



2019 – 2023 FINANCIAL PLAN

METRO VANCOUVER REGIONAL DISTRICT – REGIONAL PLANNING

Heather McNell

DIRECTOR OF REGIONAL PLANNING AND
ELECTORAL AREA SERVICES

Regional Planning Committee Meeting – October 5, 2018



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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

REGIONAL PLANNING FUNCTION OVERVIEW

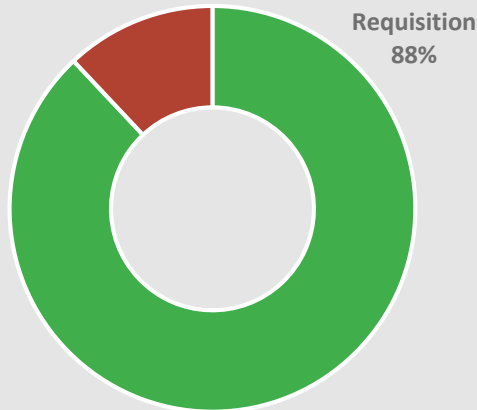
Total Regional Planning Budget for 2019 is \$3,527,732

The Regional Planning function provides the following services:

- Primary responsibility is to develop, administer, implement and monitor *Metro Vancouver 2040: Shaping our Future*, the regional growth strategy
- Provides data and policy research, development, implementation and monitoring in support of a prosperous, resilient and livable region
- Three Programs: Growth Management and Transportation, Planning Analytics and Environment

2019 REGIONAL PLANNING REVENUES

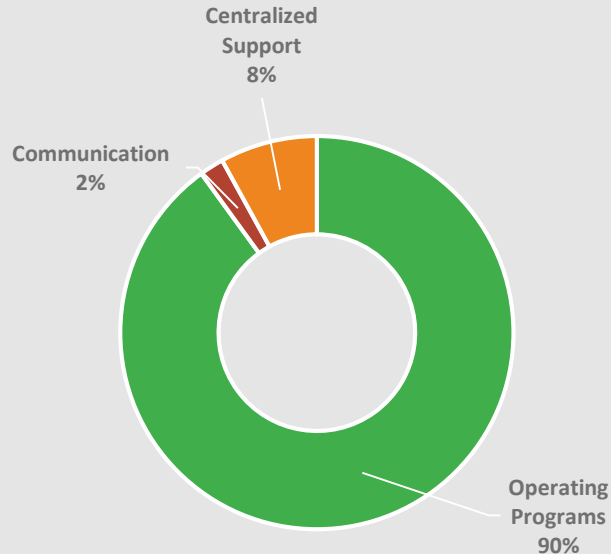
Reserves
12%



\$ millions	2018	2019	\$ Change	% Change
Tax Requisition	\$2.84	\$3.11	\$0.27	9.3%
Reserves	\$0.33	\$0.42	\$0.09	
Total Revenues	\$3.17	\$3.53	\$0.36	11.2%

- Reserves – one-time initiatives

2019 REGIONAL PLANNING EXPENDITURES



\$ millions	2018	2019	\$ Change	% Change
Operating Programs	\$2.80	\$3.19	\$0.39	13.3%
Communication	\$0.08	\$0.08	\$0.00	6.7%
Centralized Support	\$0.29	\$0.26	(\$0.03)	(8.7%)
Total Expenditures	\$3.17	\$3.53	\$0.36	11.2%

- One-time initiatives supported by contracted services

2019 REGIONAL PLANNING EXPENDITURES HIGHLIGHTS

Budget Highlights/Key Actions Include:

- Develop long-range growth scenarios
- Develop Regional Industrial Land Strategy
- Complete *Metro 2040* policy reviews (Urban Centres and FTDA's, Industrial and Mixed Employment, Environment and Agriculture)
- Complete annual frequent transit corridor study
- Complete Phase II of Transit-Oriented Affordable Housing Study
- Urban Forestry / Climate Adaptation Project
- Invasive species best management practices
- Food Flow Study
- Data Acquisition and ongoing response to data requests

2019-2023 “WHAT’S HAPPENING” SUMMARY

- **2019:** Develop Long-Range Growth Scenarios
Develop Regional Industrial Land Strategy
Metro 2040 policy reviews
- **2020:** Equity in Growth Management
Capacity for Gentle Density
Annual Frequent Corridor Study
- **2021:** Develop Policy Options for Metro 2050
Update Sensitive ecosystem inventory
Update Agricultural land use inventory
- **2022:** Update Regional Growth Strategy – Metro 2050
Update Regional Parking Study
- **2023:** Update Regional Affordable Housing Strategy
Review Ecological Health Framework

2019 to 2023 REGIONAL PLANNING FINANCIAL SUMMARY

	2018	2019	2020	2021	2022	2023
Revenues	\$3.17 M	\$3.53 M	\$3.52 M	\$3.58 M	\$3.57 M	\$3.65 M
Expenditures						
Operating Programs	\$2.80 M	\$3.19 M	\$3.16 M	\$3.25 M	\$3.27 M	\$3.38 M
Communications	\$0.08 M	\$0.08 M	\$0.08 M	\$0.08 M	\$0.06 M	\$0.06 M
Centralized Support	\$0.29 M	\$0.26 M	\$0.28 M	\$0.25 M	\$0.24 M	\$0.21 M
Total Expenditures	\$3.17 M	\$3.53 M	\$3.52 M	\$3.58 M	\$3.57 M	\$3.65 M
TOTAL MVRD HOUSEHOLD IMPACT (*)	\$54	\$55	\$56	\$58	\$59	\$61

(*) Includes all MVRD functions



Questions?



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Metro 2040 Annual Performance Monitoring Report

2011 - 2017

Heidi Lam

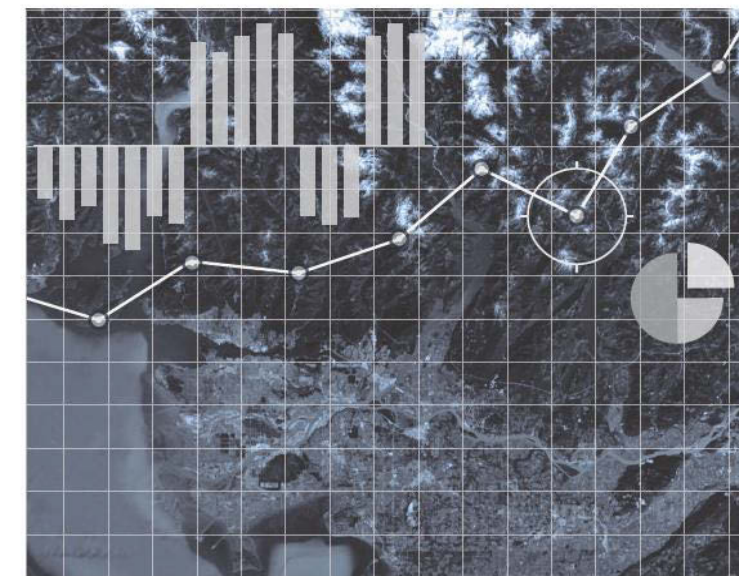
SENIOR POLICY AND PLANNING ANALYST

Regional Planning Committee – October 5, 2018



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METRO VANCOUVER 2040: SHAPING OUR FUTURE
PERFORMANCE MONITORING GUIDELINE



Progress toward

**SHAPING
OUR FUTURE**

Metro 2040 Performance Measures

- 15 Key Summary Measures
- Range of supporting measures
 - Context Measures
 - Strategy Performance Measures
 - Participation Measures



Metro 2040

PERFORMANCE MONITORING DASHBOARD

This dashboard tracks progress toward the five goals set out in Metro Vancouver's regional growth strategy. Performance is evaluated on an ongoing basis as data becomes available, and is indicated by:

✓ on track ⚠ may not be on track ⌚ waiting for data 👁 observing



Metro 2040 Dashboard

Launched May 15, 2017



METRO 2040 VISION

About 20-25% of the region's growth is anticipated to occur on undeveloped lands designated General Urban within the Urban Containment Boundary. The other 75-80% of growth will occur through infill and redevelopment.

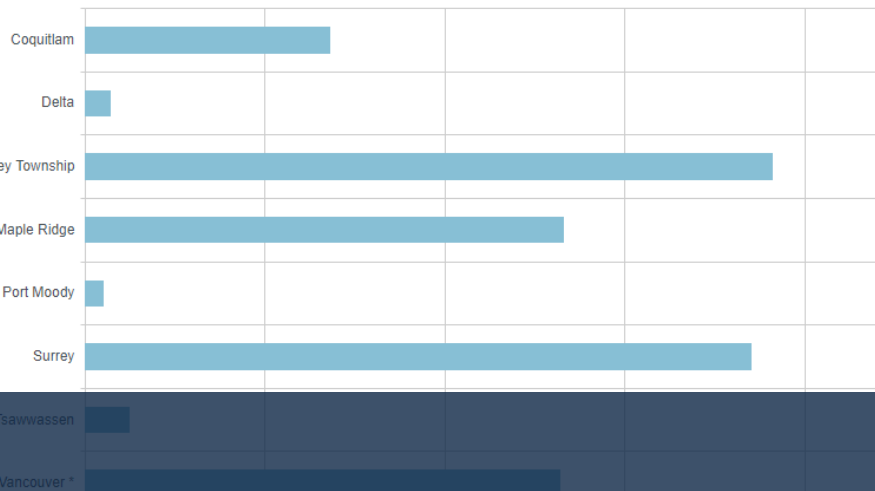


ON TRACK

9.4% of remaining General Urban lands were developed between 2011 and 2017, with an annual average of 120 hectares.

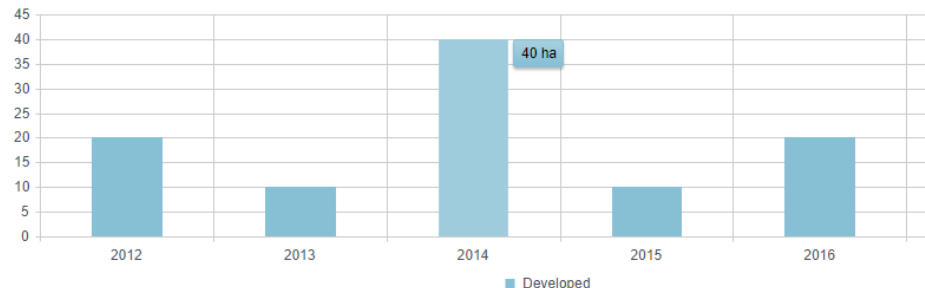
Maple Ridge

Location of Remaining General Urban



Maple Ridge 2017 Stats

Recent General Urban Development



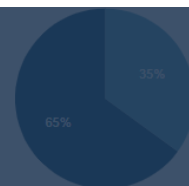
3,800
HECTARES OF
GENERAL URBAN
IN THE REGION IN
2017

[EXPLORE DATA](#)

