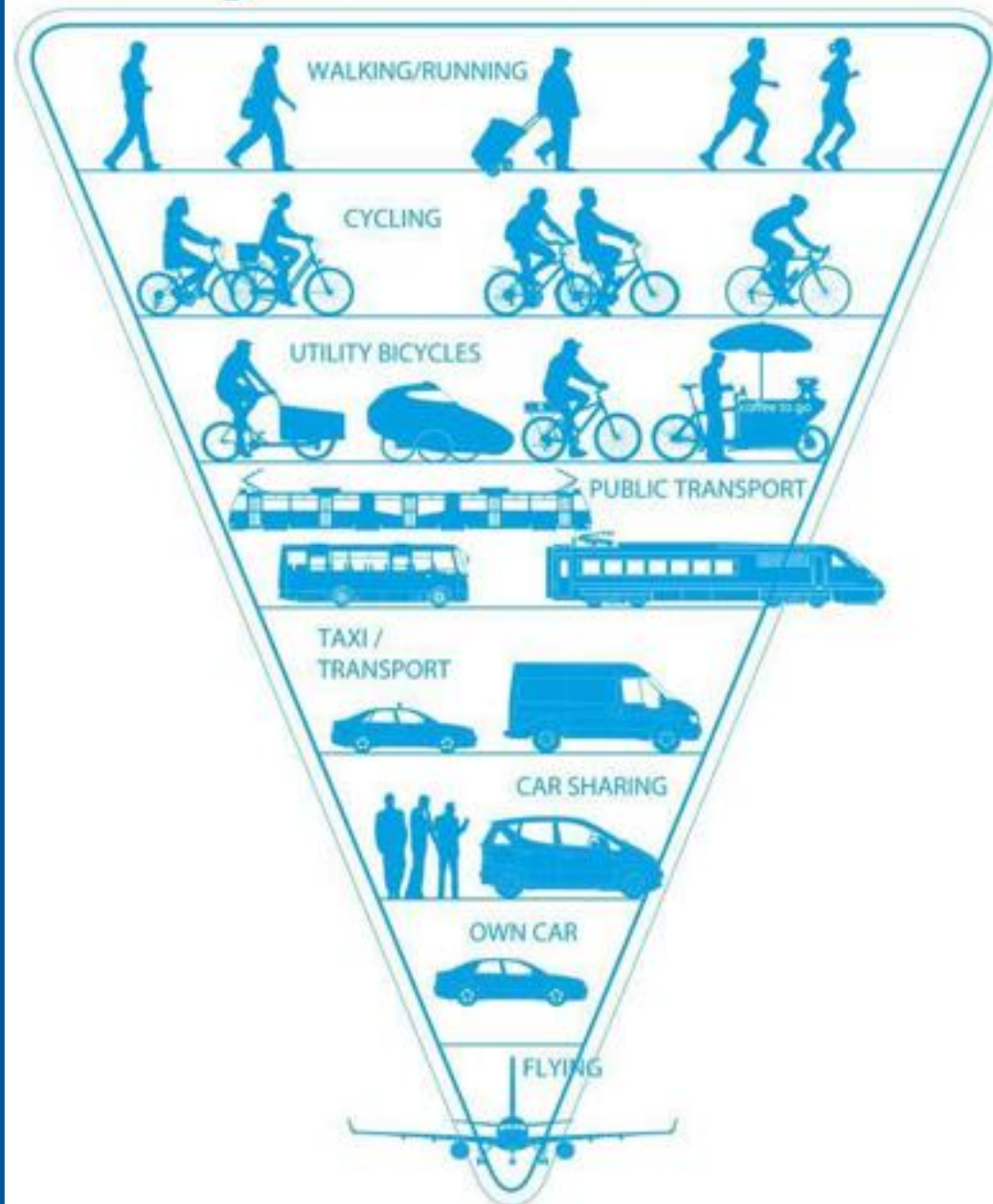
#4



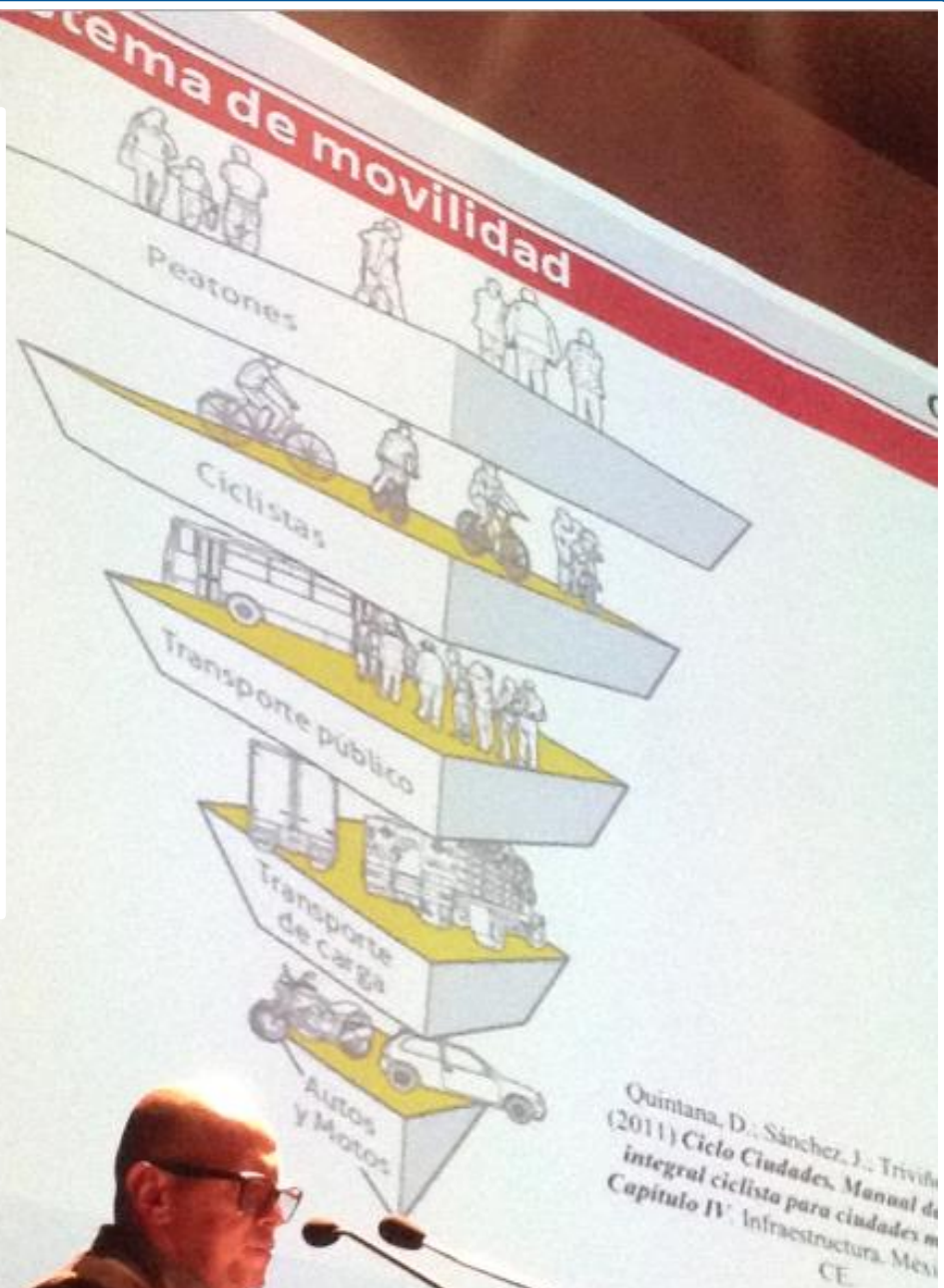
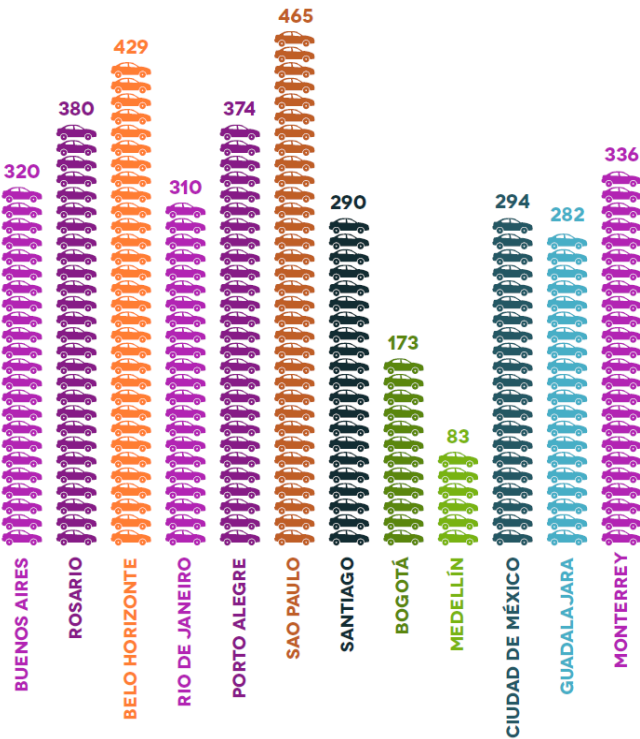
#5



THE REVERSE TRAFFIC PYRAMID
BY
bicycle innovation lab



