

Where Matters

Health & Economic Impacts of Where We Live

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May 06, 2019

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THE UNIVERSITY OF BRITISH COLUMBIA
School of Population and Public Health
Faculty of Medicine



FONDATION
J. ARMAND
BOMBARDIER



metrovancover
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

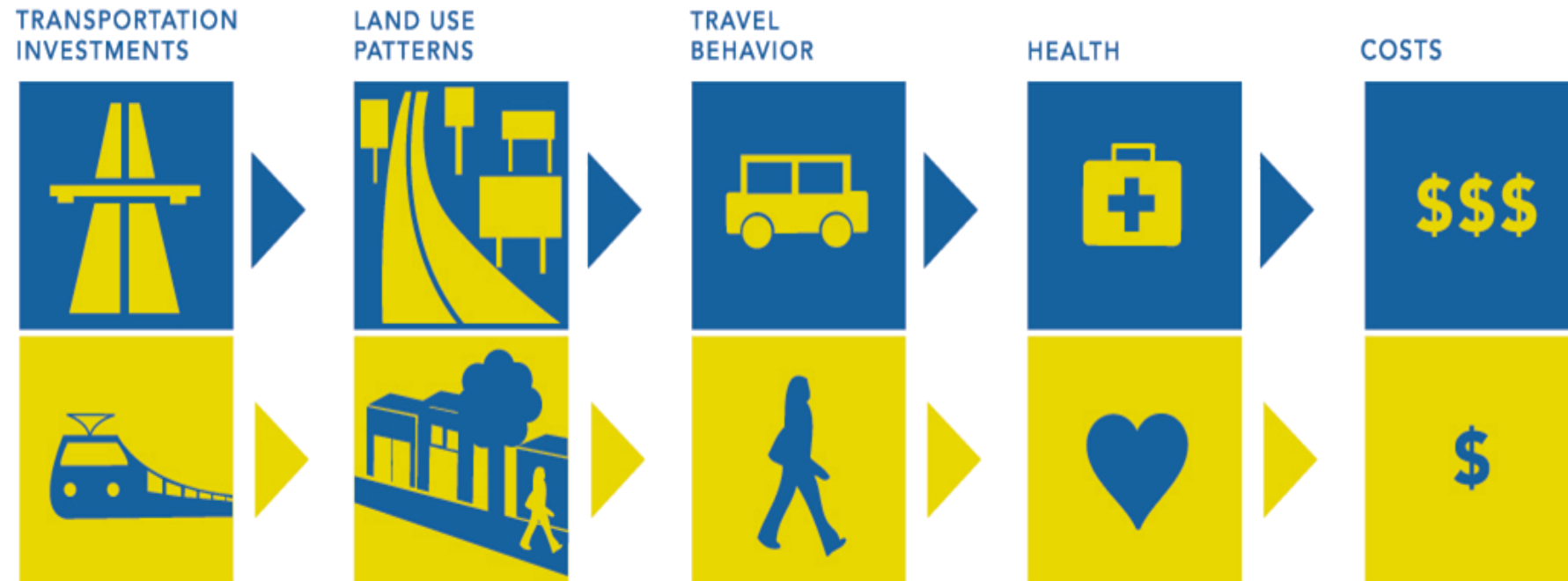


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Applied Science



APPROACH OVERVIEW: DECISION-MAKING

HOW TRANSPORTATION IMPACTS HEALTH COSTS



Source: "The Hidden Health Costs of Transportation"
Frank et al 2010, American Public Health Association

3 Policy Levels

Regional Accessibility



Walkable, Complete
Neighborhoods

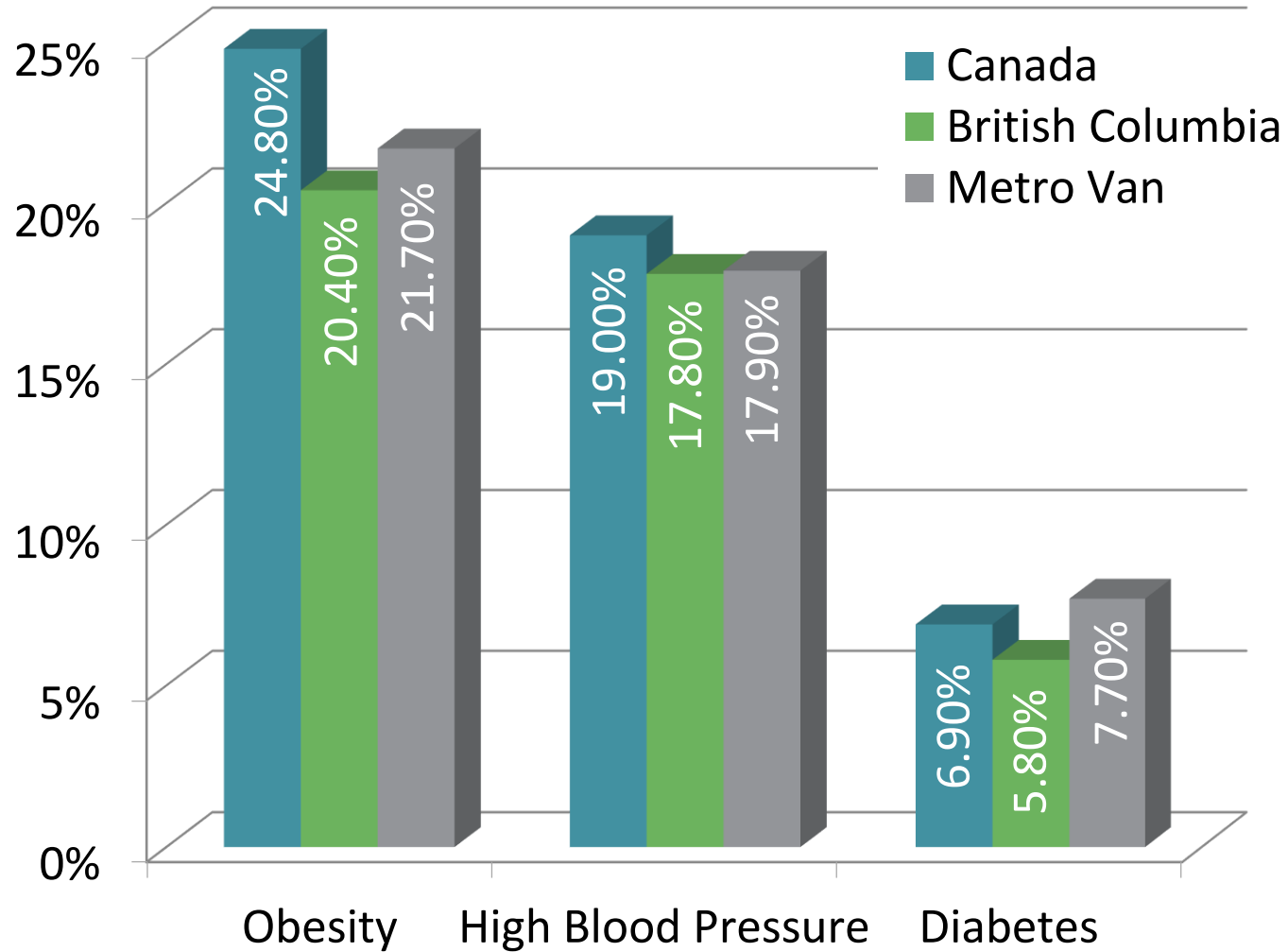


Pedestrian Environment
(Micro-scale)

Forthcoming



Health Context



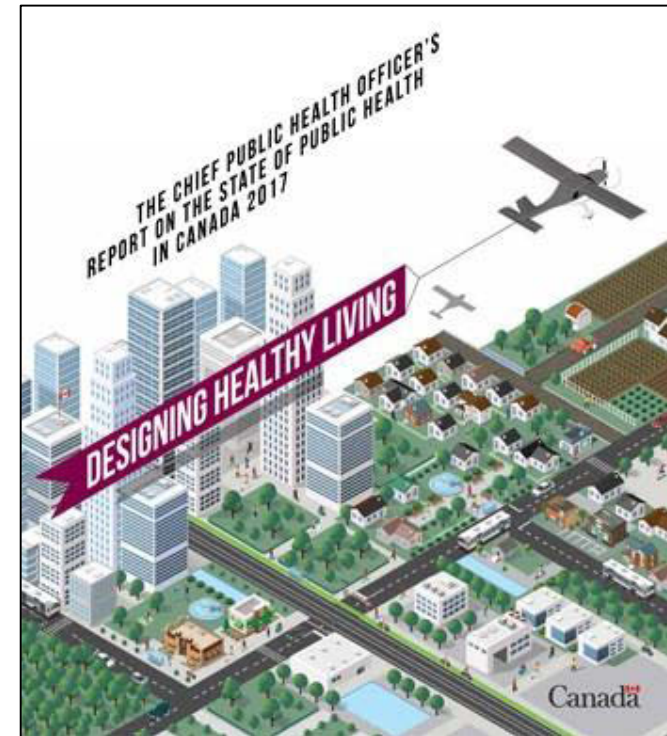
Sources: MHMC for Metro Van; CCHS for BC and Canada

Policy Background (National)

2017 Designing Healthy Living

“Our neighbourhoods and how they are built influence how healthy we are.”

Dr. Teresa Tam
Canadian Chief Public Health Officer

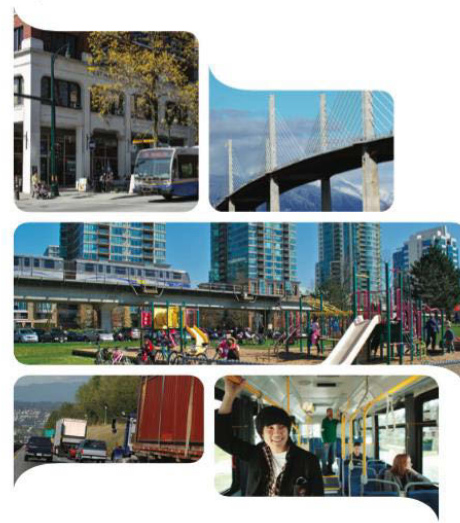


Policy Background (Region/Local)

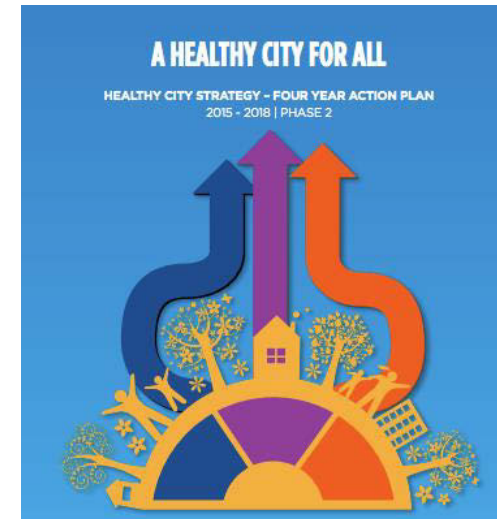
- Metro 2040 (Metro Vancouver)
- Regional Transportation Strategy (TransLink)
- Healthy City Strategy (City of Vancouver)



Metro 2040



Regional Transportation Strategy



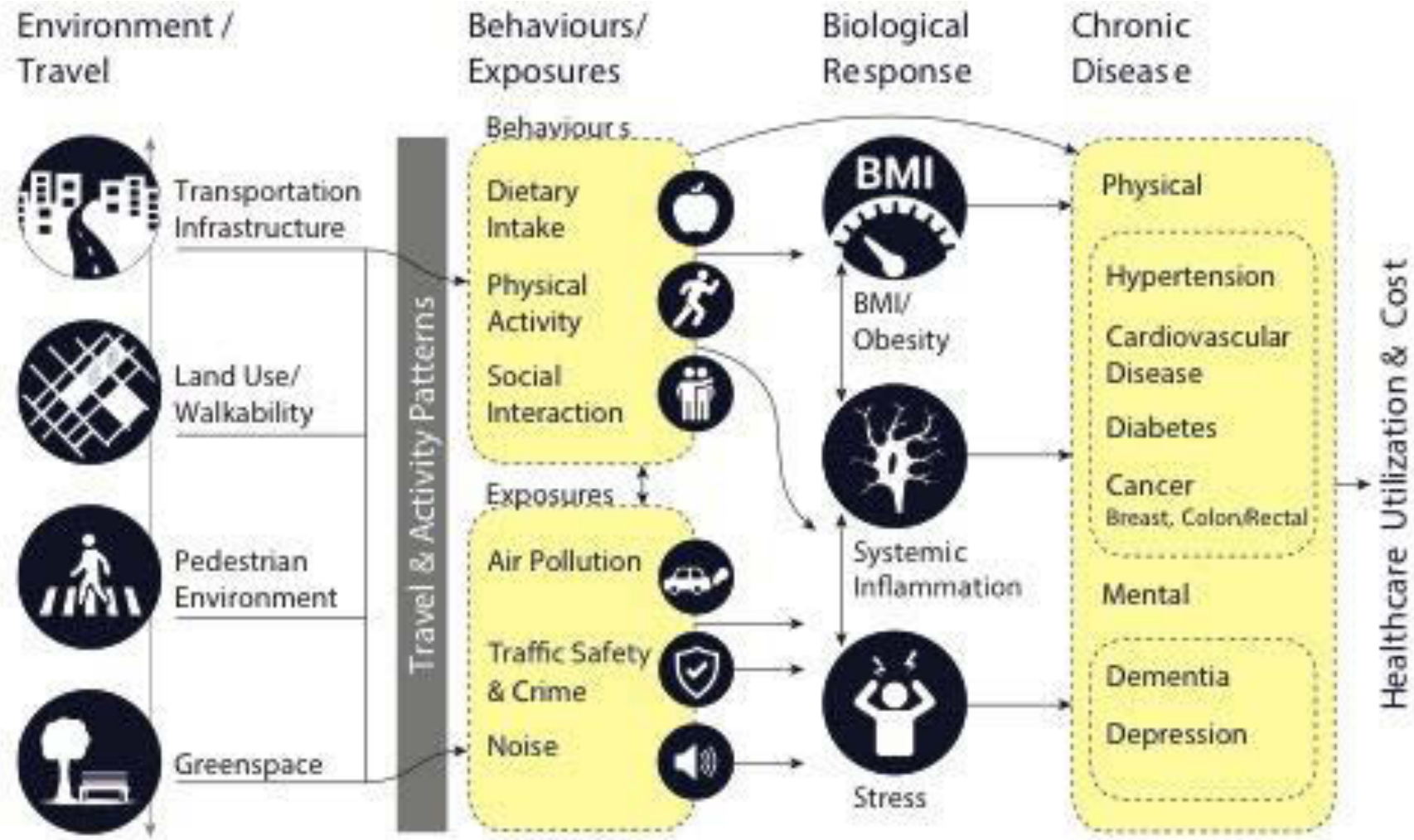
Healthy City Strategy

Study Goals



- 1) To investigate the relationship between built and natural environment and health
- 2) To investigate how the relationships between built and natural environment and health vary across income and age groups
- 3) To investigate the extent to which walkable environments can reduce health care costs

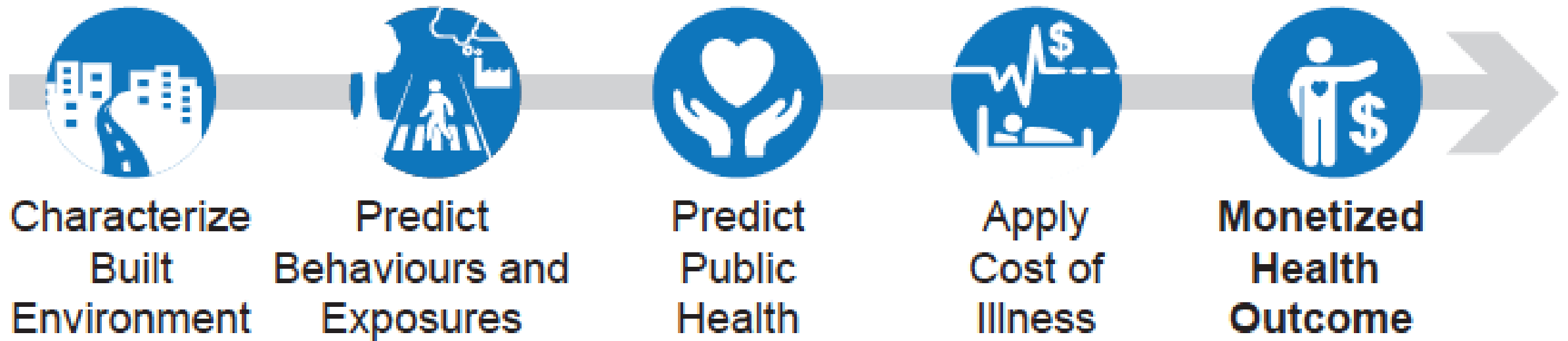
Causal Pathways



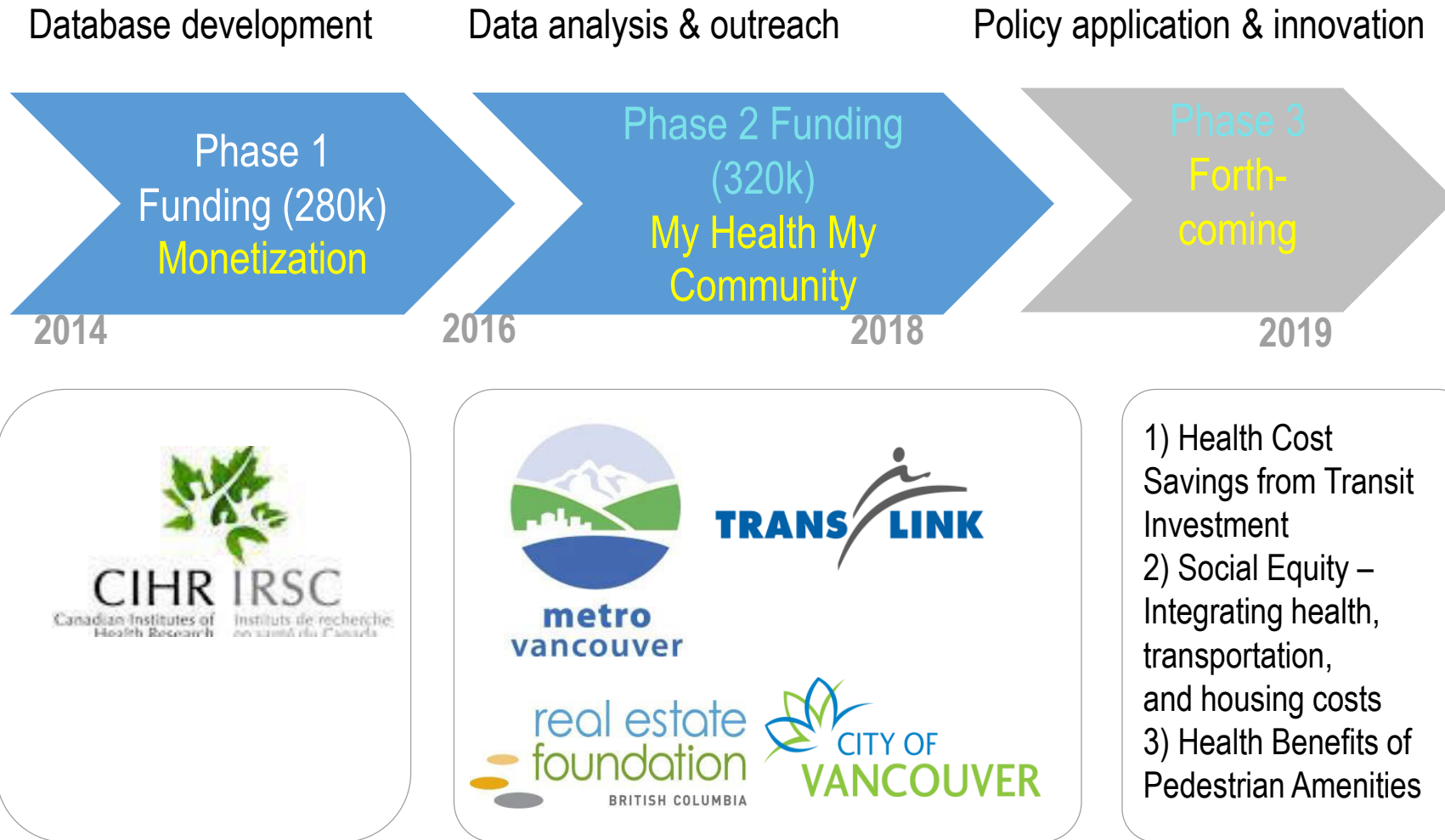
Frank et al, 2018 (*Journal of Transport and Health*, under review)