1,330
HECTARES OF
GENERAL URBAN
REMAIN FOR
DEVELOPMENT IN
2017

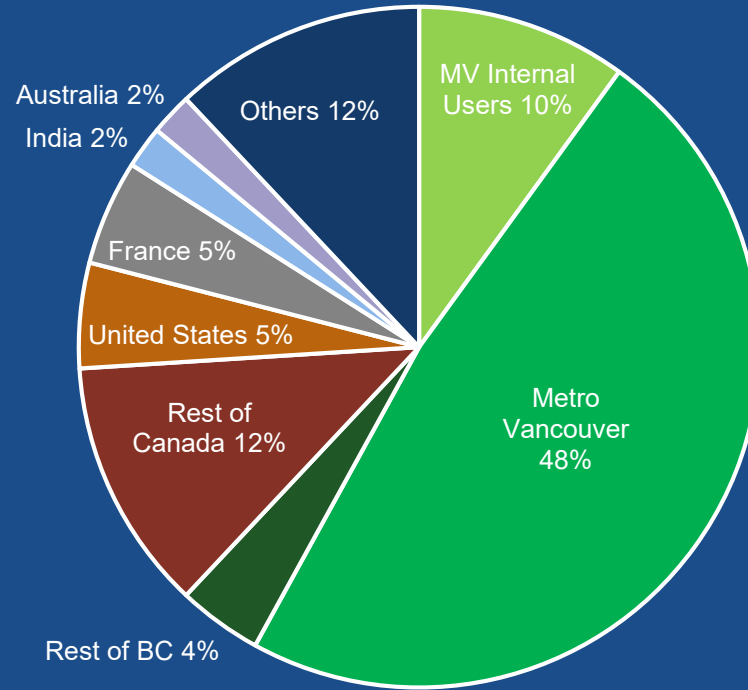
[EXPLORE DATA](#)

Status of General Urban



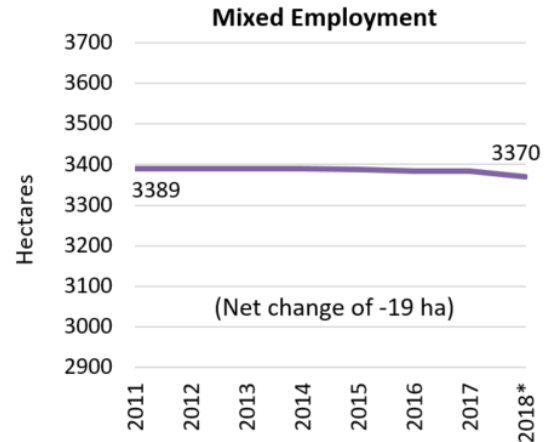
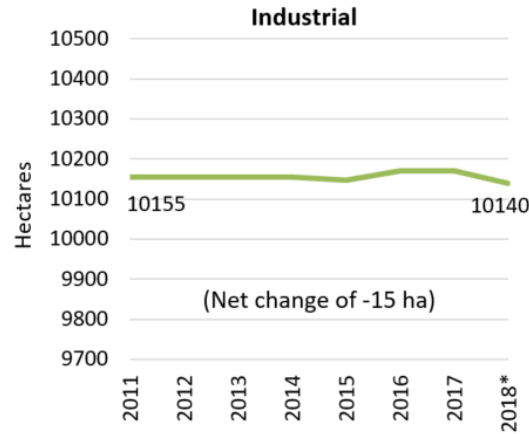
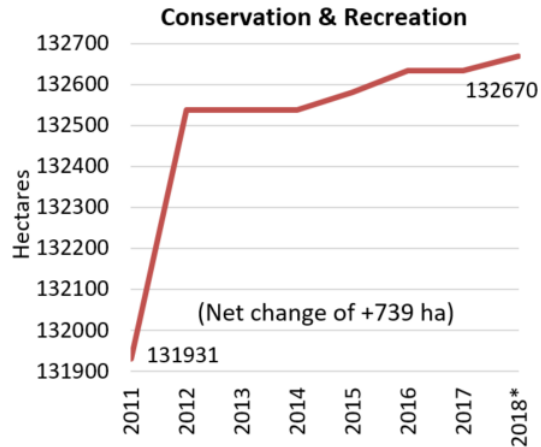
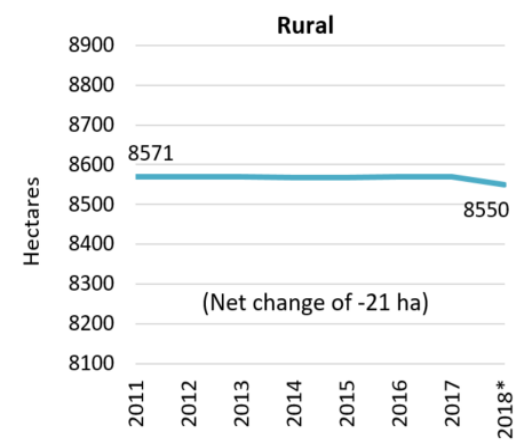
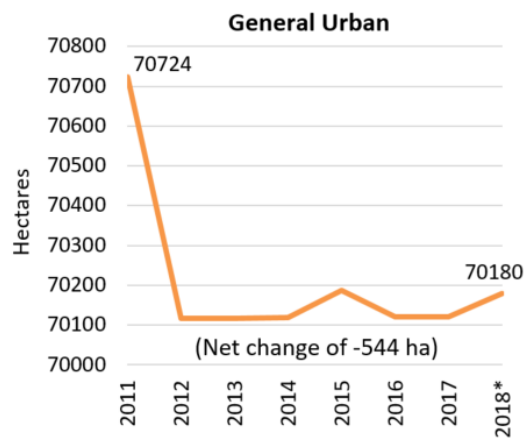
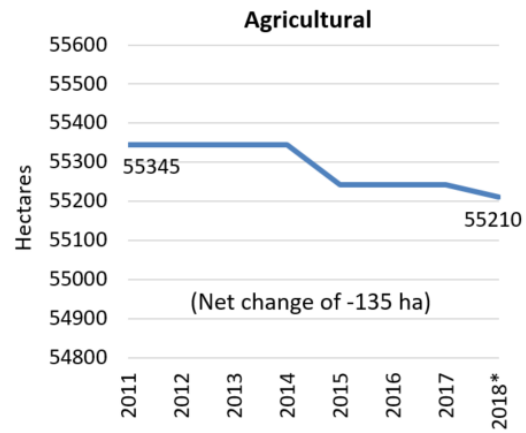
Metro 2040 Dashboard

* Remaining lands with General Urban designation in West Vancouver have limited development potential



Geographic Location of Users

(May 15, 2017 – Sep 12, 2018)



Changes in Regional Land Use Designation

	Proportion of Overall Land Area in 2011	Proportion of Overall Land Area in 2018
Agricultural	19.8%	19.7%
Conservation & Recreation	47.1%	47.4%
Industrial	3.6%	3.6%
Mixed Employment	1.2%	1.2%
Rural	3.1%	3.1%
General Urban	25.2%	25.1%
Total	100%	100%

Cumulative Changes in Regional Land Use

A map showing a region with a river and surrounding land. A thick black line outlines the 'Urban Containment Boundary'. The area inside the boundary is shaded in a medium gray, while the area outside is a lighter gray. The river is shown in blue. The map is oriented with North at the top.

2011
90,400 ha

2018 Aug
90,500 ha

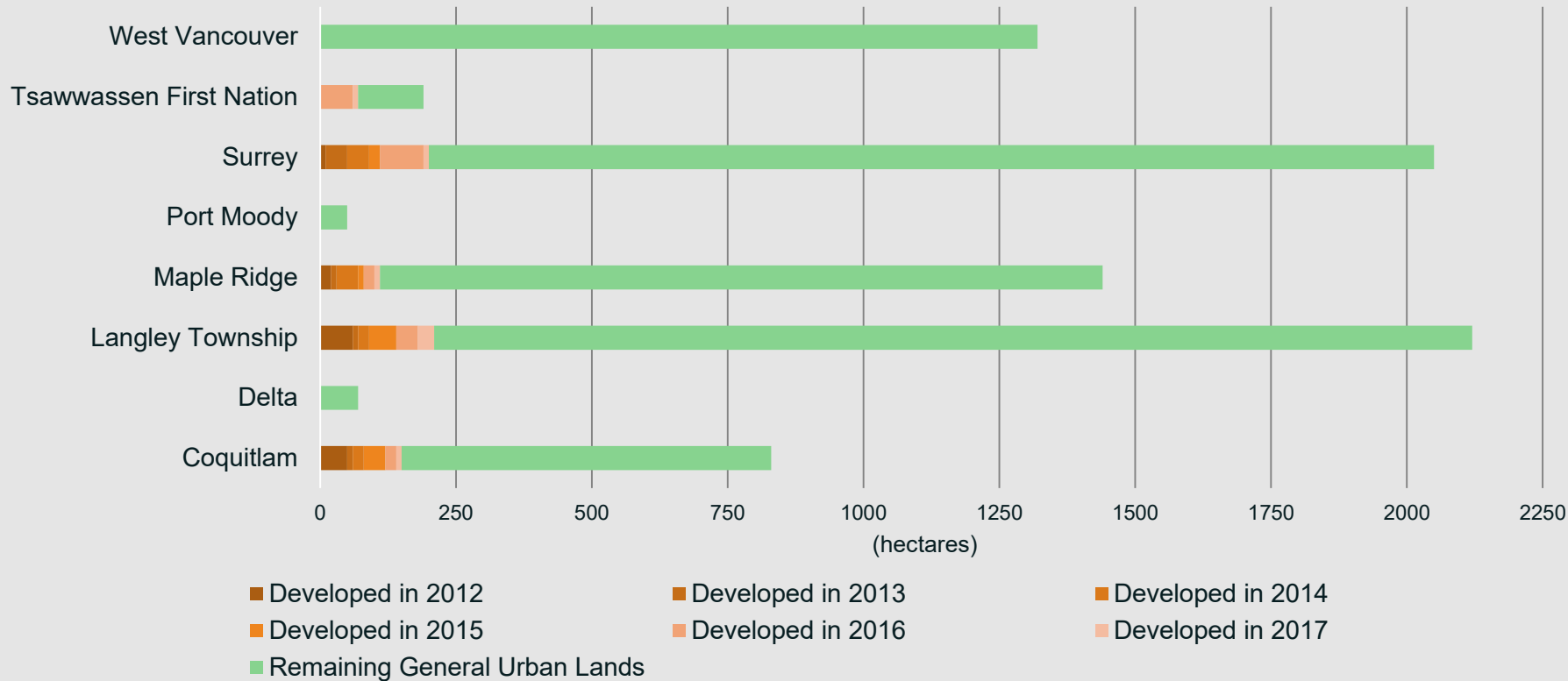
Urban Containment Boundary

1:175,000
0 5 10
Kilometres

2011: 26 UC
2013: 5 FTDA

2018 Aug
26 UC, 16 FTDA

Urban Centre and
Frequent Transit Development Area

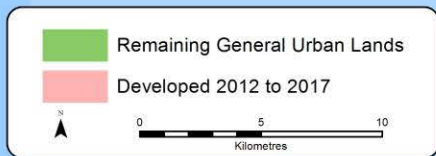


Distribution of Remaining General Urban Lands

Remaining General Urban Lands

2018 Aug
7,330 ha

2012 to 2017
absorbed
740 ha





	Sensitive Ecosystems		Modified Ecosystems		Total	
	Original (ha)	Loss in 5 Yrs (ha)	Original (ha)	Loss in 5 Yrs (ha)	Original (ha)	Loss in 5 Yrs (ha)
Region	150,435	661	28,237	979	178,672	1,640

Sensitive Ecosystem Inventory



Air Emission Inventory & Forecast

Metro 2040 Target

2020: 33% GHGs reduction

2050: 80% GHGs reduction

2007: 16.4 million tonnes
baseline

2015: 14.7 million tonnes
12% reduction

Percent of hours with AQHI in low health risk categories

An aerial photograph of a large forest fire. Thick white and grey smoke rises from the fire, spreading across the sky and partially obscuring the landscape. The fire is burning in a dense forest, with some cleared areas visible. The background shows rolling hills and more forest under a clear blue sky.

