Vancouver, Canada: 
An Adaptable Green City for Future Planning

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Vancouver, Canada: An Adaptable Green City for Future Planning

Introduction:

Considered to be a worldwide leader in architecture, land use, urban design, and sustainability, Vancouver, Canada, has successfully integrated all facets of city planning. Recently, Vancouver has attempted to build in a way that reduces energy emissions and ecological impact while ensuring a higher quality of life in a more beautiful city. The projects, programs and the policies that are taking place in Vancouver can provide a framework and resource for the development and redevelopment of cities worldwide. Projects and policies involving the built environment, the development of sustainable transit practices, and sustainability at a local level were researched to examine practices that can provide a framework to other cities.

Looking at the Built Environment as a Guide for the Future of City Development:

The Vancouver Planning Commission controls urban growth with comprehensive guidelines which specify, in each city zone, the number of affordable, family-friendly units, the number of businesses and when and where to have mixed land use, as well as required building codes. In Vancouver, “buildings are oriented toward the street, and great importance is given to promoting a vibrant street life and amenity-rich urban environment” (Wheeler, 309). Subsequently, Vancouver has implemented a protection for agricultural land in the greater districts of Vancouver thus inhibiting the potential for urban sprawl. The lack of interstate highways also adds to Vancouver’s dense neighborhoods. As a result of having such a strong framework for planning, initiatives such as affordable housing, revitalization projects, parks, recreational facilities, and even bicycle lanes have led to economic development and social
harmony. This revolution in Vancouver urban planning will also be showcased in the future 2010 Olympic Games and may act as a model for cities around the world to follow. This portion of the research paper will cover the most recent projects in Vancouver while explaining the significance of each which can be viewed as a model for future development in cities worldwide.

The City of Vancouver owns much of the community in a sense that it owns most of its community centers, theaters, museums, gardens, daycares, sport facilities and so forth. Some of these establishments are directly operated by the city and others are simply put into the management hands of non-for-profit agencies. These institutions are a major asset to the communities they serve and were, due to dilapidation, in major need for upgrading. However, the city did not make any profit from these establishments, and they were short on their financial funds. A seemingly feasible solution was a “Naming Rights Policy,” where buildings and rooms were named after people who made significant monetary contributions (Vancouver, 2007). The City of Vancouver sought to keep these facilities around for the long haul. Consequently, the communities in Vancouver were well informed of the need for renovation and have stepped up to aid in the effort. This planning method exemplifies both the necessity for communication as well as the need for public services available to city residents.

In addition to the “Naming Rights Policy,” there is the Carrall Street Initiative. Carrall Street is considered a greenway as well as a popular route for pedestrians. The route will link North False Creek with the Burrard Inlet, completing a seawall loop around Downtown and Stanley Park, while connecting a series of historical sites, plazas and green spaces to Vancouver’s Downtown Eastside (Vancouver, 2007). Besides providing a pedestrian and bicycle-friendly environment the city plans on using this greenway for community development,
historical revitalization, and economic amplification. The City of Vancouver has budgeted five million dollars for the Carrall Street Greenway Initiative. Additionally, this project has received financial support from the Vancouver Agreement and local communities as part of the Downtown Eastside Economic Revitalization Plan (Ibid). Consequently, Vancouver is pushing for green communities and business districts, thus supporting sustainable city planning.

Vancouver’s Chinatown district, given its cultural and historical significance, is also being targeted as an area of dilapidation. Throughout the last few decades community conflicts, fluctuations in population, and the economic decline of nearby areas has suppressed Chinatown’s potential for success. Today, however, the City of Vancouver has created a proposal for the revitalization of Chinatown in an effort to preserve its heritage while bringing new promising businesses to the area.