VEHÍCULOS MOTORIZADOS / 1000 HABITANTES



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The **truth** about a city's
aspirations isn't found in its
vision.

It's found in its **budget**.







Density done well:

2. Consistently high design quality



Height is just a design challenge...



Designing height AND human-scale!



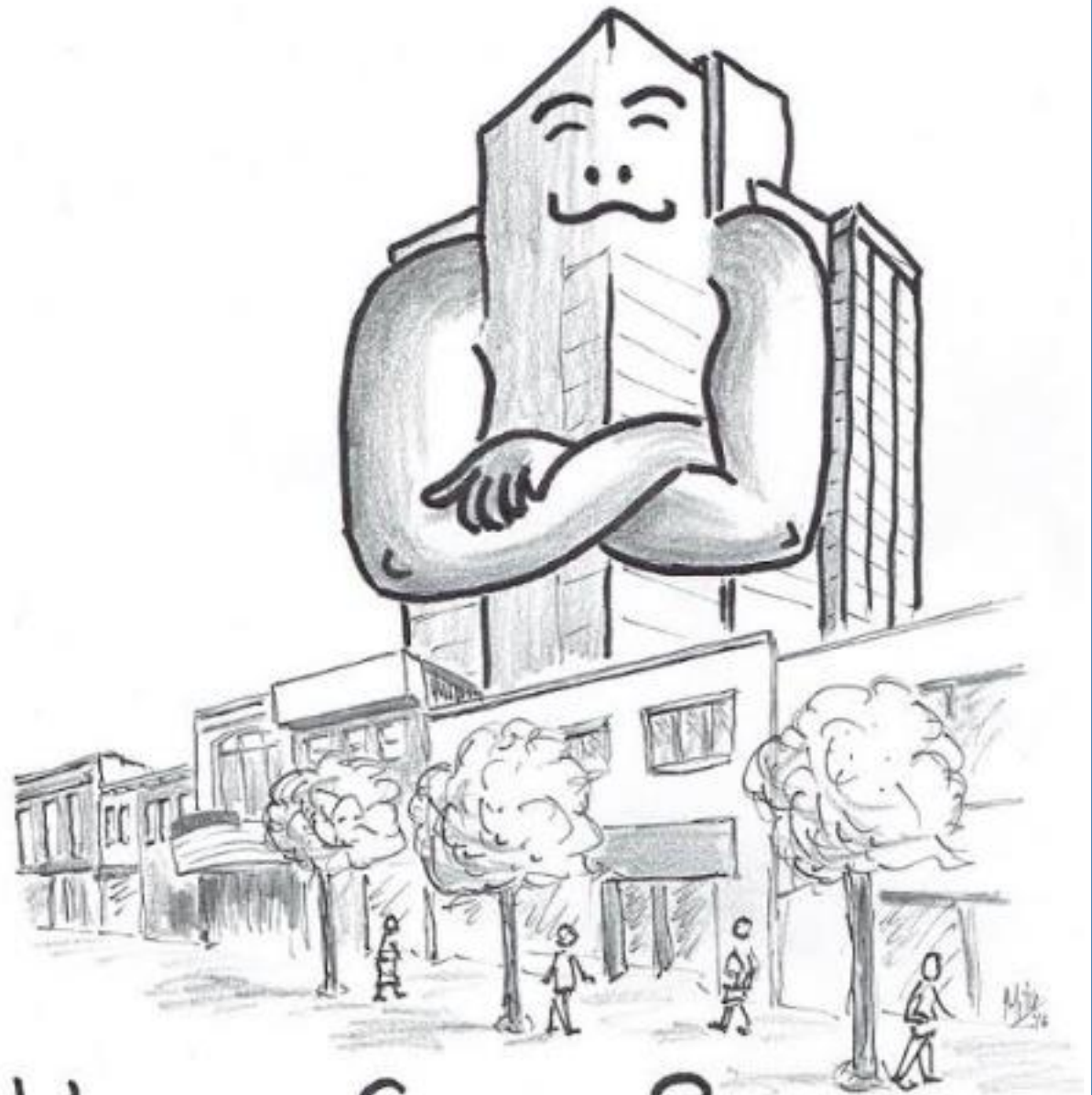
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