2016: 99%

2017: 93%

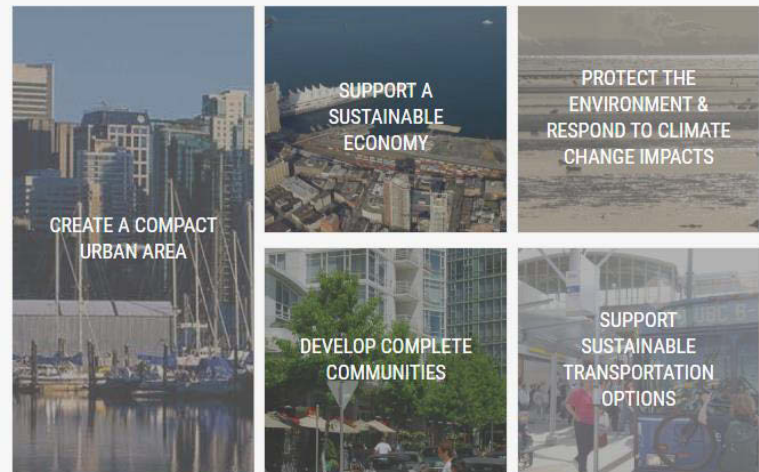
Air Quality Health Index

Metro 2040

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✓ on track ⚠ may not be on track ⏸ waiting for data 🔍 observing



Metro 2040 Dashboard Upcoming Date Release

- Agricultural Land Use Inventory, active food producing lands
- Dwelling unit growth in selected geographies
- Walkability Index
- Update to insured vehicles and collision statistics



Questions?



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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Regional Parking Study | Household Survey

Raymond Kan

SENIOR REGIONAL PLANNER

Regional Planning Committee – October 5, 2018



SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Progress Updates

1. Parking Facility Survey

- May 11: RPAC
- June 8: Regional Planning Committee
- June 21: City of Burnaby planning staff
- June 27: RTAC

2. Street Parking Survey

- July 13: RPAC
- July 26: RTAC
- Sept 7: Regional Planning Committee

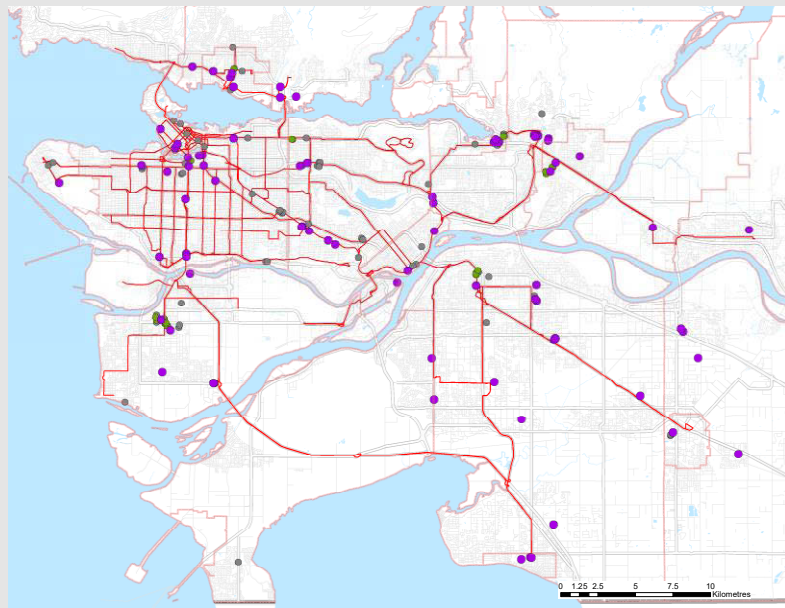
3. Household Survey – today!

Household Survey

- **Purpose:** to capture additional data to complement the parking facility and street parking surveys

- ☐ Vehicle ownership
- ☐ Parking preferences
- ☐ Visitor parking preferences and challenges
- ☐ Bicycle parking preferences and challenges
- ☐ Willingness to forgo a parking stall
- ☐ Electric vehicles
- ☐ Demographics

- Online and paper questionnaires
- Mailed to +11,000 dwelling units
- Received +1,500 responses
- Potential self-selection bias



Preliminary Observations

- 1. Vehicle Ownership**
- 2. Visitor Parking**
- 3. Bicycle Parking**
- 4. Plug-in Electric Vehicle Chargers**
- 5. Forgoing a Parking Stall**

1. Vehicle Ownership

Apartment Unit Size



Rent or Own



**Access to
Frequent Transit Network**

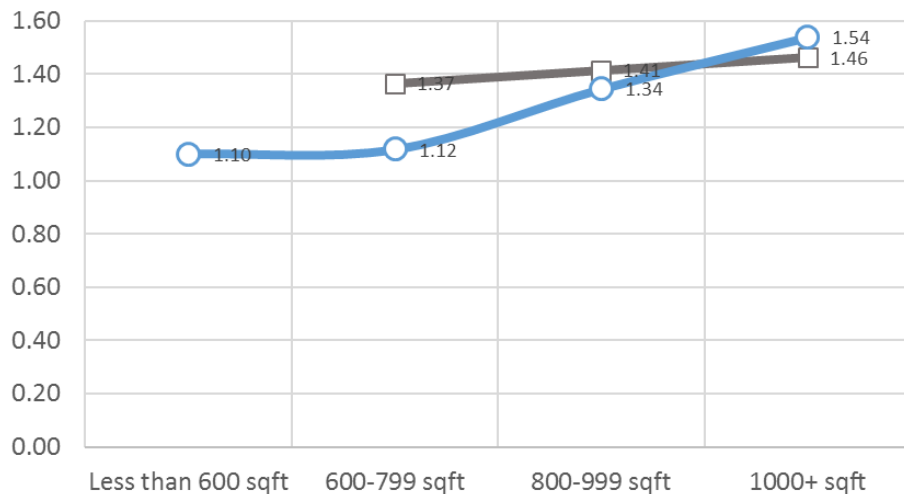


1. Vehicle Ownership

Owner

Vehicles per Household by Floorspace and FTN (Owner)

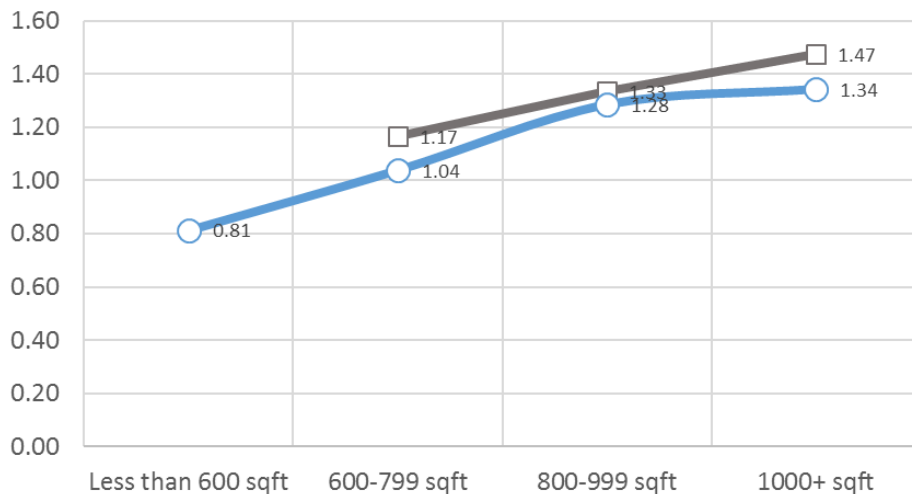
□ Away FTN ○ Near FTN



Renter

Vehicles per Household by Floorspace and FTN (Renter)

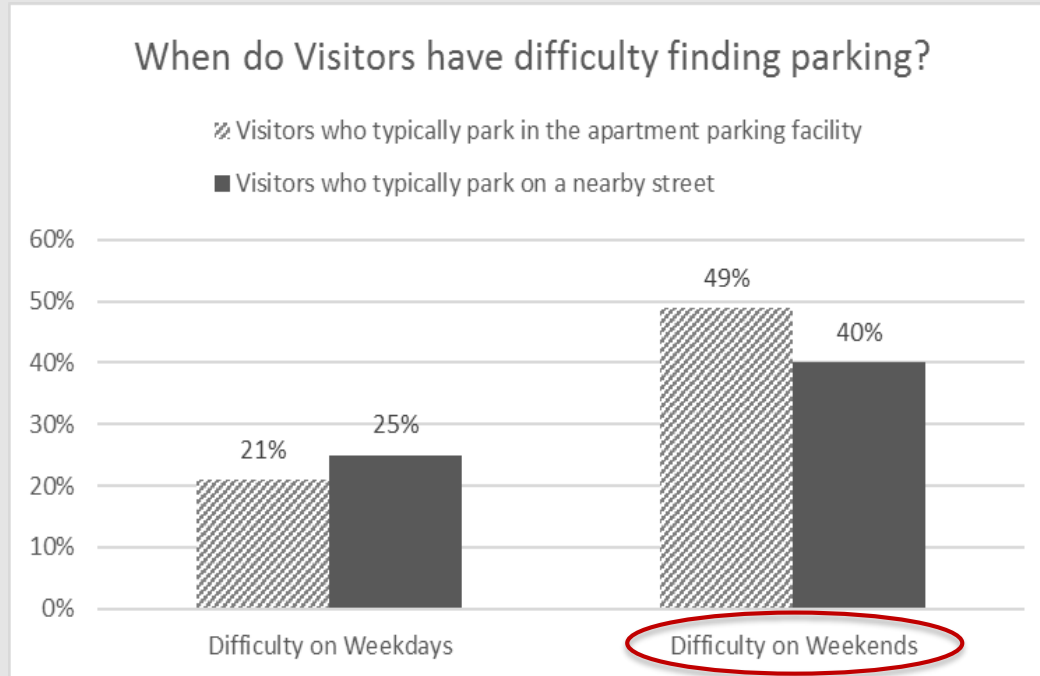
□ Away FTN ○ Near FTN



2. Visitor Parking

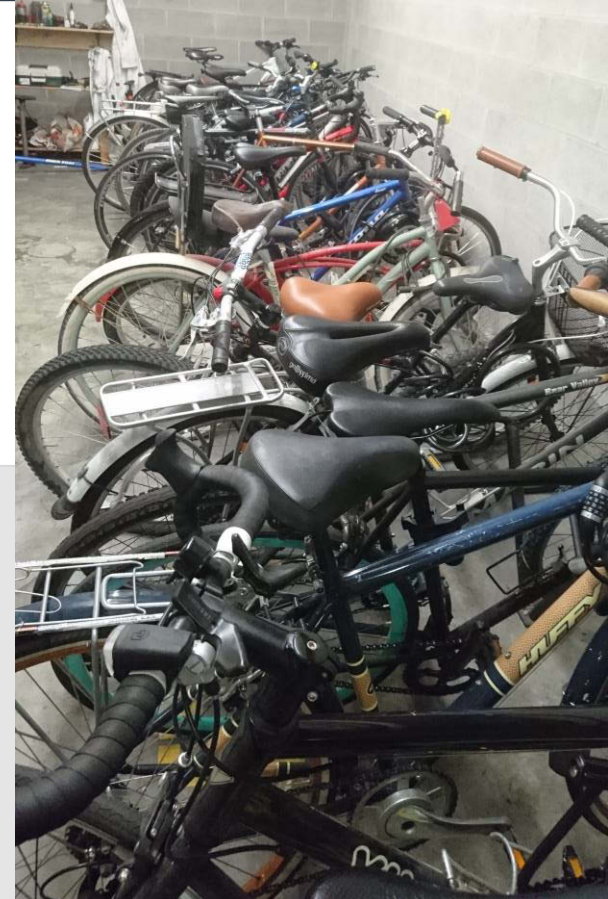
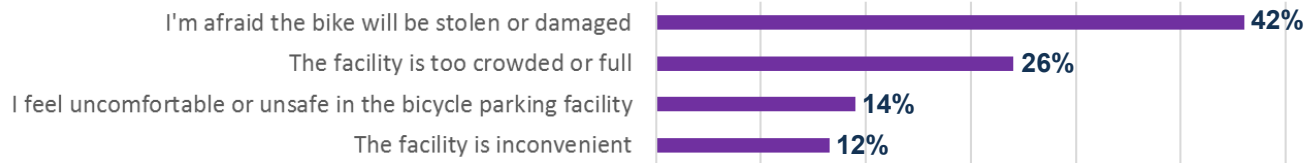


