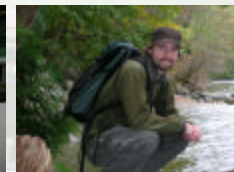


POMOBUCO ANALYSIS S



LARC 504 Sustainable Urban Design Studio

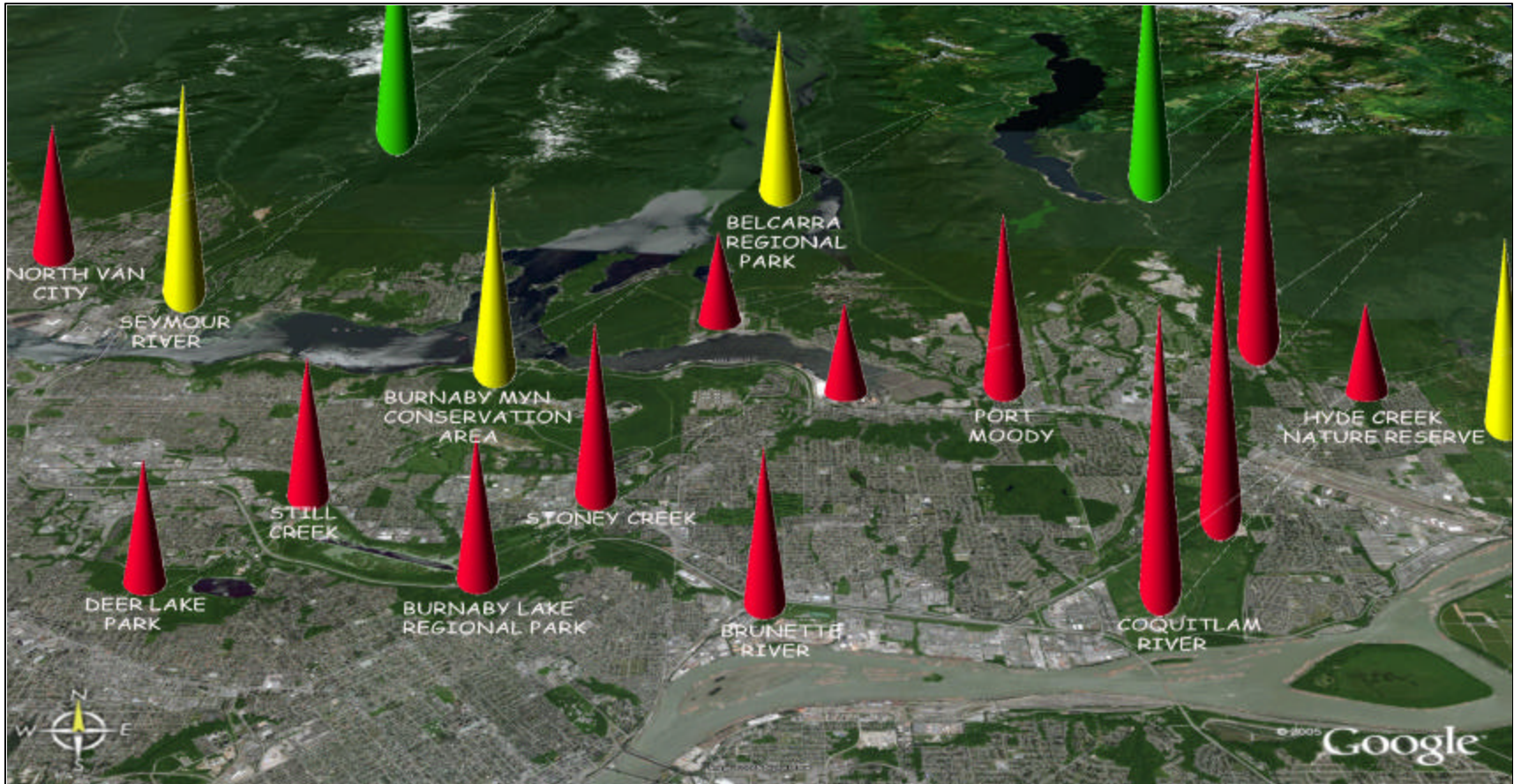
Fall, 2005

Group PoMoBuCo:

Cecilia

David

Yutaka



PoMoBuCo green infrastructure map showing existing critical areas of watershed health and critical areas threatened by development.

