Progress toward Shaping our Future is the Annual Report for Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy. It is the main source for tracking the region’s performance in achieving Metro 2040 goals. The Baseline Report, released in 2014, provided an assessment of implementation to year-end 2013, including 2011 baselines and 2013 reports for the 55 performance measures identified in Metro 2040.

This iteration of Progress toward Shaping our Future provides an assessment of Metro 2040 implementation to year-end 2014 and, where data is available and the indicator is relevant, 2014 performance measure reports.

Not all measures are reported on annually. Where new information is provided, a green block is included on the bottom corner of the page.
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EXECUTIVE SUMMARY

Metro Vancouver is known as one of the most livable, sustainable regions in the world. *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, recognizes that the pattern and form of development influences community well-being, economic prosperity, and the protection of critical lands for food production and ecological services we depend on. *Metro 2040* was adopted by Metro Vancouver, 21 municipalities and TransLink on July 29, 2011.

Annual reporting on the performance of the strategy is required through Section G of *Metro 2040* and Part 25 of the British Columbia *Local Government Act*. The *Progress toward Shaping our Future 2014 Annual Report* is the second annual report and a reflection back on the first three and a half years of *Metro 2040* implementation.

FOUR ASPECTS OF IMPLEMENTATION: 2014 HIGHLIGHTS

Aligning the Regional Vision and Local Aspirations

In 2014, four regional context statements were accepted by the Metro Vancouver Board, for a total of 15 of the 22 local jurisdictions. As the administrative focus on regional context statements began to diminish, greater attention was given to improving and clarifying amendment procedures. Over the year, one Type 2 amendment was requested and approved and five Type 3 amendments were requested (one was approved, two are under consideration, and two were declined).

Governing Collaboratively

In 2014, local government leaders, through the Metro Vancouver Board, collectively implemented the plan through decisions about land use and policy actions and by successfully resolving differences. Together, the region’s local leaders will continue to be stewards of *Metro 2040*.

Advancing Policy

In 2014, Metro Vancouver responded to several external initiatives of regional planning significance, including the development of the Mayors’ Council Transportation and Transit Plan, the review of the Port Metro Vancouver Land Use Plan, and changes to the *Agricultural Land Commission Act*. Metro Vancouver also developed and disseminated data, research, guidelines, and plans in support of specific *Metro 2040* actions and strategies.

Monitoring Progress

This second iteration of *Progress toward Shaping our Future* includes new data for a number of the *Metro 2040* performance measures as well as some updated baselines. (For a complete list of updated measures, see page 13.) While trends will be most useful to analyze over a longer-term, some commentary and review can still be provided on an annual basis. A goal by goal summary of performance highlights follows.
GOAL BY GOAL PERFORMANCE HIGHLIGHTS

GOAL 1 - Create a Compact Urban Area

The strategic distribution of urban growth is an essential element of Metro 2040. Metro Vancouver’s population, number of dwelling units, and employment are growing at the rate anticipated in Metro 2040. In the three years since Metro 2040 adoption, about 325 hectares of remaining General Urban lands have been absorbed for development, and with the addition of 60 hectares to the Urban Containment Boundary through the Delta amendment for the Southlands, 7,675 hectares remain for future urban development.

Recent growth is occurring primarily within the Urban Containment Boundary and is focused in Urban Centres and along the Frequent Transit Network. Urban Centre boundaries continue to be confirmed through regional context statements and a growing number of Frequent Transit Development Areas (FTDAs) are being identified along the Frequent Transit Network (by the end of 2014, 8 FTDAs had been confirmed, three in 2014). These focal areas continue to absorb the lion’s share of the region’s growth with an estimated 38% occurring in Urban Centres alone over the last year, putting more housing and businesses in close proximity to transit.

GOAL 2 - Support a Sustainable Economy

Goal 2 deals with three aspects of a prosperous and sustainable regional economy: the distribution of business and employment growth, the protection and efficient use of industrial land, and the protection of agricultural land and promotion of agricultural viability.

While employment figures will be updated following the 2016 Census, recent trends show a continuing shift toward service-oriented employment, and broader spatial distribution of regional employment.

The Metro Vancouver Office Inventory has been updated with a new 2011 baseline to capture offices above 10,000 sq. ft., revealing a trend towards office development occurring in close proximity to rapid transit. Industrial market indicators continue to hold relatively constant.

In 2014, 102 hectares of Agricultural land was redesignated to General Urban and Conservation and Recreation. While baselines show agriculture continues to be an important part of the economy, only half of the region’s land is actively farmed. Future agricultural trends will be monitored as data becomes available.