SEQUENTIAL PROCESS

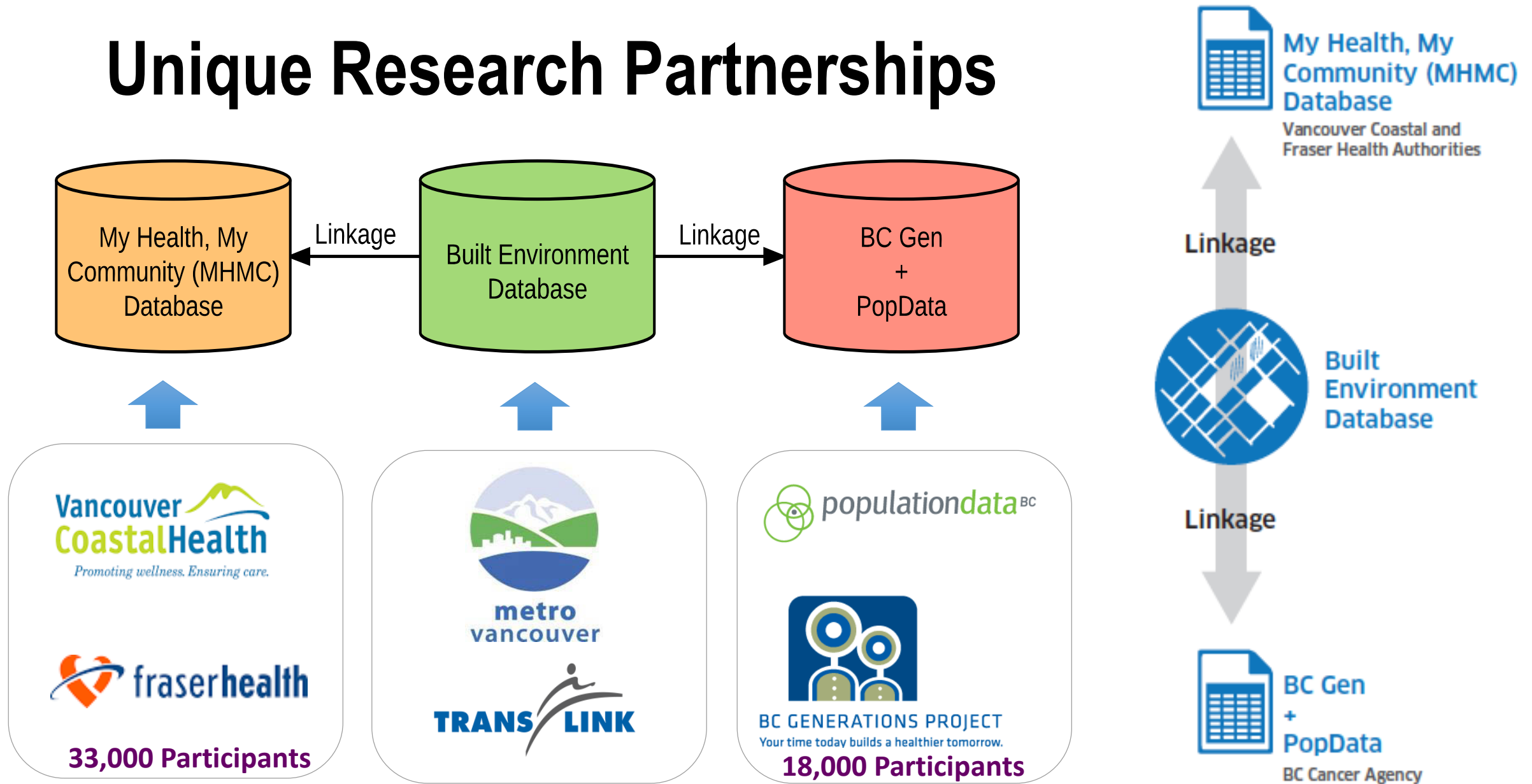
The Monetization of Health



Unique Research Platform



Unique Research Partnerships



Comparable Walkability Databases

- Building on 20+ years of Experience
- Validated by 100s studies
- 2016 Database Funded by Metro Vancouver and Translink
- Detail postal code / parcel level information for lower mainland



- Natural environment
- Regional accessibility

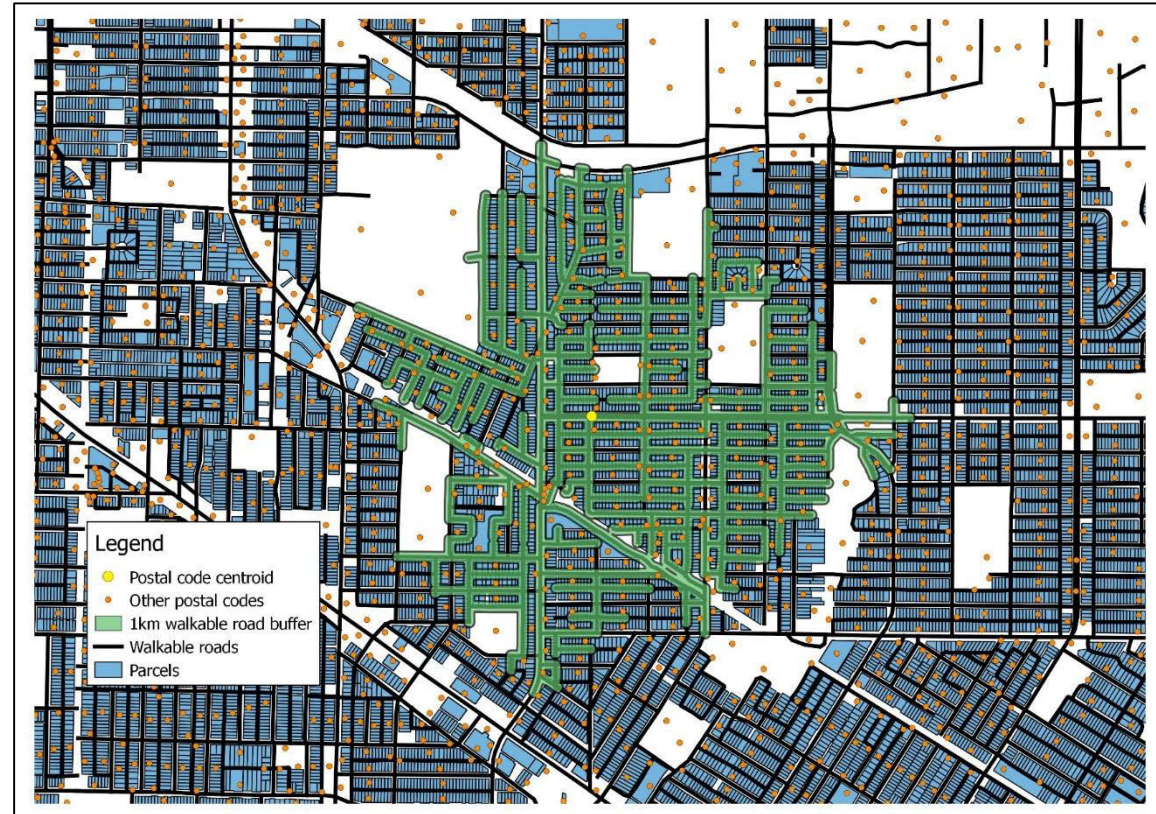
- Additional built environment variables
- Alternative buffer sizes
- Natural environment
- Sidewalk continuity
- Regional accessibility

Provides Dynamic Detailed Performance Measures to Support Local and Regional Planning Purposes

Walkability index methodology

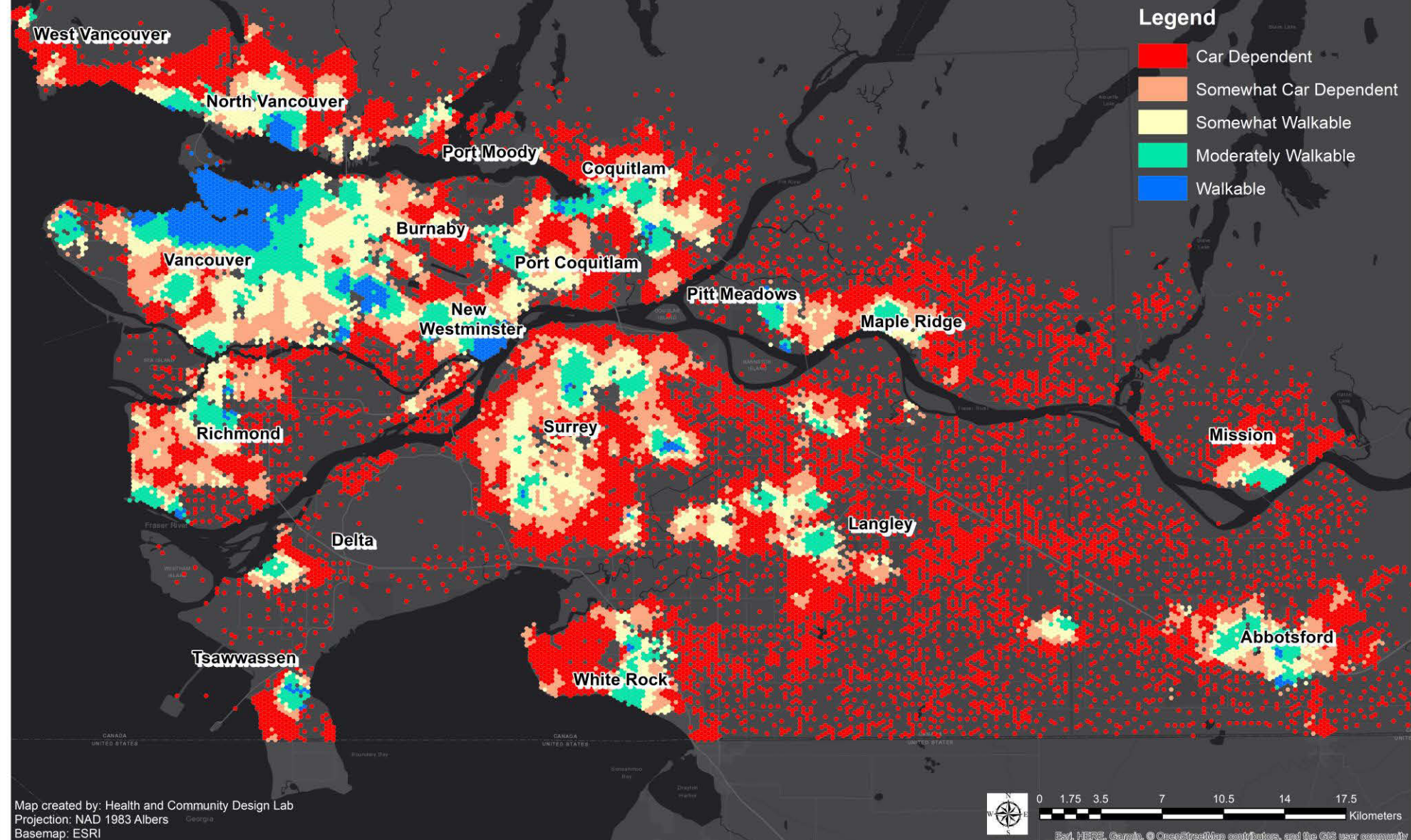
For each postal code:

- Compute indexes based on surrounding
 - reachable parcel's attributes
 - Intersections
- Buffer along road network
 - 1000 m
 - 800 m
 - 400 m

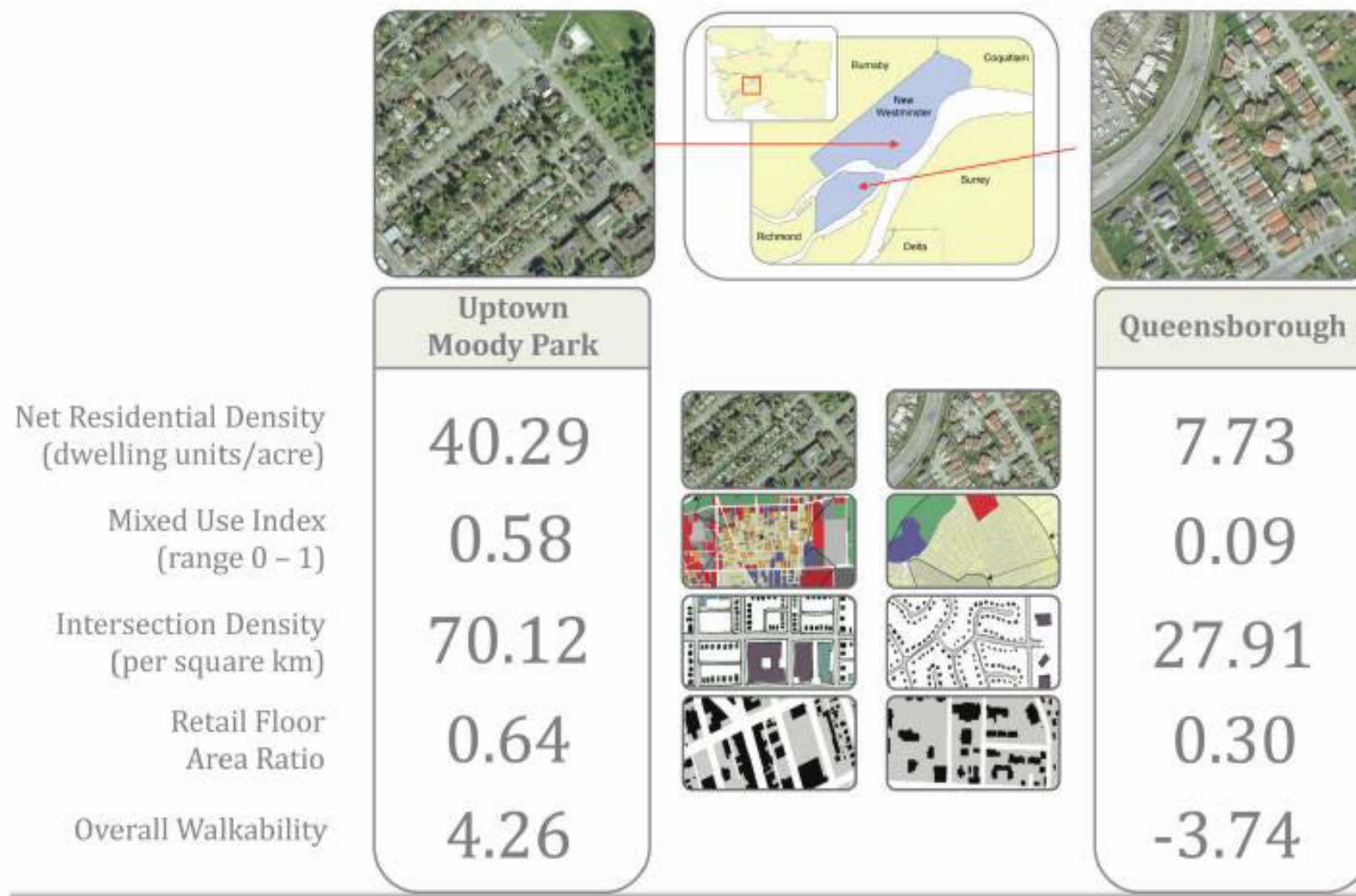


Frank, L.D., Fox, E.H., Ulmer, J.M., Chapman, J.E., Kershaw, S.E., Sallis, J.F., Conway, T.L., Cerin, E., Cain, K.L. Adams, M.A., Smith, G.R., Hinckson, E., Mavoa, S., Christiansen, L.B., Hino, A.A.F, Lopes, A.A.S., Schipperijn, J. 2017. International comparison of observation-specific spatial buffers: maximizing the ability to estimate physical activity. International Journal of Health Geographics, 16(4): 1-13.

Five different types of neighbourhoods based on walkability

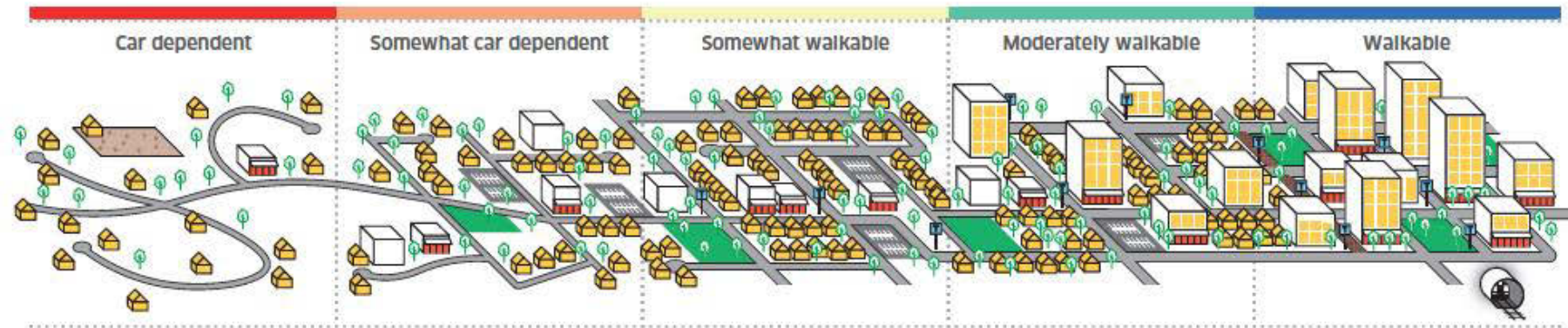


Local Walkability – “How”

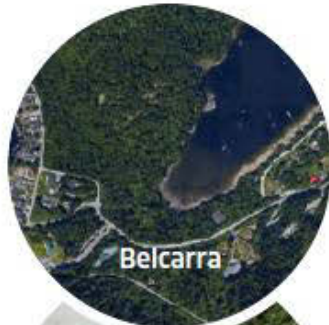


+ PLUS SIDEWALK CONNECTIVITY FOR 2016

Place Types by Walkability



Exurban
0-5 dwellings per acre



Other examples:
Eagle Harbour
(West Vancouver),
Shaughnessy
(Vancouver)

Suburban
5-10 dwellings per acre



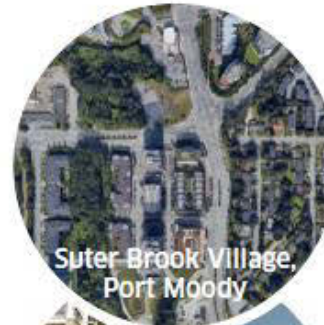
Other examples: Capital
Hill (Burnaby), Seafair
(Richmond)

Semi-urban
10-15 dwellings per acre



Other examples:
Dundarave (West
Vancouver), Sunset
(Vancouver)

Town Centre
15-25 dwellings per acre



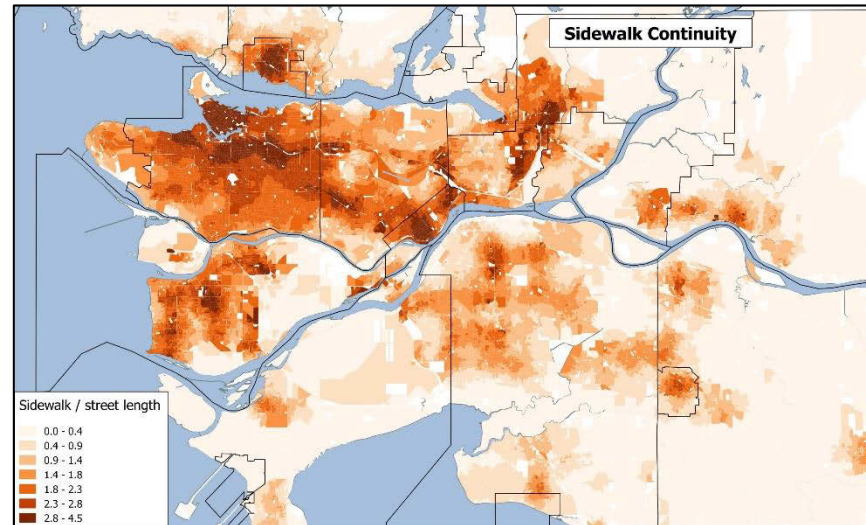
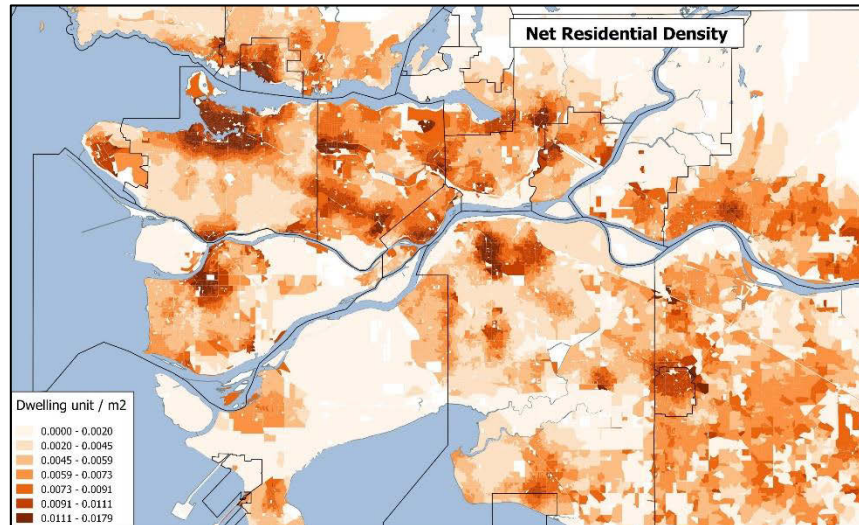
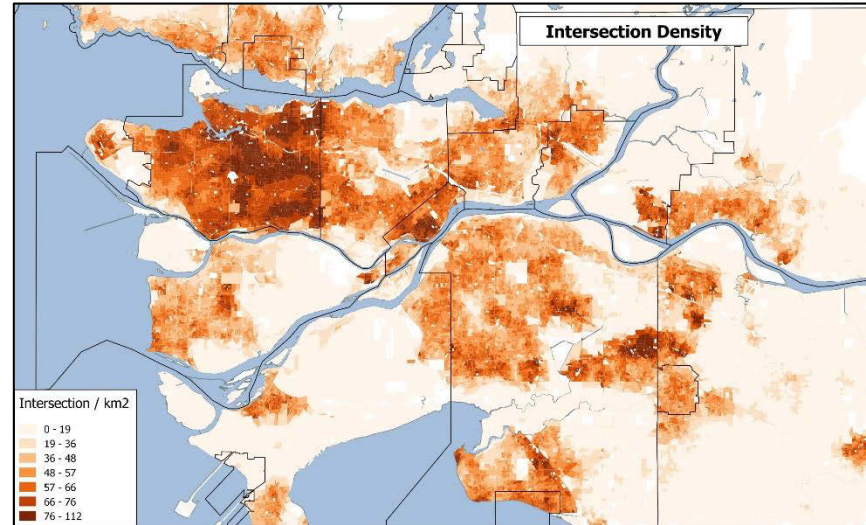
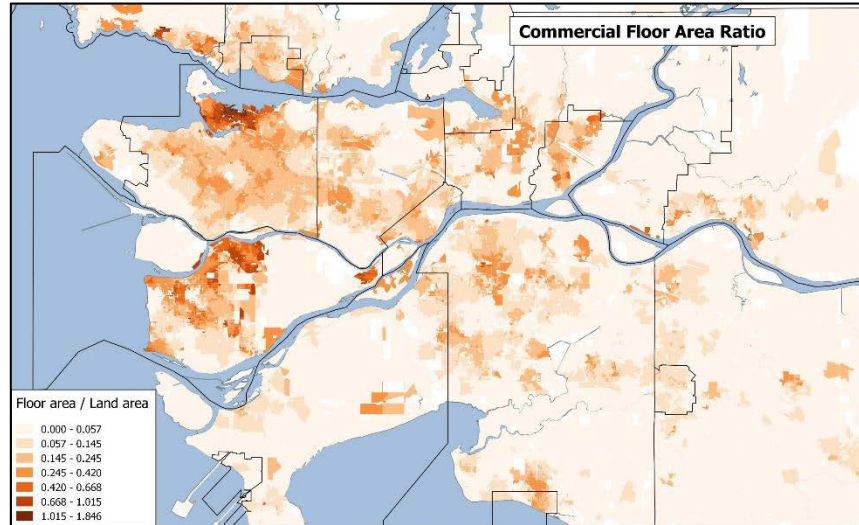
Other examples:
Brighouse (Richmond),
Suter Brook (Port
Moody)