2. Visitor Parking



3. Bicycle Parking

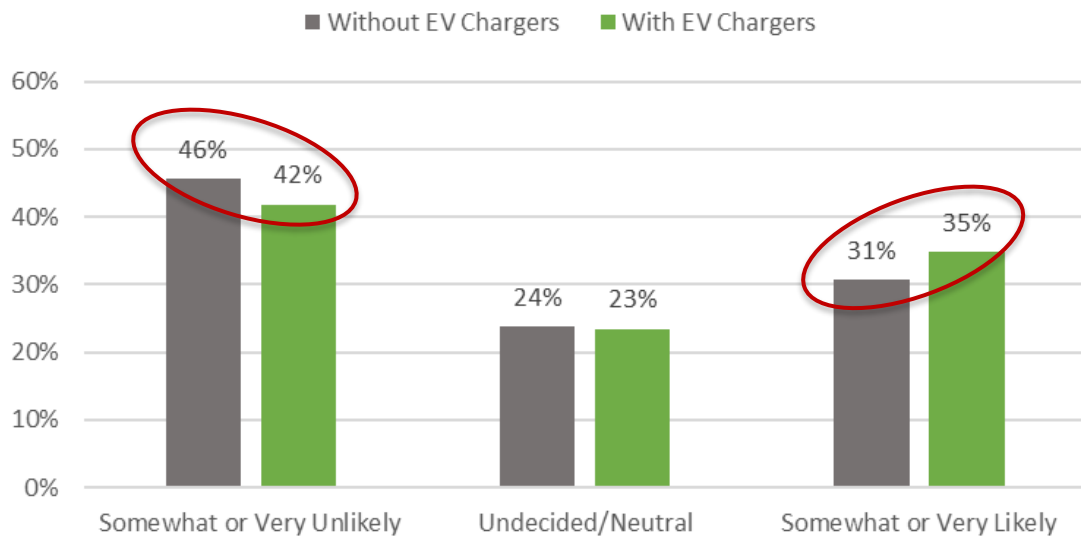
Reasons for not using the building's secure bicycle parking facility
(households with bicycles)



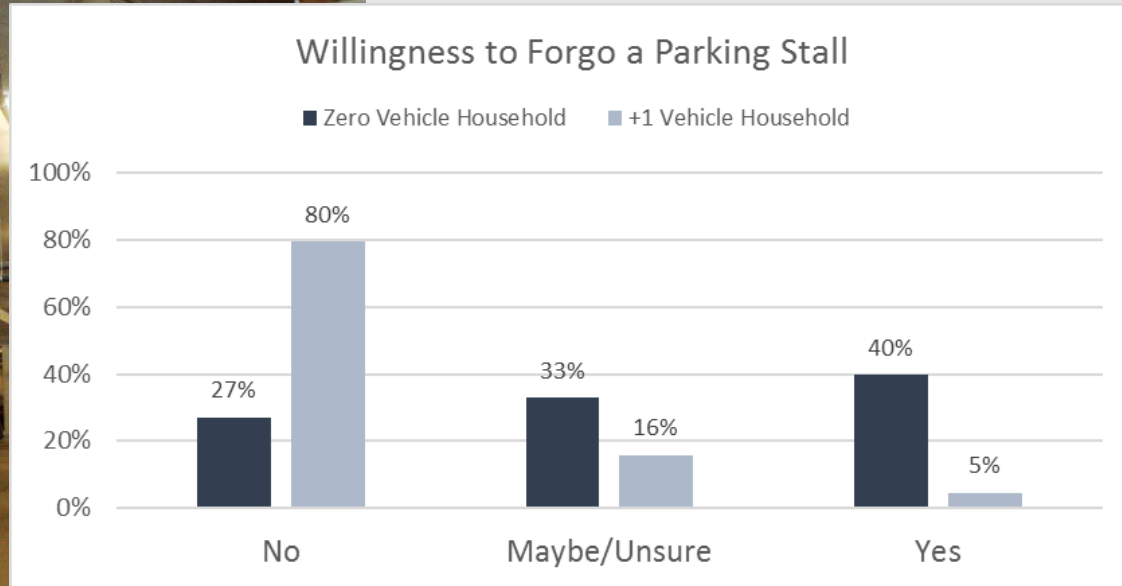
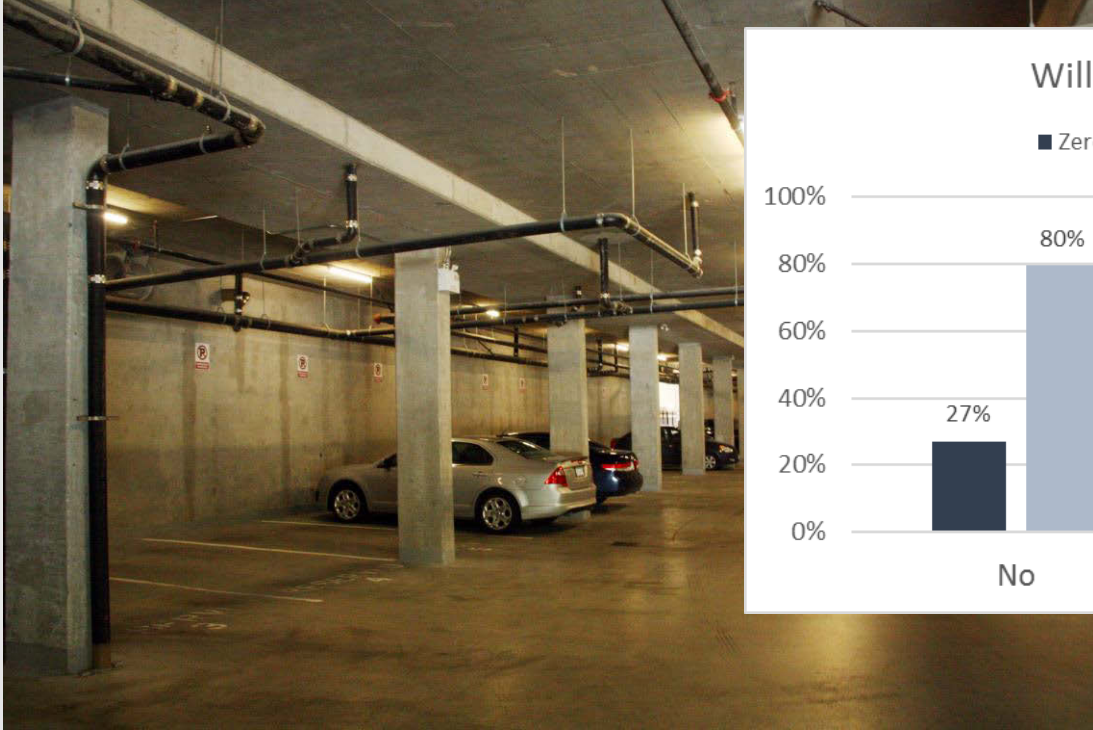
120

4. Electric Vehicle Charging Infrastructure

Likelihood to Consider Buying a Plug-In Electric Vehicle within the next five years?



5. Forgoing a Parking Stall



Recap: Evidence from three surveys

Apartment Parking Facility



Street Parking

A circular inset image of a survey form titled "2017 Regional Parking Study" from Metro Vancouver and TransLink. The form includes sections for "APARTMENT VEHICLE PARKING", "HOUSEHOLD VEHICLE PARKING", and "VEHICLE INFORMATION". It contains various checkboxes and input fields for respondents to provide data on parking usage and preferences. The form is partially obscured by the other images.

Households

Observations and Considerations (sample)

Observations	Considerations for Policy/Regulations
<ul style="list-style-type: none">Residential parking supply > utilization	<ul style="list-style-type: none">Residential parking requirements

Observations and Considerations (sample)

Observations	Considerations for Policy/Regulations
<ul style="list-style-type: none">• Residential parking supply > utilization	<ul style="list-style-type: none">• Residential parking requirements
<ul style="list-style-type: none">• Residential parking utilization and vehicle ownership associated with tenure and built environment	<ul style="list-style-type: none">• Residential parking requirements<ul style="list-style-type: none">• Small to moderate-size units• Rental tenure• Access to FTN

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<ul style="list-style-type: none">• Reduced residential parking utilization means increased transit usage<ul style="list-style-type: none">• Stronger association for renters	<ul style="list-style-type: none">• Rental housing in frequent transit corridors

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<ul style="list-style-type: none"> Experience and perception of bicycle parking facilities 	<ul style="list-style-type: none"> Accommodating bicycle parking with similar design considerations as for car parking: capacity, security, and comfort

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<ul style="list-style-type: none">• Experience and perception of bicycle parking facilities	<ul style="list-style-type: none">• Accommodating bicycle parking with similar design considerations as for car parking: capacity, security, and comfort
<ul style="list-style-type: none">• Electric vehicle and market interest	<ul style="list-style-type: none">• On and off-site EV charging infrastructure

Timeline

	2017				2018				2019
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Project Definition									
Data Collection									
Analysis									
Communication									

- Complete data analysis
- Prepare key findings with PAG
- Prepare documentation



Thank you!



