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Vancouver: Developing a World City

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## Table of Contents

<b>Abstract:</b> .....	3
<b>Introduction:</b> .....	4
<i>Background:</i> .....	4
<i>Defining a World City:</i> .....	5
<i>Purpose of Paper:</i> .....	6
<b>Section #1: Historical Development and Planning</b> .....	7
1.1 <i>Brief History of Vancouver (pre-WWII):</i> .....	7
1.2 <i>Historical Development (post WWII):</i> .....	7
1.3 <i>Regional Municipal Growth/Amalgamation</i> .....	8
1.4 <i>Historical Planning</i> .....	9
<b>Section #2: Infrastructure Investment and Mega Projects</b> .....	12
2.1 <i>Port of Vancouver</i> .....	12
2.2 <i>Vancouver International Airport</i> .....	13
2.3 <i>Expo 86 and Legacy Projects</i> .....	14
<b>Section #3: Current Planning and Future Opportunities</b> .....	15
3.1 <i>Vision for Planning</i> .....	15
3.2 <i>City of Vancouver Planning Department</i> .....	16
3.3 <i>Economic Development Planning</i> .....	18
3.4 <i>Asia/Pacific Gateway</i> .....	20
3.5 <i>2010 Olympic Games</i> .....	20
<b>Section #4: Vancouver, Toronto and Montreal: A Brief Comparison</b> .....	22
4.1 <i>Current Planning in Toronto and Montreal</i> .....	23
<b>Conclusion:</b> .....	25
Appendix A: <i>Vancouver’s Strategic Asia-Pacific Roles: Gateway Functions</i> .....	26
Appendix B: <i>Vancouver’s Strategic Asia-Pacific Roles: Educational, Political and Socio-Cultural Functions</i> .....	28

## **Abstract:**

When it comes to Vancouver's status as a world city it ranks high in terms of liveability but quickly falls down the rankings when evaluated based on the other world city characteristics. The purpose of this paper is to evaluate Vancouver's current world city status by examining the city's historical development and planning, investment in infrastructure and mega projects, current planning and opportunities, and finally a brief comparison to the cities of Toronto and Montreal.

The first section of this paper provides the contextual background related to Vancouver's current status as a world city. The focus of the section is the historical development that occurred in Vancouver primarily after World War II. From this period until now, Vancouver was able to develop based on a rich natural resource sector that allowed for economic growth. However, even though the City experienced economic success, much of the city's early planning focused on the idea of liveability and creating a place where citizens want to stay. The city's transportation and high density housing plans helped to distinguish Vancouver from other cities around the world.

The second section describes important infrastructure investments made by Vancouver that are now basic necessities for world cities. Investments such as the Port of Vancouver and Vancouver International Airport played an important role in development and continue to be important components of Vancouver's international presence. As the city approaches the 2010 Olympic games this section looks back on Expo 86 and the legacies that flowed from Vancouver's last turn in the international spotlight. It was at this time that Vancouver continued with important transportation and residential upgrading which remain important for Vancouver today.

The third section introduces current planning efforts and opportunities available for Vancouver to increase its world status. Building on its liveability success, Vancouver and surrounding region are now focusing on sustainability to ensure that future generations will benefit from the decisions made today. The City and its citizens have created a vision through the *City Plan* and continue to work towards making Vancouver a great place to live. In 2006 Vancouver also made economic development a priority to prepare for the current opportunities available. At the same time Vancouver is in a strategic position to benefit from the opportunities available through the Asia-Pacific Gateway and 2010 Olympics. The near future will be a time when Vancouver can increase their world status.

The final section presents a brief comparison of Vancouver and the cities of Toronto and Montreal. Each city has experienced similar pressures throughout development but responded in a different way. In terms of economic characteristics, Toronto and Montreal rank better than Vancouver. They have more of the economic characteristics needed in the current definition of world cities such as housing bank headquarters and international stock exchanges. However, when it comes to liveability Vancouver is ahead and both Toronto and Montreal's current planning is focused on the ideas liveability.

**Introduction:**

This paper examines the City of Vancouver (Vancouver), British Columbia and its status as a world city. Although Vancouver's development was similar to other major cities around the world, it has not been granted world city status based on the current definition. Vancouver presents an interesting case study of a city which may be developing a new way to approach world city status and its definition. Vancouver's geographic location created historical economic opportunities in the natural resource sector and now presents Canada with an opportunity to increase its connection with the growing Asian markets. Historically, Vancouver did not focus on rapid and advanced economic development which seems to be one of the leading indicators to determine world city status. Instead Vancouver has focused on the idea of liveability by creating transportation and high density housing plans which have distinguished it from other cities around the world. The city has created a place where people want to live and now has the opportunity to enhance its status within Canada and around the globe by capitalizing on the economic opportunities available such as increased investment in the Asia/Pacific Gateway and the 2010 Olympic games. In the meantime Vancouver may also prove to be a leader by illustrating the value of liveability and sustainability and how they should be given increased attention when ranking world cities.

**Background:**

As cities around the world have developed they have been compared to one another based on a variety of characteristics. The concept or status of a 'world city' is an academic construct which was created to distinguish cities from each other. Cities like London, U.K., New York, U.S.A. and Tokyo, Japan, have not only been given the status of world cities but are also the benchmarks that other cities are compared to.

It is very difficult to find evidence that cities around the world make explicit efforts to specifically raise their status as a world city. Instead world cities have developed based on general business/development sense and plan based on the opportunities and challenges they face. However, the policies and planning of cities provide them with an opportunity to raise their world status and create more opportunities in the future. As the world continues to become increasingly connected it is important for cities to create networks and communicate with other parts of the world. Global markets are creating the opportunity for other cities to reach the same status that London, New York and Tokyo have already reached.

### ***Defining a World City:***

It is important to understand how global/world cities have been defined in order to provide context for the remainder of the paper. Finding an agreed upon definition of a world city is a difficult task considering it continues to evolve over time. The evolution is based on the various characteristics that have been used to determine the composition of a world city. Although important, basic population statistics are no longer enough to determine whether a city has world status. When developing their roster of world cities, Beaverstock, Smith & Taylor, (1999) recognized “the need for a systematic consideration of the question of world city status” (p. 446). The authors describe four approaches used in the literature to define world cities<sup>1</sup> and note that “...the central facet of the world city literature has been to *rank* cities according to their disproportionate geo-economic power in the world-system” (Beaverstock et al., p.446). In recent years increased focus has been placed on cities’ economic (advanced producer services), transportation, and communication abilities. World cities are judged based on the number of corporate headquarters they have and their connection to other global markets whether it be through direct trade or investment in global investment exchanges.

There are a series of characteristics that seem to be neglected when it comes to defining world cities. Tomas Hutton (1998) considers city growth to be based not only on the traditional economic factors but “new dynamics such as amenities (natural and cultural), entrepreneurship, human capital, immigration (foreign and domestic), information technologies and systems (which reduce the impediment of distance), opportunities in niche markets and local governance factors” (p.2). However, the current top social indicator seems to be immigration and the ability of cities to attract individuals from around the world.

This paper presents the experiences of Vancouver and introduces the idea that perhaps world cities should be increasingly judged in terms of liveability and sustainability. Cities must provide service amenities that satisfy the expectations of immigrants and local citizens in order to retain them. Governments and cities around the world are faced with increasing pressure to mitigate their impact on the environment. As global warming and its effects continue to gain awareness it is important for cities to take action and integrate the environment into their planning. These more social/environment aspects may prove to be stronger determinants of world cities in future years.