Urban Core
25-60 dwellings per acre

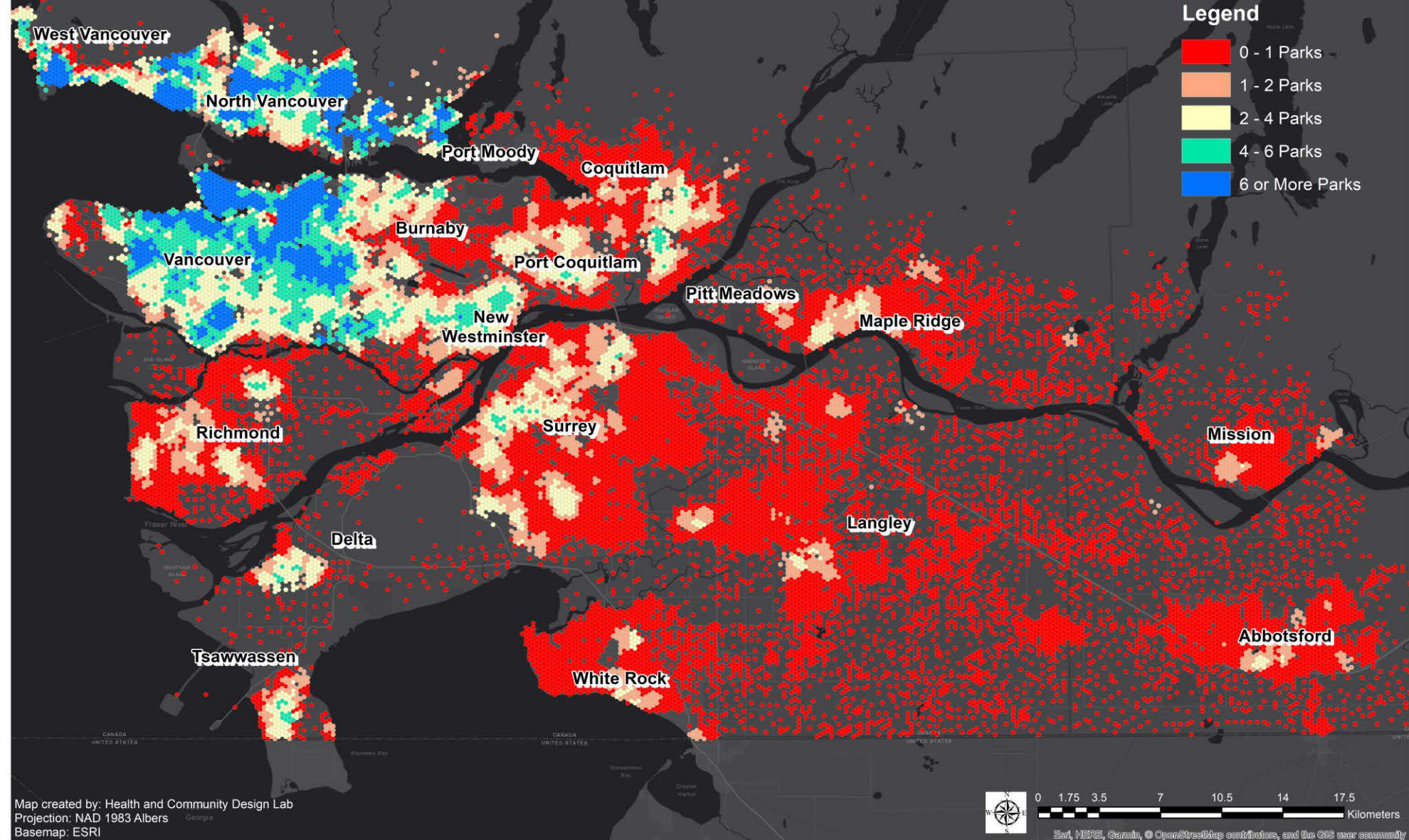


Other examples:
Lower Lonsdale (North
Vancouver), Downtown
(New Westminster)

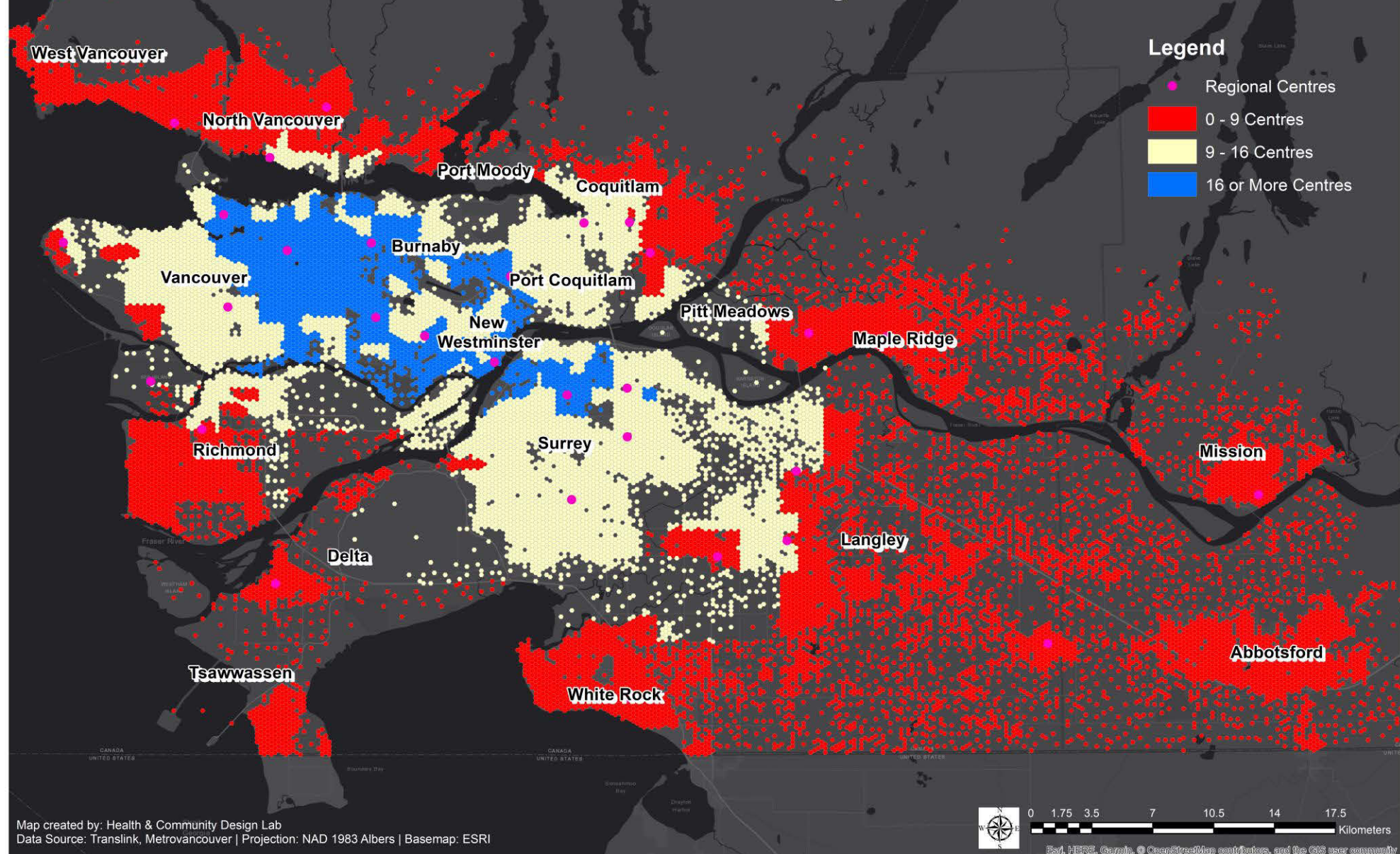
2016 Vancouver Components



Park Access: Number of Parks Within 1 km Walking Distance



Regional Accessibility: Number of Regional Centres Accessible by Transit in 45 Minutes in Morning Rush Hour



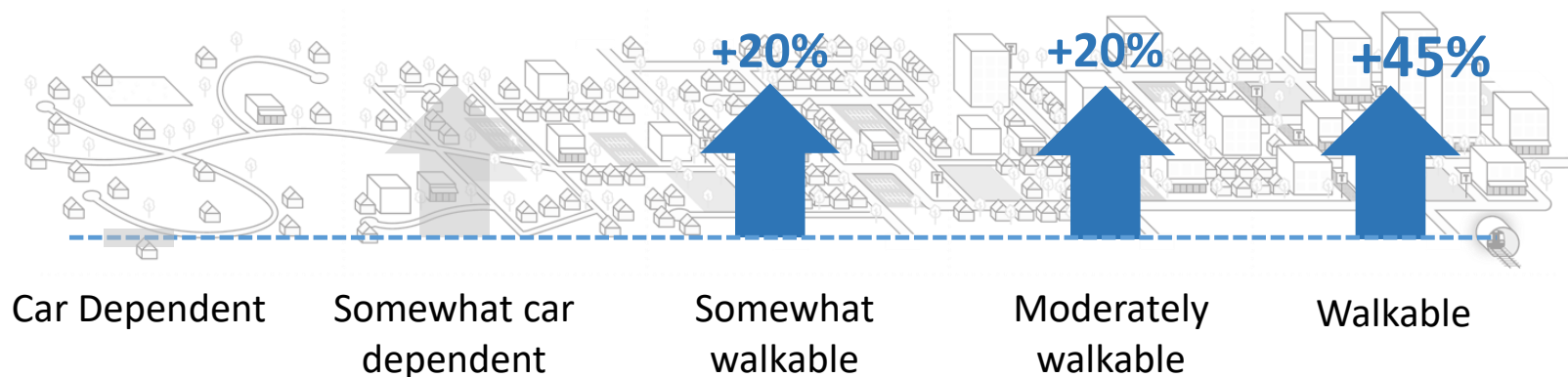


Walkability Results (Physical Activity and Chronic Disease)



Walkability and Physical Activity

Transport Walking (at least 30 min/day)

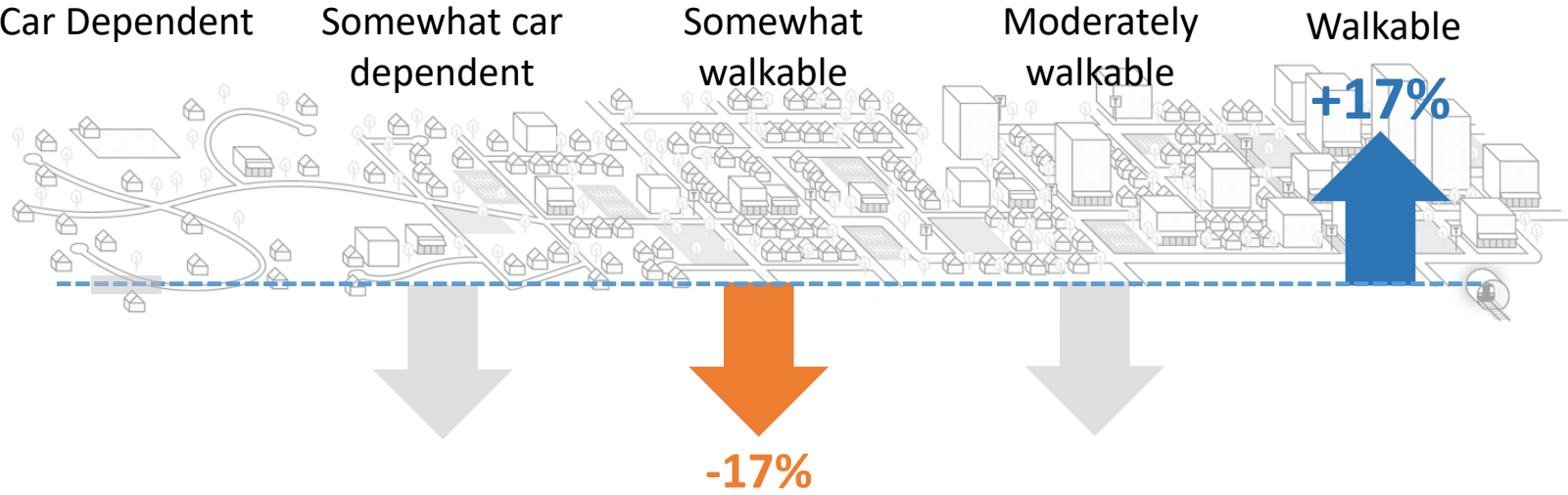


People living in a somewhat walkable area are 20% more likely to walk 30 minutes or more for transportation and people in a walkable area are 45% more likely compared to those living in a car dependent area.



Walkability and Physical Activity

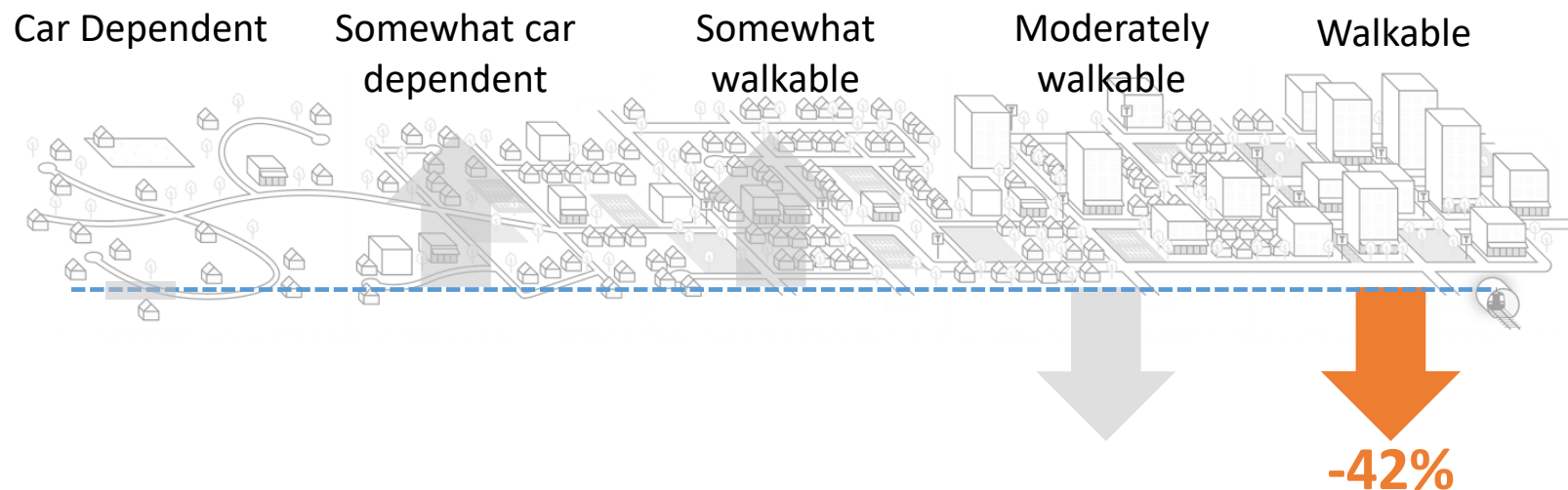
Moderate to Vigorous Physical Activity (at least 150 minutes per week)



People in a walkable area are 17% more likely to meet the weekly recommended level of moderate to vigorous physical activity compared to those living in a car dependent area.

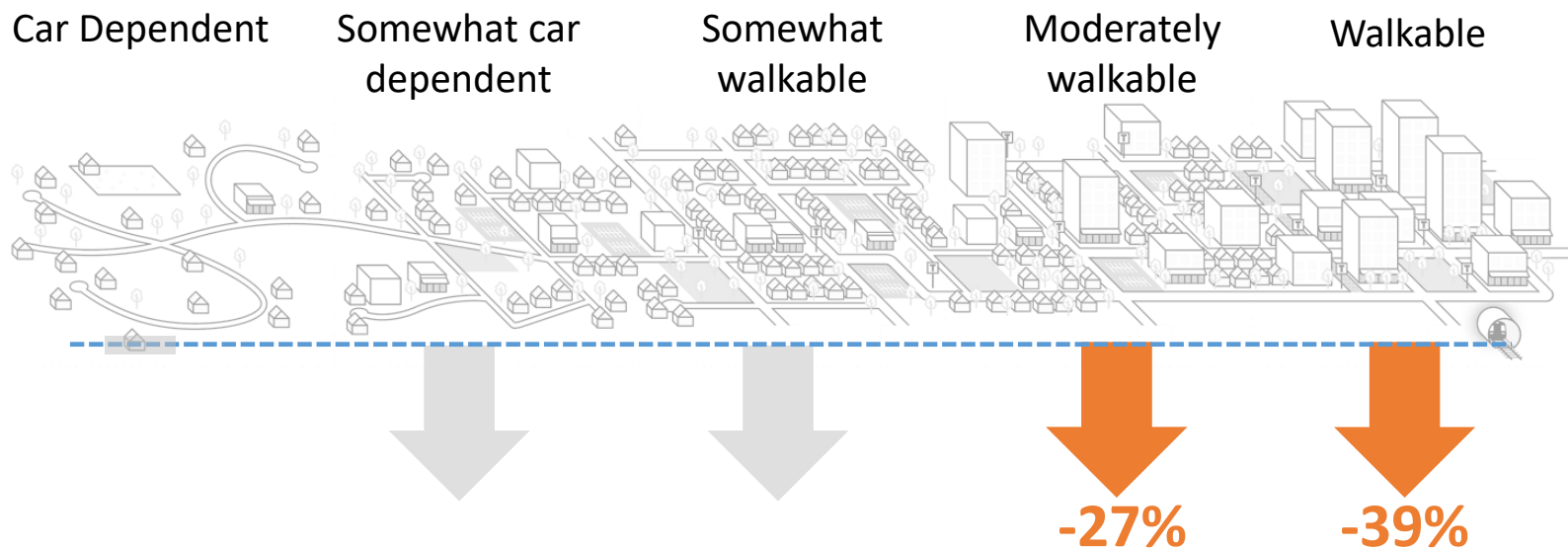


Walkability and Obesity



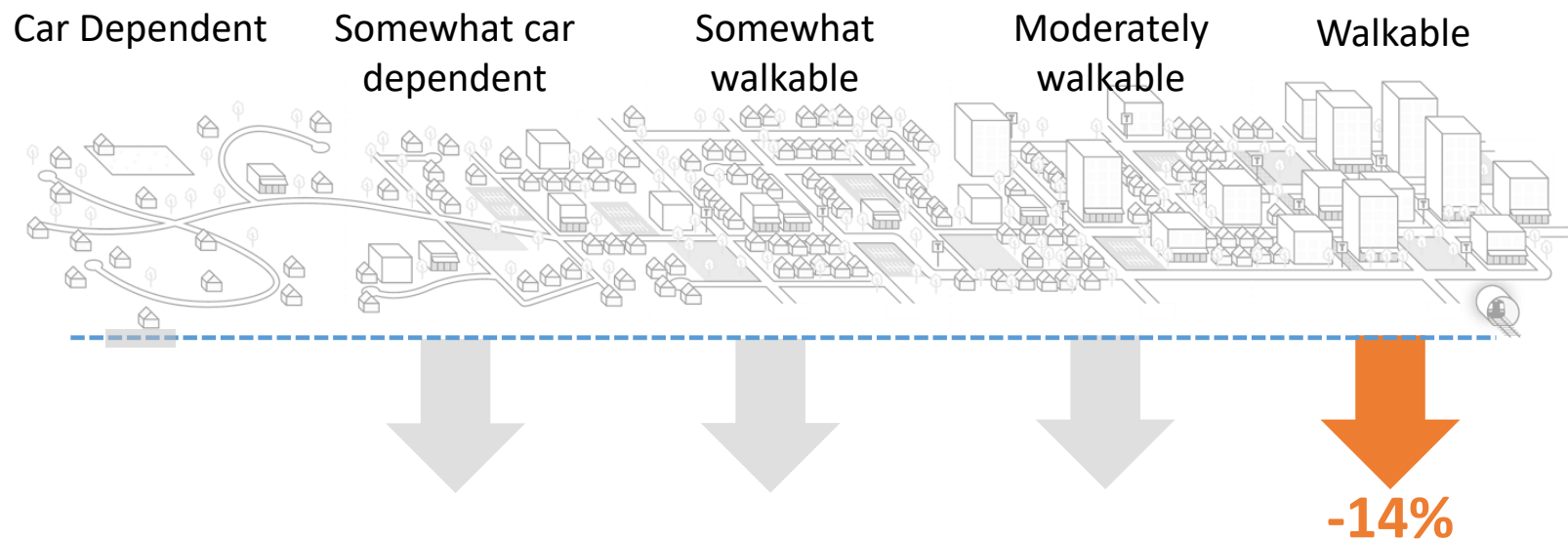
People living in a walkable area are 42% less likely to be obese compared to those living in a car dependent area.