GOAL 3 - Protect the Environment and Respond to Climate Change Impacts

More than 47% of the region’s land base is protected through the regional Conservation and Recreation designation. Major gains to the designation occurred shortly after Metro 2040 adoption, in 2014, an additional 42 hectares was redesignated to Conservation and Recreation from the Agricultural designation.

An ongoing implementation focus is to find ways to more effectively influence and monitor the protection and enhancement of natural features and connectivity throughout the region and a baseline has been established for sensitive ecosystems. Initial engagement with member municipalities for a framework valuing ecosystem services was commenced in 2014. The baseline for regional greenhouse gas
emissions has been updated with Metro Vancouver 2010 emission inventory figures. Analysis illustrates the important role that developing compact, complete communities has in reducing our carbon footprint. Work continues to be done to address both mitigation and adaptation, and to establish relevant performance measures.

GOAL 4 - Develop Complete Communities

Although housing supply in the region continues to grow, affordability remains a significant challenge due to high housing costs and lower incomes relative to other Canadian metropolitan regions. Baselines show that a third of households in the region spend more than 30% of their household income on shelter.

The region’s housing stock remains about 60% ground-oriented and 40% apartment based, although apartment development continues to increase in share representing over 60% of the 15,800 units added in 2014. The estimated tenure of the 2014 housing stock was consistent with existing baselines, with about two-thirds of units owner-occupied and one-third renter-occupied.

A new baseline has been provided for average housing costs to include more figures from the Fraser Valley Real Estate Board (which provides a more detailed breakdown for municipalities South of the Fraser). It shows that the cost of detached dwellings is on the upswing throughout the region, rising an average of $40,000 per unit since 2011, while the cost of other housing types remains relatively steady. An updated baseline for Core Housing Need has also been provided. Municipalities continue to develop and update housing action plans, and tools to implement them will be tracked in the long term.

Good employment distribution and diverse transportation options contribute to ‘complete communities’ (see Goals 2 and 5), but other measures for the health and livability of the region’s communities need to be considered.

GOAL 5 - Support Sustainable Transportation Choices

Goal 5 performance measures focus on the vital linkages between regional growth and the transportation system. Measures are largely depended on the Census and National Household Survey and TransLink’s Trip Diary, and will be monitored following the release of each.

An updated map of the Frequent Transit Network has been provided. The 2011 baseline for transit service reveals that approximately 55% of the regional population lives within walking distance of the Frequent Transit Network, but this varies widely by subregion. Since 2011, the FTN has extended in Surrey, North Vancouver and the City of Vancouver (all frequent bus service), giving an additional 18,000 residents walking access to transit (increasing the regional share to 56%).

In terms of mode share, in 2011, 73% of trips in the region were taken by automobile, 14% by transit, 11% by bike and 2% by walking. The average auto driver to work trip distance is 14 km. These measures begin to illustrate ongoing car dependency in our region and the importance of an integrated approach to land use and transportation planning in Metro 2040. A number of measures continue to be reviewed and updated for improved monitoring in the future.
NEXT STEPS AND CHALLENGES

A robust monitoring and evaluation program is essential to gauge the efficacy of Metro 2040. Over the past year, residential growth continued at a strong pace with the distribution of growth and the increasing trend toward apartment units reinforcing Metro 2040 goals for a compact urban and transit-oriented region.

However, continuing conversion of both Industrial and Agricultural lands for urban development presents ongoing challenges. Further, forecasts suggest that the Metro Vancouver economy will be one of the strongest in Canada through 2015, triggering higher than average population and employment growth. The increased level of economic activity and growth may further increase land development pressures and affordable housing issues.

Addressing Policy Gaps

In the Progress toward Shaping our Future Baseline Annual Report, we identified a number of Metro 2040 concepts that would benefit from further policy analysis. These concepts continue to be work priorities for Metro Vancouver, including those listed below.

• The concept of Frequent Transit Development Areas in relation to the overall transit corridor network and how these areas are manifest in Metro 2040 targets requires further exploration.

• Metro 2040’s framing for planning for development within established urban areas (i.e. through redevelopment and densification) and remaining urban areas (i.e. often, but not necessarily greenfield development) also requires further explanation.

• There has not been substantial uptake for the Metro 2040 policy for deterring the location of Major Trip Generators outside of Urban Centres. More policy work and potentially the development of implementation guidelines is necessary to improve the effectiveness of this policy.