ENVIRONMENTAL HEALTH ASSESSMENT

WATERSHED HEALTH ASSESSMENT

Data represents a preliminary forecast of watershed health as an indicator of environmental health. Data is based on information about the effects of storm water discharges to small stream ecosystems and assumes historic levels of storm water management are continued. The health of a watershed depends on storm water management programs and natural and




manmade factors such as erosion, flooding, pollution, urbanization etc. Forecast values for watershed health are based on population models, OCPs, The Livable Region Strategic Plan, orthophotos, riparian integrity data, sensitive habitat mapping and land use data.

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www.cmn.bc.ca

The Livable Region Strategic Plan

HEALTH ASSESSMENT RATING

- SPIKE COLOR**
-  Red - endangered
 -  Yellow - at risk
 -  Green - safe

SPIKE SIZE The greater the height of the spike, the greater the importance of the watershed ecosystem (regardless of health)



Data Source:

TRANSPORT 2021. 1993. Transportation Implications of a Compact Metropolitan Growth Option. Report No. 14. Greater Vancouver Regional District. (<http://www.gvrd.bc.ca/growth/transport2021/Report14.pdf>)

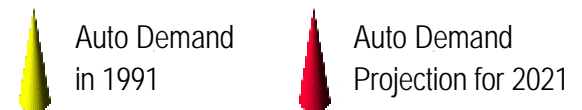
Transportation Hot Spots

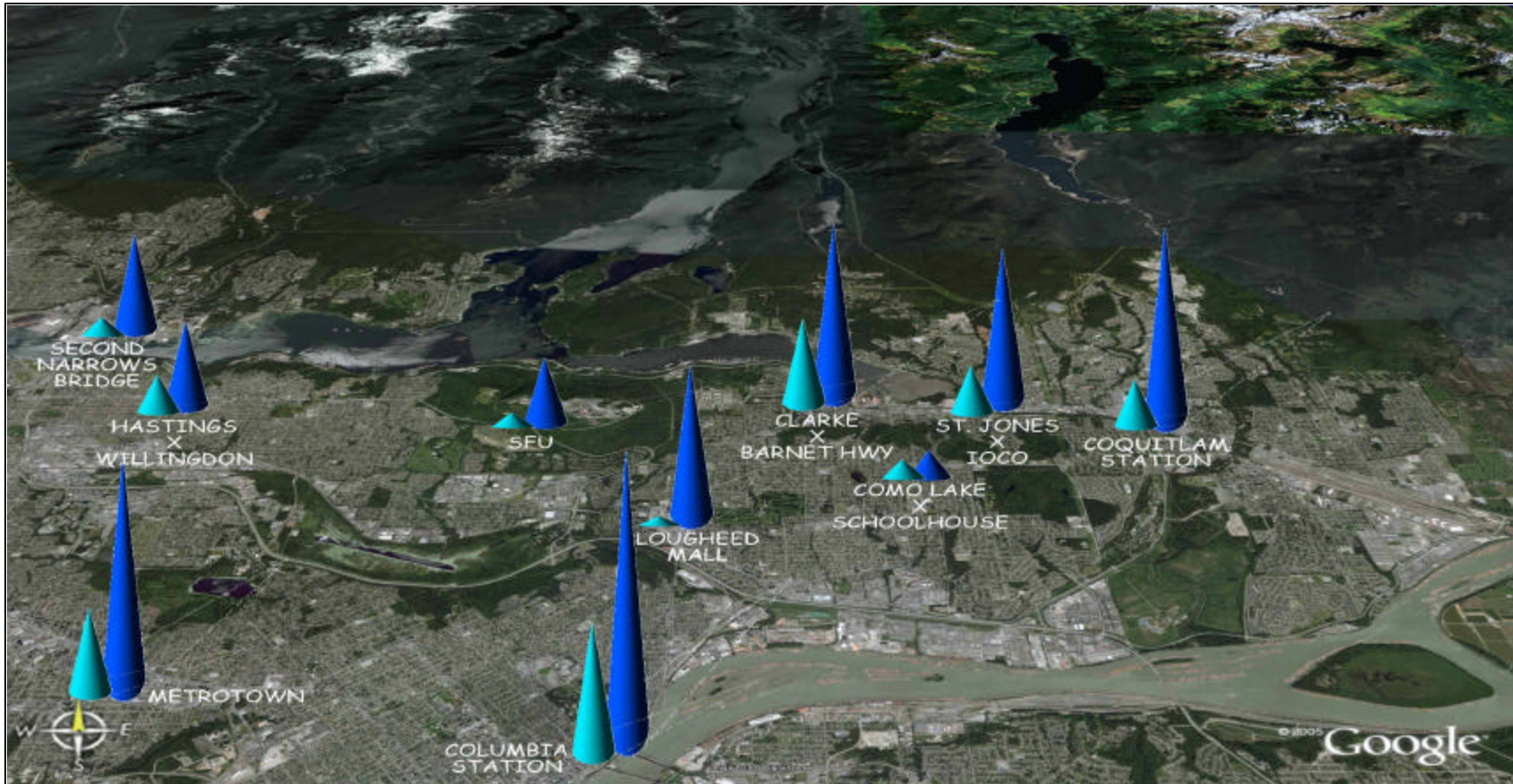
Auto Demand in Morning Peak Hours

The model was made under the assumption that the 1991 level of service was maintained, so that the immediate impacts on auto occupancy could be compared on the same basis between two different time periods. It was also based on the Compact Metropolitan Model. Future auto networks were not available for this analysis.

The spikes were put on 1) major intersections (Clarke x Barnet hwy, Lougheed hwy x Brunette, Lougheed hwy x Shaughnessy, St. Jones x IOCO), 2) major destinations (Lougheed Mall, Metrotown, SFU), and 3) major bridges (Port Mann Bridge, Second Narrows Bridge).

The height of each spike shows the volume of auto demand in a relative scale. The following spikes represents the volume of 5,000 vph (vehicles-per-hour).





Data Source:

TRANSPORT 2021. 1993. Transportation Implications of a Compact Metropolitan Growth Option. Report No. 14. Greater Vancouver Regional District. (<http://www.gvrd.bc.ca/growth/transport2021/Report14.pdf>)