Walkability and Diabetes



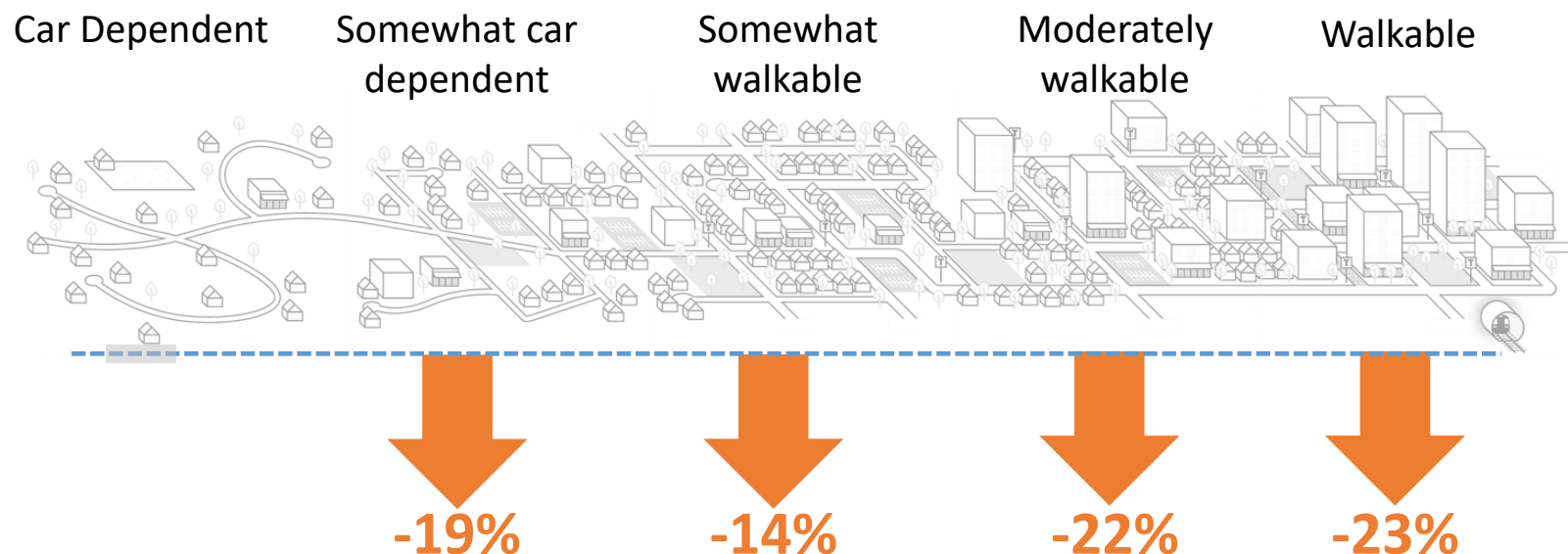
People living in a moderately walkable area are 27% less likely to have diabetes and people in a walkable area are 39% less likely to have diabetes compared to those living in a car dependent area.

Walkability and Heart Disease



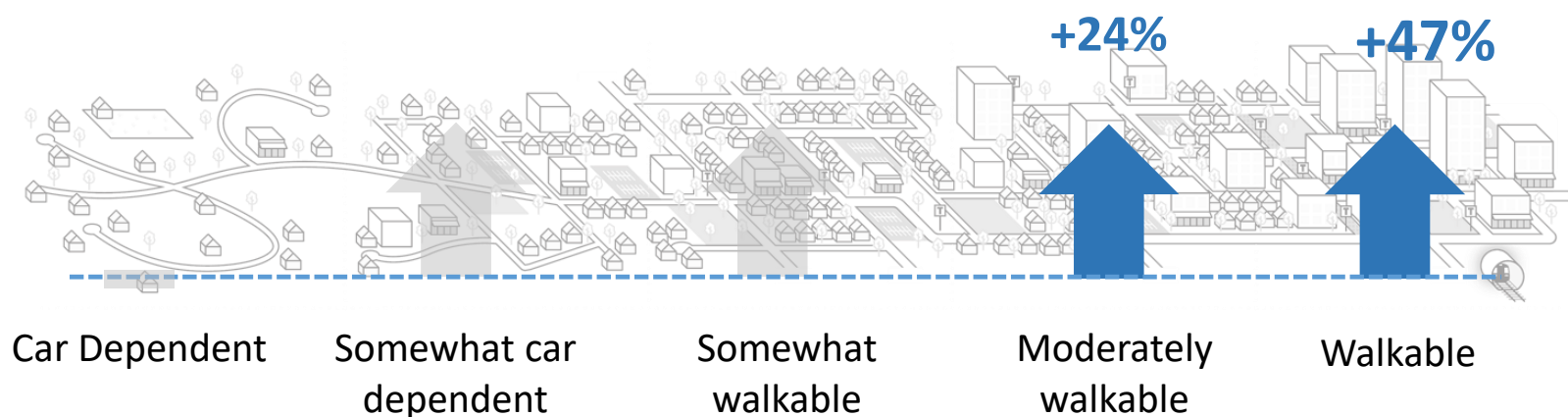
People living in a moderately walkable area are 14% less likely to have heart disease compared to those living in a car dependent area.

Walkability and Stress



People living in a somewhat car dependent area are 19% less likely to have stressful days and people in a walkable area are 23% less likely to have stressful days compared to those living in a car dependent area.

Walkability and Sense of Community



People living in a moderately walkable area are 24% more likely to have a strong sense of community belonging and people in a walkable area are 47% more likely compared to those living in a car dependent area.



Parks Access Results (Physical Activity and Chronic Disease)

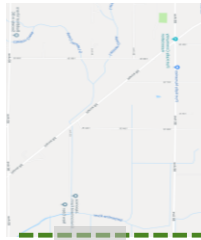


Parks Access and Physical Activity

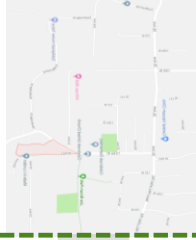
Leisure Walking (at least 30 min/day)



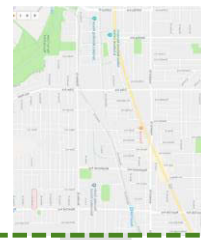
No Parks
(0 – 1 Parks)



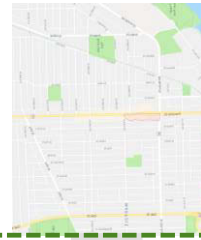
1 – 2 Parks



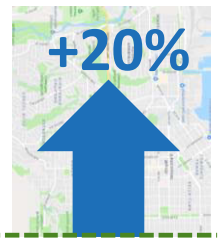
2 – 4 Parks



4 – 6 Parks



Many Parks
(6 or More Parks)



People living in an area with many parks (6 or more) are 20% more likely to walk for leisure compared to those living in an area with no parks (0 to 1 parks).

Parks Access and Physical Activity

Moderate to Vigorous Physical Activity (at least 150 minutes per week)



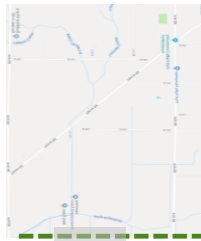
People living in an area with many parks (6 or more) are 33% more likely to meet the weekly recommended level of physical activity compared to those living in an area with no parks (0 to 1 parks).



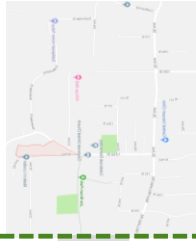
Parks Access and Obesity



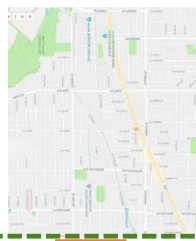
No Parks
(0 – 1 Parks)



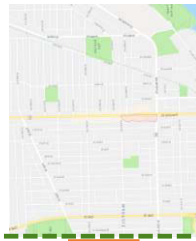
1 – 2 Parks



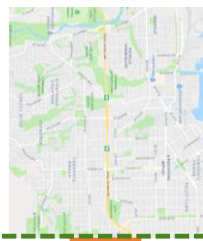
2 – 4 Parks



4 – 6 Parks



Many Parks
(6 or More Parks)



-19%



-37%



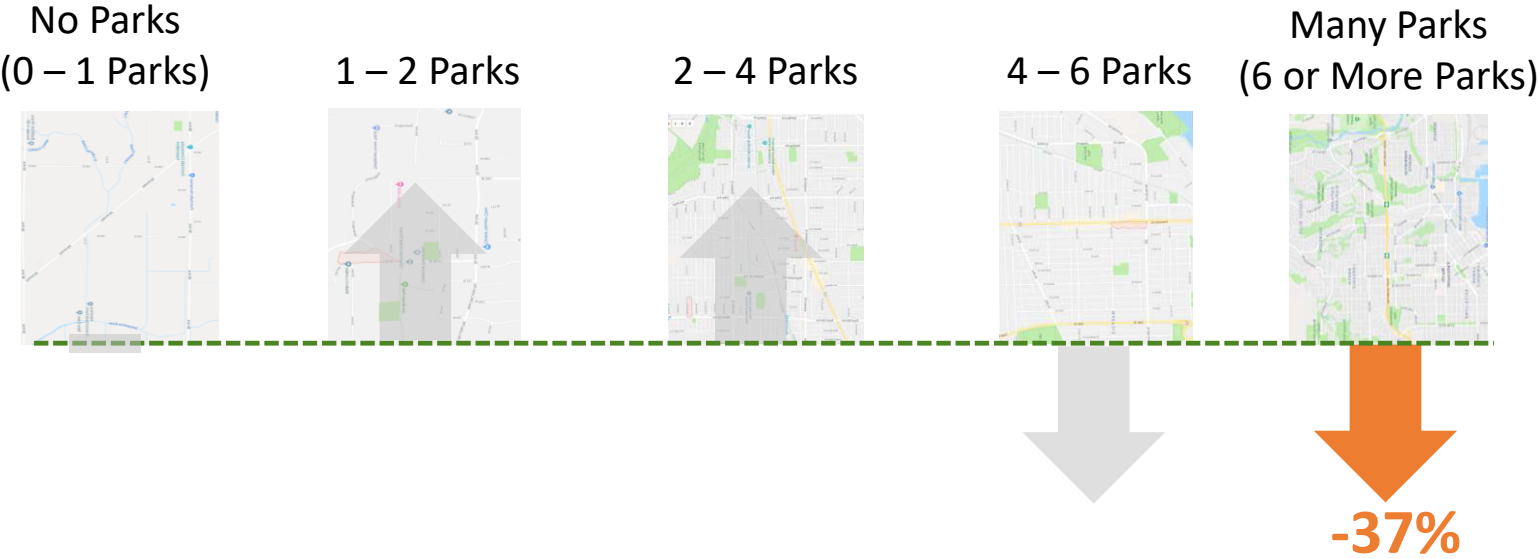
-43%

People living in an area with many parks (6 or more) are 43% less likely to be obese compared to those living in an area with no parks (0 to 1 parks).





Parks Access and Diabetes



People living in an area with many parks (6 or more) are 37% less likely to have diabetes compared to those living in an area with no parks(0 to 1 parks).





Parks Access and Heart Disease



People living in an area with many parks (6 or more) are 39% less likely to have heart disease compared to those living in an area with no parks (0 to 1 parks).

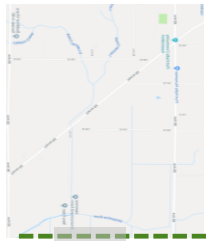




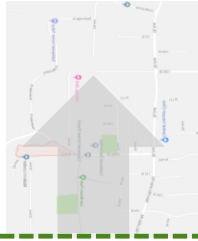
Parks Access and Stress



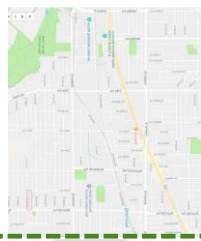
No Parks
(0 – 1 Parks)



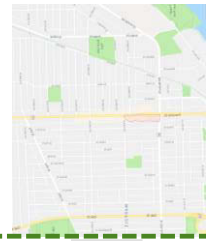
1 – 2 Parks



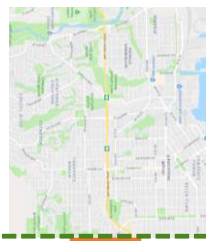
2 – 4 Parks



4 – 6 Parks



Many Parks
(6 or More Parks)



-19%

People living in an area with many parks (6 or more) are 19% less likely to have stressful days compared to those living in an area with no parks (0 to 1 parks).





Parks Access and Sense of Community

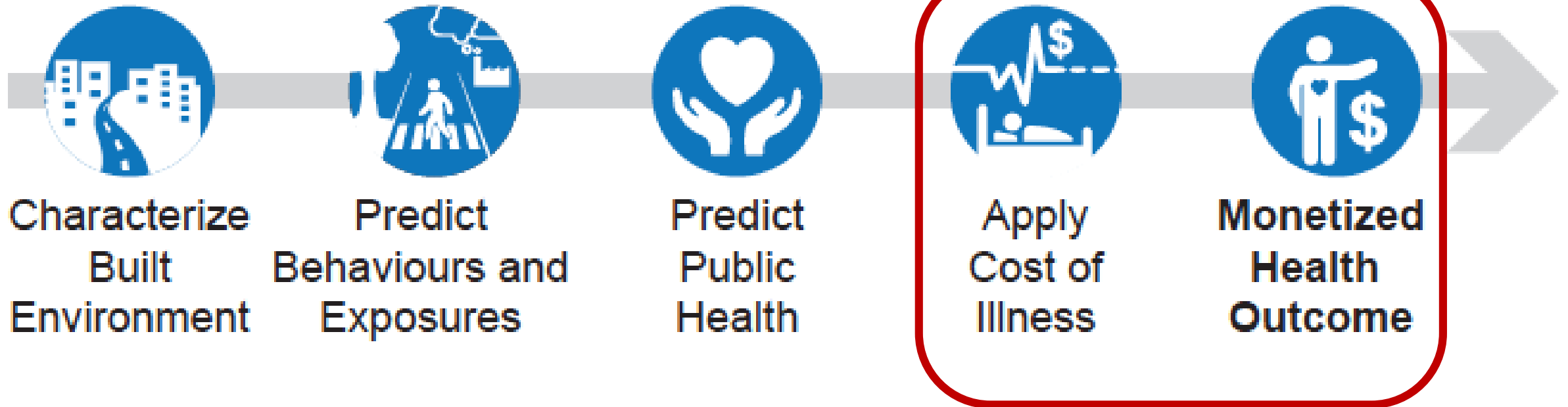


People living in an area with many parks (6 or more) are 23% more likely to have a strong sense of community belonging compared to those living in an area with no parks(0 to 1 parks).



SEQUENTIAL PROCESS

The Monetization of Health





Annual “Direct” Health Care Costs Measured:

- Prescription Medications
- Hospital Care - Day Surgery
- Hospital Care - Inpatient
- Hospital Care - Other Ambulatory Care
- Hospital Care - Outpatient – Clinic
- Hospital Care - Outpatient – Emergency
- Physician Care



Calculating the Cost of Illness

- **Calculated Direct Cost Per Case by Age and Gender:**
 - The cost per case was calculated using two data sources.
 - Economic Burden of Illness in Canada (EBIC) data was used to calculate total costs of diseases in BC.
 - Total number of cases of chronic diseases in BC were obtained from the Canadian Chronic Disease Surveillance System (CCDSS).
- **Summarized Costs for each Walkability/Park Quintile**
 - The MHMC data was linked with the cost per case to calculate total cost and per capita cost.
 - All costs calculated accounted for sampling weights used by MHMC for generalizability at the population level.

EBIC data download link: <http://cost-illness.canada.ca/custom-personnalise/national.php?clear=1>

CCDSS data download link: <https://infobase.phac-aspc.gc.ca/CCDSS-SCSMC/data-tool/?l=eng&HRs=59&DDLv=1&DDLm=PREV&CBVS=on&Age=1andOver&1=M&2=F&DDLFrM=2010&DDLTo=2010&VIEW=2>

Understanding Economic Benefits for Chronic Disease

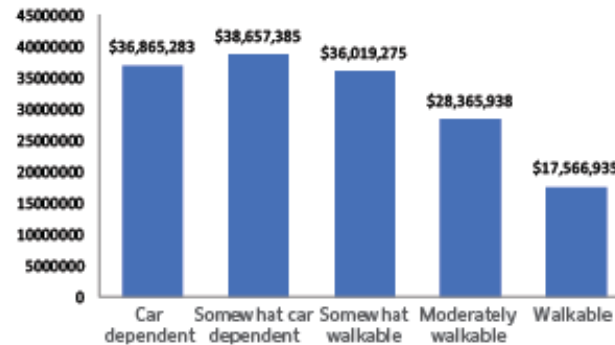
Our findings show that the type of neighbourhood you live in matters for your health. This means the type of investments we make in transportation infrastructure, parks, and land use actions will impact how much money we spend on health care. To show this relationship, we calculated annual direct health care cost by linking the My Health My Community data with the Economic Burden of Illness in Canada and the Canadian Community Disease Surveillance System estimates (see link below) for diabetes, hypertension and heart disease. Our findings suggest the type of neighborhood you live in matters for your health.



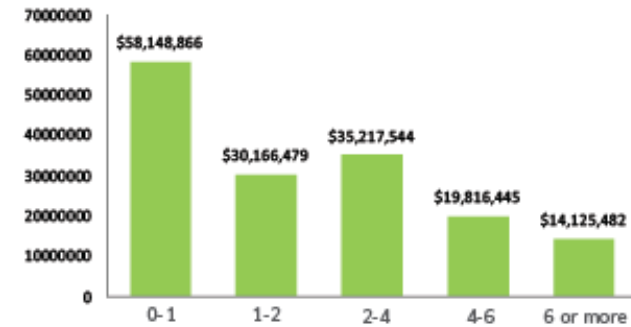
Diabetes

The direct healthcare cost of people living in a moderately walkable area is 23% less than people in a car dependent area. People living with 1-2 parks nearby spend 48% less and people with 6 or more parks nearby spend 75% less than people with 0-1 parks.

Walkability

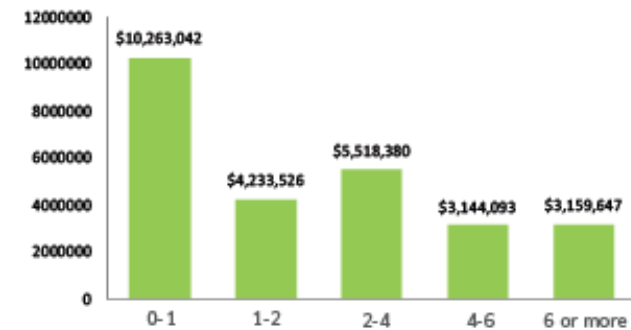
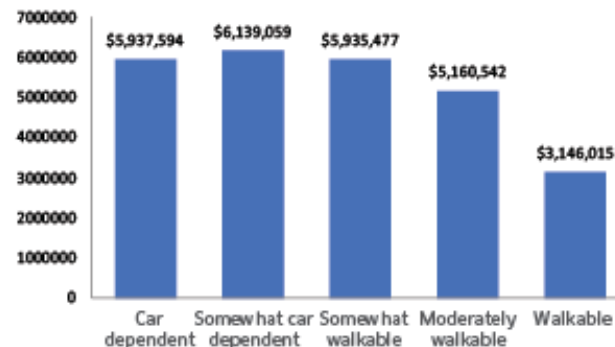


Park Access (Number of Parks)



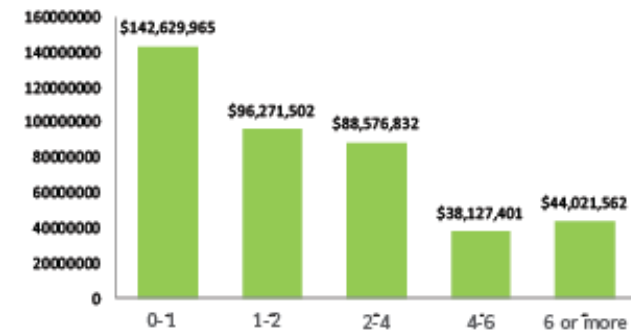
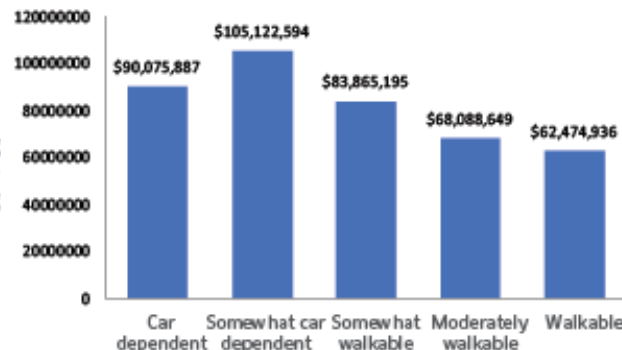
Hypertension

The direct healthcare cost of people living in a walkable area is 47% less than people in a car dependent area. People living with 1-2 parks nearby spend 59% less and people with 6 or more parks nearby spend 69% less than people with 0-1 parks.