Though Chinatown is a primary focus, it is one feature of the Downtown Eastside. In its entirety, the Downtown Eastside is one of Vancouver’s oldest districts. Traditionally being a lower-income neighborhood, the Eastside has been challenged by unemployment, drugs, violence, housing shortages, and economic loss. The city is undertaking work with a number of key partners such as the federal and provincial governments through the Vancouver Agreement, the Downtown Eastside community and its adjoining neighborhoods, the Vancouver Coastal Health Authority, the Four Pillars Coalition, the National Crime Prevention Strategy, and the Vancouver Economic Development Commission (Ibid). Long-term planning has recently begun and within time they hope to restore the area to a safe, beautiful, and livable space for all. In addition to the aid given from collaborative organizations, the city will commence the Great Beginnings campaign to celebrate the 150\textsuperscript{th} anniversary of the British Columbia.
2008-2010, some $10 million will be invested in eight different projects aiming to improve physical, social, and economic conditions in the Downtown Eastside (Ibid). The first of the projects is called the Blood Alley Community Greening Project where local shopkeepers/owners as well as residents will help to maintain planter boxes and a human scale board game which the city plans to install. Aesthetic projects include street cleaning, private and public graffiti removal, a city mural program, and brown field renewal—where vacant lots will be converted into green spaces and/or professionally designed community gardens. In addition to aesthetic improvements, Vancouver is undertaking a building revitalization movement. The city plans on restoring building facades along streets and alcoves on historically important buildings. The planning commission also intends to compliment this with new street furniture, banners, lamp poles, awning replacements (DTES Awning Improvement Program), and neon signs which will explain the history of that particular building or area. Lastly, a portion of the money will be allotted for already existing community celebrations including the Heart of the City Festival and the Japantown/Oppenheimer Commemoration Project (Ibid). Consequently, the Downtown Eastside Initiative is Vancouver’s way of promoting the economy and historical awareness by improving the physical environment.

In addition to the Downtown revitalization, the City of Vancouver has recently focused on the need for affordable housing. The city has, for the last decade, placed incredible emphasis on subsidized housing and family housing. Vancouver has been deemed as a city where people can actually afford to live and excel. Initiatives such as supportive housing have also added to the well-being of Vancouver’s residents. The city provides financial support to staff that assist tenants to alleviate hardships, enhance basic life skills, and to become more involved with the
community. For example, supportive housing primarily deals with drug addicts, alcoholics, criminals, people with diseases, and people with mental illnesses. Therefore, the City of Vancouver is aiming to improve communities by treating these people appropriately and then putting them back in society as productive citizens. There are approximately 30 supportive housing establishments in designated zones of the city (Ibid). Additionally, the Vancouver Planning Commission plans to create or allocate funds for building more. This is a perfect example of how physical design and affordable housing can be used to help tackle social setbacks in the contemporary city.

In terms of neighborhood achievements and improvements, there are four main neighborhoods which are seeing drastic change. The Southeast False Creek, for example, is anticipated to be one, if not thee, most sustainable community in the world. Millions of dollars are being pumped into this neighborhood to make it more beautiful, more energy efficient, and more sustainable. It is planned to be a mixed residential district with parks, open spaces, community gardens, and paths and streets specifically designed for pedestrians, cyclists, and transit (Brightbill, 1). The primary focus of the Southeast False Creek Initiative is affordable family housing representing all sorts of income levels with minimal ecological impact. Champlain Heights on the contrary is moving toward a more natural, seemingly unplanned neighborhood design. Champlain Heights is a contemporary example of the abandonment of the traditional street grid design and public realm. The city is currently exercising direct control over development and retains ownership of land to make sure residents can afford to live there. There will be street connectivity however the streets will not form perpendicular patterns. What’s most interesting about Champlain Heights is that all of the yards are in front of the houses. Ultimately,
the neighborhood’s emphasis will be a dense, unified community in a more natural environment. The West End reflects the contemporary city in that it steers away from land consumption.

The City of Vancouver is continuing to build successful, high rise, highly livable residential neighborhoods. Building up rather than out is a way for Vancouver to show the world the importance of density and the potential for high rise communities (Brightbill, 1). Finally, Fair View Slopes is, in part, a subsidized district in the sense that Vancouver is investing money into human scale row houses. These row houses are affordable but more importantly provide a high quality of life for lower income residents (Ibid). Subsequently, Vancouver is turning neighborhoods upside down and inside out in an attempt to show the alternatives to suburbia and the income disparities that can lead to social class divisions.