Refining Performance Measures

Through the development of the Progress toward Shaping our Future Baseline Annual Report, it became apparent that a number of policy areas require updated, and sometimes more robust, performance measures. Where possible, we have provided additional data to complement existing measures. Metro Vancouver continues work to refine performance measures, including those listed below.

• Access to community amenities and services is difficult to measure at a regional scale. Future measures for healthy, complete communities and social livability will be explored.
• This is the region’s first regional growth strategy to address climate change; more work needs to be done to address both mitigation and adaptation effectively and to establish relevant performance measures.

• Currently, we measure housing type, tenure and cost separately. A diversity index may add value by evaluating the influence of these factors together, and will be explored as a possible measure in the future.

• There is very limited information on travel time reliability, yet it is a key factor in assessing the effectiveness of the transportation network. Data sources will be explored in collaboration with TransLink.

Data Reliability

A challenge from a monitoring perspective is the timely availability of reliable data. The Progress toward Shaping our Future reports includes data from a broad array of sources, all with varying degrees of reliability and availability. The measures are provided as best estimates, balancing data and analytical quality with resource demands.

Many of the measures rely on Statistics Canada Census and National Household Survey (NHS) data. It should be noted that the NHS is a voluntary survey, not a statistically representative survey, reflecting about 25% of the population choosing to participate. While Statistics Canada attempts to statistically reconcile the NHS data with the Census, some of the data may be skewed and is particularly vulnerable in geographic areas that have a small population and with populations less likely to complete a voluntary survey. Nevertheless, for many applications the NHS is the best available regional and local data source for 2011 and future benchmarking.

In addition, many of the applicable data sources are not available on an annual or regular basis. Consequently, some measures will only be reported as data is available. This is most relevant for measures based on Census and National Household Survey data which is gathered every 5 years (2011 and 2016). Reliable performance monitoring is important for policy development and analysis used to inform the next iteration of the strategy. Metro Vancouver continues to explore alternative data sources and methods to enhance the reliability and availability of Metro 2040 performance measures.
INTRODUCTION

PLANNING FOR GROWTH

Metro Vancouver is known as one of the most livable, sustainable regions in the world. The region has a long history of planning for compact growth and integrated land and transportation development. This history has helped to provide the vibrant communities, strong economy, and protected natural and working lands that we enjoy today.

Metro Vancouver (the Greater Vancouver Regional District, or GVRD) is the agency responsible for long-range land use planning at the regional level. As we look into the future, we anticipate that our region will become an even more desirable place to live, work and play. The region will continue to attract new residents from Canada and around the world in coming years and we anticipate an additional one million people by 2040.

Accommodating this growth, while maintaining and enhancing the region’s livability within a constrained and largely developed land base, is a significant challenge.

Meeting this challenge requires collaboration among all levels of government and their agencies, the business community, civil society, and residents of the region. Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy, is the shared vision to guide urban growth in the province’s largest metropolitan region. Metro 2040 was created, adopted, and continues to be implemented by Metro Vancouver (GVRD), 21 municipalities and TransLink.

Adopted by the Metro Vancouver Board on July 29, 2011, Metro 2040 strives to accommodate and strategically structure growth by fulfilling the following five goals:

1. Create a Compact Urban Area
2. Support a Sustainable Economy
3. Protect the Environment and Respond to Climate Change Impacts
4. Develop Complete Communities
5. Support Sustainable Transportation Choices

THE 2014 ANNUAL REPORT

Metro Vancouver’s regional growth strategy was developed in close collaboration with member municipalities and other regional agencies. It is a truly distinctive achievement that 21 local governments, two adjacent regional districts, TransLink and Metro Vancouver collectively developed and signed on to a shared vision of how to shape the region’s growth to 2040. Adoption of the strategy, however, is only the first step; implementing and monitoring are equally important. Progress toward Shaping our Future is intended to provide a reflection back on the implementation of Metro 2040, as well as provide an assessment of progress in meeting the five goals laid out in the regional growth strategy.
Annual reporting is required through Section G of Metro 2040 and Part 25 of the British Columbia Local Government Act. Progress toward Shaping our Future meets these legislative requirements and provides information for future reviews and updates of the regional growth strategy.

ABOUT PROGRESS TOWARD SHAPING OUR FUTURE

Metro 2040 includes an extensive set of measures for each of its five goals and component strategies. The purpose of Progress toward Shaping our Future is to establish a baseline for and track the performance of those measures and to provide an assessment of Metro 2040 implementation from adoption in July 2011.