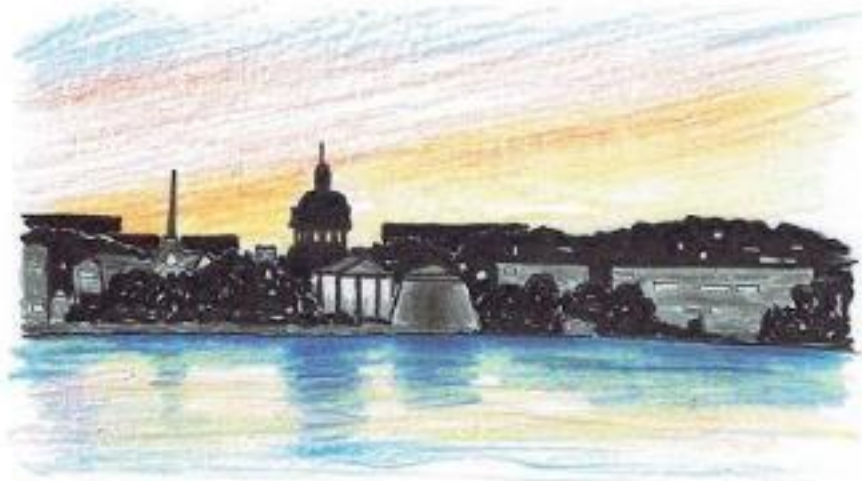
HUMAN SCALE?



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DOWNTOWN DENSIFICATION

IT COULD LOOK LIKE THIS~~~~



~~~~OR THIS~~



YOU HAVE A VOICE ~ SPEAK UP!