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<sup>1</sup> The four methods described are the cosmopolitan characteristics and the multinational corporate economy, world cities and the new international division of labour, the internationalization, concentration and intensity of producer services and world cities as international financial centres (Beaverstock et al., 1999, p.446-450)

***Purpose of Paper:***

The purpose of this paper is to provide a discussion of Vancouver, British Columbia in relation to its status and development as a world city. The paper seeks to answer four questions;

1. How has Vancouver's historical development help to shape its current status in the world today as a world city?
2. What are some broad development trends that have occurred in Vancouver?
3. What are the current planning efforts, infrastructure, economy and social and cultural environment factors that have affected Vancouver's status as a world city?
4. How does the city of Vancouver compare to other Canadian Cities?

Context for the paper is provided by examining the historical developmental trends of the city with focus on the post World War II (WWII) era. As the city continues to grow it is important to consider what developments in the past have led to Vancouver's current status in the world. The focus then shifts to identifying current policies and opportunities available for Vancouver to enhance its status as a global city. Current planning efforts by the City will be discussed in an attempt to identify how Vancouver's future status may be enhanced. Finally, a comparison of Vancouver to other Canadian cities will help identify how Vancouver's activities match up to Toronto and Montreal and their efforts to increase their status in the world.

## **Section #1: Historical Development and Planning**

Vancouver developed in an ideal region that is bordered by the Rocky Mountains and Pacific Ocean. The city's historical development is similar to other cities which are surrounded by land that is rich in natural resources. This section describes the history and development of the region and city. It outlines how in the post world war II period there was rapid growth that allowed for the city and surrounding municipalities to develop. This section also identifies the city's historical planning and describes how the goals and visions of the past have brought Vancouver to its current position in the world.

### ***1.1 Brief History of Vancouver (pre-WWII)***

The site which Vancouver currently occupies was originally a place where many First Nations fished, hunted and traded with each other. The area was developed with the arrival of European settlers and construction of Fort Langley, the location where the two groups began to trade various goods. A major development push occurred with the arrival of 25,000 Americans by the discovery of gold along the Fraser River in 1858. Development would continue and the forestry industry soon became the central feature with the development of Pioneer Mills sawmill in 1862. The area's forest industry was recognized around the world and wood was shipped as far as China. In 1882 the area was the first on the Pacific coast north of San Francisco to have electric lights. Development continued as the Canadian Pacific Railway (CPR) was constructed across Canada. The city prepared for the railway's arrival and incorporated itself as Vancouver on April 6, 1886. The region benefited greatly from the railway construction as it became the western terminus. In the same year the first cargo import arrived at the Port of Vancouver.

The city and the region's development increased with the additional economic activity which was marked by the incorporation of the district of North Vancouver in 1891. In the next two years Coquitlam, South Vancouver, and Burnaby were also incorporated. Over time as their population and activity soared some of the municipalities began to amalgamate. In 1928 South Vancouver and Point Grey joined with Vancouver which at the time doubled the city's population (Davis, 2004).

### ***1.2 Historical Development (post WWII)***

Similar to development of other cities in Canada, Vancouver's early economic base was heavily dependent upon the natural resource industry. Natural resources helped to develop Vancouver's role as a trade hub for western Canada and the site responsible for exporting goods to Asia and other areas. According to Hutton, Vancouver's post war development was driven by linkages with the growing resource-based economy which included command and control functions, transportation linkages, consumption linkages and socio-cultural linkages. Hutton (1998) defined the functions as:

- *Command and control functions: specialized service linkages:* Vancouver business office development from 1960-1980 was driven by resource corporations and institutions to support them.

- *Transportation linkages: Vancouver as a commodity export gateway:* The development of the Port of Vancouver (Port) (discussed in detail later) helped place Vancouver as a global trade center. Initial growth for the Port was based on commodity exports.
- *Consumption linkages:* Historically Vancouver was dependent on the hinterland for supply of consumer markets.
- *Socio-cultural linkages:* The formation of residential communities and class structures grew with resource development. Many of the corporate executives and higher level employees began to group together in certain regions of the city (p. 58).

The 1970's would see increased economic activity with enhanced relations to the Pacific Rim. The Pacific connection increased economic activity and created a development boom in the late 1980's. At this time immigration significantly increased population growth but by 1981 two-thirds of the population lived outside of central Vancouver. Planning in the 1990's brought people back into Vancouver; the 1996 census displayed a net population increase for the first time in decades. (Davis, 2004)

The 1990's and present day have seen less emphasis being placed on the natural resource sector. Cities have had to adapt in order to survive and according to Hutton Vancouver and other Canadian cities experienced three common transformational elements. First, rapid growth in service industries, employment and trade; which helped to alleviate the dependence on natural resources. Second, new social structures which include an elite service class. Finally, cities have had to reconfigure their internal structure (Hutton 1998, p. 40).

It is difficult to create a specific timeline or to generalize Vancouver's development in the post WWII period. However, insight into some of the historical trends and planning can help to create a greater understanding of the trends and factors that have developed the city of Vancouver.

### ***1.3 Regional Municipal Growth/Amalgamation***

Vancouver's development was shaped by the group of municipalities within its immediate geographic area. In order to coordinate development the Greater Vancouver Regional District (GVRD) was incorporated in 1967 with the purpose of delivering key services within Vancouver and the other 20 member municipalities (Metro Vancouver, 2008). The entity was an amalgamation of the Greater Vancouver Water District and the Greater Vancouver Sewerage and Drainage District and has expanded to now include the Greater Vancouver Housing Corporation and the Greater Vancouver Transportation Authority (Translink). The group is now described as Metro Vancouver and is overseen by The Metro Vancouver Board of Directors. The board is composed of representatives from each of the member municipalities and a director from Electoral Area A<sup>2</sup>. Together the board and municipalities are responsible for treating and supplying water, regulating air quality, developing growth management plans, providing

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<sup>2</sup> Electoral Area A is composed of the following unincorporated areas; the west side of Pitt Lake; the northern portion of Indian Arm; a portion of land between the District of West Vancouver and the Squamish; Lillooet Regional District (excluding the Village of Lions Bay); the islands of Bowyer, Passage and Barnston; the University Endowment Lands (including Pacific Sprint Regional Park); and the University of British Columbia.

affordable housing, labour relations services, and managing the regional parks and 911 emergency system (GVRD, 2003, p.3).

### ***1.4 Historical Planning***

Vancouver was able to capitalize on the benefits of a strong resource sector but they have also benefited from forward thinking as part of city planning. In 1928 Vancouver city council commissioned what would become Canada's first comprehensive city plan (Vancouver City Planning Commission, 1980, p.2). The Bartholomew plan was not ratified by city council but many of the developer's ideas have since been realized. Bartholomew felt that "few cities' possess such a combination of nearby natural resources, a splendid harbour, a terrain ideally suited for urban use, an equable climate, and a setting of great natural beauty" (McAfee, 1997).

According to McAfee, former Co-Director of Vancouver city planning, "By the 1970's, well before the city reached Bartholomew's planned one million people, the 1928 vision became obsolete" (McAfee, 1997). It was at this time that citizens pushed to have a voice in the future development of the city. Beginning in the 1970-80's and continuing today, the city has benefited from a series of planning efforts that have emphasized citizens' engagement and sustainable development. Vancouver regulated growth by ensuring that any new development would enhance the city's character and liveability for its citizens. It is during this period that Vancouver broke away from the traditional emphasis on economic development and focused more on liveability, a factor that seems to be undervalued in the world city literature. The following plans and development guides help to illustrate this point and demonstrate how Vancouver was able to grow while at the same time maintaining its image and quality of life.