Heart Disease

The direct healthcare cost of people living in a walkable area is 31% less than people in a car dependent area. People living with 1-2 parks nearby spend 33% less and people with 6 or more parks nearby spend 69% less than people with 0-1 parks.



Indirect Costs Not Captured and Are Larger

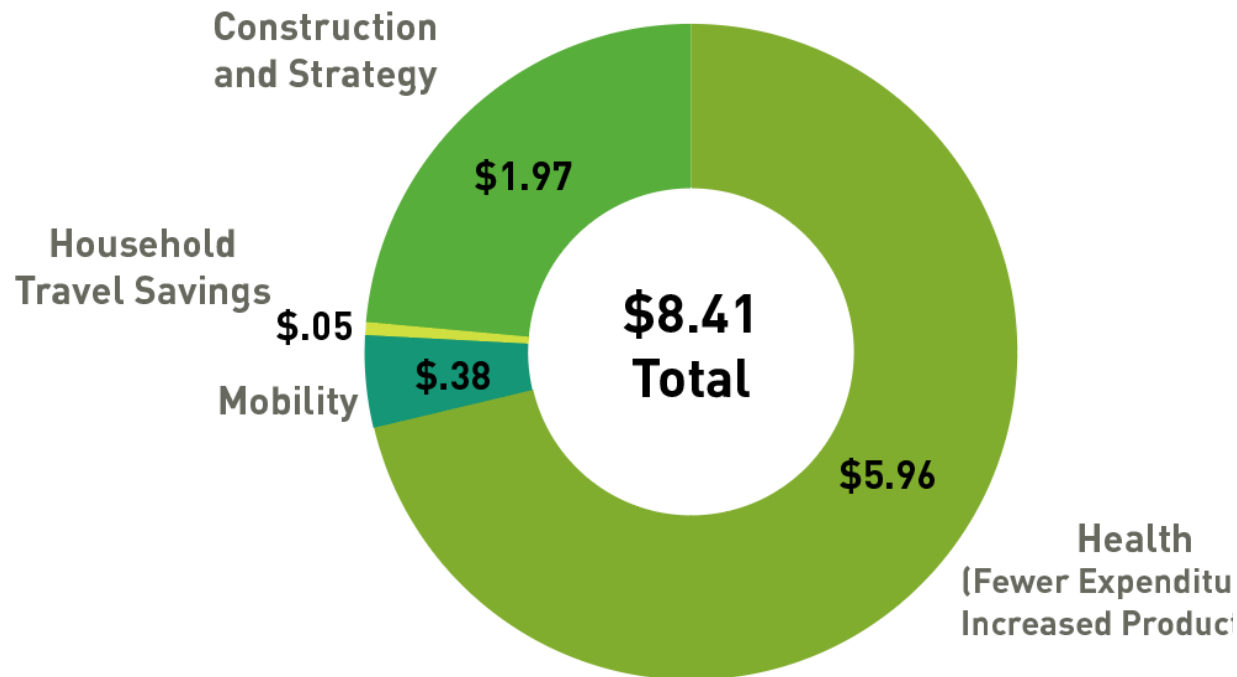
- Absenteeism and Loss of Work Productivity
- Other Costs and Impacts

Only Assessed Annual Costs

- Infrastructure Costs only One Point in Time
- Health Impacts are Ongoing

Case Study from Los Angeles

\$1 spent on active transportation infrastructure
returns over \$8 in economic growth



***\$13 billion in active transportation
investments predicted to return
\$113 billion in Sales Output***

*Active Transportation Health & Economic Impact Study.
Southern California Association of Governments; Los Angeles, CA. Frank et al 2017*

SUMMARY OF RESULTS

- ***Smart community planning isn't just good for the environment – it's good for your health and happiness.***
- People living in walkable neighbourhoods with easy access to parks are less stressed, more connected to their communities, and less likely to have heart disease or diabetes.
- By designing healthy, walkable neighbourhoods, local governments can reduce healthcare costs associated with diabetes, hypertension, and heart disease.

What are the benefits of living in a walkable neighbourhood (compared to a car-dependent area)?

- 47% more likely to have a strong sense of community
- 45% more likely to walk for transportation
- 39% less likely to have diabetes
- 42% less likely to be obese
- 23% less likely to have stressful days

What are the benefits of living in an area with six or more nearby parks (compared to an area with no parks)?

- 23% more likely to have a strong sense of community
- 20% more likely to walk for leisure or recreation
- 33% more likely to meet weekly recommended levels of physical activity
- 37% less likely to have diabetes and 39% less likely to have heart disease
- 43% less likely to be obese
- 19% less likely to have stressful days

Reducing Health Care Costs

- Investments in transportation infrastructure, parks, and walkable community planning can significantly reduce healthcare spending related to diabetes, hypertension, and heart disease.
- What are the healthcare savings?
 - **Diabetes** care costs are 75% lower for people with six or more parks nearby (over people with no parks nearby)
 - **Hypertension** care costs are 47% lower for people in walkable neighbourhoods (over people in car-dependent areas)
 - **Heart disease** care costs are 69% lower for people with six or more parks nearby (over people with no parks nearby)



Limitations

- Not Able to Infer Causation – Cross Sectional
 - Need Longitudinal Study Design
- Need to Address Impacts of Displacement and Lack of Affordability
- Did Not Account for Air Pollution Exposure, Noise, and Risk of Injury
- Did not Account for Impact of Pedestrian Environment
- Use Higher Resolution Measures of Green Space and Test More Measures of Regional Accessibility



Future Research

- Integrate Housing and Displacement Cost
- Account for Impact of Pedestrian Environment
- Account for Air Quality Impacts on Health Outcomes
- Leverage Longitudinal Data
 - Assess Causal Built and Natural Environment Impacts
 - Use Longitudinal Evidence to Shift Towards Performance Based Approach to Transportation Funding
- Apply Results to Local and Regional Decision Making Within the 5 Policy Contexts

Applying the Research

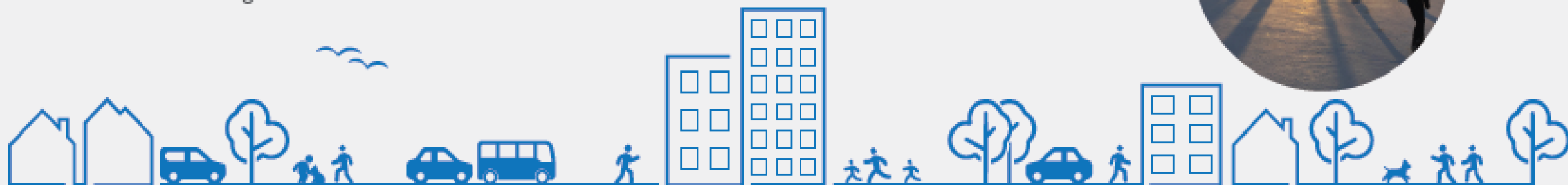
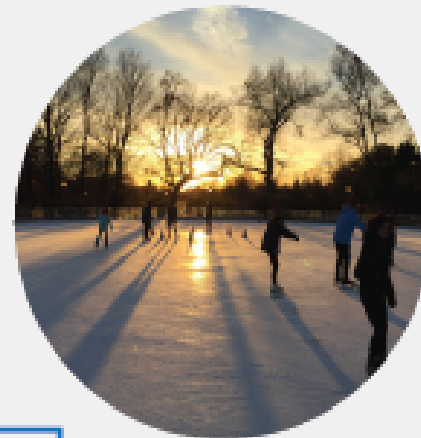
Transit Investment and TOD Business Case: Policies to promote fixed guideway transit investment integrated with high density walkable development based on predicted reductions in chronic disease and associated health care cost savings.

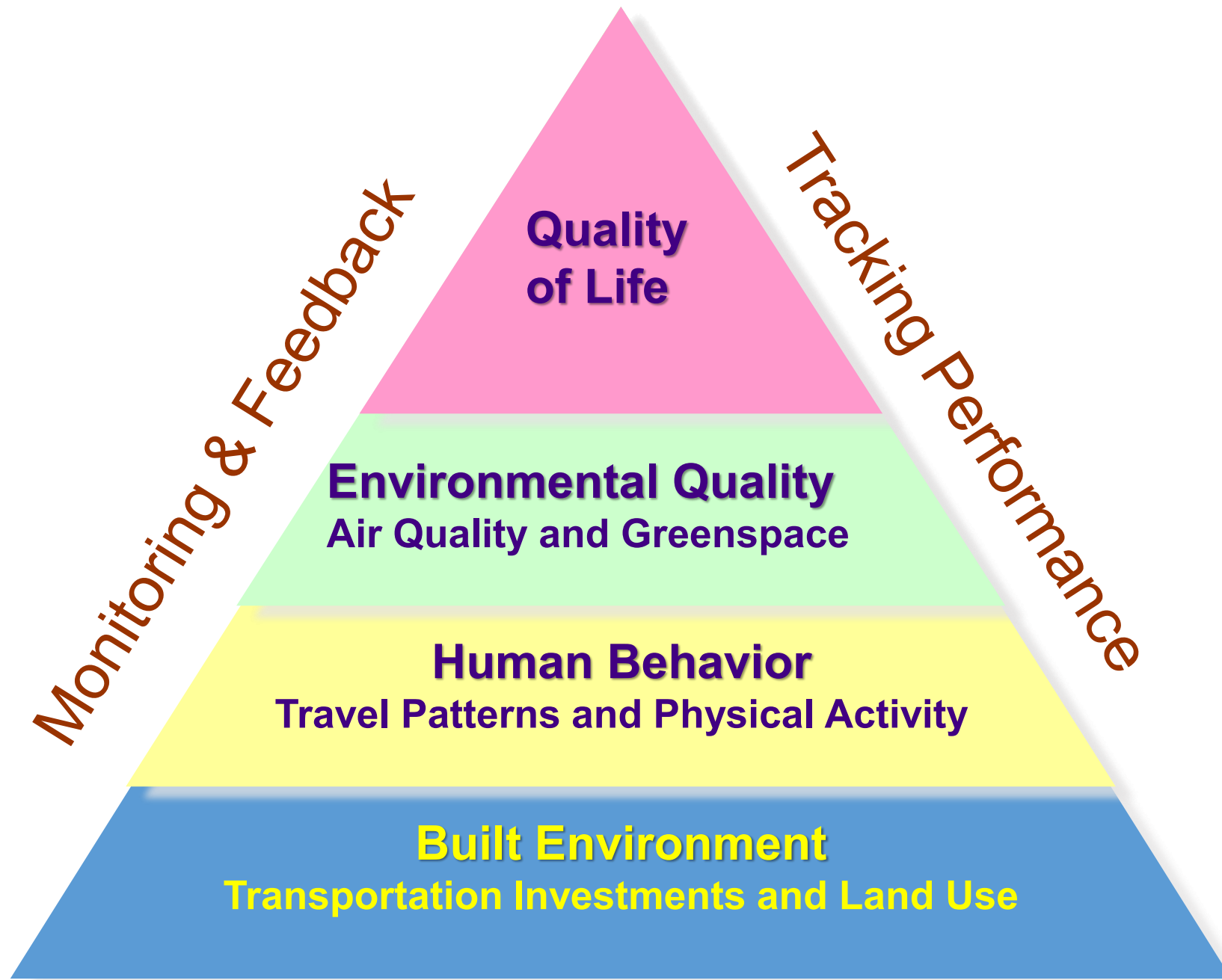
Green Space: Investments in parks, green space, and open space programs to foster increased access to recreational environments based on predicted physical and mental (sense of community and social capital) benefits and health care cost savings.

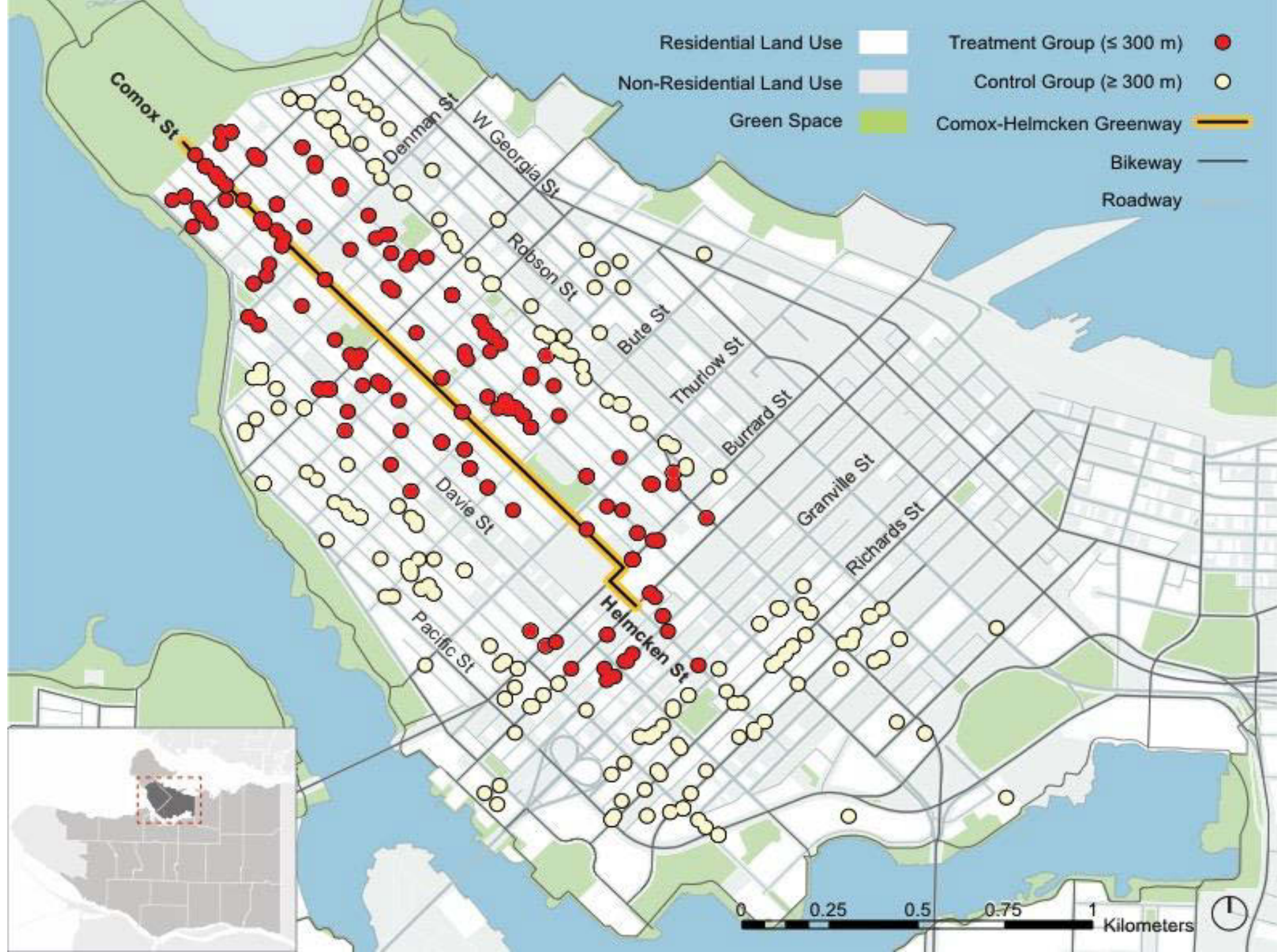
Active Transportation Planning: Application of results demonstrating health and economic benefits of investing in active transportation to help justify increased funding for pedestrian and bike infrastructure and to help with defining needs and prioritizing investments.

Land Use Scenario Planning: Regulatory and fiscal policies to support increased access to shops and services and overall land use mix and densification and creation of contrasting future growth scenarios linked with health outcomes and costs.

Health Equity: Investing in underserved communities where transit, active transportation, greenspace, and policies to promote local access to shops and services are most needed to reduce the chronic disease burden born by the most disadvantaged.







Before



After (Counterflow Lanes)



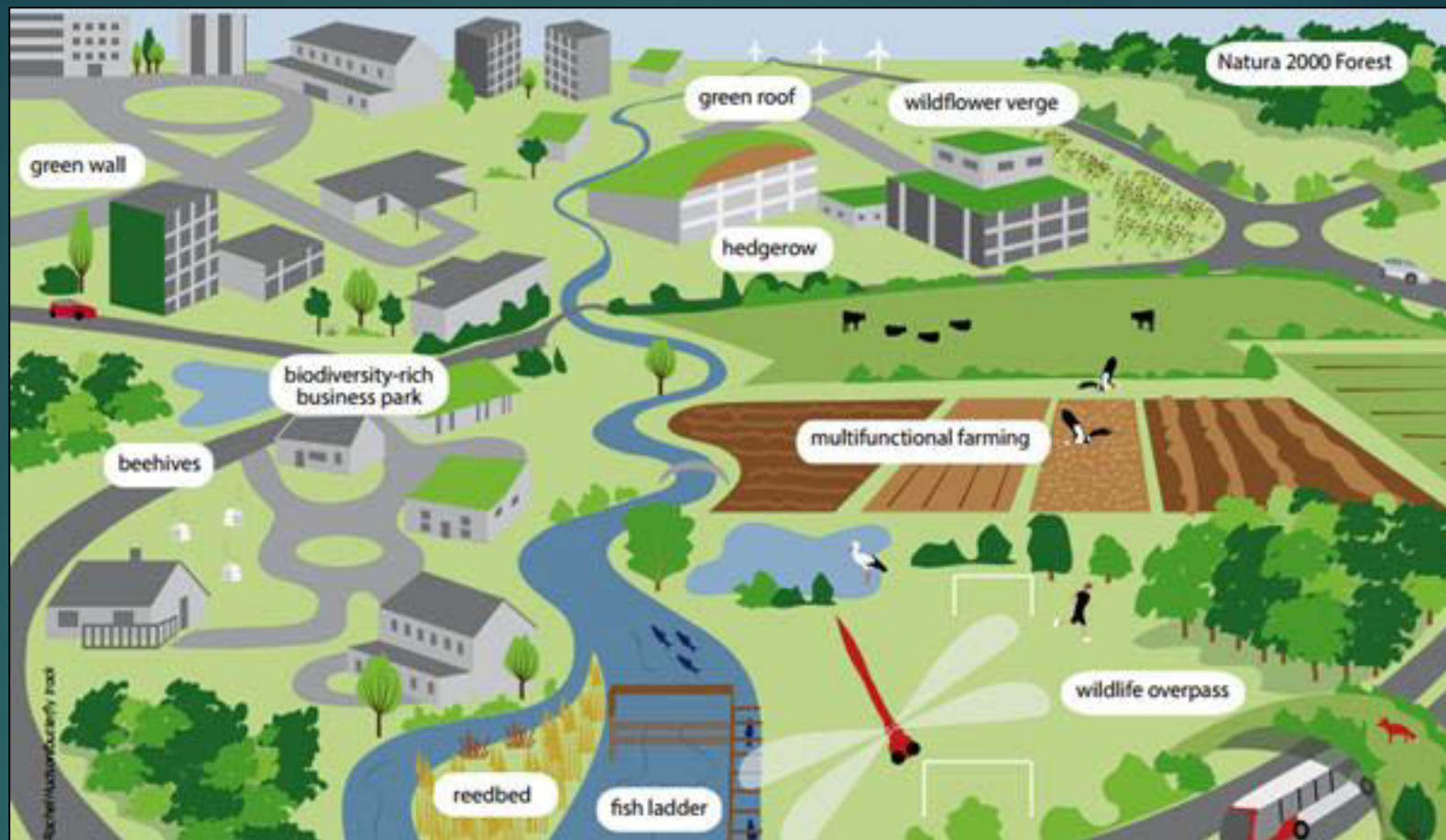
Results

- Residents living within 300 Meters of the greenway reduced their transport GHG emissions by 21%
 - Those further away actually increased driving and GHG emissions likely due to emergence of car sharing
 - Transportation Research Part D: Ngo, Hong, and Frank, 2018
- Residents Living within 300 Meters of the greenway where twice as likely to meet recommended physical activity levels after the opening of the greenway
 - Those further were less likely to meet this target
 - Preventive Medicine: Frank, Ngo, Hong, 2019

“Nothing Great Was Ever Achieved Without
Enthusiasm”