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OPINION

[BRENT TODERIAN's blog](#)

## Tall Tower Debates Could Use Less Dogma, Better Design

Sunday, June 1, 2014 - 10:14pm PDT by [BRENT TODERIAN](#)  
Architecture



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



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# A Variety of Building Types for Different Contexts





# Mid-Rise with Mix!





# South East False Creek + the Olympic Village



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# Gentle, Hidden & Invisible Density (NO “stable neighbourhoods”)

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







MissingMiddleHousing.com is powered by Opticos Design.  
Illustration © 2015 Opticos Design, Inc.



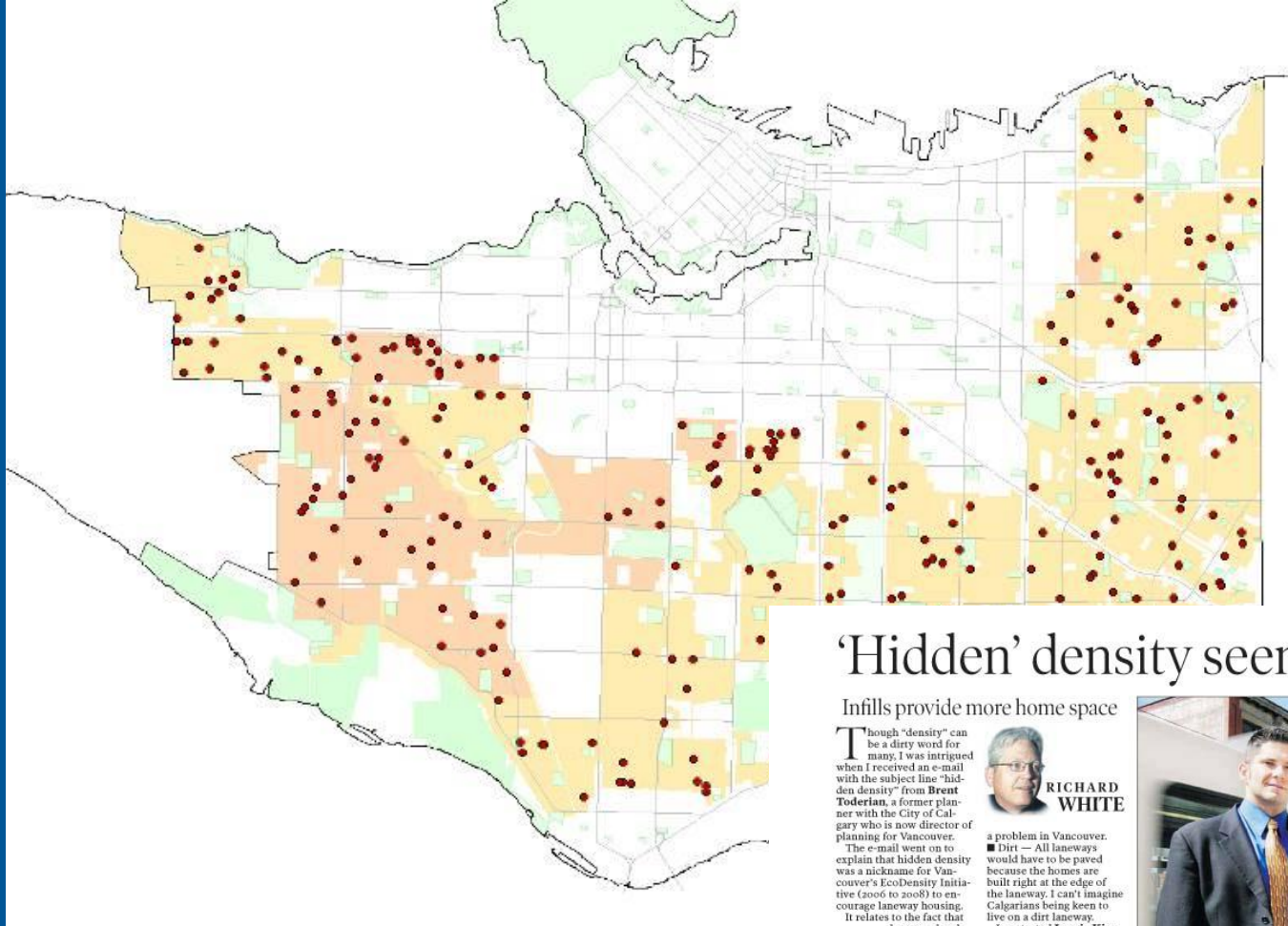
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# Laneway Housing: A “Small” transformation?