#### ***Goals for Vancouver – 1980:***

In 1979 the Vancouver City Planning Commission set out to explore what the City of Vancouver should look like in the future<sup>3</sup>. In order to achieve this, the commission gathered input from over 5,000 citizens and representatives from various programs and associations. The final goal recommendations were divided based on 10 broad categories.<sup>4</sup> The first goal expressed in the final document (Natural Setting category) is to "maintain access to and enjoyment of natural setting and environment which is perceived as one of the principal components of the quality of life in Vancouver" (Goals for Vancouver, 1980, p.6). In terms of the economy, the Port and Trade are recognized, along with the opportunity for Vancouver to become Canada's connection to the Pacific Rim. One goal is the "promotion of Vancouver as Canada's Western Pacific Rim Gateway" (Goals for Vancouver, 1980, p.31). This once again illustrates the citizens' and planners' ability to recognize key sectors for the city.

This report also expressed citizens' values of limiting the areas of apartment style housing development, limiting air pollution, encouraging energy conservation and maintaining a high quality of life. It is important to consider that although this was a time of increased economic

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<sup>3</sup> "The Basic use of these Goals for Vancouver is to establish an articulated direction and purpose so that the residents of the city have a clear understanding of what the community values and is trying to accomplish" (Goals for Vancouver, p.3).

<sup>4</sup> The categories included; The City as a Stage, The People, The Parts, The Economy, Leisure, Movement, Services to People, Services to Property, Special Concerns, and Management of the City.

activity the values and goals that were emphasized were those related to protecting Vancouver's natural environment, people and quality of life. These values worked to influence Vancouver and indicate that the city may have been ahead in terms of environmental sustainability and protection.

*The Vancouver Plan – The City's strategy for managing change:*

The *Vancouver Plan* was created in 1986 to help the city control and direct growth as it continued to expand. It built on the ideals expressed in the *Goals for Vancouver* project and “as a result *The Vancouver Plan* must be viewed as the City's most ambitious and widely accepted strategy for achieving the aspirations set for Vancouver by its residents and business community” (Community Development Policy, p.4). The final report set out eight criteria to evaluate developmental change and ensured that development would include;

- *Prosperity*: promote projects which contribute to long term and permanent employment growth.
- *Vitality*: promote projects which are diverse and present new opportunities to what already exists.
- *Efficiency*: lowest public cost
- *Equity*: distribution of project benefits should be as broad as possible.
- *Beauty*: promote projects that improve and enhance Vancouver's natural setting.
- *Security*: promote projects which enhance city security.
- *Health*: promote projects that mitigate health concerns.
- *Openness*: promote projects which are designed in an open format

(Community Development Policy, p. 4-5)

This plan helped to solidify the values expressed in the *Goals for Vancouver* project. Once again, although the economy is mentioned in terms of job creation, it is important to note that Vancouver was again focusing on the environment and the health of its citizens.

*Community Development Policy - 1987-1990 Capital Plan:*

The *Capital Plan* was created during the development boom of the 1980's which was show cased by Expo 86. The document was divided in two parts; First, an identification of the data and trends at the time and second, a set of priorities to guide development. Priorities were once again developed based on the *Vancouver Plan* and the *Goals for Vancouver* policies. The difference was that this document set out the criteria for deciding how capital development projects should be evaluated before they were approved. Context for the *Community Development Policy* was based on three policy areas; Financial, Municipal Service and Community Development. Together they were used to determine the criteria for selecting capital projects. Relevant areas include Transportation where focus was placed on improved management and efficiency rather than large capital projects. The Urban Environment criteria required developer to “identify and

preserve those aspects of the Vancouver environment that are critical to the City's image, character and quality of life" (1987-1990 Capital Plan, p.12).

The *Capital Plan* helped to round out a series of planning documents that arrived during the 1980's: from a broad statement of citizens' goals to development and capital spending criteria. These documents illustrate Vancouver's ability to allow for economic growth while maintaining citizens' lifestyles and quality of life.

*Social Planning – Impacting Residential Planning:*

Detailed discussion related to Vancouver's social planning is beyond the scope of this project. However, the City's social planning is important when it comes to residential plans and its ability to consider social characteristics when designing urban and residential areas. The area of social planning is the responsibility of Vancouver's Social Planning Department which began with a broad mandate "... [to] coordinate the efforts of Civic departments and voluntary agencies to deal with families and persons requiring assistance and to achieve concerted application of health, education, welfare, recreation and employment services combined with public works of all descriptions" (Vancouver Social Planning Department, 1998, p.5). The department has been instrumental in delivering the services and advocating for social policy throughout times of economic development. It is important to consider departments such as this and their influence to maintain Vancouver's image as being a city of choice in terms of liveability and quality of life.

The social influence is most prevalent when it comes to the city's residential planning. According to Trevor Boddy (2005), Vancouver has broken many of the classic rules of urban planning in North America. He explains that Vancouver has turned high density housing into a positive by ensuring that citizens have the public amenities they need close by. As the youngest major city Vancouver has worked to slow urban sprawl by promoting the notion of "Social Bonus Zoning." This allows for high density development so long as there is social development such as "public amenities as cultural facilities, parks, schools, and social housing" (Boddy, 2005, Politics in transit, para.4). Vancouver has become known for this form of planning and the term "Vancouverism"<sup>5</sup> is commonly used among urban planners. The development which began in preparation for Expo 86 helped lead the way for Vancouverism. Developers in the False Creek area were able to purchase land for a low price in exchange for developing public amenities. The Concord Pacific Development used this method and has had great success.

Social influence becomes increasingly important when considering Vancouver's current environmental and transportation planning. High density housing and rapid transit lines have helped Vancouver to reduce its impact on the environment. However, a recent report by the Sightline Institute indicates that "the share of new urban and suburban growth that went into compact communities declined, and the amount of land developed to accommodate new residents increased, compared with the two previous census periods" (Sightline Institute, 2008, para.3). It will be important for Vancouver to turn this trend around in order to maintain its global position in terms of density planning.

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<sup>5</sup> "Vancouverism; a mix of income groups and modes of housing tenure in dense neighbourhoods with significant investment in parks, sites for social housing, arts, and recreation facilities" (Boddy, 2005).

## Section #2: Infrastructure Investment and Mega Projects

Vancouver's planning is not limited to the comprehensive plans outlined in the previous section. The city has also invested in many important infrastructure projects which are essential for economic growth and world city status. These investments have not only played a historic role in development but present future opportunities for the city. Vancouver has also taken the opportunity to put itself on the world stage by hosting international events. Expo 1986 and now the 2010 Olympics allow Vancouver to showcase itself and increase its status throughout the world.

### 2.1 Port of Vancouver

Although the harbour area was a site of exploration in the early discovery days, the Port of Vancouver (Port) operations began in 1863 when the first sawmill opened. Development continued as the Port became a location for trade and exporting goods. The Port's growth was spurred on by events such as the; arrival of the Canadian Pacific Railway in 1887, population growth during gold rush and forestry boom from 1881 -1911, exports of grain from western elevators in 1917, and the boom created by the second world war. In the beginning the Port's governance structure was complex and required agreement from the various agencies involved<sup>6</sup> before development could occur. In 1913 the Vancouver Harbour Commission was created to oversee changes and create the development plans for the Port (Atamenko, Fletcher, De Jong, Northey, & Strachan, 1961).

The Port is now Canada's largest and is increasing its North American and international presence. "In North America, it ranks #1 in total foreign export. On the West Coast, it ranks #3 in total cargo volume and #3 for full foreign containers. In Canada it ranks #1 in total cargo handled and #1 in total container throughput" (Port of Vancouver, 2006, Comparison section, para.1). The Port's 2007 activity is outlined in Table #1, while Table #2 displays to the Ports principal trading partners.