Monitoring Corridors Identified through Supportive Policies Agreements

IMPLICATIONS FOR THE URBAN CENTRE AND FTDA POLICY REVIEW

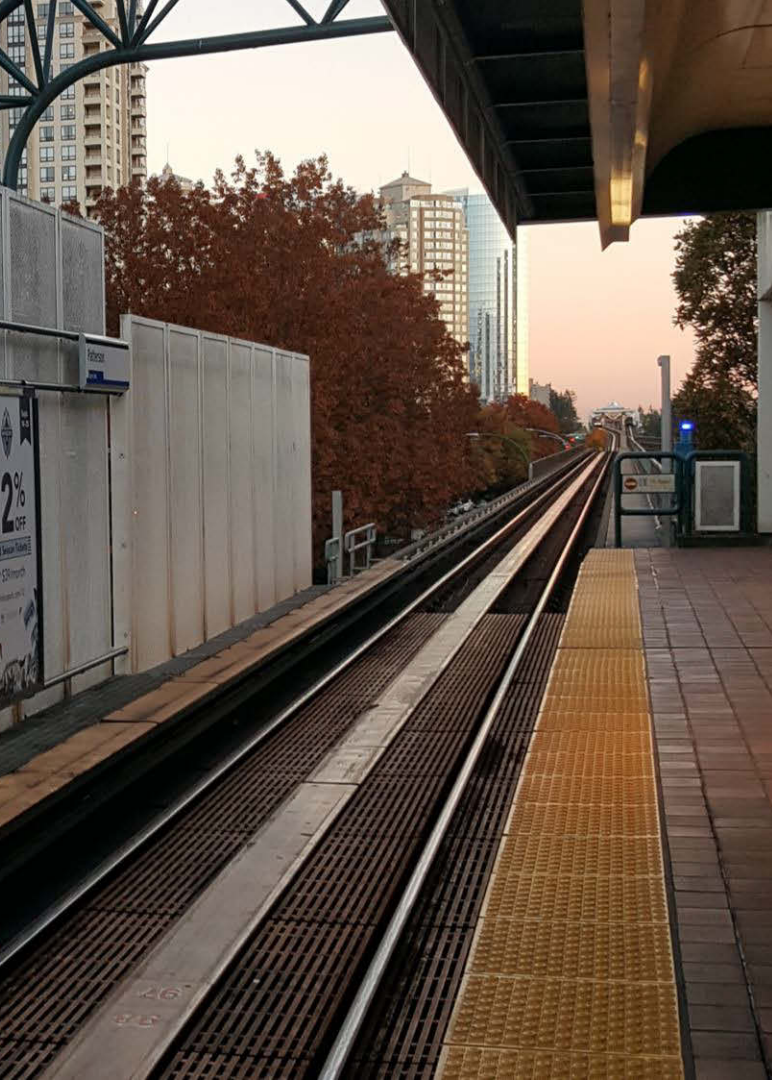
Erin Rennie

SENIOR PLANNER, REGIONAL PLANNING

Regional Planning Committee, October 5, 2018



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Objectives

- Provide an update and overview on the Supportive Policies Agreements (SPAs)
- Overview of Metro Vancouver's proposed monitoring role for the corridors identified in the two recently completed SPAs

Supportive Policies Agreements between TransLink and the project host municipalities, finalized prior to project approval

- Surrey-Newton-Guildford LRT
- Broadway Subway

Mutual commitment to actions that support the project objectives, but are primarily beyond direct project scope

“6 Ds” framework used to structure the two SPAs

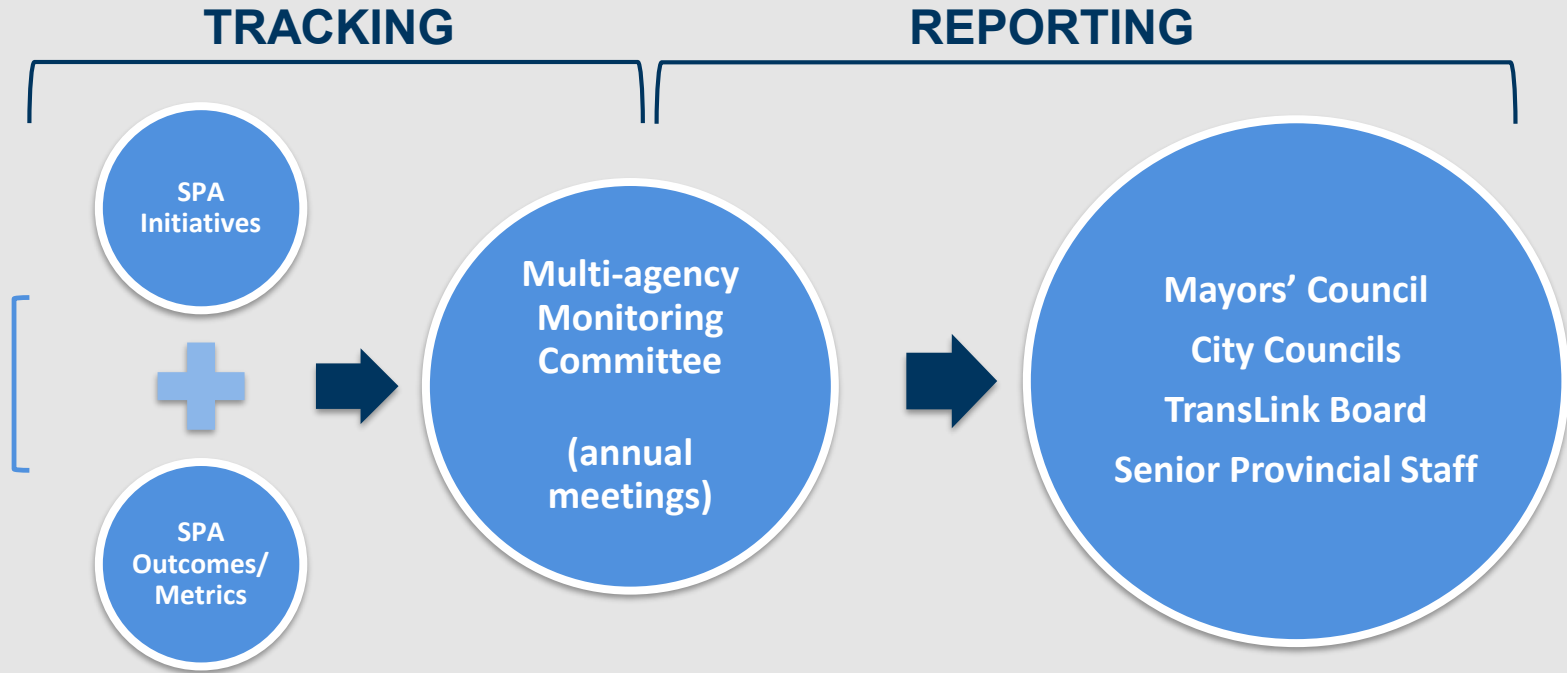
- Transit-Oriented Communities Design Guidelines

What are the SPAs?

Both SPAs speak to **collaborating to support the shared objectives of:**

- Provincial initiatives to improve transit and increase the supply of affordable housing
- The Regional Transportation Strategy
- The Regional Growth Strategy
- The Regional Affordable Housing Strategy
- The Transit-Oriented Communities Design Guidelines

Shared Policy Objectives



Framework for implementing and monitoring

Initiatives/actions committed to include (but aren't limited to):

- Corridor land use plans
- Affordable housing strategies
- Streetscape and public realm plans
- Pedestrian and cycling strategies
- Bus priority and integration plans
- Parking requirements



Tracking SPA initiatives – TransLink will monitor

Identified metrics for tracking include (but not limited to):

- population growth
- employment growth
- development activity
- housing capacity
- affordable housing supply
- mode split
- transit performance
- cycling performance
- pedestrian performance

Both SPAs define a range of metrics and note that further metrics need to be defined via the Monitoring Committee

Tracking indicators for SPA corridors –
Metro Vancouver invited to monitor

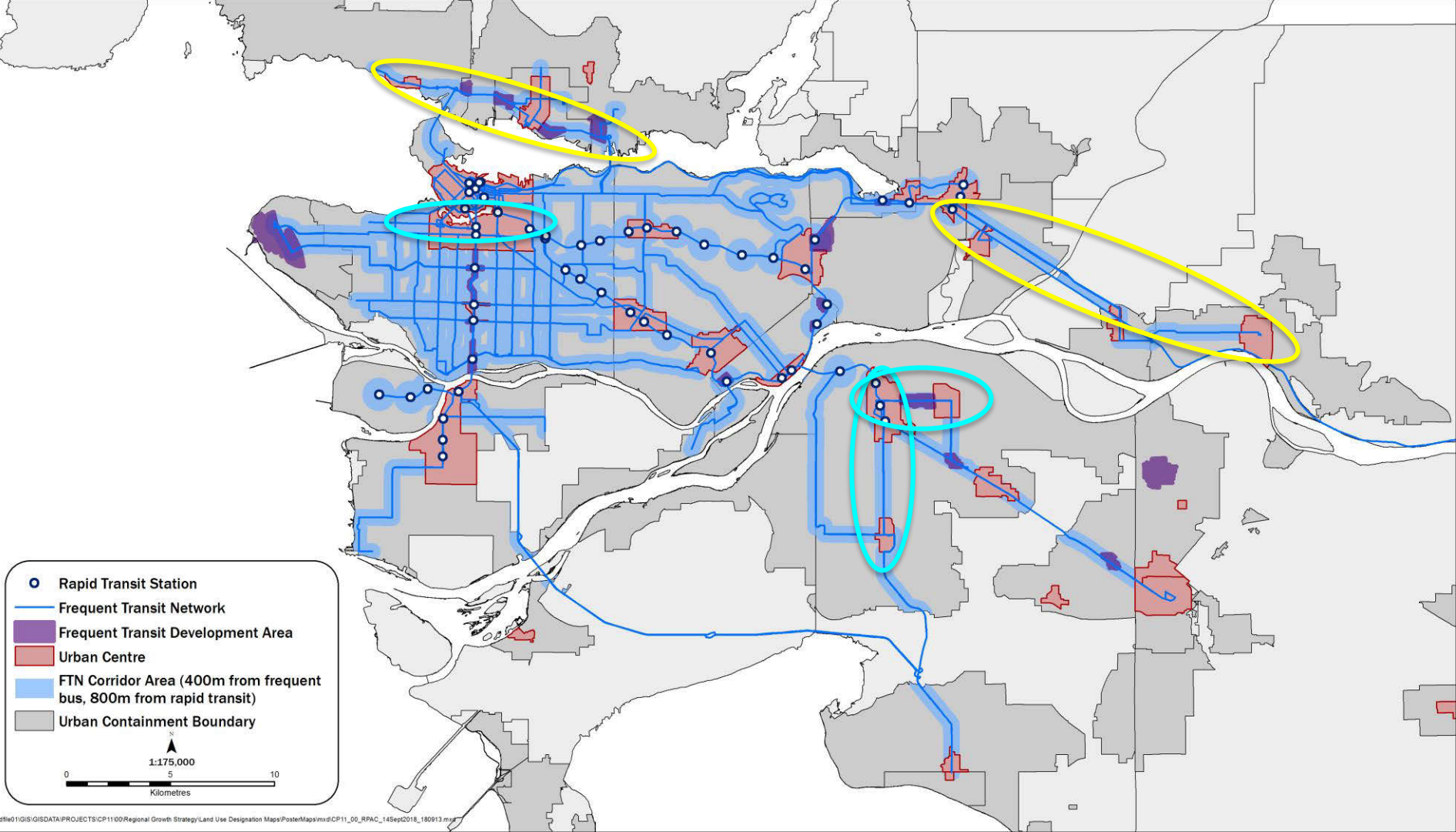
- One multi-stakeholder committee per SPA
- One or more senior representative(s) from TransLink and City; invitation for senior representation from Province and Metro Vancouver
- Purpose: provide decision-makers with:
 - **Annual dashboard** of key SPA initiatives and metrics and,
 - **Comprehensive performance report** every 3-5 years

Monitoring Committees

- Learning and improving on FTDA and Urban Centre policies
- Pilot integration of corridors into regional planning and monitoring
- An extension of Corridor Studies, Dashboards, and other ongoing monitoring work.



Urban Centre and FTDA Policy Review



- SPAs with Surrey and Vancouver
- Marine-Main Frequent Transit Corridor Study
- Lougheed Corridor Land Use and Monitoring Study
- Urban Centre and FTDA Dashboard



Integrating land use and transportation planning

Metro Vancouver to monitor corridors identified in these two SPAs

- Potential role to include: data provision, coordination, analysis, and reporting. Details TBD.
- Metro Vancouver will not monitor commitments in the SPAs.
- Continuation of current monitoring work related to *Metro 2040*.