Progress toward Shaping our Future is the main source for tracking the region's performance in achieving the goals identified in Metro 2040. The data and information found in the following sections will aid in municipal and regional decision-making, and better document the state of our region today for the leaders of the future.
2014 HIGHLIGHTS

There are four broad aspects involved in implementing Metro 2040, as illustrated in the diagram to the right. The bulk of this report is devoted to quantifiable performance measures (i.e. monitoring); however, there are also more qualitative aspects to implementation (i.e. aligning the regional and local, governing collaboratively, and advancing policy). These qualitative aspects are equally important to document and track.

Aligning the Regional Vision and Local Aspirations

The administrative focus on preparing and processing regional context statements and associated amendments began to come to a close in 2014. The Metro Vancouver Board had accepted RCSs from about half the local governments in Metro Vancouver by the end of 2013. In 2014, municipalities continued to prepare and submit RCSs and by the end of 2014, the Metro Vancouver Board had accepted four more. With the majority of local governments having completed, or in the process of completing new regional context statements, there was greater focus on improving the amendment process, including clarification of timelines, roles, and procedures. Metro Vancouver also worked closely with municipal partners to advance local planning efforts around the region, both through processing Metro 2040 amendments and providing comment on local plans, guidelines and initiatives.

Governing Collaboratively

Metro 2040’s success is founded on the whole being greater than the sum of its parts; where the collective strengths and contributions of each community together create a livable and sustainable future for
our region based on the growth management vision expressed in *Metro 2040*. Through a collaborative governance model and approach, *Metro 2040* strives to achieve the local / regional balance necessary for our success.

Local government leaders, through the Metro Vancouver Board, continued to collectively implement the strategy in 2014 through decisions about land use and policy actions, and by successfully resolving differences.

**Advancing Policy**

Metro Vancouver undertook several policy research projects during 2014 and continued to engage with other regional, provincial and federal agencies on issues of regional significance. This body of work includes preliminary research, specific studies and reports, data collection and analysis and recommendations to advance particular *Metro 2040* strategies and actions.

**Monitoring & Updating**

Monitoring change over the first three years of implementation is important; however, it is difficult to draw any substantive conclusions about trends in such a short time period. Some performance measures are dependent on Census and National Household Survey data, and therefore will only be reported on at five-year intervals. However, the 2014 Progress towards Shaping our Future includes updates to several measures to year-end 2014. A list of updated data measures is to the right. The following table summarizes performance measures updated in the 2014 report.

**PERFORMANCE MEASURES UPDATED IN 2014**

<table>
<thead>
<tr>
<th>Goal</th>
<th>2014 Updates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal 1</td>
<td>Regional population and dwelling unit growth, and municipal distribution of growth</td>
</tr>
<tr>
<td></td>
<td>Residential growth within in the Urban Containment Boundary, in Urban Centres and in the Rural Designation</td>
</tr>
<tr>
<td>Goal 2</td>
<td>Distribution of office development, including a new office inventory baseline</td>
</tr>
<tr>
<td></td>
<td>Industrial market indicators, including a new industrial land price baseline</td>
</tr>
<tr>
<td>Goal 3</td>
<td>Tracking municipal ecological mapping</td>
</tr>
<tr>
<td></td>
<td>Updated baseline and analysis for regional GHG emissions</td>
</tr>
<tr>
<td></td>
<td>Fossil fuel sales</td>
</tr>
<tr>
<td>Goal 4</td>
<td>Housing units by type and tenure</td>
</tr>
<tr>
<td></td>
<td>Housing costs, including an updated baseline</td>
</tr>
<tr>
<td></td>
<td>Updated baseline for Core Housing Need baseline</td>
</tr>
<tr>
<td></td>
<td>Municipal housing action plans</td>
</tr>
<tr>
<td>Goal 5</td>
<td>Updated map of TransLink’s Frequent Transit Network</td>
</tr>
</tbody>
</table>
Following the adoption of Metro 2040, member municipalities had two years to complete a regional context statement (RCS). The RCS is the document that shows the relationship between Metro 2040 and each municipality’s official community plan (OCP), or, for specific jurisdictions, another local land use plan. A RCS is meant to align local and regional land use designations, strategies and actions. The RCS must be accepted by the Metro Vancouver Board and adopted through a municipal OCP amendment bylaw.

As shown in the table to the right, in 2014, the Metro Vancouver Board accepted RCSs from four municipalities for a total of 15 of the 22 local jurisdictions*. A RCS from the City of North Vancouver was accepted by the Metro Vancouver Board in 2014, but subsequently defeated at municipal Council; a revised RCS is expected to be submitted in 2015. The Township of Langley submitted a RCS in 2013, but it was not accepted by the Metro Vancouver Board. As per Local Government Act Section 856, Metro Vancouver and the Township of Langley are currently engaged in a non-binding dispute resolution on this matter.