**Table #1: Total 2007 Activity for the Port of Vancouver**

Tonnes (Millions)	2006	2007	% Change
Bulk	58.8	61.0	4%
Breakbulk	3.2	2.5	-22%
Containers	17.7	19.2	9%
Total Tonnage	79.6	82.7	4%

Containers (TEUs)	2,207,748	2,307,289	5%
Cruise (Revenue Passengers)	837,823	960,554	15%

(Vancouver Port Authority, *Statistics Overview 2007*, p.3)

<sup>6</sup> "These bodies can generally be outlined to include: the National Harbours Board, the City of Vancouver and adjoining municipalities, the Federal Department of Citizenship and Immigration, the Provincial Department of Lands and forests and the Canadian Pacific Railway." (Atamenko et. al., p. 4).

**Table #2: Principal Trading Economies**

**Total Tonnage (000' Metric Tonnes)**

2007 Inbound			2007 Outbound			2007 Total		
Rank	Trading Partner	Tonnage	Rank	Trading Partner	Tonnage	Rank	Trading Partner	Tonnage
1	CHINA	5,590	1	JAPAN	16,398	1	JAPAN	16,998
2	UNITED STATES	1,691	2	CHINA	11,071	2	CHINA	16,662
3	KOREA (SOUTH)	750	3	KOREA (SOUTH)	6,594	3	KOREA (SOUTH)	7,345
4	JAPAN	600	4	UNITED STATES	3,323	4	UNITED STATES	5,015
5	HONG KONG	517	5	BRAZIL	2,819	5	BRAZIL	2,843
6	TAIWAN	393	6	INDIA	2,470	6	TAIWAN	2,596
7	THAILAND	381	7	TAIWAN	2,203	7	INDIA	2,541
8	MEXICO	313	8	GERMANY	2,105	8	GERMANY	2,113
9	MALAYSIA	185	9	NETHERLANDS	1,550	9	NETHERLANDS	1,572
10	INDONESIA	164	10	ITALY	1,548	10	ITALY	1,557

(Vancouver Port Authority, *Statistics Overview 2007*, p.9)

The Port is now managed by the Vancouver Fraser Port Authority (VFPA) and its Board of Directors. The VFPA was created on January 1, 2008 by the amalgamation of the Fraser River Port Authority, North Fraser Port Authority, and Vancouver Port Authority. This represents the first port amalgamation in Canada and a strong step towards coordinated planning, development and growth. According to the VFPA;

[t]he amalgamated port will be well positioned to better coordinate port planning and develop new investment opportunities that will facilitate the circulation of goods to and from foreign markets. The VFPA will also have greater resources for land acquisition, river management and strategic infrastructure investments” (VFPA, 2007, para.5).

The merger itself is part of the federal governments *Asia-Pacific Gateway and Corridor Initiative* which outlines the government’s long term strategy to increase economic ties to countries in the Asia-Pacific corridor (Transport Canada, 2007).

## **2.2 Vancouver International Airport**

The Vancouver International Airport (YVR) was first developed in 1930. WWII meant large expansions for the airport, with the federal government taking control in 1940 for use as “a major centre for air defence, munitions manufacturing, and Royal Canadian Air Force training” (Vancouver Airport Authority, 2008a, para.1). This would not be the last shift in ownership throughout the airport’s history. The variety of owners throughout the years presents interesting development trends in terms of expansion. From 1962 to 1992 the airport was owned and operated by the federal Department of Transportation. In 1992 “Vancouver International Airport becomes one of the first four airports in Canada transferred from the Federal Government to local community-based, not-for-profit organizations” (VAA, 2008a, para.1) The new Vancouver Airport Authority (VAA) took control in the same year and proceeded with an aggressive plan to expand and develop the airport. In the year 2000 the “airport's reputation as a world-class facility is confirmed when the International Air Transport Association's survey of international passengers rates YVR No. 1 in North America and No. 4 in the world” (VAA, 2008a).

The Airport plays an important symbolic and economic role in Vancouver. According to the VAA, in 2007 YVR was second in Canada in terms of activity which included 17.5 million

passengers, 226,234 tonnes of cargo, and 274,410 runway take-offs and landings (VAA, 2008b, p. 6). These numbers are records for the VAA and growth is expected to continue. The VAA is responding with plans for continued expansion.

### ***2.3 Expo 86 and Legacy Projects***

Exposition 1986 (Expo 86) was the last world exposition to be held in North America and coincided with Vancouver's centennial celebrations. According to Olds (1998) the project was proposed as the result of a redevelopment plan for the north shore of the False Creek neighbourhood. The location was the former site of the CPR's rail yard, a site that provincial politicians and the City wanted to redevelop. In 1980, Premier William Bennet announced an elaborate development plan which included a world fair and rapid transit line that would connect the suburbs to downtown and the world fair site.

The theme of the fair was *Transportation and Communications: World in Motion - World in Touch*, an appropriate theme to promote the development of a rapid-transit line and other infrastructure investments. The event included 54 participant countries and hosted more than 20 million visitors but the real impact would be derived from the legacies left behind. According to the Department of Canadian Heritage, Expo 86 created the following legacies; regeneration of central core of Vancouver, Science Centre, Trade and Convention Centre (Canada Place<sup>7</sup>) and SkyTrain (Canadian Heritage, 2008).

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<sup>7</sup> Canada Place is "a mixed-use commercial facility is home to the Vancouver Convention and Exhibition Centre, The Pan Pacific Hotel, The Vancouver Port Authority Corporate Offices, Cruise Ship Terminal (Operated by the Vancouver Port Authority), The CN IMAX Theatre, World Trade Centre Office Complex and Citipark parking facility" (Canada Place, 2006).

### **Section #3: Current Planning and Future Opportunities**

Vancouver's historical development, investment and planning provide insight into how the city has developed into its current form. However, if Vancouver wants to continue to grow and subsequently increase its status in the world, it will not only have to continue with strong planning but also prepare itself to take advantage of the opportunities ahead. The following section outlines the current city, regional and economic planning that is occurring in Vancouver. It also presents opportunities for Vancouver to increase its world status such as the 2010 Olympics and the Asia-Pacific Gateway.

#### ***3.1 Vision for Planning***

Current planning for Vancouver is guided by *City Plan: Directions for Vancouver* (City Plan) (City of Vancouver: Community Services [CVCS], 2003). The report was released in 1995 and sets out a broad vision for various aspects of Vancouver's future. .

##### *Vancouver City Plan: Direction for Vancouver*

The impact of the *City Plan* goes well beyond the vision that it sets out, the inclusive process that was used to create the vision places Vancouver in a unique category of urban planning. The Plan was created by city planners and the citizens of Greater Vancouver. Over a three year period more than 20 000 citizens participated in creating the vision for Vancouver's future (CVCS, 2003). According to McAfee (1997), "the process was so unique that the City of Vancouver won national and international awards for the innovative public process which involved thousands of citizens" (para.11). The Plan builds on previous plans and enhances the components of Vancouverism. McAfee (1997) explains that:

CityPlan also sets some new directions by: increasing housing variety throughout the city to meet people's needs and make better use of existing city services locating jobs closer to where people live to reduce travel maintaining a diverse economy moving people by transit, walking, and biking changing the delivery of city services to a neighbourhood-based model and supporting stronger neighbourhoods through the development of neighbourhood centres, local character zoning, community-based policing and integrated service teams (para.23).

The plan also began Vancouver's trend toward environmentally friendly planning and development. Although the environment has not yet become a key factor for determining world city status, Vancouver has put itself in a good position for an issue that continues to garner world attention. *City Plan* participants envisioned a "liveable city with a wide variety of jobs, where activities are sensitive to the environment" (CVCS, 2003, Health Economy section, para.1). This includes clean air and water along with making environmentally friendly transportation such as public transit, walking, and cycling a priority.

