Transit Service Partnerships

What are Transit Service Partnerships?

- Regularly scheduled transit service provided by TransLink
- Funded wholly or in part by a third-party partner
- Potential third-parties include:
  - Municipalities
  - Developers
  - Tourism Sector
- A new approach to funding transit expansion in our region
- Requires careful policy direction
Early Feedback and Policy Responses

- Concern that a TSP could delay or otherwise jeopardize existing or planned service improvements
  - Until a future investment plan allocates separate TSP funding, no previously committed TransLink resources would be reallocated.

- Perception of delivering service is not aligned with Investment Plan commitments
  - Establishing criteria to ensure level of TransLink funding contribution is proportionate with the public benefit of proposed service.

- Reputational risks to TransLink if new service is discontinued due to withdrawal of partner funding
  - Require a long-term contract with third-parties with penalties for early withdrawal, as well as clear conditions under which TransLink would assume additional TSP service costs.
Endorsed Policy Framework

- Partnerships are funded through a combination of third-party contributions and matching TransLink funding.

- Third-party contribution would be dependent on an evaluation of the alignment of the service with TransLink’s goals and the public benefit achieved by the service.

- Staff to work with regional partners and decision-makers to develop the policy through 2020

- Until the time that matching TransLink funding is available, or if the TL Board and Mayors’ Council decide against TSP funding in a future Investment Plan, TransLink may advance a framework in which all potential new service would be fully funded by third-parties.
Initial Agreement – Fraser Mills

- Relates to the proposed Fraser Mills Development in southeast Coquitlam
  - 94 acres of formerly industrial land, approximately 5,000 residential units

- City of Coquitlam requirement that Beedie provide a higher level of transit service than what TransLink currently provides

- Beedie would pay TransLink directly to increase service along United Boulevard
  - Not expected to require additional peak fleet (i.e. no new bus procurement)
  - No other anticipated operational impacts
Next Steps

If advanced by the Board and Mayors’ Council, details of TSP agreement to be confirmed include:

- Start date for increased service
- Length of the potential contract
- Determining what happens at the conclusion of the agreement
Thank you

Matt Craig
Sr. Manager, Transportation & Land Use Planning
Urban Centre & Frequent Transit Development Areas

POLICY REVIEW - FINAL RECOMMENDATIONS

Erin Rennie
SENIOR PLANNER, REGIONAL PLANNING AND HOUSING SERVICES

Regional Planning Committee | March 6, 2020
Today

- Challenges
- Process
- Engagement and Research
- What’s not changing
- Recommendations
- Benefits
- Next Steps
Addressing Challenge #1: The criteria for identifying an Urban Centre or FTDA and the distinction among the different centre types are unclear.
Addressing Challenge #2: The expectations for growth in Urban Centres and FTDAs lack clarity and consistency

Oakridge Municipal Town Centre

Ladner Municipal Town Centre
Addressing Challenge #3: FTDAs are emerging in inconsistent forms across the region and more slowly than anticipated
Addressing Challenge #4: The benefit of identifying an area as an FTDA is sometimes unclear to municipalities.
Urban Centre & FTDA Policy Review - Process

**Phase 1: 2016-2017**

**Goal:** Understand how Urban Centres & FTDA are being used

**Activities:**
1. 2011 Data Profiles
2. Municipal Meetings
3. Developer Workshop

**Phase 2: 2017-2019**

**Goal:** Identify opportunities to enhance Urban Centres & FTDA

**Activities:**
1. Case Studies and Literature Review
2. Knowledge Sharing Series
3. Stakeholder Engagement Workshops
4. 2016 Data Profiles and Growth Target Analysis
5. Policy Directions

**Recommendations: 2020**

1. Five Recommendations
2. RPAC
3. RPAC Revised Recommendations
4. Regional Planning Committee
5. Additional analysis
6. Draft Metro 2050 policy language and maps
Research and Engagement: RPAC Workshops
Research and Engagement: TransLink Workshops
Research and Engagement: Integrate findings from related research
What’s **not** changing

- No change to **existing** Urban Centres and FTDAs proposed
- Continue setting housing and employment growth **targets** for centres
- Continue focusing growth close to **FTN**
Recommendations

1. Update Centre Typology
2. Update and Refine Targets
3. Centre Type Reclassification Framework
4. Update Urban Centre & FTDA Policies
5. Integrate Frequent Transit Corridor Network Geography
Recommendation 1: Update Centre Typology and add new expectations regarding growth, location, and function
Metro Centres