FOUR ASPECTS OF IMPLEMENTATION: ALIGNING THE REGIONAL AND LOCAL REGIONAL CONTEXT STATEMENTS

<table>
<thead>
<tr>
<th>Local Jurisdiction</th>
<th>RCS Status</th>
<th>Board Decision Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anmore</td>
<td>Accepted</td>
<td>July 11, 2014</td>
</tr>
<tr>
<td>Belcarra</td>
<td>Accepted</td>
<td>July 29, 2011</td>
</tr>
<tr>
<td>Burnaby</td>
<td>Accepted</td>
<td>November 15, 2013</td>
</tr>
<tr>
<td>Coquitlam</td>
<td>Accepted</td>
<td>October 11, 2013</td>
</tr>
<tr>
<td>Delta</td>
<td>Accepted</td>
<td>September 27, 2013</td>
</tr>
<tr>
<td>Langley City</td>
<td>Accepted</td>
<td>July 26, 2013</td>
</tr>
<tr>
<td>Langley Township</td>
<td>Not Accepted</td>
<td>November 15, 2013</td>
</tr>
<tr>
<td>Lions Bay</td>
<td>Pending Submission</td>
<td></td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>Accepted</td>
<td>September 27, 2013</td>
</tr>
<tr>
<td>New Westminster</td>
<td>Accepted</td>
<td>September 19, 2014</td>
</tr>
<tr>
<td>North Vancouver City</td>
<td>Pending Re-submission</td>
<td></td>
</tr>
<tr>
<td>North Vancouver District</td>
<td>Accepted</td>
<td>May 23, 2014</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>Accepted</td>
<td>November 15, 2013</td>
</tr>
<tr>
<td>Port Coquitlam</td>
<td>Accepted</td>
<td>July 26, 2013</td>
</tr>
<tr>
<td>Port Moody</td>
<td>Pending Submission</td>
<td></td>
</tr>
<tr>
<td>Richmond</td>
<td>Accepted</td>
<td>November 16, 2012</td>
</tr>
<tr>
<td>Surrey</td>
<td>Accepted</td>
<td>September 19, 2014</td>
</tr>
<tr>
<td>Tsawwassen First Nation**</td>
<td>Accepted</td>
<td>July 26, 2013</td>
</tr>
<tr>
<td>Vancouver</td>
<td>Accepted</td>
<td>July 26, 2013</td>
</tr>
<tr>
<td>West Vancouver</td>
<td>Pending Submission</td>
<td></td>
</tr>
<tr>
<td>White Rock</td>
<td>Accepted</td>
<td>September 27, 2013</td>
</tr>
<tr>
<td>University of British Columbia*</td>
<td>Submitted to Minister</td>
<td>May 2014</td>
</tr>
<tr>
<td>University Endowment Lands*</td>
<td>Submitted to Minister</td>
<td>May 2014</td>
</tr>
</tbody>
</table>
SUMMARY OF 2014 METRO 2040 AMENDMENTS

In 2014, Metro Vancouver received six Metro 2040 amendment requests from member municipalities. Two amendment bylaws were approved, resulting in changes to the Urban Containment Boundary and regional land use designations. The approved amendments are detailed in this section and summarized in the table on the following page.

One Type 2 amendment was requested and approved

The Metro Vancouver Board approved a Type 2 amendment from the Corporation of Delta for the Southlands property, as described in the summary table.

Five Type 3 amendments were requested

The Metro Vancouver Board approved a Type 3 amendment from the City of Surrey for the Central Newton Cultural Commercial District, as described in the summary table.

On May 23, 2014, the Metro Vancouver Board initiated a proposed amendment from the City of Pitt Meadows for the North Lougheed Planning Area to amend the Urban Containment Boundary and change the regional land use designation from Agricultural with a Special Study Area overlay to General Urban and Mixed Employment. This proposed amendment is currently under consideration.

On July 11, 2014, the Metro Vancouver Board initiated a proposed amendment from the City of Port Moody for the Moody Centre Transit-Oriented Development Area and Murray Street Boulevard Area to change the regional land use designation from Industrial and Mixed Employment to General Urban and to add a Frequent Transit Development Area. This amendment was approved in 2015.

On July 11, 2014, the Metro Vancouver Board declined a proposed amendment from the City of Port Moody for the Andres Wines site. The request was declined due to potential conflict with adjacent industrial land uses and potential density increases away from the Urban Centre and Frequent Transit Development Area.