### 3.2 City of Vancouver Planning Department

The four divisions<sup>8</sup> within the City of Vancouver Planning Department use *City Plan* as a guide and have identified a variety of major projects that demonstrate the cities current priorities when it comes to development. The projects are divided into five topic areas:

Environment/Sustainability Projects, Community/Planning Projects, Transportation Projects, Information Projects and Cultural Projects. Each topic area has its own set of initiatives and programs that outline how Vancouver plans to achieve the goals within each category; Table #3 identifies the projects underway.

**Table #3: Major City Projects**

<b>Initiative</b>	<b>Projects</b>
Environmental/Sustainability	EcoDensity, Sustainability, Southeast False Creek, Still Creek Enhancement and Green Streets
Community/Planning	Project Civil City, Proposal to Expedite New Social and Supportive Housing, Naming Rights and Commemorative Naming Policies, Woodward's, Carrall Street Greenway, 1 Kingsway, Chinatown Revitalization, CityPlan/Community Visions, Downtown Eastside Revitalization, Solving Neighbourhood Problems and Four Pillars Drug Strategy.
Transportation	Granville Street Redesign, Canada Line Project, Downtown Transportation Plan, Downtown Streetcar Initiative and The Road Ahead.
Information	GVTV, Community Web Pages, City Publications, VanMap, Preparing for an Emergency, City Hall Lights Program and One Day Vancouver.
Cultural	Creative City, Hastings Park/PNE, Creative City Task Force and Queen Elizabeth Theatre.

(City of Vancouver [CV], 2007a)

#### Environmental/Sustainability Projects

The five projects seek to encourage growth while maintaining environmental and sustainability standards. Sustainability projects are concerned with ensuring that new development meets environmental standards set out by the city. Many other projects fall within this idea to help make sustainability a reality. The city recognizes that a change is occurring and it has set strict energy efficiency requirements for new buildings. As part of this ideal, Vancouver has created new sustainability requirements for development (CV, 2007b).

The City has implemented environmental restrictions on new development as part of their goal for increased sustainability to ensure a high quality of life for future generations. The city requires that all commercial and multi-family buildings meet the “strictest energy efficiency requirements in Canada” (CV, 2007b, para.2). The EcoDensity program seeks to address three

<sup>8</sup> The Planning Department’s four divisions, City-Wide & Regional Planning, Community Planning, Current Planning and Central Area Planning advise Council on policies which guide growth and change in the city. (City of Vancouver: Planning Department [CVPD], 2006)

developmental concerns to ensure sustainable city growth.<sup>9</sup> The goal is to “...create greater density throughout the city, and do it in a way that lowers our impact on the environment; ensures the necessary physical and social amenities; and supports new and different housing types as a way to promote more affordability” (City of Vancouver, 2007c, para.2). The project is currently in its initial stages as the city is consulting citizens and businesses for their ideas on how to develop eco-friendly density. With Vancouver struggling with housing affordability and only 11% of its current land base occupied by multiple-unit residences the City has an opportunity to develop its density even further (CV, 2007c). The city is also looking to develop land that was once used industrially, such as the Southeast False Creek project which began in 1991 and is focused on developing 80 acres of former industrial land into a high density community.

#### Community/Planning Projects:

Community projects consists of eleven major projects which deal with the social development aspects for the city. Many of the projects look to improve neighbourhoods and ensure that problems such as homelessness are being mitigated.

#### Transportation Projects:

Vancouver’s current transportation strategies are outlined in *The Vancouver Transportation Plan (Transportation Plan)* which was created in 1996, once again after consultation with the general public. It includes 76 initiatives with only 34% of them yet to be completed, with the expectation that all initiatives will be complete in the next three years (City of Vancouver: Engineering Services [CVES], 2008). The *Transportation Plan* seeks to increase walking, cycling and the use of public transit. The city wants to ensure that it continues to be an environmental leader and benefits from being “the only major city in North America without a single freeway within its boundaries” (Boddy, 2005). Vancouver is now developing a new long-range plan that will place targets for 2040.

Although there are currently four other major projects underway a lot of attention has been put on the Canada Line Project. The project will connect Richmond with downtown Vancouver and is expected to be complete in November 2009 just in time for the 2010 Olympics. It is an important infrastructure development as it will link Vancouver International Airport to downtown. Similar transit upgrades were made in 1985 with the development of the Expo Line for Expo ’86 (City of Vancouver: Rapid Transit Office, 2008).

#### Information and Cultural Projects:

The information projects seek to ensure that citizens of Vancouver can access the information they are interested in and to provide feedback to the city. Two of the cultural projects currently underway are consulting with citizens to clarify the city’s role in the arts.

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<sup>9</sup> Three concerns are: how to continue to grow in a way that is sustainable and reduces the city’s ecological footprint; how to grow in a way that maintains our liveability; and how to grow in a way that improves opportunities to create more affordable types of housing.

### ***3.3 Economic Development Planning***

Global cities are often compared in economic terms, whether it is advanced producer services, trade or other economic indicators. Although Vancouver is often recognized for its liveability<sup>10</sup>, the city lacks in terms of economic status which can account for its lower ranking in terms of world cities. One of the issues that Vancouver faces is its limited historical plans that deal directly with economic planning. Although the Port and Airport provided opportunities for global trade, Vancouver did not have a comprehensive plan for the city and its surrounding region. The following sections outline where current planning is occurring and the groups who are responsible for increasing Vancouver's economic presence.

#### *Vancouver Economic Development Corporation (VEDC):*

The VEDC was created in 1996, with a mandate for “planning for the long term, driving core activities, and building a strong organization and strategic relationships” (VEDC, 2008, Mandate section, para.1). It is charged with ensuring sustainable development with the city.

In 2006, Vancouver City Council placed economic development as one of its top priorities (CV, 2007d). In July 2006 VEDC introduced some guiding principles to provide “the city of Vancouver with a strong and sustainable economy” (VEDC, 2006, p.1). Vancouver's lack of an economic development strategy is recognized and the principles were created to provide context to guide development until an official strategy is developed.

Many of the principles reflect Vancouver's goals of maintaining competitiveness as a world city<sup>11</sup>. Establishing a competitive business climate will help ensure that the city can compete with other world cities to attract and retain companies and skilled labour. The promotion of world class industry clusters has helped separate Vancouver from other cities because it is recognized that “in a globally competitive environment, differentiation has become an important ingredient for economic success” (VEDC, 2006, p.3). VEDC also wants to continue Vancouver's high world ranking for high quality of life. According to the Commission (2006) “Companies locate and flourish in places where they can find talent; talent is increasingly mobile, drawn to cities that balance economic opportunity and quality of life” (p.3). Finally, the VEDC (2006) promotes the notion of sustainability with the goal of making Vancouver “a global leader in sustainability practices, balancing social, environmental and economic considerations for the benefit of both residents and business” (p.4).

The Commission will have to move quickly to take advantage of the opportunities presented by the 2010 Olympics and the global attention that will be placed on the city. It will need to ensure the economy is prepared for growth and utilizes the assets within the city. VEDC was able to get Vancouver designated a “Smart21” city by the Intelligent Community Forum, according to VEDC (2007a),

Vancouver was recognized for record-low unemployment and its burgeoning technology sector, which an industry growing faster than the available labour pool. The city was also

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<sup>10</sup> Vancouver continues to receive top marks in terms of liveability by the Economist Intelligence Survey of 127 cities across the globe. In 2005 the city ranked #1 in terms of liveability. (BBC News, 2005).

<sup>11</sup> The guiding principles are to promote Competitive Business Climate, World Class Industry Clusters, Strategic Infrastructure Investment, High Quality of Life, Regional Leadership and Collaboration and Sustainability.

cited for public and private-sector collaboration to increase access to wireless technology, and for strategically leveraging the 2010 Olympic Games to build technology infrastructure (para.4).