Transit Rider Ship Hot Spots

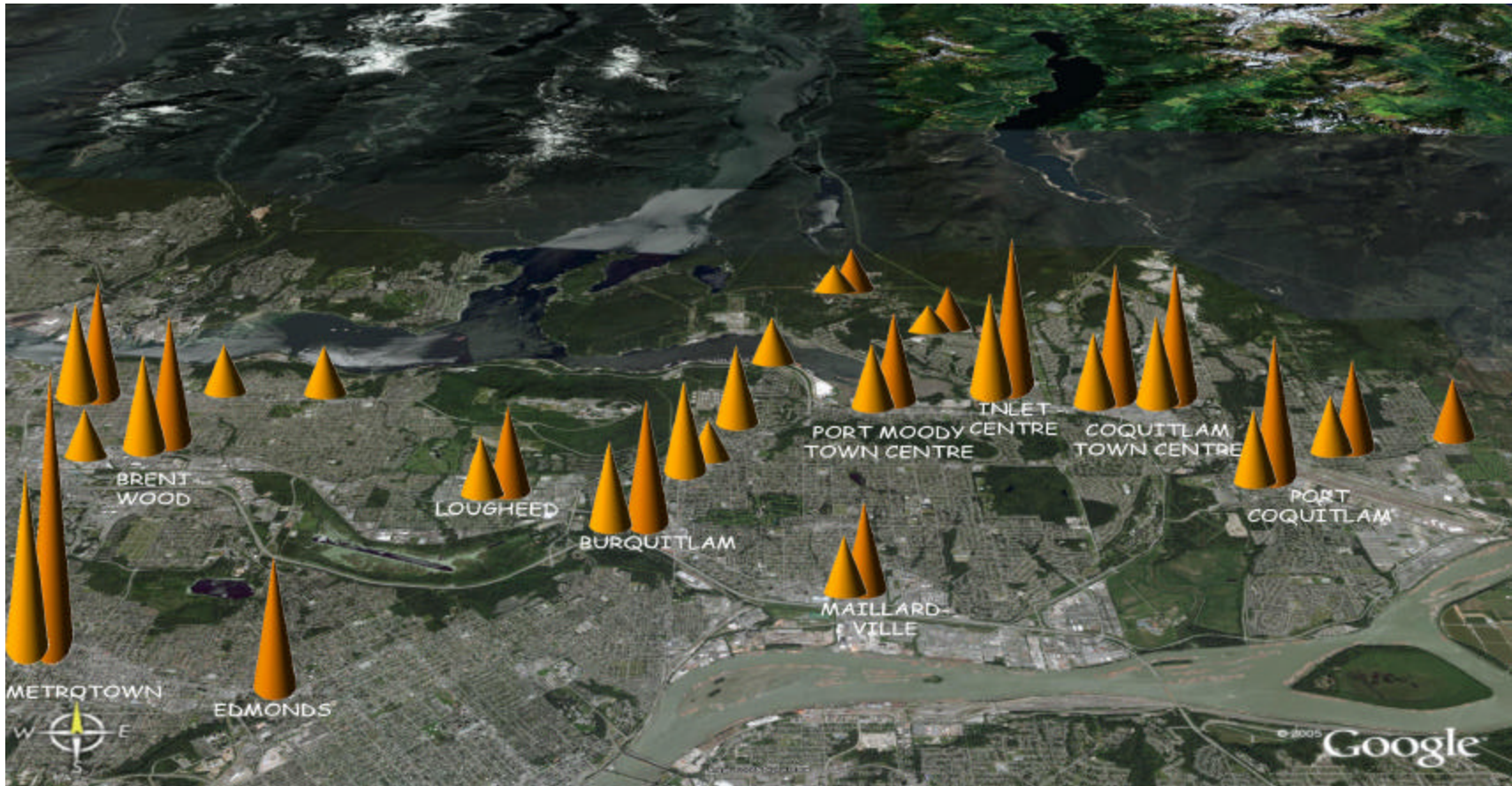
Transit Demand in Morning Peak Hours

The model was made under the assumption that the 1991 level of service was maintained, so that the immediate impacts on mode split could be compared on the same basis between two different time periods. It was also based on the Compact Metropolitan Model. Future transit networks were not available for this analysis.

The spikes were put on 1) major transfer points (Columbia & Coquitlam sta., Lougheed Mall), 2) major destinations (Metrotown, SFU), and 3) major intersections (Clarke x Barnet hwy, Second Narrows Bridge, St. Jones x IOCO). Adding to them, two local intersections (Como Lake x Schoolhouse, Hastings x Willingdon) were selected for comparison.

The height of each spike shows the volume of transit demand in a relative scale. The following spikes represents the volume of 5,000 pph (passengers-per-hour).





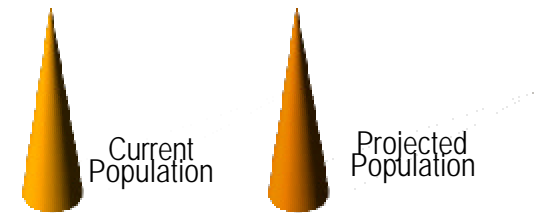
Data Source:

Data collected from Municipal O.C.P.s, Provincial census/statistical documents, the Livable Regions Strategic Plans and SmartGrowth B.C.

Population Hot Spots

Where people are in 2001 and where they'll be in about 2021

Mapped data for current population is based on census and population data which is then divided based on current size of town and village centres. Most population density in non-town-centre and non-village-centre is assumed to be very low density suburban and is not considered to be a "hot spot". Land-use areas designated for higher density residential development have been located and their future populations projected based on their expected growths outlined in Official Community Plans.





Data Source:

Data collected from Municipal O.C.P.s, Provincial census/statistical documents, the Livable Regions Strategic Plans and SmartGrowth B.C.

Job Hot Spots

Where people are working in 2001 and where they'll be working in about 2021

Mapped data for current job market is based on census and official community plan data which is then divided based on current size of town and village centres. Most of the job market and job growth in non-town-centre and non-village-centre is assumed to be very low density suburban and is not considered to be a "hot spot". Land-use areas designated for higher intensity commercial development have been located and projections are based on their expected growths outlined in Official Community Plans.