Urban Centre Profiles

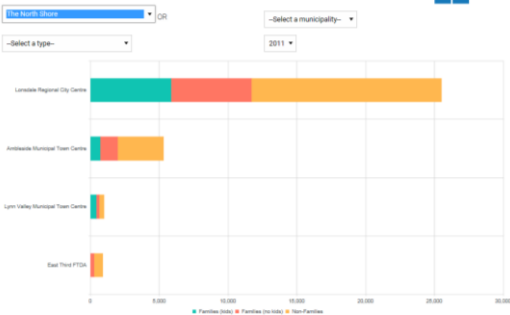
There are nine Regional City Centres in Metro Vancouver. Regional City Centres are major activity hubs for transportation, employment and housing. The profiles illustrate some of the characteristics that define an Urban Centre and show trends over time using Metro Vancouver and Statistics Canada Census and national household survey data.

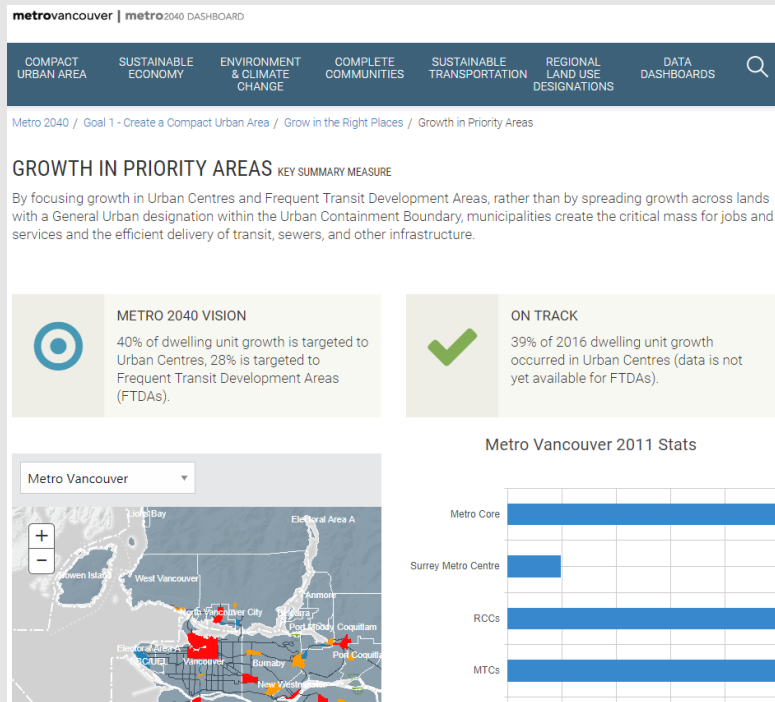


The North Shore Subregion

- Lonsdale Regional City Centre
- Ambleside Municipal Town Centre
- Lynn Valley Municipal Town Centre
- East Third PTDA
- Lower Lynn PTDA
- Marine Drive PTDA
- Lower Capilano-Martine PTDA

HOUSEHOLD TYPE





- Expansion of Metro Vancouver's ongoing monitoring work
- SPAs stipulate that the monitoring effort will continue until the year 2045 or 20 years after the service's opening day.

Financial and Other Implications



Thank You



Lougheed Corridor Land Use and Monitoring Study

PROJECT INITIATION

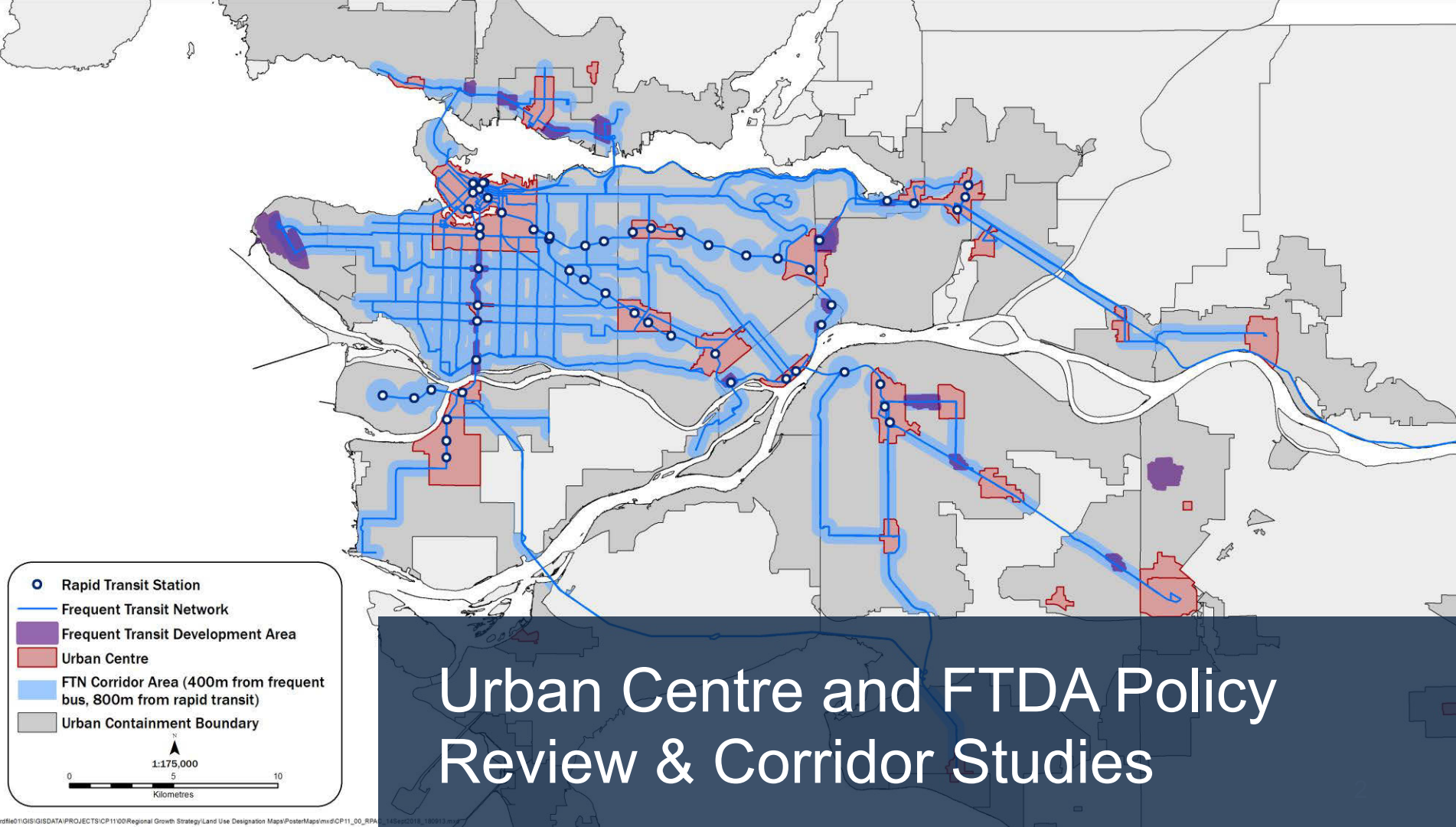
Erin Rennie

SENIOR PLANNER, REGIONAL PLANNING

Regional Planning Committee, October 5, 2018

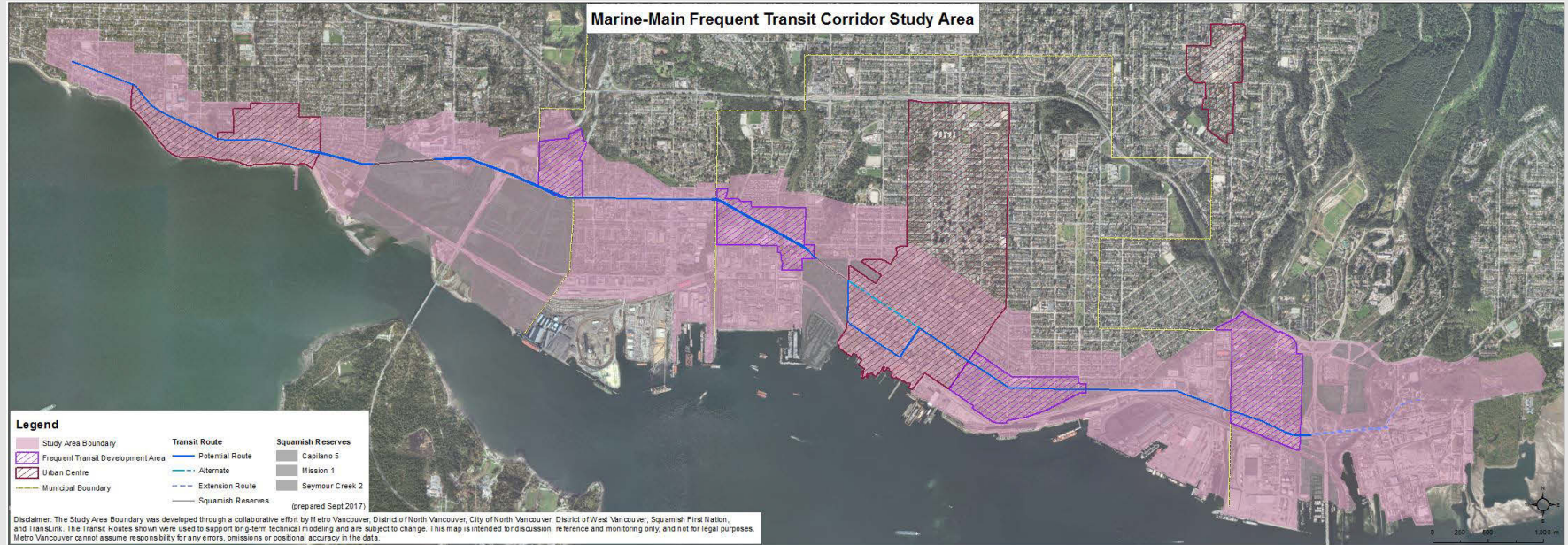


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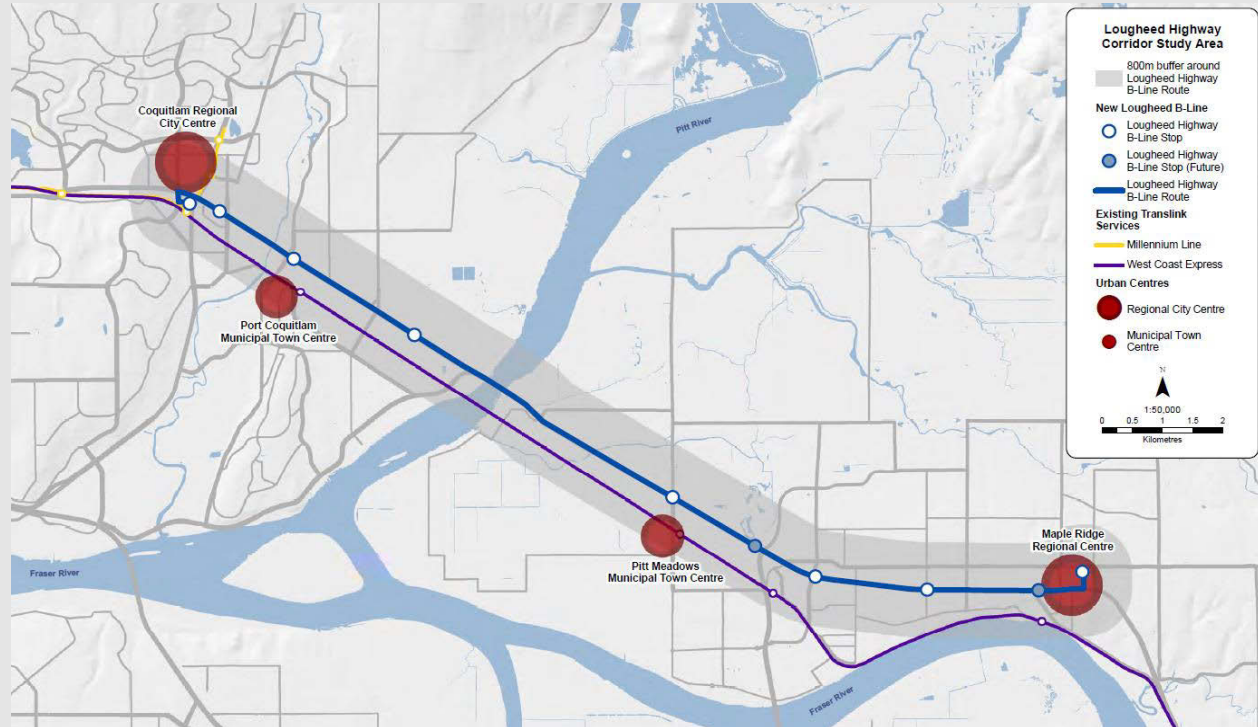