Ralph Waldo Emerson





Regional Green Infrastructure Benefits for Climate Action

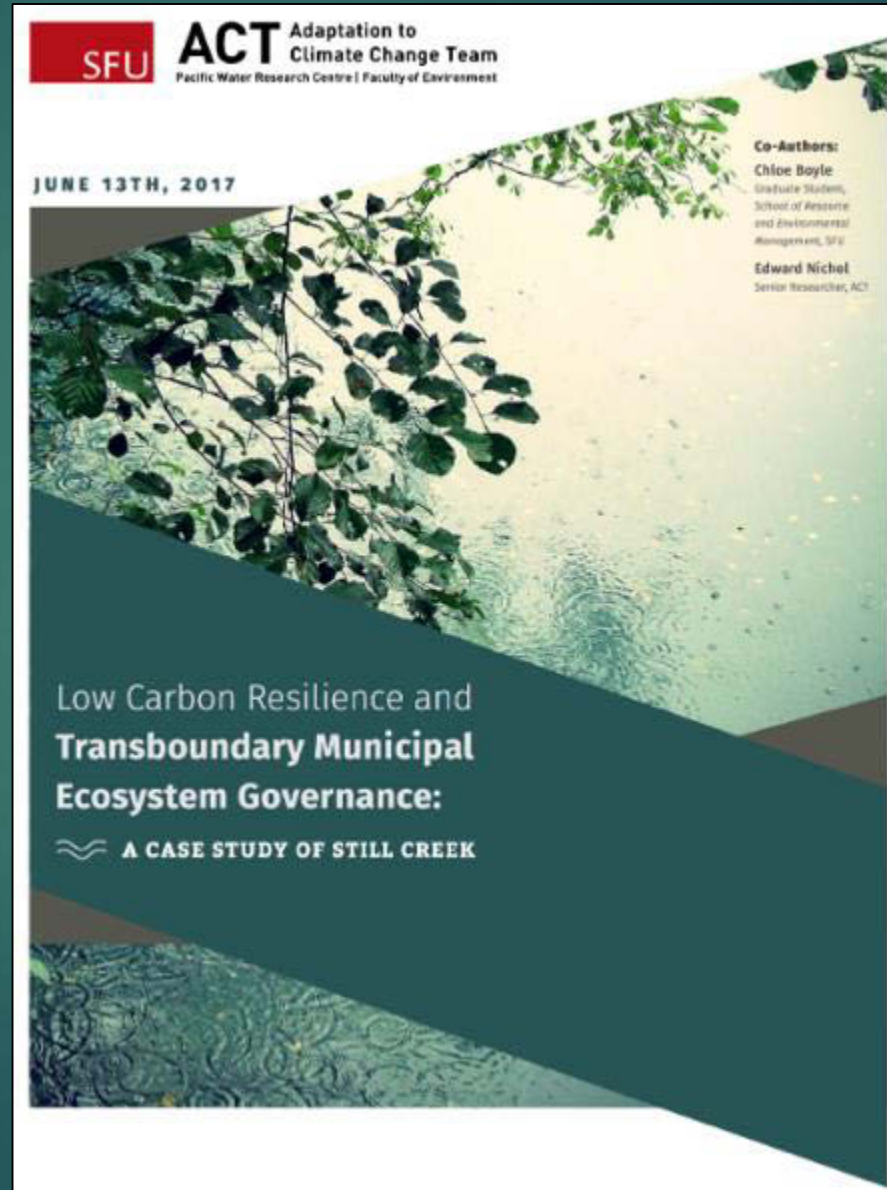
Deborah Harford, ED, ACT, SFU
July 5th, 2019
Metro Regional Planning Committee

SFU

ACT Adaptation to
Climate Change Team

ACT (Adaptation to Climate Change Team), SFU

2

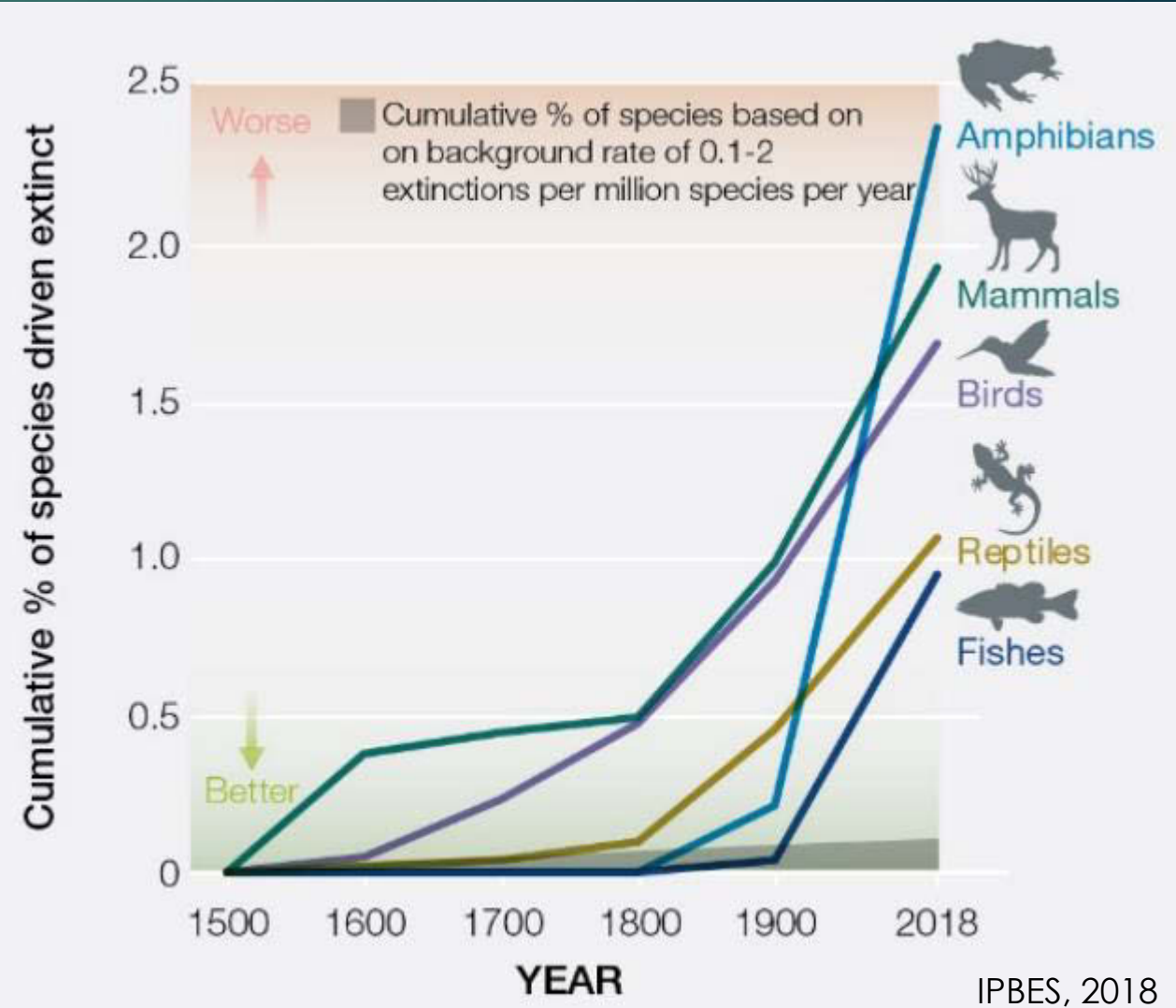


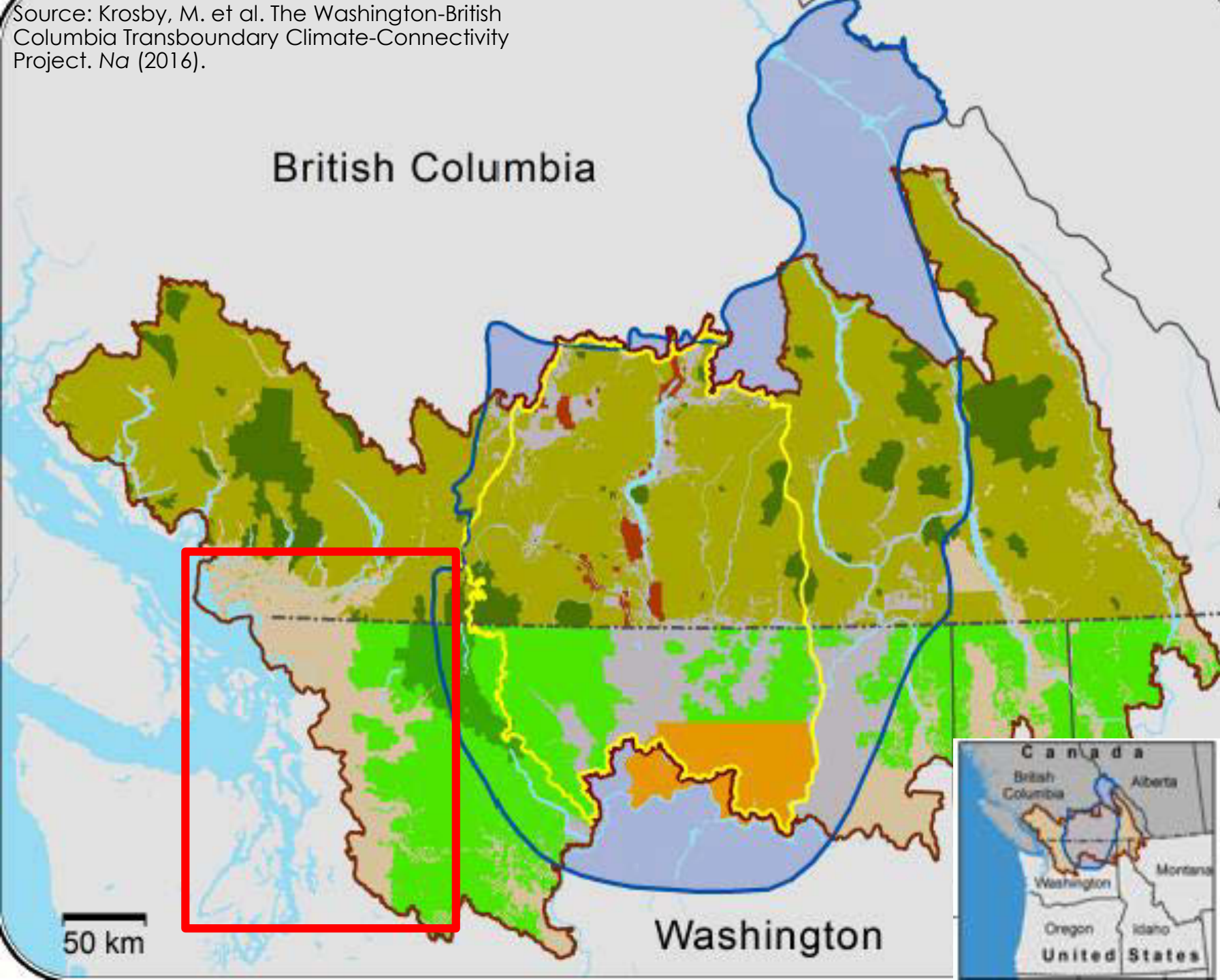
- Ecosystem health is key to species survival in a changing climate
- Co-benefits for adaptation & emissions reduction (LCR)
- Additional benefits for health, property values, location desirability

Biodiversity Loss and Climate Change

3

CLIMATE CHANGE ADAPTATION AND BIODIVERSITY





Ecosystems thrive best when connected. Note lack of connectivity planning for urban and developed areas



Partnership 1

WA-BC Transboundary Region

USFS BC Parks
NPS BC FLNRO

Partnership 2

Okanagan-Kettle Region

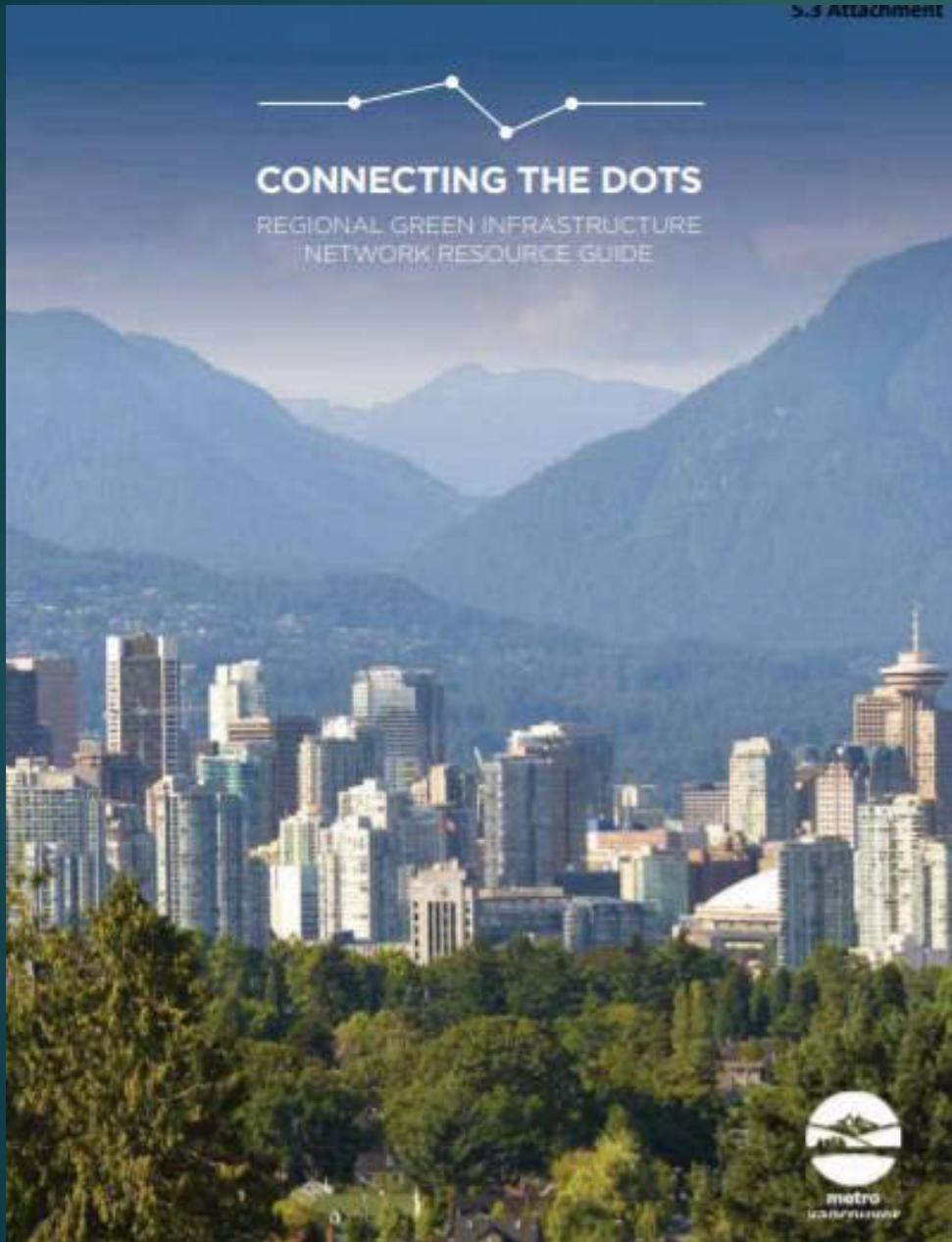
Partnership 3

Okanagan Nation Territory

CCT ONA

Metro Vancouver: Current Actions

5



**The Integrated Stormwater
Management Plan for the
Still Creek Watershed**



GREEN INFRASTRUCTURE

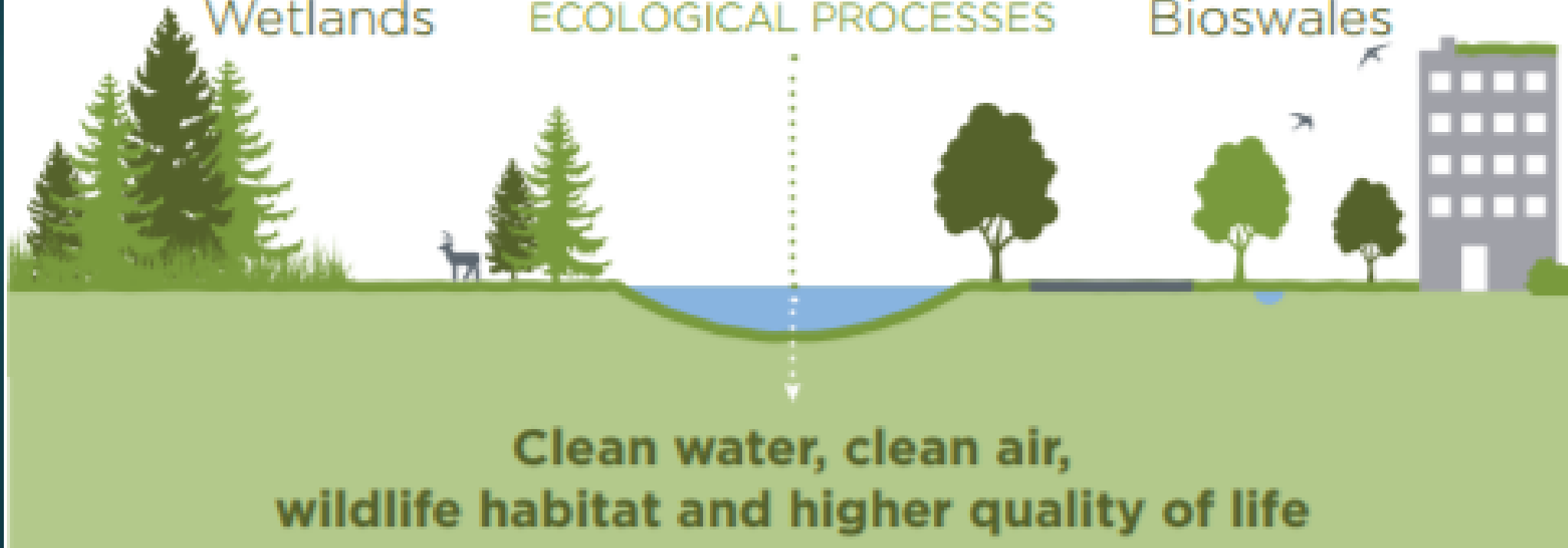
Natural

Grasslands
Riparian areas
Forests
Fields
Wetlands

Human-made

Street trees
Rain gardens
Green roofs
Porous pavement
Bioswales

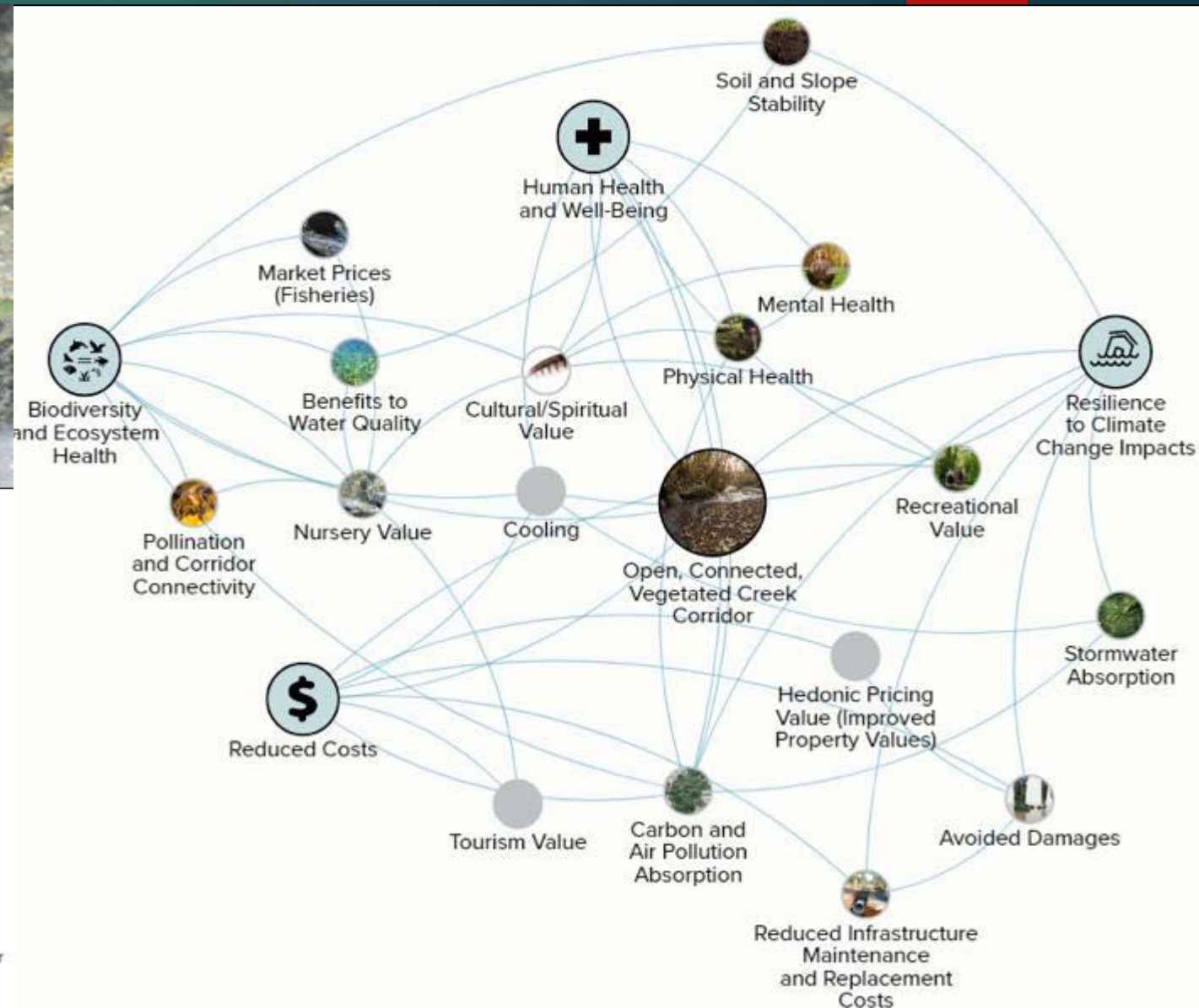
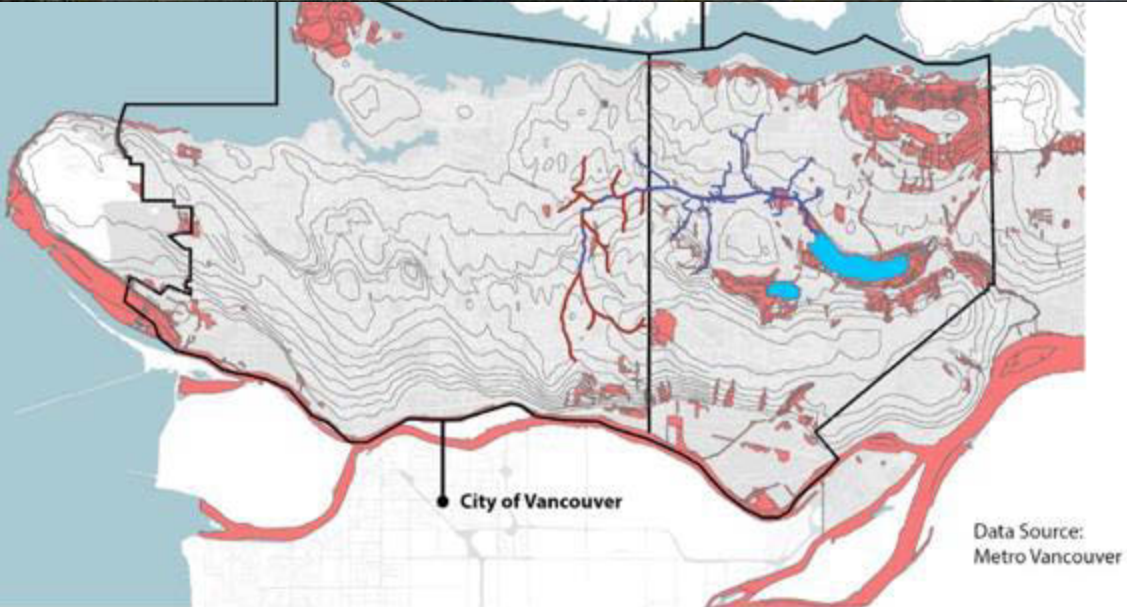
INTERCONNECTED
NATURAL SYSTEMS AND
ECOLOGICAL PROCESSES



Metro Vancouver.
(2015). Connecting the
Dots: Regional Green
Infrastructure Network
Resource Guide.