Additionally, the City of Vancouver is proud to announce the planning for two new green facilities. The first of the new facilities is the Kingsway project. This new community facility, in Mount Pleasant, will host a community center, public library, child care institution, rental housing, and underground parking. This project is a clear response to “Vancouver’s CityPlan” vision for developing neighborhood centers that provide an array of public services (Vancouver, 2007). The city feels that one of these facilities, strategically placed in the center of each neighborhood, will alleviate common hardships and create a sense of sustainability. Subsequently, this building will also exhibit top of the line, LEED gold and platinum sustainability measures. Ultimately, the Kingsway Initiative exemplifies the culmination of Vancouver’s strive for sustainable building as well as communal unification. The second of the facilities is the new Center for Interactive Research on Sustainability (CIRS). The CIRS, under architect Martin Neilson, is planned to be the greenest building in the world (Vancouver, 2007).
Several sustainability departments within the city are slowly integrating ideas such as one hundred percent of the lighting will come from natural light in a GHG-neutral atmosphere, the notion of a sustainable mobility program and zero liquid-and-solid waste production, as well as the capability of one hundred percent rainwater capture and purification to potable standards (Ibid). In addition, movable louvers will change the building’s exterior appearance and receptivity to sunlight, ultimately being a net energy producer. State of the art monitoring systems will be built to collect data on any energy deficiencies within the building and modular heating and lighting systems which will plug in and be removable; allowing easy upgrading in the future. Subsequently, the City Planning Commission envisions Vancouver, within the near future, to have both the greenest neighborhood and building in the world, thus showing their dedication to sustainable physical design.

Recreationally, the City of Vancouver places a huge emphasis on their parks system(s). There are currently dozens of parks being constructed and reconstructed every year. Vancouver is proud to be a green city and Hastings, for example, has been around since the founding of Vancouver. In addition to the parks systems is the amount of land protected for wildlife habitats such as the watersheds and woodlands to the north of the city (Ibid). The City of Vancouver is setting an urban, eco-friendly standard for other cities to follow.

Other smaller and more detailed projects consist of the Waterworks/Beatty Mews-1005 Expo Boulevard, Roundhouse Community Centre, 888 Beach Avenue, the Crestmark, Coal Harbour Waterfront Walkway, Residences on Georgia, Central City Lodge, City Square, Capers Block, Mayor’s House, and the West 10th Avenue Initiative (Ibid). Though these projects are just
as important and just as a breakthrough in planning as the above mentioned, they are much smaller in scale.

Regardless of the number of projects or the extent to which they are pursued, the City of Vancouver is making tremendous strides toward sustainable, beautiful, and equity-based city/regional planning. The short term result can be seen as economic prosperity, beautification, and affordable living conditions; however, the long term is clearly present. The City of Vancouver plans to showcase these projects and initiatives to the rest of the world in hopes that their city can be the contemporary model for sustainable planning. Everything that they stand for and the comprehensive planning that is taking place in Vancouver is something the world should not overlook and perhaps in the future they will indeed host the greenest neighborhoods and the greenest buildings in the world.

**Sustainable Transit Practices of Vancouver and their Adaptability:**

In terms of transportation, the city of Vancouver is a model for sustainable transportation and a forerunner in promoting environmentally friendly ways of moving about the city. As early as the 1960s, Vancouver residents supported investing in mass transit and protested ideas of creating freeways and highways to criss-cross the city and provide better access to the Downtown (Punter 24-25). The reasoning at the time was not, however, for fear of increased congestion and traffic, but that highway construction would tear apart the historic neighborhoods that dot the city itself and further propagate ugly urban renewal projects. As a result, and at the backing of city residents, city governments and resident-led committees proposed investing in rapid transit as it was cleaner, more efficient, and would preserve, rather than destroy, the city’s heritage (Punter 25). As a result, transportation policy in Vancouver focuses on promoting its
mass transit networks, rather than its road infrastructure. A current map of the city shows that unlike the Eastern Canadian metropolises of Toronto, Montreal, or even Quebec, the city does not have a network of crisscrossing freeways. Instead, a few limited-access highways encircle the city proper while urban boulevards and pedestrian-friendly thoroughfares cut through the city. Moreover, Vancouver’s transit plan focuses on five key modes of transportation that help move people around the city and outlying region: walking and cycling, rapid transit, greenways, buses, and long range commuter services (Transit).