# Almost 4000 already approved across 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 (2006 to 2008) 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.

Toderian



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 keen 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



Photos, Calgary Herald Archive

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



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Density done well:

3. Amenities and Diversity make density enjoyable!



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# Our parks, through development...





# Our squares, through development...



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Many more amenities and benefits like social and rental housing, through development



- density bonusing
- inclusive zoning or policy
- rental housing incentives
- rental rate of change policies (with or without below-market requirements)
- family housing requirements (bedrooms)
- seniors/student housing “rules” or designs/marketing
- affordability programs (ie rent to own)





- engineered wood buildings
- pre-fab/3D printed homes
- container housing



# From NIMBY to QIMBY!



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Change  
is never  
easy.



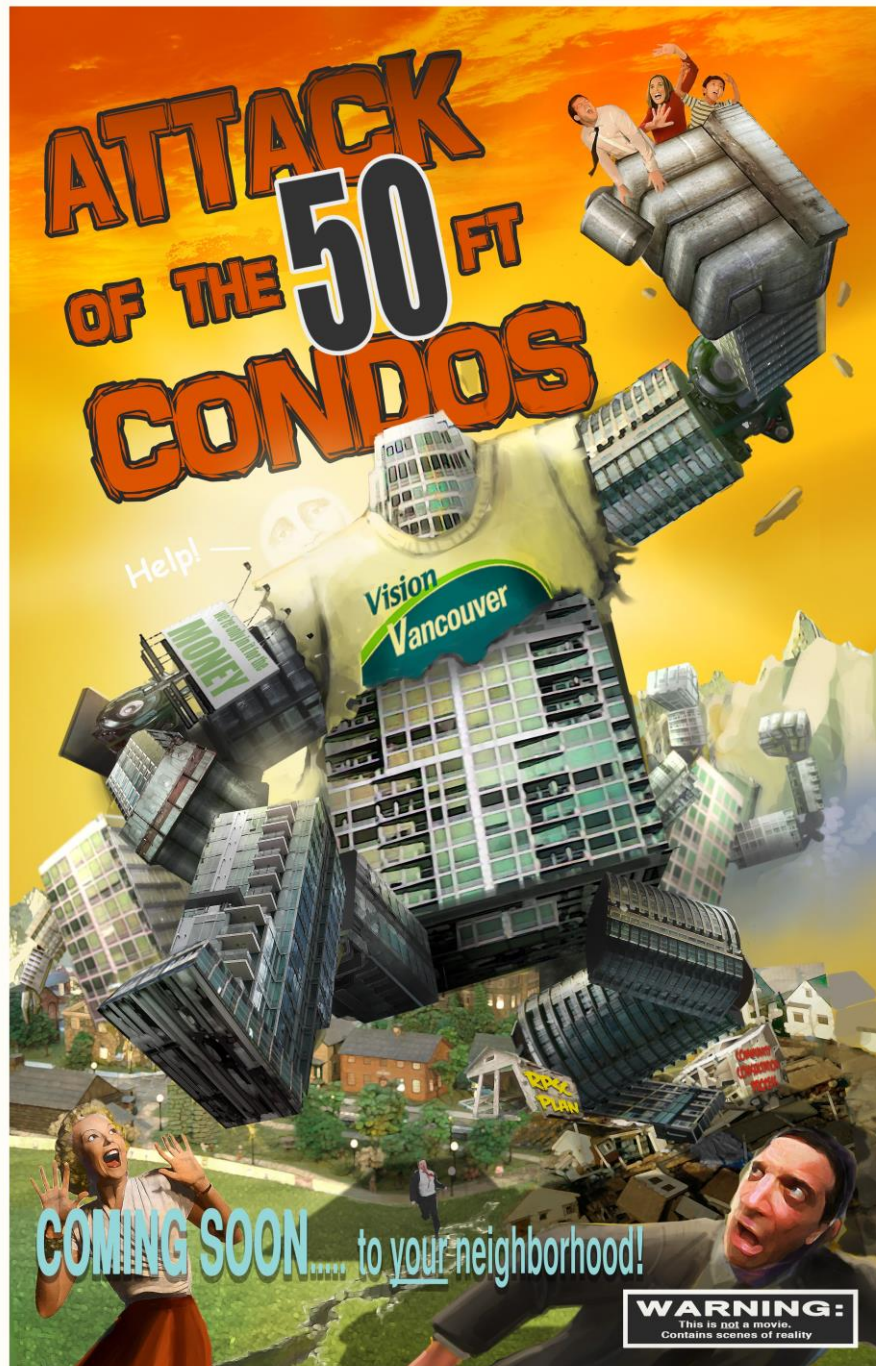
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Change  
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easy.

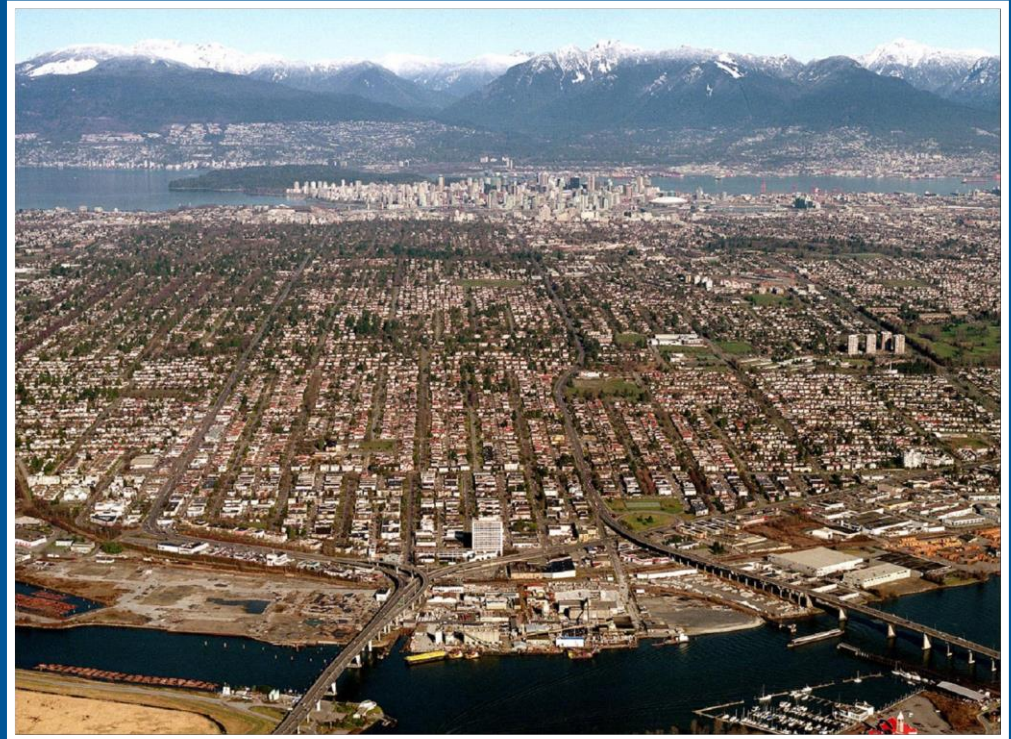


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Its about  
**Affordable  
Cities,** not  
just  
Affordable  
Housing.



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