- Metro Core
- Surrey Metro Centre

Regional City Centre

- Regional City Centres

Municipal Town Centres

- High Growth Municipal Town Centre
- Standard Municipal Town Centre

FTDA

- Station Area FTDA
- Corridor FTDA

Mix of Transit-Oriented Development Uses
Benefits

- More **nuance** to reflect **diversity** across the region
- **Clearer expectations** for growth, location, and function
- Stronger **relationship with transit service planning**
- FTDAs are more **intuitive** with stronger relationship to transit service
Recommendation 2: Update and Refine Regional Targets
Benefits

- Ensure targets are **realistic** and **aspirational**
- Added **clarity** of growth expectations
- Reflect **multiple determinants** of transit ridership and complete communities (6Ds)
Recommendation 3: Centre Type Reclassification Framework
• Criteria and process to identify a new FTDAs remains largely the same
• Only existing FTDAs or Urban Centres would be considered for reclassification to a different centre type
• TransLink support required
Benefits

- Allows the RGS to evolve with changing communities
- **Clear, fair, and quantifiable** criteria for reclassification
- Fosters climate **resiliency**
- Fosters transit ridership and **reduced VKT**
Recommendation 4: Update Urban Centre and FTDA Policies
New Policies

- Emphasis on equitable transit-oriented development
- Uses to include in “Non-Residential Major Trip Generators”
- Housing affordability and tenant protection measures
- Speed and reliability, RapidBus
- Environmental health buffers or mitigation measures
- Natural / Climate hazard resiliency measures
- Child care, green infrastructure, bicycle parking
- Corridor and utility coordination
Emerging and critical issues (green infrastructure)

Climate resiliency

Housing affordability (integrate TOAH)

Advocacy to other key players
Recommendation 5: Integrate Frequent Transit Corridor Network Geography (FTCN)
5. New Frequent Transit Corridor Network Geography

1. Define a corridor network geography for the whole FTN
2. Publish geography in Metro 2050
3. Monitor and report on growth in the geography
4. Accept all FTDAs that fall within that geography. Others case by case
5. Update incrementally as FTN is expanded
Benefits

☑ **Simplifies** FTDA identification

☑ **Supports** growth in the right places

☑ **Addresses growth monitoring** challenges
Summary of Benefits

- Make the centre types more **distinct**
- Specify the **expectations** of each centre type
- Further **integrate** planning with the transit system
- **Clarify** the FTDA tool
- Bring a stronger **climate lens** to growth planning to ensure the **resiliency** of the region
Next Steps and Additional Analysis

- RPAC, TransLink, and Provincial Feedback (Jan 27th)
- RPAC Feedback and Revisions
- Regional Planning Committee March 6
- Update growth projections and targets
- Develop Regional Accessibility Measures
- GHG Modelling of a Climate Neutral Region
- Develop Climate Risk Maps
- Equity Lens
- Develop Policy Language for Metro 2050
Questions?
Metro Vancouver Population Projections

UPDATING THE AGE-COHORT MODEL

Sinisa Vukicevic
SENIOR PLANNER, REGIONAL PLANNING AND HOUSING SERVICES
Regional Planning Committee, March 6, 2020
Main Reasons for the Model Update

- Need to refine population projections based on improved methodology (i.e. Census undercount, Non-permanent residents, municipal allocation)
- Existing model has limited flexibility and adaptability
- The existing model is difficult to maintain, and lacks transparency
Model Design

System Dynamic Modelling
Benefits of Updating the Model

• System improvements

• Quality of end product (population projections at the municipal level)

• Additional benefits to users
System Improvements

Model design

- Higher transparency, insight into model behavior
- Time saving
- Optimization, tools for sensitivity testing
- Documentation, custom graph and custom tables
Components of Population Projections
Understanding the New Model
A Faster and More Accurate Model
Providing More Flexibility and Control
Quality of the End Product

- Dealing with uncertain assumptions (optimization, Monte Carlo simulation)
- Adjustment of model parameters based on new data
- Testing of multiple scenarios and choosing the best policy levers
Benefits to Users