Urban Centre and FTDA Policy Review & Corridor Studies

Frequent Transit Corridor Studies



Lougheed Corridor Land Use and Monitoring Study



Transportation Activities in the Lougheed Area

- Lougheed B-Line Implementation
- Maple Ridge-Pitt Meadows Area Transport Plan
- TransLink Rapid Transit Study
- Metro Vancouver Lougheed Land Use and Monitoring Study
- Other Provincial and Municipal Activities

Maple Ridge-Pitt Meadows
Area Transport Plan

Phase 1: Issues & Opportunities

Engagement Summary – What we did & What we heard

The Maple Ridge-Pitt Meadows Area Transport Plan will focus on improving transit, improving regional cycling connections, making walking to transit safer and more enjoyable, and considering goods movement and regional roadways.



COQUITLAM
PORT COQUITLAM
SURREY
LANGLEY
PITT MEADOWS
MAPLE RIDGE
Fraser Valley Regional District



From April 2 to June 3, 2018, TransLink sought input from the public, stakeholders and local government partners in the engagement for **Phase 1: Issues & Opportunities**.

Spring 2018	Early 2019	Ongoing
Phase 1: Issues & Opportunities	Phase 2: Identifying Priorities	Monitoring and Reporting

STAKEHOLDER & PUBLIC ENGAGEMENT

translink.ca

TRANS LINK

1. Improved travel time and reliability
2. Better Frequency
3. Available all day, every day, in both directions
4. Enhanced customer experience

1. Improved travel time and reliability
2. Better Frequency
3. Available all day, every day, in both directions
4. Enhanced customer experience





Study Purpose

- Further thinking about transit-supportive land use options along the B-Line corridor
- Further the integration of corridors into regional planning and monitoring

Study Goals

1. Share best practices for transit-supportive land use
2. Share thinking for land use along the corridor and across municipal boundaries to:
 - a) identify opportunities to coordinate
 - b) analyze market potential and constraints of the areas surrounding the new transit right-of-way
 - c) consider opportunities for new Frequent Transit Development Areas.
3. Develop an alternative long-term “scenario”
4. Develop strategies to mitigate speculative/affordability impacts
5. Develop a monitoring program

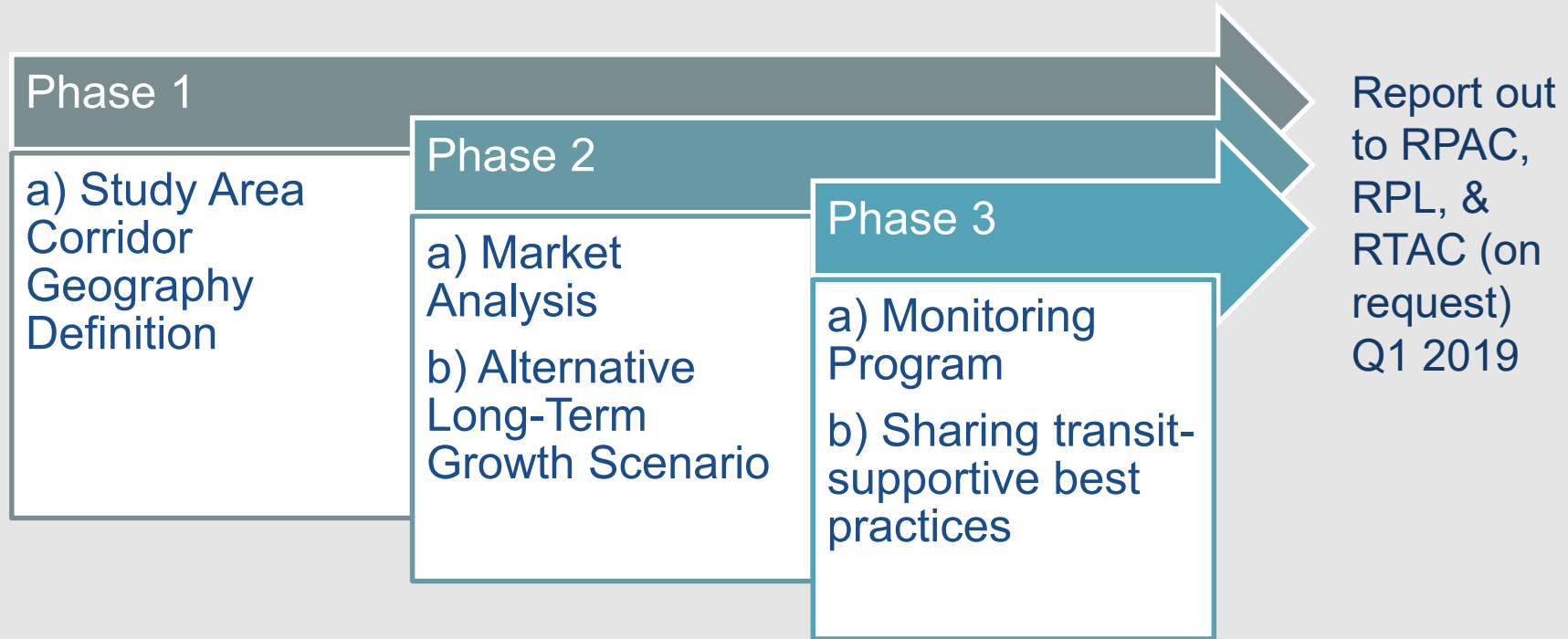


Staff Working Group

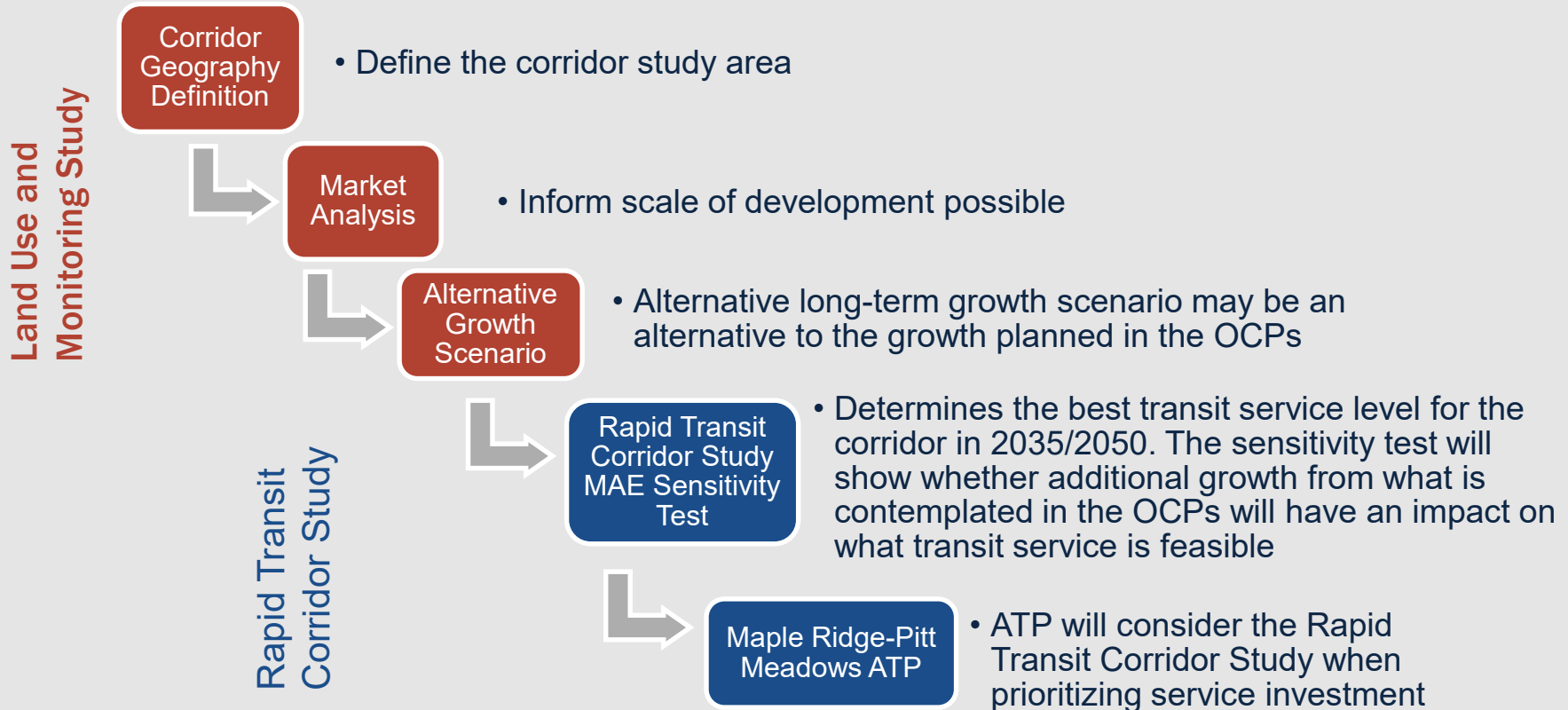
- Metro Vancouver
- TransLink
- Coquitlam
- Port Coquitlam
- Pitt Meadows
- Maple Ridge
- Agricultural Land Commission
- Ministry of Transportation & Infrastructure
- Katzie First Nation
- Kwikwetlem First Nation
- Kwantlen First Nation



Study Timeline: September-December 2018



Integration of **Land Use and Monitoring Study** with **Rapid Transit Corridor Study**



A blue and white transit bus is stopped at a bus stop. The bus has 'P3319' on the front and '701 MAPLE RIDGE E.' on the destination sign. A sign on the stop pole indicates the route and provides contact information. Another bus is visible in the background.

Questions?

2
701 Maple Ridge
East
61063
Please Place Fare Ready Before Boarding
604-953-3333
www.translink.bc.ca

Notice
Buses only pick
up passengers
at designated
stops

701 MAPLE RIDGE E.

P3319

8630-HE

S252

LOOK AT
ME NOW!