Vancouver Board of Trade:

The Board of Trade (BOT) is another source for providing economic development within Vancouver. The BOT is a pro market, anti government interference organization that works to allow businesses the opportunity to grow and compete in global economy. Their mission is to “work in the enlightened interest of our members to promote, enhance and facilitate the development of the region as a Pacific centre for trade, commerce and travel. The Board strives to enable and empower its members to succeed, grow and prosper in the global economy” (Vancouver Board of Trade, 2008, para.1).

Vancouver Harbour Authority:

The Port of Vancouver continues to expand and will provide continued benefits to Vancouver. Since the merger in January 2008 the Port and governing authority have the opportunity to increase Vancouver’s role in the international market, especially with Asia. The deep harbour is ideal as it requires no dredging and can be accessed year round, an asset that the Port Authority can exploit. The Authority is currently focusing on encouraging stronger ties and embracing its role as Canada’s connection in the Asia Pacific Gateway. With the continued support of federal and provincial government through the *Asia-Pacific Gateway and Corridor Initiative* and *Gateway Transportation Program* the Port plans to continue investment into increasing its capacity and efficiency (Port of Vancouver, 2007).

Metro Vancouver:

The Greater Vancouver Regional District (GVRD) and now Metro Vancouver have had minimal direct policy impact on economic development in the Vancouver region. Their attention is instead focused on;

- Delivering essential utility services, such as drinking water, sewage treatment, recycling and garbage disposal, economically and effectively on a regional basis
- Maintaining and enhancing the quality of life in our region by managing and planning growth and development and protecting air quality and green spaces.

(Metro Vancouver, 2008a, Metro Vancouver is committed to section, para.1).

Metro Vancouver has had a more direct impact on the quality of life and regional development areas. It works to deliver regional services efficiently while protecting citizen’s quality of life. It created the *Livable Region Strategic Plan* which has been recognized globally for its initiatives. At the 2002 Dubai International Awards the GVRD regional plan was awarded the "Best Practices to Improve the Living Environment” (Metro Vancouver, 1996, fast facts section, para.1). The plan is focused on four areas; protecting the Green Zone, building complete communities, achieving a compact metropolitan region and increasing transportation choice. The plan was originally created in 1996 and has continued to evolve as the region grows (Metro Vancouver, 1996). Metro Vancouver is currently developing a new *Regional Growth Strategy*, to build upon the success of the *Livable Region Strategic Plan*. The new plan will set out goals

and a direction for the next 25 years with sustainability as the foundation principle (Metro Vancouver, 1996).

The GVRD has stepped up in the area of sustainability and created the *Sustainable Region Initiative* (SRI) in 2001. The SRI is the GVRD's commitment to "consider the future in both our plans and actions, to care for community, environment and economy in everything we do, and to nurture partnerships that make our region great today and even better tomorrow" (Metro Vancouver, 2008b, para.1). Policy and projects are now guided by the SRI framework and sustainability is strong requirement for any new activities in the region. The initiative also works to improve the sustainability of current activities.

### **3.4 Asia/Pacific Gateway**

The Asia-Pacific Gateway has arguably had the largest impact on recent development within Vancouver and the surrounding region. This connection is strengthened by historical relations with the Asian region which began early in Vancouver with forestry exports and the significant impact of Chinese and other immigrants on Vancouver's history. Chinese and Japanese immigrants played a large role in the gold rush as well as the construction of the Canadian Pacific Railway. Tomas Hutton (1998) provides an excellent overview of the Asia-Pacific's impact on Vancouver's transformation over time. A summary of his discussion is provided in Appendix A and B.

Vancouver is now in a strategic position to solidify itself as a key economic player in the coming years by expanding the Port, airport and increasing expenditures on communications technology. The economic opportunities with the growing powers in Asia represent an opportunity for increased trade and Vancouver is once again in a very strategic geographic location.

VEDC's position on the development of the Asia/Pacific Gateway is outlined in the *Pacific Gateway Strategy*. In this discussion paper, the VEDC outlines how the City can lever its position in the Pacific Gateway to be the key North American hub and global logistics centre for trade, travel and commerce, in a fashion consistent with the City's *Guiding Principles for Economic Development* (VEDC, 2007b) Vancouver will need to continue to collaborate with the provincial and federal governments in order to benefit most from the opportunities.

### **3.5 2010 Olympic Games**

Although there may be a debate as to the merits of the 2010 Winter Olympics being held in Vancouver, they present an opportunity for Vancouver to showcase itself on the world stage. Vancouver is taking the opportunity to focus on the idea of sustainability to ensure the Olympics benefits continue beyond the completion of the games. According to Vancouver Organizing Committee (VANOC) "sustainability means managing the social, economic and environmental impacts and opportunities of our Games to produce lasting benefits, locally and globally" (VANOC, 2008, para.1). The Committee has committed to six sustainability performance

objectives<sup>12</sup> and the preparation of five sustainability reports to identify progress and issues during the lead up to 2010. The City of Vancouver is also concerned with sustainability and is working towards building social, economic and environmental legacies which are outlined below in Table #4.

**Table #4: City of Vancouver Olympic Legacies**

Legacies	Partnership and Programs	Activities
Social <sup>13</sup>	Partnered with the 2010 LegaciesNow non-profit organization.  Inclusivity Statement	Sports and RecreationNow, ArtsNow, LiteracyNow and VolunteersNow.  Affordable housing development, Youth Legacy Framework
Economic <sup>14</sup>	2010 Commerce Centre    Vancouver Agreement <sup>15</sup>	One-stop portal for information related to government, vendor qualifications, sponsorship, merchandising and the use of logos.  Economic Revitalization Plan and Employment Strategy for businesses and citizens.
Environmental <sup>16</sup>	Develop based on sustainability standard of LEED ‘Silver’ (Leadership in Energy and Environmental Design)	Sustainable design and construction of venues.

Whether it be the sustainability objectives or infrastructure investments such as the Canada Line, it will be important for Vancouver and VANOC to monitor their progress and ensure that the benefits of the Games go well beyond 2010.

<sup>12</sup> The six sustainable performance objectives are Accountability, Environmental Stewardship and impact Reduction, Social Inclusion and Responsibility, Aboriginal Participation and Collaboration, Economic Benefits and Sport for Sustainable Living (VANOC, 2008).

<sup>13</sup> Information on social legacies can be found at [http://www.city.vancouver.bc.ca/olympics/social\\_legacy.htm](http://www.city.vancouver.bc.ca/olympics/social_legacy.htm)

<sup>14</sup> Information on economic legacies can be found at <http://www.city.vancouver.bc.ca/olympics/economic.htm>

<sup>15</sup> Vancouver Agreement homepage - <http://www.vancouveragreement.ca/>

<sup>16</sup> Information on environmental legacies can be found at Information on economic legacies can be found at

#### **Section #4: Vancouver, Toronto and Montreal: A Brief Comparison**

Before providing final comments in terms of Vancouver's place as a global city, the following section provides a preliminary comparison to the Canadian cities of Toronto and Montreal. When it comes to their historical development Ray Tomalty (1997) found that Vancouver, Toronto and Montreal faced similar obstacles while developing. The focus of the Tomalty's paper (1997) is the issue of the "compact city" and its impact on each city. "The case studies revealed that the issues encountered across the three urban regions were similar: economic, fiscal, environmental and social concerns were evident in each urban region" (p. vi). However, each city presented a different emphasis on issues; Vancouver: environmental issues, land use, housing supply and affordability; Montreal: fiscal, regional economic development, sprawl control; and Toronto: split between the two cities, focus on environment in the 80's but switched to economic development and sprawl in the 90's

In terms of the current definition of world city status, Toronto and Montreal are ahead of Vancouver. Beaverstock, Smith, R& Taylor (1999) defined Toronto as a Beta world city, Montreal as a Gamma world city and Vancouver as showing 'some evidence' of world city formation (p.456). Toronto and Montreal benefit from larger populations and geographic regions of surrounding municipalities. Their vast 'global regions' allows each city to compete on a higher economic level than Vancouver. Toronto is home to the headquarters of the 'Big Five'<sup>17</sup>, banks and many private organizations. In December of 2007 the Montreal and Toronto exchanges merged together with the Montreal exchange remaining to specialize in derivative markets (CBC News, 2007). This allows increased each cities international presences and ability to compete globally. The Toronto Stock Exchange is now the "the third largest in North America and seventh in the world in terms of market capitalization" (Government of Ontario, 2007, para.1).