On July 11, 2014, the Metro Vancouver Board declined a proposed amendment from the City of Port Moody for the Mill and Timber site. The request was declined because the site had an active industrial use; there was a proposed adjacent rapid transit station, but it had not yet been confirmed; and because the area is a special study area in the OCP and further planning would allow for a more fulsome analysis of the amendment.

Status of Other Amendments

A Type 3 Housekeeping Amendment was initiated and approved by the Metro Vancouver Board on May 23, 2014. The process was initiated as a result of sixteen amendments associated with the eleven regional context statements accepted by the Metro Vancouver Board by year-end 2013. As such, these amendments were reflected in the Progress toward Shaping our Future Baseline Annual Report. Any amendments resulting from regional context statements accepted by the Metro Vancouver Board in 2014 are reflected in this report, and will be processed in a 2015 Housekeeping Amendment bylaw.
The proposed Type 2 amendment requested by the Corporation of Delta in 2013 for the MK Delta Lands remains at second reading at the request of the Metro Vancouver Board and the municipality.

**Procedural Amendments**

On June 27, 2014 the Regional Growth Strategy Procedures Amendment Bylaw No. 1206, 2014 (Procedures Bylaw) was adopted to improve the amendment process. Changes to the Procedures Bylaw made through this amendment include:

- Removal of the requirement to present a requested amendment to the Regional Planning Advisory Committee (RPAC) within four weeks;
- Clarification that RPAC comments on a proposed amendment are optional and must be in the form of a resolution.

The related *Metro 2040* Implementation Guideline # 2 – Amendments to the Regional Growth Strategy was also updated in this effort to improve the amendment process. Changes include:

- Clarification of the point in the municipal process at which Metro Vancouver would like to receive amendment requests;
- Clarification of the role of RPAC and when in the process Metro Vancouver staff analysis will be provided;
- Removal of the requirement to mail notices of public hearing and greater flexibility for providing notice of a regional public hearing;
- Changes to Part 3 - *Metro 2040* Amendments and Consequential Amendments to Regional Context Statements and accompanying Figure 2 to request that municipalities submit a *Metro 2040* amendment request first and then submit the corresponding RCS amendment once the *Metro 2040* amendment process has been initiated.

**METRO 2040 BYLAW AMENDMENTS SUMMARY TABLE (TO YEAR-END 2014)**

<table>
<thead>
<tr>
<th>Metro 2040 Amendment</th>
<th>Municipality</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bylaw No. 1203, 2014</td>
<td>Delta - Southlands</td>
<td>Agricultural to General Urban, and extend the Urban Containment Boundary 1 site, totaling 59.7 hectares <strong>Agricultural to Conservation and Recreation</strong> 1 site, totaling 42.4 hectares</td>
</tr>
<tr>
<td>June 27, 2014 (Type 2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bylaw No. 1207, 2014</td>
<td>Surrey - Central Newton Cultural Commercial District</td>
<td><strong>Industrial to Mixed Employment</strong> 1 site, totaling 6.5 hectares</td>
</tr>
<tr>
<td>September 19, 2014 (Type 3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

More information about Type 1, 2, and 3 amendments and the amendment process is available in *Metro 2040* Section 6.3.
FOUR ASPECTS OF IMPLEMENTATION: ALIGNING THE REGIONAL AND LOCAL

**METRO 2040 LAND USE DESIGNATION AMENDMENTS**

Since *Metro 2040* adoption, the regional land use designation for 1,160 hectares of land have been amended. Over 800 hectares (69%) of redesignated land were requested as part of the municipal acceptance of *Metro 2040*.

Regional land use designation amendments to year-end 2014 are reflected in the *Metro 2040* regional land use designation map. Amendments to the map include adopted *Metro 2040* amendments as well as amendments made through Board-accepted regional context statements considered to be ‘generally consistent’ with *Metro 2040*.

In 2014, a total of 188 hectares of land were redesignated - 79 hectares as a result of regional context statements and 109 hectares as a result of adopted amendments. The majority of lands redesignated through adopted amendments in 2014 were the result of a Type 2 Amendment requested by the Corporation of Delta, converting land designated Agricultural to Conservation and Recreation (42 hectares) and General Urban (58 hectares).

The Urban Containment Boundary (UCB) is intended to be a stable, long-term footprint for urban development. In 2011, there were 90,404 hectares of land within the UCB. Through early efforts to better align local and regional designations, lands within the UCB grew 36 hectares to 90,430 by year-end 2013. As a result of the adopted Type 2 Amendment in 2014, an additional 58 hectares were added for a total of 90,488 hectares.