Great communication tool

Easy to understand model parameters and model outputs

Model flexibility
Thank You
Draft Regional Industrial Lands Strategy

REGIONAL PLANNING COMMITTEE

Eric Aderneck
SENIOR PLANNER, REGIONAL PLANNING AND HOUSING SERVICES

Regional Planning Committee, March 6, 2020

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<thead>
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<tbody>
<tr>
<td>• Identify challenges</td>
<td>• White Paper Series</td>
<td>• Engagement</td>
<td>• Engagement</td>
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<tr>
<td>• Scope of work</td>
<td>• Survey of users</td>
<td>• Develop Regional Industrial Lands Strategy</td>
<td>• Finalize Strategy</td>
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<tr>
<td>• Vision</td>
<td>• Economic value</td>
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<td>• Adoption</td>
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<td>• Define ‘Industrial’</td>
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<td>• Implementation Program</td>
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**Strategy Development**

- **Current Reality**
- **Explore Opportunities**
- **Consider Solutions**
- **Implement**
# Implementation - 10 Priority Actions

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<th>Protect the Supply of Industrial Land</th>
<th>Bring Land to Market / Address Site Issues</th>
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<tbody>
<tr>
<td>2. Conduct Regional Land Use Assessment (2021)</td>
<td>7. Coordinate strategies to encourage local economic growth (2022)</td>
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<td>4. Seek municipal consistency in definitions and permitted uses (2022)</td>
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**Intensify & Optimize Industrial Lands**

5. Encourage intensification, informed by regional guidelines (2020)

**Ensure a Coordinated Approach**

9. Improve data and monitoring

10. Framework for economic and land use planning coordination (2021)
The implementation of many of the 10 priority actions will be led by the Regional Planning Committee:

1. Protect Trade-Oriented Lands
2. Regional Land Use Assessment
3. Strengthen Regional Policy
4. Municipal Definitions Consistency
5. Industrial Intensification
6. Bring-To-Market Strategies
7. Coordinated Economic Growth
8. Transportation Connectivity
9. Industrial Lands Inventory Update
10. Cross-Boundary Coordination
Next Steps

- Review Draft Strategy with Stakeholders
- Advance Final Strategy to Task Force & MVRD Board
- Implementation Actions (2020+)
  - Industry / Employment Policy Review (mid 2020)
  - Industrial Lands Inventory Update (mid 2020)
  - Other priorities
- Regional Growth Strategy Update (2021-2022)
Thank you
Metro 2050 Status Update

POLICY REVIEWS AND ENGAGEMENT

Erin Rennie

SENIOR PLANNER, REGIONAL PLANNING AND HOUSING SERVICES

Regional Planning Committee | March 6, 2020
Phase 1: Policy Reviews & New Ideas
- Board Direction (April)
- Policy Review Reports
- Council Presentations
- Engagement Plan Q3 (July)

Phase 2: Drafting Metro 2050
- Draft Metro 2050 referral for comment
- Council Presentations

Phase 3: Approvals
- Metro 2050 referral for acceptance
- Board Adoption July 2022

PROJECT TIMELINE
**Completed**: Sewerage Extensions, Performance Monitoring, Long Range Scenarios

**In Progress**: Projections and Housing Demand Estimates, Urban Centres & FTDAs, Agriculture, Environment, Transportation, Climate and Natural Hazards, Equity, Housing, Industrial and Mixed Employment Lands

**Upcoming**: Complete Communities, Implementation
Engagement Progress - Signatories

• Notification Letters
• Intergovernmental Advisory Committee (Meeting Jan 17)
• Council Presentations
• Communication with adjacent regional districts
• Communication with TransLink
• RPAC and other Policy Review workshops
Engagement Progress – Non Signatories

- Policy Review workshops
- Rail~Volution Regional Forum (with TransLink)
- Regional Industrial Lands Strategy Workshop
- Regional Stakeholder Workshop (with TransLink)
- Meetings with Vancouver Coastal Health and Fraser Health
Engagement Progress – First Nations

- Notification Letters
- Presentations to First Nations on Request
Engagement Progress - Public

- Phase 1 Engagement Survey (with TransLink)
- Metro 2050 Comment Form
- Website
- Metro 2050 Dialogues
  - North Vancouver – Feb 12
  - Vancouver – Feb 20
  - Surrey – Feb 25
  - Coquitlam – Feb 27
Upcoming Work

Policy Reviews
• Complete all recommendation reports by July

Engagement
• Videos
• Webinar(s)
• Presentations and meetings on-request
Questions