Vancouver prides itself on its high walkability and its extensive and highly utilized cycling network. The city’s relatively flat topography and cool climate make walking and cycling easy and pleasurable for its residents. In terms of walking, the city has stated that not only is walking a top priority, but it has designed its streets to make walking safe, enjoyable, and accessible (Walking). This kind of progressive thinking has earned national accolades, with Vancouver being named Canada’s best walking city by the Canadian Federation of Podiatric Medicine (Walking). As for cycling, it is the fastest growing method of transport in the city. Over 50,000 bike trips occur per day in the city and bike travel has increased by over 180% in the last ten years. Moreover, the city has doubled the size of its cycling network to extend to over 400 kilometers of on- and off-street routes, including ten new bike lanes in the downtown area alone (Cycling). The expansion not only helps to support a clean, green and healthy mode of transportation, but also reduces the city’s high traffic congestion, which has no doubt been a problem since the Freeway revolts of the 1960s. The walking and cycling networks are also greatly enhanced by the many greenways that cut across the city, and will be discussed later in this paper.
The backbone of Vancouver’s transportation plan, however, revolves around its complex transit network. At the heart of Vancouver’s transit, is the innovative SkyTrain rapid transit system, which first debuted at Expo ’86 and has since become an integral part of the city’s network (Punter 151-152). The original layout connected the Downtown with the exposition grounds and went southeast towards growing population centers in New Westminster and Surrey. In 1999, a second line was added to accommodate commuters in the eastern suburbs and to take traffic off of the original line (also known as the Expo Line). Both the Expo and the new line (Millennium Line) feature state of the art automated driverless trains that quickly transport passengers from one end of the region to the other. The trains run on electric energy without internal combustion motors and SkyTrain stations are well connected to other elements of the transit infrastructure, either by directly connecting to greenways and cycling routes, pedestrian zones, or park and rides so commuters to can drive to train stations rather than driving into the Downtown (TransLink).

In response to the city’s positive reaction to SkyTrain and the need to expand the current infrastructure, the Department of Transportation along with TransLink is currently planning three rapid transit extensions. The first, which is already under construction, is the Canada Line (TransLink). The Canada Line will serve the much-congested neighborhoods south of the downtown area and connect the suburb of Richmond and Vancouver International Airport to downtown via 19 kilometers of fast, efficient rapid transit. The city estimates that the new service will be as efficient and carry as much as ten lanes of passenger car traffic, and the current alignment will create 17 new stations with the possibility of creating four others in the future (TransLink). Not only will the new Canada Line become a vital transit corridor in the southern
and central areas of the city, but it will help ease commuter congestion along Route 99 and provide direct access to local universities, residential areas, commercial centers, transportation hubs, and even the Olympic Village for the 2010 Winter Games. The Canada Line will be completed by November 2009 (TransLink).

Two other lines are still in the planning process. One proposed line, the Evergreen Line, is at the very end stages of planning and construction is set to begin in the early years of the next decade (TransLink). This rapid transit extension will help serve the northeastern suburbs of Port Moody and Coquitlam using existing rail lines and some elevated and submerged portions. The line will connect to the existing SkyTrain infrastructure near the eastern edge of Vancouver proper and help ease commuter congestion along the TransCanada Highway, as well as provide more local transit access that the West Coast Express cannot deliver. The second line, the UBC line, is still in the early planning stages, but when completed, will provide rapid transit access from the downtown to the University of British Columbia on the city’s far western edge, providing students and residents in Vancouver’s western neighborhoods better access to the commercial districts downtown. All rapid transit construction and funding is being provided as per the British Columbia Provincial Transit Plan of 2008, of which over $10 billion will be allocated to the construction of additional rapid transit (TransLink). Current transit impact studies have not yet included the predicted effect of the UBC Line, but TransLink estimates that after the completion of the Canada and Evergreen Lines, 40% more of the city’s residents will have reasonable access to transit.

Further complementing the city’s cycling and transit networks is the city’s elaborate greenway system. The greenways serve as public corridors for both pedestrians and cyclists that
showcase and connect city parks, nature preserves, “heritage” sites, neighborhoods, and retail areas (Clean Green & Healthy Transportation). They also connect seamlessly with waterfront pathways and transit stations to allow for the ultimate car-free transportation experience. In 1995, the city adopted the Vancouver Greenways plan which delineated and planned for both regional and neighborhood greenways as well as how to implement them (Building a Better City). Aside from keeping residents off the roads and surrounded by more pleasant scenery, the greenways have added sustainable benefits, including better storm water management, appropriate plantings and greenery, and rain gardens (Greenways). Moreover, public art, street furniture, and unique neighborhood-specific detailing is a common feature among the greenways that helps make the travel experience more enjoyable and scenic. For example, a new greenway that will be constructed on the eastern end of the downtown in the city’s Gastown district will reflect the neighborhood’s historic character and heritage through its proposed décor (Carral Street Greenway). While the city plans to run greenways all over its outer neighborhoods, it is unlikely that the city will implement this plan in the immediate future, but hopes for a baseline network of greenways within the next 20 years (Greenways).