Community
Transit's Plan



Knowledge Sharing Series

METRO 2040 URBAN CENTRE AND FTDA POLICY REVIEW

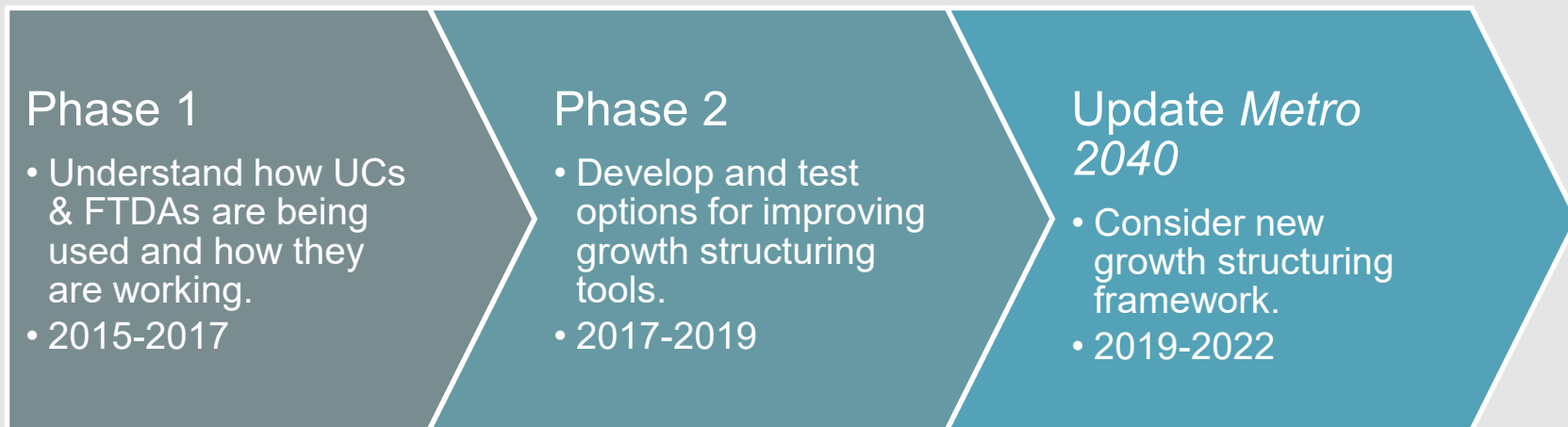
Erin Rennie

SENIOR PLANNER, REGIONAL PLANNING

Regional Planning Committee, October 5, 2018



metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION



Urban Centres and FTDA Policy Review: Process

Implementation Challenges

- Improve walkability along corridors that are also regional connectors
- Lease stand-alone office outside Metro Cores
- Retain small-scale retail
- Negotiate less-visible amenities
- Identify FTDA's prior to local planning processes





Urban Centre and FTDA Knowledge Sharing Series



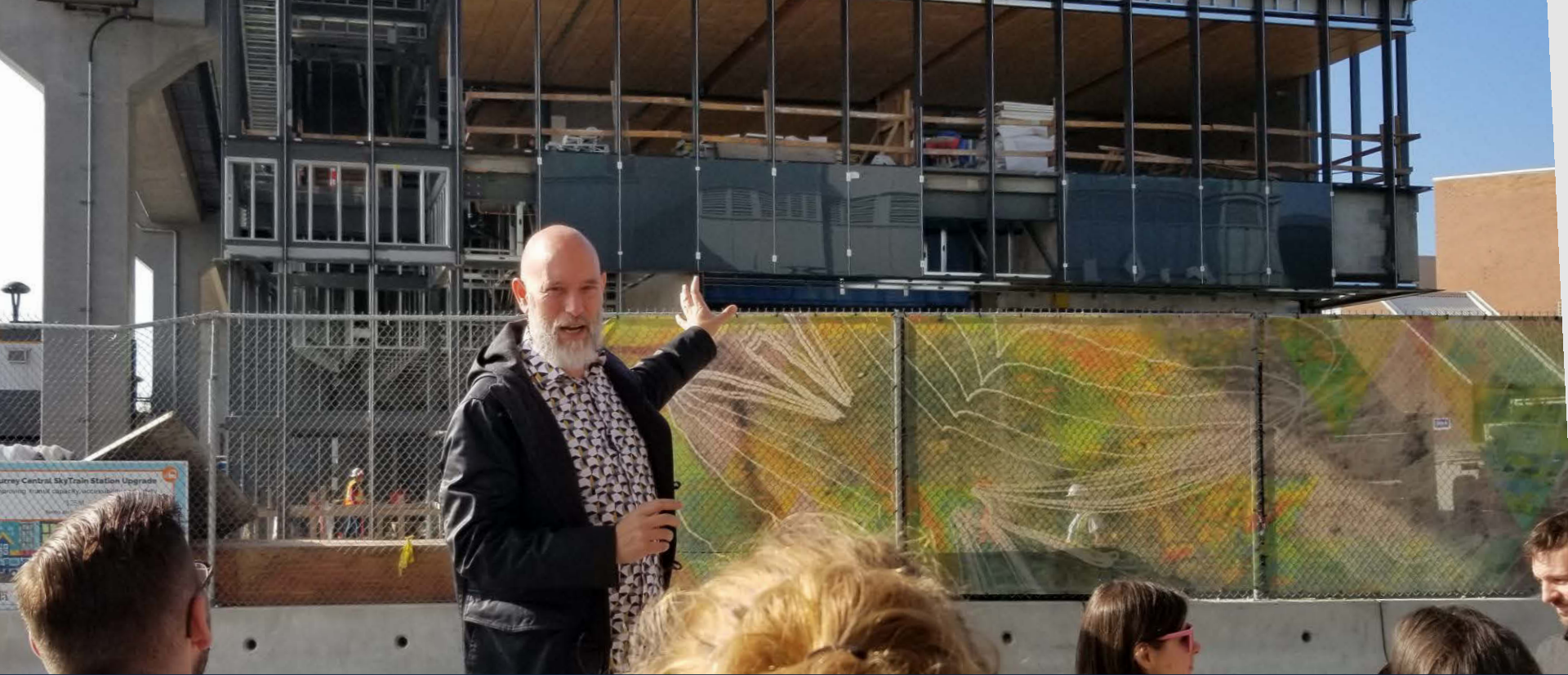
Brentwood Municipal Town Centre



Burquitlam Frequent Transit Development Area



22nd Street Frequent Transit Development Area



Surrey Metro Centre (Regional City Centre)

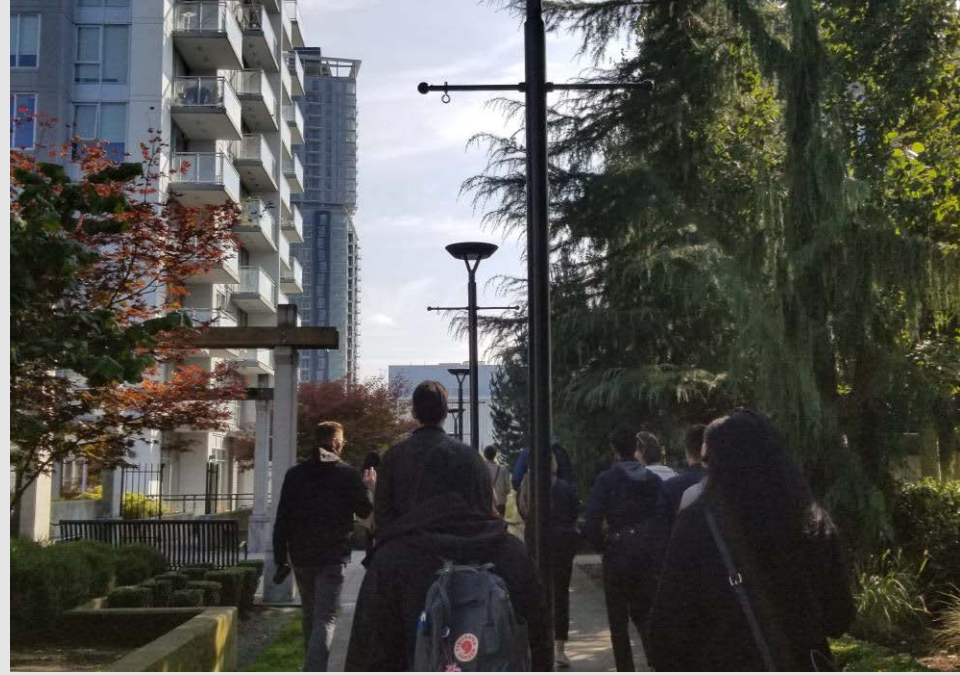
Lessons Learned

1. Varied use of the FTDA tool speaks to a need for **more types** of transit-oriented growth structuring tools.
2. **Block size** and **intersection density** are not addressed in *Metro 2040*, but could be a promising area for further regional planning research.
3. Building **stronger linkages** between the region's Urban Centres and FTDA policies and Complete Communities policies is an important consideration for the next iteration of the regional growth strategy.



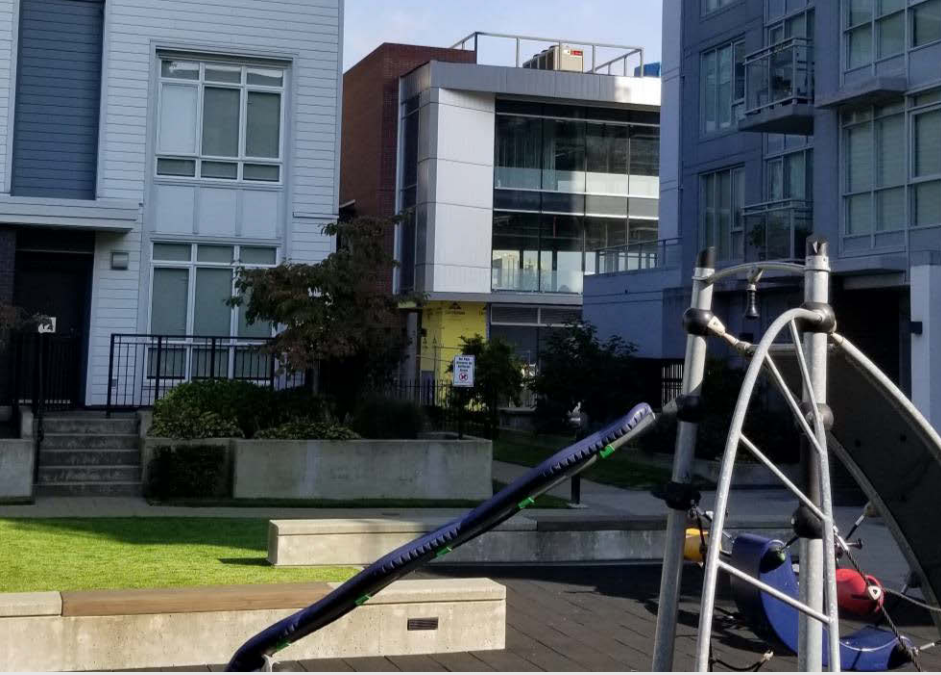
Lessons to inform Policy Review –

1. Varied use of the FTDA tool speaks to a need for more types of transit-oriented growth structuring tools.



Lessons to inform Policy Review –

2. Help walking, biking, and transit become the primary modes of transportation in Urban Centres and FTDAs through reducing block size and increasing intersection density.



Lessons to inform Policy Review –

3. Build **stronger linkages** between the region's Urban Centres and FTDA policies and Complete Communities policies.



Benefits to participants

- Continuous Professional Learning (CPL) Credits offered to planners
- Free professional development opportunities
- Network-building and fostering the regional lens at the local level
- Re-engagement with *Metro 2040*

Next Steps

- Summaries uploaded to Metro Vancouver website
- Potential for a final event
- Incorporate lessons into Policy Review
- Develop Urban Centre and FTDA Review Taskforce





Thank You