However, some of the non-economic factors show that Vancouver is not only competing but surpassing Toronto and Montreal. The 2007 *Quality of Living Survey* by Mercer Consulting ranked Vancouver 3rd, Toronto 15th and Montreal is 22<sup>nd</sup> in the world (Mercer Consulting, 2007). Other socio-economic comparisons show that Vancouver is in better condition than the other two cities. Table #5 summarizes some of the key findings, relevant to this paper, of Andrew Heisz (2006) and his comparison of the socio-economic conditions in the three cities. It is interesting to note that although Toronto continues to attract the largest amount of immigrants; those that are arriving in Vancouver are more likely to be in the economic class. This will have an impact on both cities ability to grow and compete globally in the future.

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<sup>17</sup> 'Big Five' banks refer to the Royal Bank of Canada, Toronto-Dominion Bank, Bank of Nova Scotia, Bank of Montreal and the Canadian Imperial Bank of Commerce.

**Table #5: Socio-economic Condition in Toronto, Montreal and Vancouver**

Trends	Toronto	Montreal	Vancouver
Population Growth (2000 to 2005)	Growth rate at 2.2%	Growth rate at 0.8%	Growth rate at 1.6%
City Growth and Urban Sprawl	Downtown population stable, therefore growth concentrated in surrounding municipalities.	Not Available	Fastest population growth in downtown core. (18.6% growth within 5km radius)
Immigration (Three cities currently account for 73% of Canada's new arrivals).	44% of total population are immigrants  Source country shift to Asia (45%)	18% of total population are immigrants  Range of source countries with top source being Haiti at 6.6%	38% of total population are immigrants  62% of immigrants concentrated to five cities (China = 18% and Hong Kong = 15.1% at top)  Vancouver immigrants are disproportionately in the economic class.
Labour Market	Increased amount of workforce employed in suburbs.	Slowing growth rate.	Fastest growing labour market.

(Heisz, 2006)

#### ***4.1 Current Planning in Toronto and Montreal***

##### Toronto:

It seems that Toronto is now working to accomplish what Vancouver would consider its strengths; as the city is now working to improve its liveability for citizens. Toronto's economic presence globally is beyond Vancouver's, however, Toronto now has to deal with the effects of urban sprawl and shifting demographics. The City of Toronto's (Toronto) planning is the responsibility of the Toronto City Planning Division which is divided by districts and is responsible for community planning, policy and research, urban design and transportation (Toronto City Planning [TCP], 2008). Toronto's vision for the future and guide for development is articulated in the cities *Official Plan*. As a response to Toronto's continued growth, the *Official Plan* is focused on enhancing Toronto's quality of life (TCP, 2007). In order to do so the plan sets out goals for neighbourhood design, transportation, and providing a competitive business climate.

Toronto's *Agenda for Prosperity* (City of Toronto [CT], 2008) is a document that calls for the city to act in a way that will ensure Toronto can maintain its global competitiveness and grow in the international market. The document utilizes a global perspective and the agenda is

“based upon the premise that the 21<sup>st</sup> century will be the century of cities and their role in shaping the global economy” (CT, 2008, p.12). The four pillars of success<sup>18</sup> show that Toronto is beginning to truly integrate global thinking into its planning and perhaps increasing its world city status through its economic strengths and goals.

Montreal:

As Canada’s second largest metropolitan area (Heisz, 2006, p.12) Montreal also has the ability to compete on the global stage. Similar to Toronto, Montreal is focusing on the idea of liveability. The city’s *Master Plan* sets out seven general goals related to liveability and the city’s development.<sup>19</sup> The document is the first for Montreal and was prepared with public and municipal consultations similar to Vancouver’s plan. “The Plan’s vision of the future, based on a ten-year horizon, rests on an analysis of the present context and issues” (City of Montreal, 2004). The plan will be re-evaluated every five years to ensure that it stays current.

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<sup>18</sup> The four pillars of success are Proactive Toronto: Business Climate, Global Toronto: Globalization, Creative Toronto: Productivity and Growth and One Toronto: Economic Opportunity and Inclusion (CT, 2008, p.16).

<sup>19</sup> The seven goals of the *Master Plan* are High-quality, diversified and complete living environments, Structuring, efficient transportation networks fully integrated into the urban fabric, A prestigious, convivial and inhabited Centre, Dynamic, accessible and diversified employment areas, High-quality architecture and urban landscapes, An enhanced built, archaeological and natural heritage and A healthy environment

## **Conclusion:**

This paper has provided an overview of the City of Vancouver and its historical development, planning, and investments that have helped bring the city to its current status in the world. Vancouver is not often cited in world city discussions but perhaps should be. Beaverstock, Smith, & Taylor (1996) characterized Vancouver as showing ‘some evidence’ of becoming a world city. This ranking is not uncommon based on the current definition of world cities which is primarily focused on economic indicators such as housing multi-national headquarters, banks and stock exchanges.

The discussion of Vancouver’s historical development and planning shows that although the city experienced strong economic growth, they chose to focus on making Vancouver a place where citizens want to live. Vancouver greatly benefits by not having a single freeway within its borders which allows for more environmentally friendly transportation planning. It has distinguished itself in the world and the terms Vancouverism and ‘social bonus zoning’ are used to describe Vancouver’s ability to encourage the development of high density housing that coincides with the development of public amenities. Vancouver has been able to control urban sprawl by providing a downtown core that has all of the services that citizens need.

At the same time Vancouver has made important infrastructure investments that allow it to compete in the global economy. The Port of Vancouver and Vancouver International Airport were important for development and will assist Vancouver in competing in the future. The Port is now the largest foreign exporter in North America (Port of Vancouver, 2006) and is planning for record activity again in 2008. The recent amalgamation with its neighbouring ports will ensure that any expansions and future development are coordinated and efficient. The Airport continues to expand and has received excellent ratings in terms of service and customer satisfaction. Both the Port and Airport are in a prime location to benefit from increase trade activity in the Asia-Pacific gateway.

Vancouver’s current planning continues to focus on liveability as both the City and Greater Vancouver Regional District have now made sustainability an important criterion for any new development and improvements. Even though Vancouver is taking important steps, this type of planning is not reflected in the literature of world cities. Liveability and sustainability planning currently do not have enough weight to increase a city’s ranking. As the environment continues to gain global attention and governments are being called to act, maybe it is time that Vancouver and other cities that are planning responsibly, be rewarded for their efforts. Perhaps the world city definition needs to increase its focus on these issues rather than the economic indicators.

Even if this shift in focus does not occur, Vancouver has the opportunity to increase its status based on the economic opportunities currently available. Vancouver’s collaboration with the provincial and federal governments through the *Asia-Pacific Gateway and Corridor Initiative* will help to increase the city’s partnerships with growing Asian markets. In 2006 Vancouver made economic development a priority which is an important step. As the 2010 Olympics approach Vancouver will face increased global attention. It is important that Vancouver uses this opportunity to increase its world status and create legacies that will benefit the city long after the Olympics are gone.