Still Creek: Benefits of Transboundary Approach

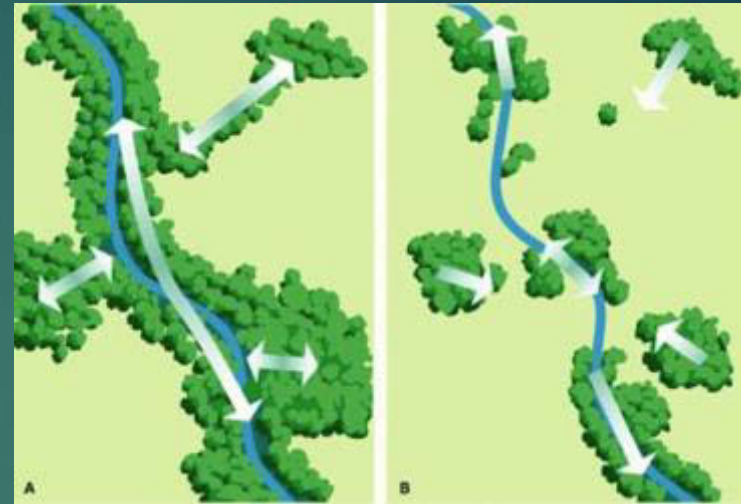
7



A Regional Approach to Green Infrastructure

8

- ▶ Strategic decisions about money/budgets and time
- ▶ Bigger benefits from bigger features
 - ▶ E.g. Tree vs forest
 - ▶ Combined large and small features (matrix/network)
- ▶ Targeted policy, planning, development tools and standards



A regional approach to green infrastructure

- ▶ Feedback from professions and research supports focusing on a regional approach to green infrastructure planning to achieve multiple benefits
- ▶ Opportunity to include regional green infrastructure policies as part of Metro 2040 update



Thanks to our Project Funders

10





2019-2022 Board Strategic Plan

REGIONAL PLANNING

Ann Rowan

PROGRAM MANAGER, COLLABORATION &
ENGAGEMENT, EXTERNAL RELATIONS

Regional Planning Committee Meeting: July 5, 2019

30318342

Megan Gerryts

CORPORATE PROJECTS COORDINATOR, CAO
EXECUTIVE OFFICE



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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Board Strategic Planning Workshop

➤ 30-Year Planning Context

- Regional Growth
- Environmental Sustainability
- Financial Sustainability
- Regulatory and Legislative Environment
- System Stewardship

➤ Visioning Exercise

➤ Strategic Directions



2019-2022 Board Strategic Plan

➤ *Board Strategic Plan* context

➤ Organizational overview

➤ Vision and mission

➤ Strategic directions

- Regional Federation
- Water Services
- Liquid Waste Services
- Solid Waste Services
- Regional Parks Services
- Housing Services
- Regional Planning
- Air Quality & Climate Change

Common Themes

- Commitment to long-term financial planning
- The importance of infrastructure resilience
- Value of collaboration
- Leadership on climate action
- Innovation in projects and operations

Success of Future Generations
People
Attracting and Keeping Young People
Regional Prosperity
Circular Economy
Financial Sustainability
Natural beauty
Bring Joy
Partnerships
Zero Waste
Carbon Neutral
Anticipate Growth
Effective Governance and Service Provision
Thriving Economy
Manage Resources
Equitable Distribution of Incremental Costs
Manage Growth
Protect People and the Environment
Engaged Public
Expanded Housing Authority
Stewardship
Shared Responsibility
Custodians of the Region
Regional Vision
Regional thinking
Future Generations
Clean Water
Clean Air
Human Health
Culture of Collaboration
Adaptable
Inclusive
Complete Communities
Diversity
Shared Services
Collaboration
Improve Livability
Culture that Embraces and Drives Innovation
Serve the people of the region
Improved Health and Well-Being
Sustainability
Balance
Core Utilities
Economies of Scale
Fully Connected Public Transportation System
Productive Lands
Leadership
Embrace sustainable principles and practices
Provide Services
Clean Rivers and Oceans
Prepared
Expanded Scope
Equality
Healthful Place to Live
Affordability
Resilience
Innovation

Strategic Directions:

1. Advancing the Regional Growth Strategy
2. Ensuring Complete and Livable Communities
3. Protecting Lands within the Region
4. Fostering Collaboration and Engagement

Next Steps

- Final document to Finance and Intergovernment Committee
July 17, 2019
- Board approval July 26, 2019
- Document will guide development of annual budget and
work plan and five-year financial plan



Comments?



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Metro 2050

ENGAGEMENT PLAN

Sean Tynan

ACTING SENIOR PLANNER, REGIONAL PLANNING

Larina Lopez

DIVISION MANAGER, CORPORATE COMMUNICATIONS

Regional Planning Committee Meeting, July 5, 2019



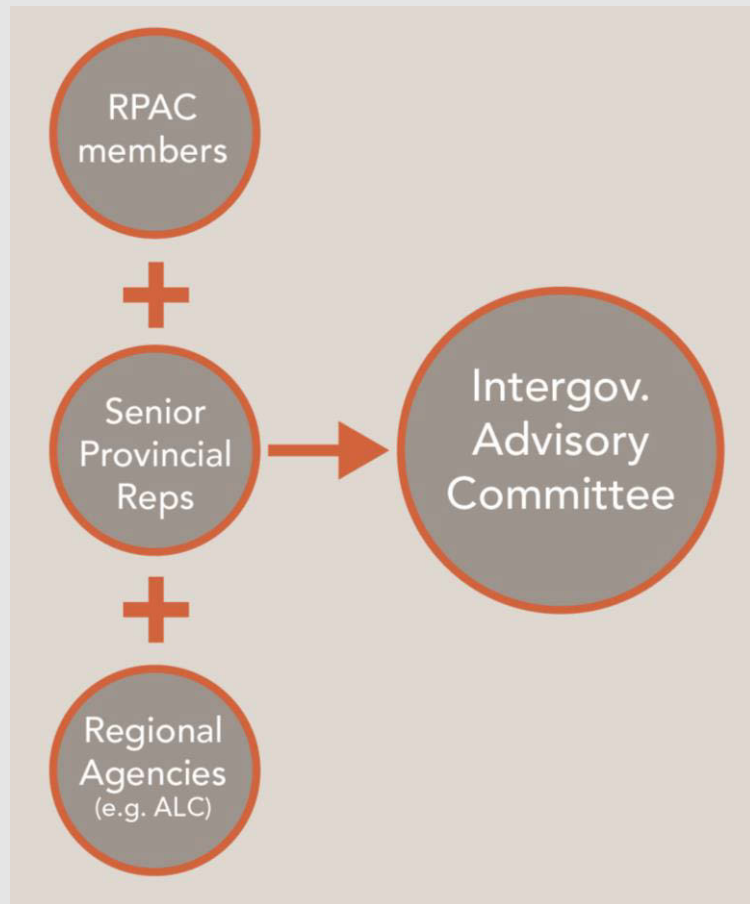
metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

PROJECT TIMELINE



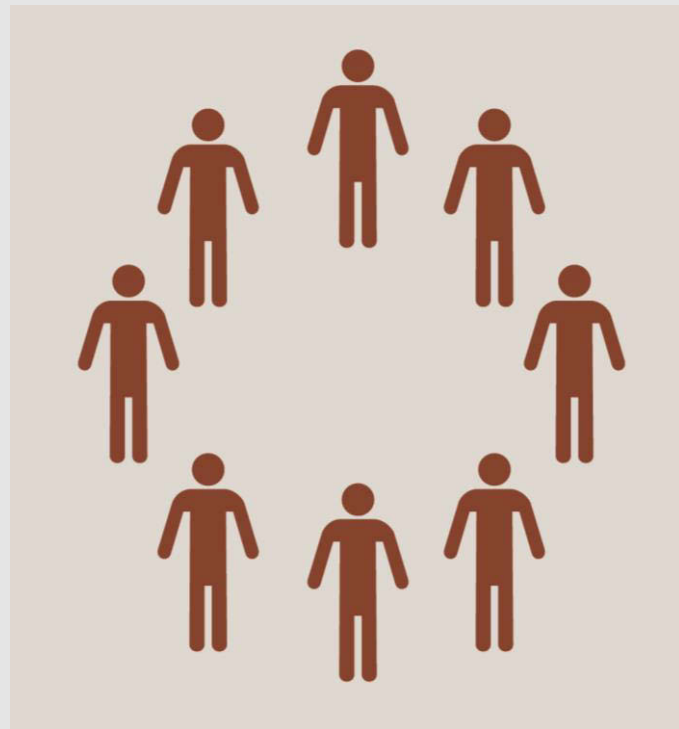
Engagement Plan

- *Local Government Act:*
 - Identifies audiences and approaches for engagement
 - Board must adopt engagement plan that provides “early and ongoing” opportunities for input
 - Board must consider Regional Public Hearing
- Engagement Plan consistent with Public Engagement Policy



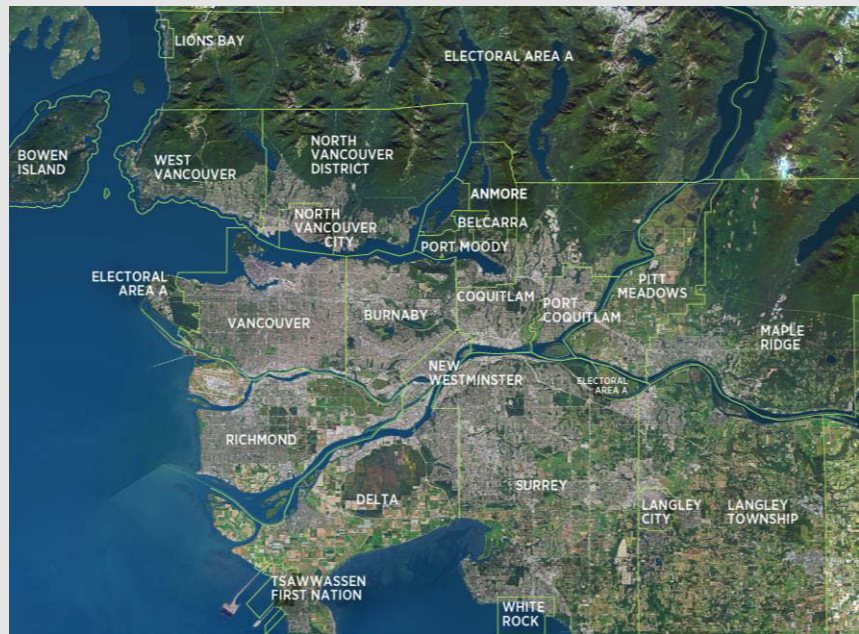
Approach to Engagement

- Focus on those most directly affected
- Match audience and expertise to issue (Policy Reviews)
- Build on existing plans and other engagement processes



Signatories

- Affected local governments (20 municipalities, 1 Treaty First Nation, TransLink, FVRD, SLRD)
- Engage through policy reviews, existing committees, IAC and additional workshops
- Council presentations offered in each phase



Non-signatory stakeholders

- Some targeted engagement with additional experts (academics & interest groups)
- Engage through Regional Planning Advisory Committee, IAC, policy reviews, workshops



First Nations

- Letters and follow-up phone calls
- Individual meetings
- Invitations to Policy Review meetings
- Community to Community events



Public

- Joint survey with TransLink on vision and values for the future of the region
- Website with comment section
- Sustainability breakfast(s)
- Social media
- Webinar(s) and video
- Regional Public Hearing
- Leverage outcomes from aligned engagement processes



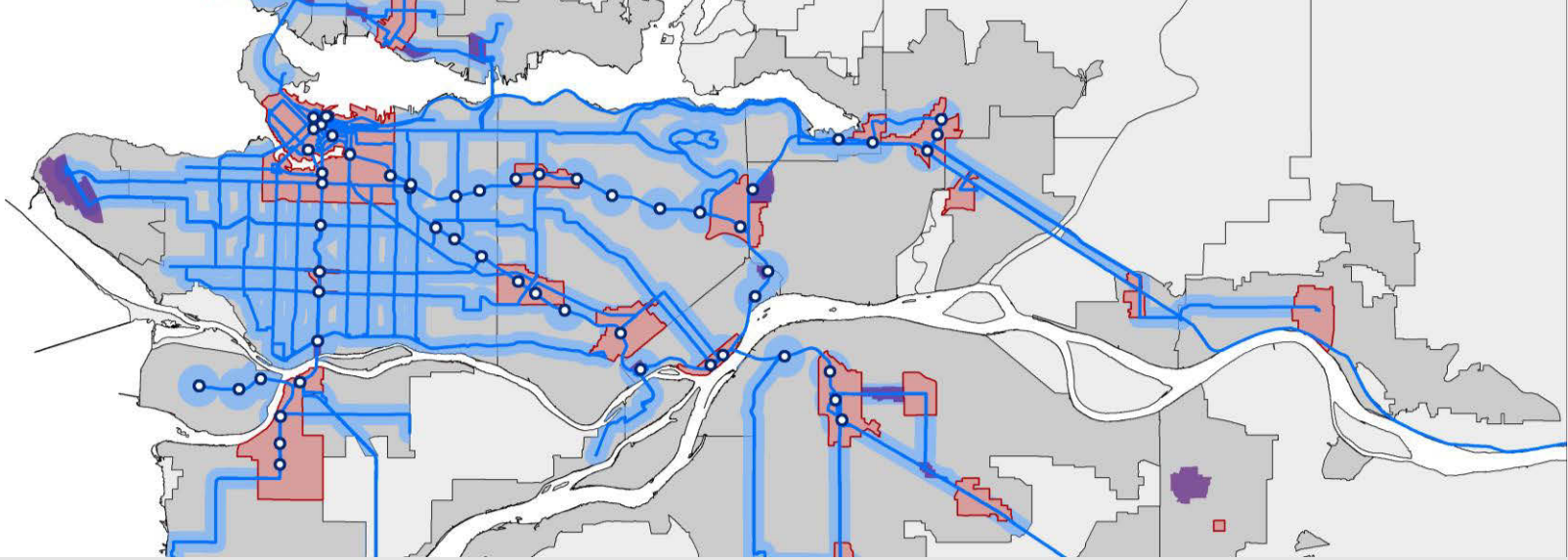
Next Steps

- Letters to affected local governments and First Nations (August)
- Establish Intergovernmental Advisory Committee (September)
- Additional Policy Review updates (September)
- Council presentations on request (September-December)



A photograph of a wooden boardwalk with railings, winding through a dense forest of tall evergreen trees. The boardwalk is made of wooden planks and has a railing made of wooden posts and rails. The forest is lush with green foliage, and sunlight filters through the trees, creating a dappled light effect on the ground and the boardwalk. The perspective is from a low angle, looking down the boardwalk as it curves through the forest.

Thank you



2016 Urban Centre and FTDA Data Profiles

URBAN CENTRE AND FTDA DASHBOARD

Erin Rennie

SENIOR PLANNER, REGIONAL PLANNING

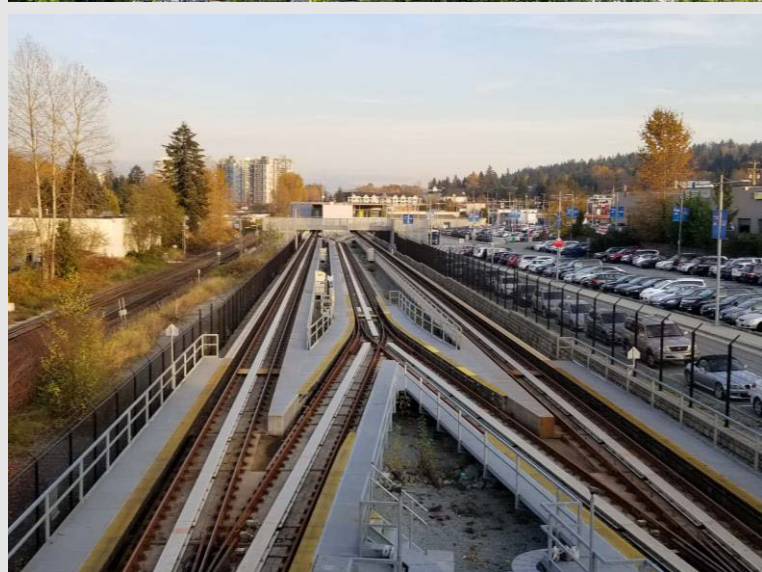
Regional Planning Committee | July 5, 2019



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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Today

1. Context
2. Dashboard Demo
3. Data Profile Initial Findings
4. Policy Implications
5. Next Steps





Urban Centres and Frequent Transit Development Areas

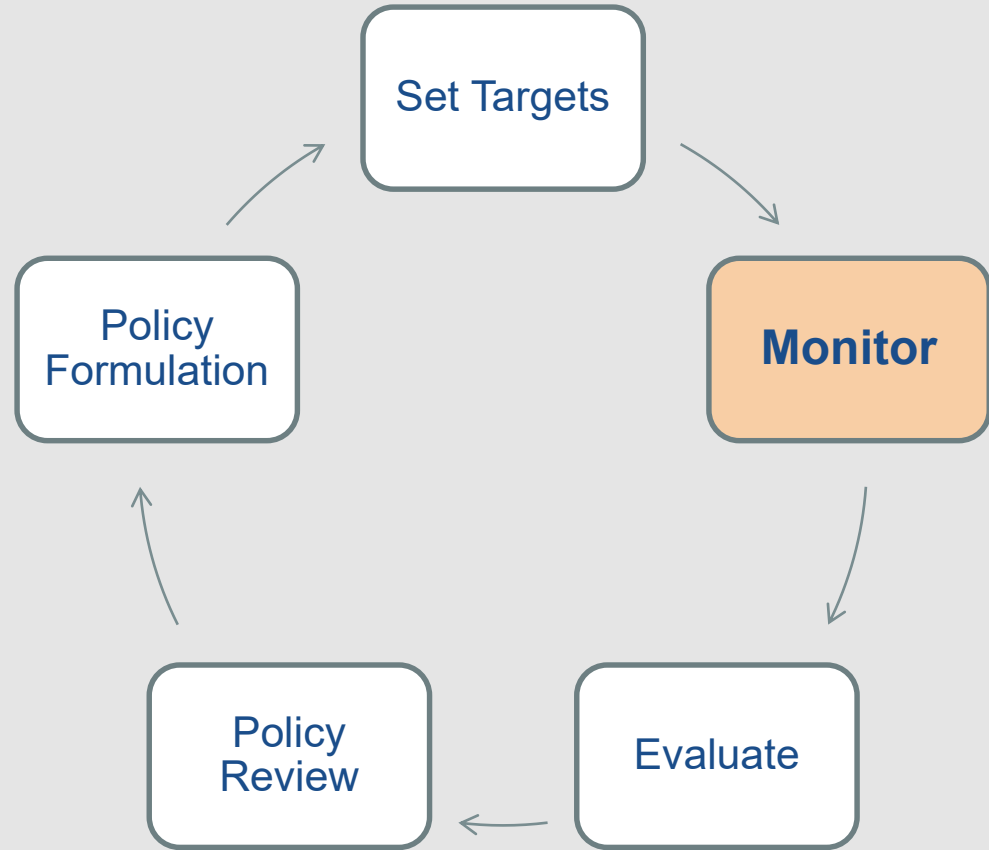
- Focal points for concentrated growth and activity
- Frequent transit
- High quality walking and cycling environment
- Transit-oriented development
- Complete communities
- Mixed uses
- Amenities, shops, services, & jobs

Urban Centre and FTDA Policy Review - Status



Urban Centre and FTDA Policy Review

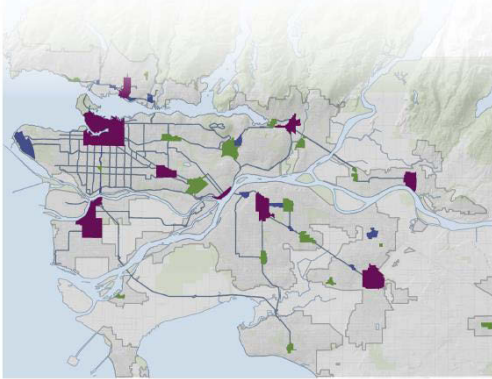
Policy Cycle



February 25, 2016

Urban Centre & Frequent Transit Development Area Data Profiles

Metro Vancouver 2040: Shaping our Future



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LANGLEY REGIONAL CENTRE

Langley Regional City Centre is located partially in the City of Langley and partially in the Township of Langley. The Centre is connected to Surrey Metro Centre by frequent bus.