**Sustainability at a Local Level: Policies and Practices for a Sustainable City:**

Vancouver has become a leader in local sustainability efforts, especially through recent efforts to have a sustainable Olympic games in 2010. Vancouver has been creating sustainable policies focusing on what residents, visitors and the government can do to improve the cities sustainability at the local level. Policies and projects that others cities can adapt from Vancouver are their waste disposal and landfill system, creating sustainable food systems, and promoting sustainable shopping habits. These will be discussed further below in this paper.
The City of Vancouver recognizes that greenhouse gas emissions are reduced through waste reduction, reuse, and recycling. Understanding that efficient uses of energy in recycling and other waste disposal-related processes also decrease energy consumption and land-filling of materials. Through these ideals the City of Vancouver created a regional solid waste management plan that has three primary goals; 1) to minimize waste generation, 2) to maximize reuse, recycling and energy recovery, 3) and to manage residuals responsibly. Vancouver has come up with other initiatives at the landfill that include large yard trimmings composting facility, wildlife habitat and recovery of landfill gas for reuse (Solid Waste: Sustainability).

Methane gas is created from the decomposition of garbage in the landfill. This methane gas that is created is captured and used to generate heat and electricity. In 2003, the City of Vancouver upgraded the landfill facility to make the best use of landfill gas. Partnering with the company Maxim Power Corp, the city built a conditioning facility that uses blowers to extract the landfill gas, which is then cooled to remove water and siloxanes prior to being piped to the powerhouse (Solid Waste: Sustainability). When the gas reaches the powerhouse, the landfill gas is turned into electricity. The waste heat from the engines is collected in the form of hot water and is utilized in Hot House Grower’s Village Farms greenhouses (Solid Waste: Sustainability). As more and more wastes are being disposed in the landfill, additional gas collection wells are installed.

This project aids in reducing greenhouse gas emissions by approximately 380,000 tons per year of CO2 equivalents (the equivalent of removing approximately 76,000 automobiles per year from roads) (Solid Waste: Sustainability). It also reduces the consumption of non-renewable energy by 277,000 giga-joules of energy, equal to annual energy for approximately 1,500 to
2,000 households. Over the next 20 years the City of Vancouver will receive revenues of $250,000 to $300,000 each year, which will offset the cost of operating the landfill gas control system. In 2005, the City received $300,460 in revenues (Solid Waste: Sustainability).

The City of Vancouver has been actively trying to build a sustainable food system in which everyone will benefit. Food is a topic of specific importance since everyone needs to eat. In 2003, a Food Action Plan was created in order to support and develop a just and sustainable food system. The plan fosters equitable food production, distribution and consumption. These are key areas in supporting a robust food cycle along with processing, access and waste management. A range of issues affect sustainable food issues locally and globally. The city is focusing on areas where residents can have the most impact. Later in 2004, Vancouver established a Food Policy Council (Food: Sustainability).

Later in the February of 2007, the Mayor and Council had unanimously adopted the Vancouver Food Charter. This is an important step forward on the path to a just and sustainable food system for the city and its residents. The Charter is an ambitious, forward-thinking document that promotes education, celebration and real projects for a healthy economy, a healthy ecology, and a healthy society. Some of the key areas in food policy are farmers markets, urban agriculture, composting food, and fair trade (Food: Sustainability).

The city recognized that eating locally produced foods, which can be purchased at farmers markets, can dramatically aid in climate protection. With the establishment of local farmers markets, Vancouver has been able to reduce the long distances that it takes food to get to residents reducing the usage of fossil fuels. Besides the benefits for the environment, buying
produce locally provides fresher and better tasting food while supporting the local economy. The city provides information on the closest farmers markets to where residents live.

In the year 2006, the Vancouver City Council unanimously passed an ambitious motion to develop 2,010 new food producing gardens by the year 2010, intended to be an Olympic legacy (Food: Sustainability). As a result of this motion, the residents of Vancouver can expect to see more community gardens, rooftop gardens, and edible landscaping. For such an ambitious undertaking to occur, a Food Policy Team was created to research policies, guidelines and by-laws established in other cities and has been partnering with local community agencies to build more community gardens in hopes of achieving their goals (Food: Sustainability). The city has also established a program called Grow-A-Row/Share-A-Row, where local gardeners can help community members by donating extra fruit and vegetables. The city established several drop-off locations making it convenient for the local gardeners while reducing carbon emissions.