**METRO 2040 LAND USE DESIGNATION AMENDMENTS CHANGES (2011 - 2014)**

<table>
<thead>
<tr>
<th>Metro 2040 Designation</th>
<th>2011 Total Land Area (hectares)</th>
<th>2011 Regional Share</th>
<th>2014 Total Land Area (hectares)</th>
<th>2014 Regional Share</th>
<th>Net Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conservation and Recreation</td>
<td>131,828</td>
<td>47.1%</td>
<td>132,657</td>
<td>47.4%</td>
<td>829</td>
</tr>
<tr>
<td>General Urban</td>
<td>70,904</td>
<td>25.3%</td>
<td>70,133</td>
<td>25.0%</td>
<td>(771)</td>
</tr>
<tr>
<td>Agricultural</td>
<td>55,313</td>
<td>19.7%</td>
<td>55,242</td>
<td>19.7%</td>
<td>(71)</td>
</tr>
<tr>
<td>Industrial</td>
<td>10,190</td>
<td>3.6%</td>
<td>10,133</td>
<td>3.6%</td>
<td>(57)</td>
</tr>
<tr>
<td>Rural</td>
<td>8,480</td>
<td>3.0%</td>
<td>8,565</td>
<td>3.1%</td>
<td>85</td>
</tr>
<tr>
<td>Mixed Employment</td>
<td>3,394</td>
<td>1.2%</td>
<td>3,390</td>
<td>1.2%</td>
<td>(4)</td>
</tr>
<tr>
<td>Total</td>
<td>280,109</td>
<td>100.0%</td>
<td>280,115</td>
<td>100.0%</td>
<td></td>
</tr>
</tbody>
</table>

**REDESIGNATION OF METRO 2040 LANDS (2011 - 2014)**

<table>
<thead>
<tr>
<th>Amended To (hectares)</th>
<th>Agricultural</th>
<th>Conservation and Recreation</th>
<th>General Urban</th>
<th>Industrial</th>
<th>Mixed Employment</th>
<th>Rural</th>
<th>Total losses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amended From (hectares)</td>
<td>Agricultural</td>
<td>Conservation and Recreation</td>
<td>General Urban</td>
<td>Industrial</td>
<td>Mixed Employment</td>
<td>Rural</td>
<td>Total losses</td>
</tr>
<tr>
<td>Agricultural</td>
<td>42</td>
<td>64</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>106</td>
</tr>
<tr>
<td>Conservation and Recreation</td>
<td>30</td>
<td>7</td>
<td>-</td>
<td>-</td>
<td>41</td>
<td>78</td>
<td></td>
</tr>
<tr>
<td>General Urban</td>
<td>5</td>
<td>864</td>
<td>7</td>
<td>-</td>
<td>-</td>
<td>875</td>
<td></td>
</tr>
<tr>
<td>Industrial</td>
<td>-</td>
<td>-</td>
<td>14</td>
<td>15</td>
<td>46</td>
<td>75</td>
<td></td>
</tr>
<tr>
<td>Mixed Employment</td>
<td>-</td>
<td>1</td>
<td>18</td>
<td>-</td>
<td>-</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>Rural</td>
<td>-</td>
<td>-</td>
<td>2</td>
<td>-</td>
<td>-</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Undesignated</td>
<td>-</td>
<td>&lt;1</td>
<td>-</td>
<td>5</td>
<td>-</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Total gains</td>
<td>35</td>
<td>907</td>
<td>104</td>
<td>15</td>
<td>15</td>
<td>87</td>
<td>1,160</td>
</tr>
</tbody>
</table>
FOUR ASPECTS OF IMPLEMENTATION: ALIGNING THE REGIONAL AND LOCAL

CUMULATIVE OVERLAY AMENDMENTS

URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

Urban Centres and Frequent Transit Development Areas (FTDAs) can be overlaid on Metro 2040 land use designations within the Urban Containment Boundary to signify focal points for growth. These overlays do not alter the intent and policies of the underlying regional land use designation.

At the adoption of Metro 2040, there were 26 Urban Centres, and through the preparation and acceptance of the regional context statements, the boundaries for most of these Centres have been confirmed. By year-end 2014, 22 of the 26 Urban Centres had confirmed boundaries.

Frequent Transit Development Areas (FTDAs) are identified collaboratively between a municipality, TransLink and Metro Vancouver through regional context statements. By year-end 2014, eight FTDAs were added to the regional land use map in the cities of Coquitlam, Vancouver, and Surrey and the District of North Vancouver.