## Appendix A: Vancouver's Strategic Asia-Pacific Roles: Gateway Functions

Strategic functions and roles	Facilitating mechanisms and underlying dynamics	Key Institutions, agencies and programmes	(1) Major markets (2) Urban connecting points
<b>I. Gateway Functions</b>			
<b>A. Trade</b> 1. Natural resource commodities 2. Goods 3. Services	<ul style="list-style-type: none"> <li>▪ Globalization of commodity markets</li> <li>▪ Growing demand among Pacific Basin markets</li> <li>▪ Externalization of demand for services and Vancouver's competitive advantage in tradable services</li> </ul>	<ul style="list-style-type: none"> <li>▪ Port of Vancouver</li> <li>▪ Rail and trucking facilities</li> <li>▪ Federal export marketing programmes</li> <li>▪ Vancouver Board of Trade/World Trade Centre</li> </ul>	(1) Japan, Hong Kong, China, Russia, South Korea, US, Taiwan, ASEAN nations, Australia (2) Yokohama, Hong Kong, Guangzhou, Vladivostok, Pusan, Los Angeles, Kaohsiung, Singapore, Sydney, Melbourne
<b>B. Finance and Investment</b> 1. Foreign direct investment 2. Joint ventures 3. Private banking	<ul style="list-style-type: none"> <li>▪ Liberalization of capital markets</li> <li>▪ Role of multinationals</li> <li>▪ Growth of surplus capital accumulation within Pacific region</li> <li>▪ Stability of Canadian political and financial institutions</li> </ul>	<ul style="list-style-type: none"> <li>▪ Hongkong Bank of Canada (HQ: Vancouver)</li> <li>▪ Other 'B' Banks and Canadian 'big 6'</li> <li>▪ International Finance Centre, Vancouver</li> <li>▪ Vancouver Stock Exchange</li> </ul>	(1) Japan, Hong Kong, China, US, Malaysia, Australia, Taiwan, Singapore (2) Tokyo, Hong Kong, Shanghai, Los Angeles, Kuala Lumpur, Sydney, Taipei, Singapore
<b>C. Immigrations</b> 1. Business Category (entrepreneur/investor) 2. Family reunification and independents 3. Refugees	<ul style="list-style-type: none"> <li>▪ Concern about political factors overseas</li> <li>▪ Perception of Vancouver as prosperous, multicultural society</li> <li>▪ Canada's immigration policies and programs</li> <li>▪ Canadian commitment to refugees</li> </ul>	<ul style="list-style-type: none"> <li>▪ Federal immigration and consular services</li> <li>▪ Provincial overseas offices</li> <li>▪ Vancouver based consulates</li> <li>▪ Community-based immigration service (e.g. SUCCESS, MOSIAC)</li> </ul>	(1) China, Hong Kong, India, Pakistan, Vietnam, Philippines (2) Guangzhou, Beijing, Hong Kong, New Dehli, Islamabad, Ho Chi Minh City, Manilla
<b>D. Travel and tourism</b>	Income growth among APEC	Vancouver International	(1)US, Japan, Australia, New

<p>1. Business Travel 2. Conventions 3. Tourism (including cruise ships)</p>	<p>nations Bilateral air connections to key Asia-Pacific markets Vancouver as tourist destination and gateway to Whistler and wilderness resorts</p>	<p>Airport Tourism B.C. Tourism Vancouver Port of Vancouver cruise ship terminal Vancouver Trade and Convention Centre/BC Place</p>	<p>Zealand, Hong Kong, Singapore, Malaysia, Indonesia, Thailand, Mexico, China (2) Honolulu, Seattle, Los Angeles, Tokyo, Osaka-Kyoto, Sydney, Carins, Auckland, Hong Kong, Singapore, Kuala Lumpur, Jakarta, Denpasar, Bangkok, Mexico City, Beijing, Shanghai</p>
<p><b>E. Communications</b> 1. Business/personal</p>	<ul style="list-style-type: none"> <li>▪ Emergence of information economy and knowledge sector</li> </ul>	<ul style="list-style-type: none"> <li>▪ Telecommunications and trans-Pacific fibre optic networks</li> </ul>	<p>Links to major Asia-Pacific financial, business and trading centres</p>

## Appendix B: Vancouver's Strategic Asia-Pacific Roles: Educational, Political and Socio-Cultural Functions

Strategic functions and roles	Facilitating mechanisms and underlying dynamics	Key Institutions, agencies and programmes	Examples of important groups and constituencies
<b>II. Education</b>			
<b>A. Universities</b> 1. Teaching 2. Research 3. Training <b>B. Colleges</b> <b>C. Schools and other institutions</b>	<ul style="list-style-type: none"> <li>▪ Demand for education and knowledge among Pacific nations</li> <li>▪ Role of R&amp;D and specialized information input in advanced production</li> <li>▪ Human capital formation as priority among Asian societies</li> <li>▪ Openness of Vancouver tertiary educational institutions to overseas students</li> </ul>	<ul style="list-style-type: none"> <li>▪ UBC's mission statement: <i>Toward the Pacific Century</i> (1988)</li> <li>▪ UBC's strategic research programmes and training</li> <li>▪ UBC Asian Centre</li> <li>▪ SFU-UBC Metropolis-Immigration project</li> <li>▪ Capilano College's CANASEAN programme</li> <li>▪ Commonwealth Distance Learning Centre</li> </ul>	<ul style="list-style-type: none"> <li>▪ Overseas students</li> <li>▪ Overseas faculty</li> <li>▪ Domestic students</li> <li>▪ Various businesses and industries</li> </ul>
<b>III. Political – Administrative</b>			
<b>A. Government of Canada</b> <b>B. Pacific Rim nation representatives</b> <b>C. Niche-level institutions</b>	<ul style="list-style-type: none"> <li>▪ Vancouver's emergence as Canada's Pacific city</li> <li>▪ Vancouver as gateway to Canada</li> <li>▪ Vancouver as specialized service centre within the Pacific Basin</li> </ul>	<ul style="list-style-type: none"> <li>▪ Federal foreign affairs office in Vancouver</li> <li>▪ Consulates of Asia-Pacific nations</li> <li>▪ International Centre for Commercial Arbitration; International;</li> <li>▪ International Maritime Centre; Centre for the Reform of Criminal Law</li> </ul>	<ul style="list-style-type: none"> <li>▪ Expatriate business interests</li> <li>▪ Local/domestic business and industries</li> <li>▪ Recent immigrants and prospective citizens</li> <li>▪ Client groups in the commercial sector</li> </ul>

<b>IV. Social-cultural</b>			
<p><b>A. Vancouver as node of Pacific Basin urban network</b></p> <p><b>B. Vancouver as hosting society for Asian-Pacific culture</b></p> <p><b>C. Vancouver as Canada's connecting point to Asian culture and society</b></p>	<ul style="list-style-type: none"> <li>▪ High levels of immigration to Vancouver from the Asia-Pacific region</li> <li>▪ Growth of new ethnic communities and neighbourhoods</li> <li>▪ Development of networks among diaporas within Pacific</li> </ul>	<ul style="list-style-type: none"> <li>▪ Federal multicultural policies</li> <li>▪ Asia-Pacific Foundation of Canada (HQ: Vancouver)</li> <li>▪ Ethno-cultural associations and bilateral business groups</li> </ul>	<ul style="list-style-type: none"> <li>▪ Expatriate citizens</li> <li>▪ New and expanding cultural groups</li> <li>▪ General population in Vancouver</li> <li>▪ Interested parties elsewhere in Canada</li> </ul>

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