The city has also partnered with an organization called City Farmer, which encourages the sharing of underutilized gardens with other gardeners. The increased productivity of these gardens are calculated, all in the efforts of obtaining the city’s 2010 challenge to grow their own foods. Information about sharing a residents garden or finding a garden to use can all be found through the city’s website and the City Farmer’s website (Food: Sustainability).

To cut down on weekly garbage disposal, the city has been stressing composting organic materials. The City Farmer group established the Vancouver Compost Demonstration Garden that offers year-long workshops on composting and water conservation (Food: Sustainability). For those residents that do not have a place to put their compost the garden offers composting
bins. The final component of the Vancouver Food Charter was fair trade. The city has created a fair trade purchasing criteria for coffees and other food products (Food: Sustainability).

Vancouver has been promoting sustainable shopping. By city residents shopping close to home and supporting local and sustainable businesses, they can help protect the climate. When residents are encouraged to buy organically grown foods and locally produced goods, and choosing energy efficient products and reduced reduced item packaging they are helping create a more sustainable Vancouver.

Having residents consider supporting local farmers, designers, and artisans helps reduce fossil fuel usage with the decreased amount of transit being used. As mentioned above, Vancouver is helping support local farmers markets through making information available. They are also helping support restaurants that purchase locally produced foods, which is made available through the Green Table Network. Several other resources have been set up by the city to help promote sustainable purchases such as; happyfrog.ca which is a directory of green businesses and organizations that are focused on sustainability, the Modern Urban Guide which is a guide to the local independent shopping scene in Vancouver, and the Portobello West Fashion and Art Market which offers locally produced clothing and artwork (One Day Vancouver). Besides helping the environment and supporting the local economy, shopping locally allows consumers to find unique and original products that reflect their individuality, receive personalized customer service, and discover the community’s people and neighborhood (One Day Vancouver).
Another effort that the city is promoting when shopping is looking for items with minimal packaging. The benefits of less packaging being utilized are that less materials need to be extracted, processed, and transported, all of which require energy. The efforts the city has been looking into and promoting are widely varied from buying less, buying higher quality goods that will be more durable, purchasing second-hand goods, and reusing shopping bags. Second-hand stores, yard sales and second-hand websites helps reduce wastes that would wind up in a landfill and offers great deals for people that may not be able to afford the higher prices of local boutiques (One Day Vancouver).

The city has also been encouraging residents to purchase Energy Star products, which helps identify products that are the most energy efficient out in the market. The territory of British Colombia has come up with a catalogue with over 8,000 energy efficient products from over 150 brands all in one place in efforts to save you money and time (One Day Vancouver). Information is also available to help make sustainable purchases with homes and automobiles (One Day Vancouver). Specifically in these efforts the Greater Vancouver Regional District has designed a Sustainable Purchasing Guide to help consumers incorporate social and environmental considerations into their purchasing decisions (Sustainable Purchasing Guide).

The guide is intended to help small to medium sized businesses make better purchasing decisions based on an expanded notion of cost, and consideration of the environmental attributes and social issues associated with purchased products (Sustainable Purchasing Guide). Integrating sustainable practices into purchasing policies, companies will realize the additional benefits from decisions. The above mentioned local sustainability efforts are easily adaptable for other cities,
since a majority of these outcomes are carried out through policies to help promote sustainable
living.

**Conclusion:**

The City of Vancouver has set and is still setting an eco-friendly urban standard for other
cities to follow. Vancouver has turned their neighborhoods upside down and inside out, showing
the alternatives to suburbia and alleviating income disparities that have led to social class
divisions in other cities worldwide. Vancouver has become a perfect example of how physical
design, affordable housing, transit decisions, and local policies can be used to help tackle social
setbacks in the contemporary city. These planning method exemplifies both the necessity for
communication, coordination with local organizations and businesses, and addressing the needs
of city residents with the availability of public services. Vancouver’s strive for a sustainable city
should be the aspiration of contemporary cities that can adapt these policies and programs to
provide a superior future for all.
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