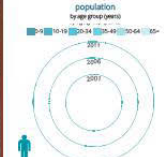
Projections

Regional City Centres are targeted to accommodate 16% of regional dwelling unit growth and 19% of regional employment growth between 2006 and 2041.

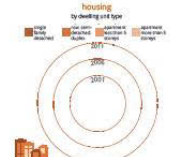
Growth projections for Langley Regional Centre are to be confirmed.

Source: Metro Vancouver

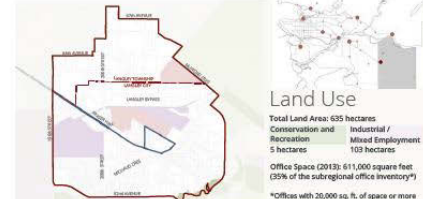
2001-2011 Trends



	2001	2006	2011
people	TBD	TBD	16,500
persons per hectare	TBD	TBD	26
median age	TBD	TBD	TBD



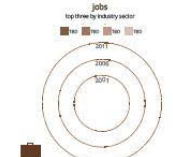
	2001	2006	2011
dwelling units	TBD	TBD	8,500
units per hectare	TBD	TBD	14
owner-mentor ratio	TBD	TBD	TBD



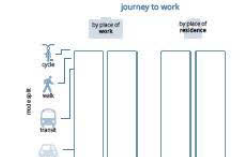
Land Use

Total Land Area: 635 hectares
Conservation and Recreation: 5 hectares
Office Space (2013): 611,000 square feet (35% of the subregional office inventory)
*Offices with 20,000 sq. ft. of space or more

About this data:
New boundaries for this centre were confirmed through the 2013 regional context statement. Data for 2001 to 2011 trends are not yet available for the confirmed boundary. Figures will be added and updated when the data becomes available.



	2001	2006	2011
jobs	TBD	TBD	24,500
jobs per hectare	TBD	TBD	36



	2006	2011
employed workers	TBD	TBD
employed residents	TBD	TBD



Monitoring and Evaluation: 2011 Baseline Profiles

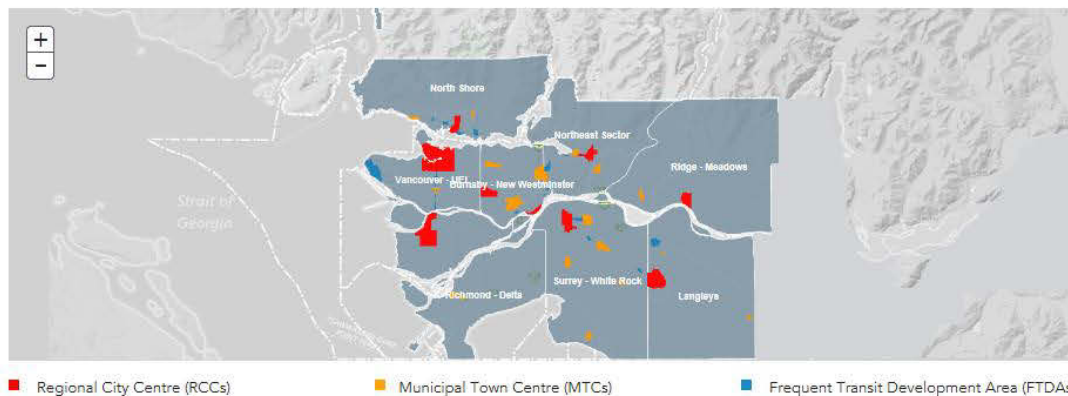
<http://www.metrovancouver.org/UrbanCentreProfiles>

Urban Centre and FTDA Profiles

Urban Centres and Frequent Transit Development Areas (FTDAs) are transit-oriented communities with diverse populations, a range of employment opportunities, public spaces, and lively cultural and entertainment amenities. They are places that have been identified as good places to direct and accommodate regionally-significant housing and job growth.

Urban Centres and FTDAs are critical concepts in realizing the regional vision as articulated in Metro Vancouver 2040: Shaping Our Future. Focusing growth in a network of complete communities linked by transit has been a long standing and successful strategy for regional planning in Metro Vancouver. There are three types of Urban Centres: Metro Centres, Regional City Centres, and Municipal Town Centres. FTDAs are areas along frequent transit corridors that have been identified for transit-oriented growth.

Metro Vancouver's role is to monitor and report on growth in Urban Centres and FTDAs. This is done by developing data profiles for each Urban Centre and FTDA. Past data profiles can be found [here](#).



Urban Centre and FTDA Profile Dashboard Demo

<http://www.metrovancouver.org/UrbanCentreProfiles>

2016 ▼

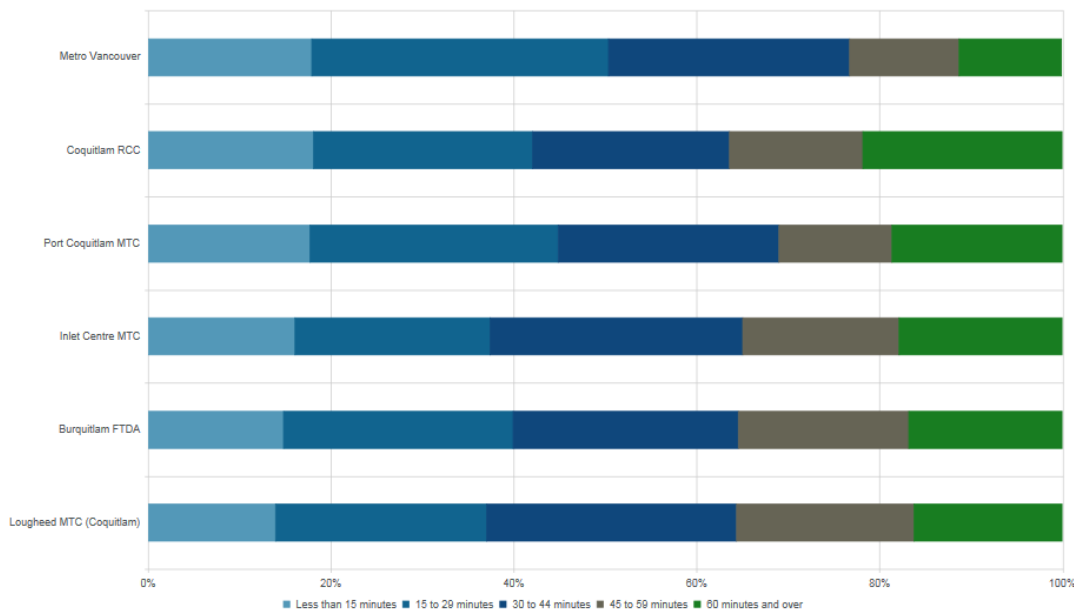
154 HECTARES



Commute Duration (People Living Here)



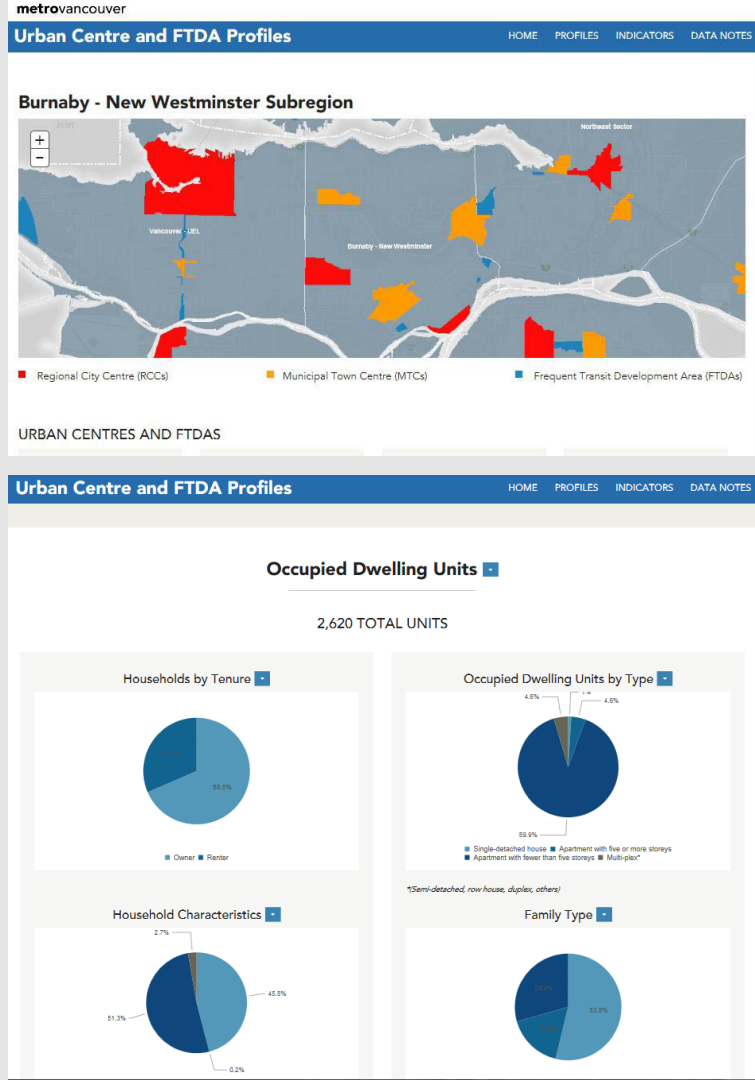
Northeast Sector OR --Select a municipality--
 --Select a type-- 2016



Dashboard - Indicator Pages

Additional Functionality

- Downloadable tables
- Downloadable charts
- Compare by municipality, subregion, or centre type
- 2006 and 2011 data coming soon



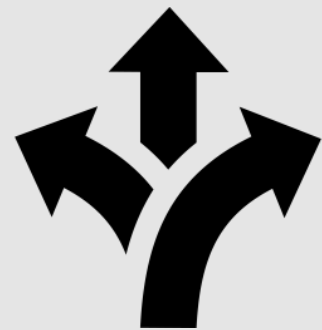
General Findings

- High degree of variability within centre types, especially for FTDAAs
- Most centres are meeting TransLink's Service Guideline minimum for Frequent All-Day Transit
- Balanced renter/owner mix across centres, although this relates to the household, not the building



Policy Review Implications

- Additional centre types may help rationalize high degree of variability
- % purpose built rental building might be a better metric than % renter
- Potential Urban Centre/FTDA Criteria and/or Targets:
 - Density range
 - Jobs-to-Residents Ratio
 - Intersection Density



Next Steps

- Receive and analyze updated 2006 and 2011 data
- Calculate growth in Urban Centres and FTDA's
- Propose policy options for:
 - New centre types
 - Criteria ranges for each centre type
 - Target ranges for each centre type





Thank You



Urban Centre and FTDA Policy Review

BACKGROUND PAPER & ENGAGEMENT UPDATE

Erin Rennie

SENIOR PLANNER, REGIONAL PLANNING

Regional Planning Committee | July 5, 2019



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Purpose

- Present Growth Framework Background Paper
- Update Committee on Engagement Activity



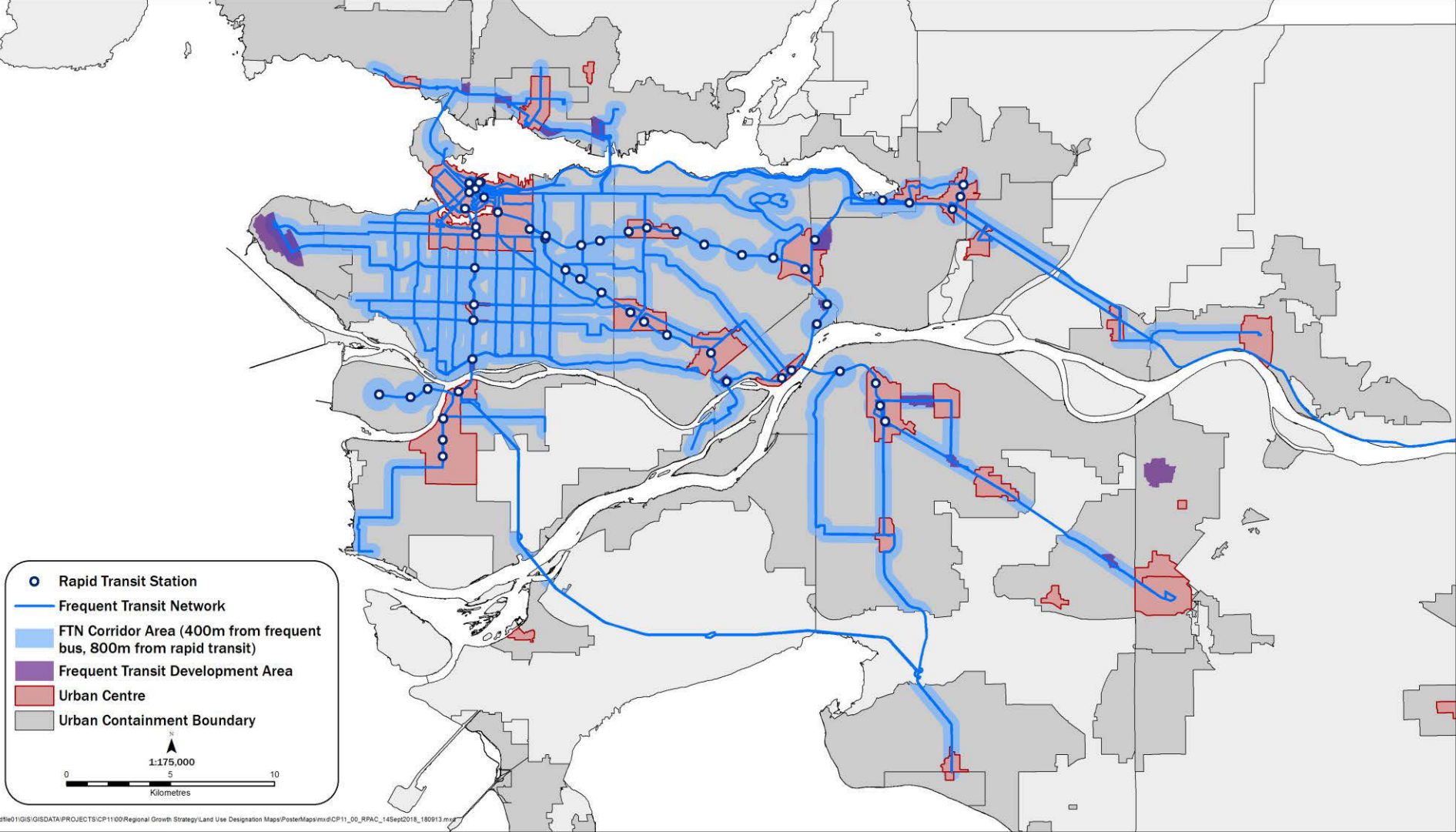
Urban Centre and FTDA Policy Review - Status










Metro Vancouver's Growth Framework

Objective	<i>Metro 2040</i> Tool
Contain urban sprawl to protect important lands	Urban Containment Boundary
Focus growth in complete communities close to transit	Urban Centres Frequent Transit Development Areas





Components of a Growth Framework

Basic Growth Framework (generic)						
Types	Development Priority	Identification Criteria	Targets/ Expectations	Caps	Links to Regional Services	Geographic Distribution
The different types of geographies within the framework and their definitions.	A growth framework may consider growth scales, timing, and phasing. It may indicate where the most growth should go and where the growth should go first, second, and so on.	The criteria by which a growth centre or corridor is evaluated for identification.	A growth framework may identify growth targets or other administrative requirements once centres or corridors have been designated.	Some growth frameworks include growth caps or maximums indicating the maximum amount of growth permitted or anticipated in a geography within a certain timeframe.	A growth framework may draw links between the identification of a growth centre and the provision of regional services. The growth centre type may or may not scale with the level of service provided.	A growth framework may indicate how growth and the benefits and costs that come with growth will be distributed across a region.
						 6

Stakeholder Engagement

TransLink Staff: April 8, 2019








RPAC: April 12, 2019

Goals: Identify opportunities to enhance growth framework.

Focus: centre types, designation criteria, targets/expectations, links to regional services



Components of a Growth Framework

Basic Growth Framework (generic)						
Types	Development Priority	Identification Criteria	Targets/ Expectations	Caps	Links to Regional Services	Geographic Distribution
The different types of geographies within the framework and their definitions.	A growth framework may consider growth scales, timing, and phasing. It may indicate where the most growth should go and where the growth should go first, second, and so on.	The criteria by which a growth centre or corridor is evaluated for identification.	A growth framework may identify growth targets or other administrative requirements once centres or corridors have been designated.	Some growth frameworks include growth caps or maximums indicating the maximum amount of growth permitted or anticipated in a geography within a certain timeframe.	A growth framework may draw links between the identification of a growth centre and the provision of regional services. The growth centre type may or may not scale with the level of service provided.	A growth framework may indicate how growth and the benefits and costs that come with growth will be distributed across a region.
						

What we heard – Centre Types

- Expand the number of centre types
- Better differentiate the criteria, characteristics, targets, expectations, and regional services associated with each centre type
- “growth” vs. “stable” centres, or “existing” vs “established” centres



Metro Core

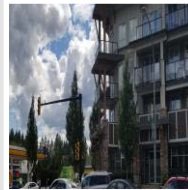
Surrey Metro
Centre



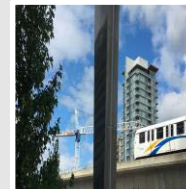
Regional City
Centres



Municipal Town
Centres



Frequent Transit
Development
Areas



What we heard – Designation/Identification Criteria

- Jobs to residents ratio
- Minimum residential density
- Land use mix
- Land area specifications
- Tie to 6 Ds
- Level of walkability
- Intersection density
- Level of cycling potential
- Transit destination accessibility



What we heard – Targets/Requirements/Expectations

- Additional targets and requirements specific to each centre type
- Updated Regional City Centre plans
- Targeted mix for affordable and rental units in Municipal Town Centres
- Expectation for focused urban growth in FTDAs



What we heard – Links to Regional Services

Regional City Centres








- Rapid transit
- Large employment centres

FTDAs

- Better linkages to transit service
- Clarify relationship between FTN and FTDAs
- Eligibility for TransLink cost share programs



Components of a Growth Framework

Basic Growth Framework (generic)						
Types	Development Priority	Identification Criteria	Targets/ Expectations	Caps	Links to Regional Services	Geographic Distribution
The different types of geographies within the framework and their definitions.	A growth framework may consider growth scales, timing, and phasing. It may indicate where the most growth should go and where the growth should go first, second, and so on.	The criteria by which a growth centre or corridor is evaluated for identification.	A growth framework may identify growth targets or other administrative requirements once centres or corridors have been designated.	Some growth frameworks include growth caps or maximums indicating the maximum amount of growth permitted or anticipated in a geography within a certain timeframe.	A growth framework may draw links between the identification of a growth centre and the provision of regional services. The growth centre type may or may not scale with the level of service provided.	A growth framework may indicate how growth and the benefits and costs that come with growth will be distributed across a region.
						

Next Steps

- Use Urban Centre and FTDA Data Profiles to develop:
 - Potential identification criteria
 - Potential targets
 - Potential new centre/corridor types
 - Phasing/development priority options
- Present policy directions at September meeting



Questions?



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