Approximately 90% of all land within Urban Centres and FTDAs is designated General Urban. The remainder is split among Conservation and Recreation (4%), Industrial (4%), and Mixed Employment (2%). Approximately 3% of the regional Industrial land base and 5% of the Mixed Employment land base is within a Centre or FTDA. About 10% of Metro Vancouver’s General Urban area is within one of these focal points for growth.

SPECIAL STUDY AREAS

The Special Study Area (SSA) overlay was established in Metro 2040 to identify lands in non-urban designations where, prior to the adoption of Metro 2040, a municipality expressed an intent to change an existing land use. A change would be subject to more detailed land use planning by way of an area plan or a site specific development plan and approval of a Metro 2040 amendment.

In effect, the SSA overlay reduces the approval threshold for amendments from a non-urban designation (i.e. Agricultural, Rural, and Conservation and Recreation) to an urban designation (i.e. General Urban, Industrial, or Mixed Employment). With the SSA overlay, the threshold is reduced from a 2/3rd weighted vote of the Metro Vancouver Board and a regional public hearing, to a 50%+1 vote and no public hearing. The SSA overlay does not alter the underlying regional land use designation or the considerations that should be made regarding regional impacts and implications of any proposed amendment.

At adoption, Metro 2040 identified approximately 3,000 hectares of land as having a SSA overlay. Since adoption, the Metro Vancouver Board approved an additional 1,146 hectares of land in West Vancouver and Port Moody to have a SSA overlay. This approval resulted in two text amendments to Metro 2040 involving minor changes to Special Study Area provisions. The amendments had no material effect on the voting threshold for any future amendment requests for these lands because the underlying designations are urban, but they do signify municipal aspirations for the sites.
Achieving consensus among 21 diverse local governments is not a simple task nor an easy process. As can be expected, there are many different issues and considerations to reconcile when addressing growth and development from a regional perspective. Implementing a regional growth strategy requires a flexible balance that retains the intent of overarching goals and strategies while respecting municipal issues and aspirations, and while generally agreement is reached, there periodically can be differences that arise.

Resolving differences is primarily a process of discussion and problem solving. Close collaboration amongst regional and municipal staff is required when considering regional land use issues, policies and potential amendments. Cooperation is partly achieved through a Regional Planning Advisory Committee (a staff advisory committee made up of Planning Directors from around the region), which provides an important mechanism for addressing challenges and for providing valuable feedback. An adaptive approach to implementing Metro 2040 also supports flexibility; for example, Metro Vancouver staff work with municipal staff and political committees to identify and prepare Implementation Guidelines to facilitate Metro 2040 implementation.

In addition, Metro 2040 includes provisions for municipalities to request adjustments through regional context statements that are considered generally consistent with the intent of the strategy, and to request minor and major amendments to the strategy for more substantial issues. The amendment process is documented in Metro 2040 Section 6.3.

Periodically, differences may arise that cannot be resolved through the collaborative or amendment processes, and that must be addressed through dispute resolution. The Local Government Act (LGA) includes legal parameters for resolving differences through dispute resolution processes both for the adoption of the regional growth strategy and the acceptance of regional context statements. A specific dispute resolution process under the LGA is subject to procedural agreement among the disputing parties and is ultimately under the authority of the responsible provincial Ministry.

Since the adoption of Metro 2040, municipalities have been engaged in the detailed process of reviewing and linking their respective plans to the regional growth strategy through the preparation of regional context statements (RCSs). During this process, several municipalities identified areas and policies that did not align with Metro 2040, and as a result, requested amendments to Metro 2040 that ranged from major (Type 1) to minor (Type 2 and 3). These amendments are described in more detail on pages 16 to 19 of this report.
In early 2014, the City of Port Moody requested four amendments to Metro 2040’s Land Use Designation Map. The four amendments were considered by the Metro Vancouver Board in July 2014. The Board initiated two of the amendments, giving them first and second reading, and declined two of the amendments. In October 2014, Port Moody Council adopted their new Official Community Plan (OCP), without first submitting the RCS contained within it to the Metro Vancouver Board for acceptance, amending the RCS to reflect the Board’s decision to decline two amendments and without waiting for the other two amendments to be fully considered. In response, Metro Vancouver filed a petition to quash the new OCP bylaw on the basis that Port Moody had not sought or obtained Metro Vancouver acceptance of the proposed RCS, as required by legislation. The City of Port Moody and Metro Vancouver worked hard to resolve the issue, and Port Moody amended its OCP to reflect the Metro Vancouver Board decision and submitted a regional context statement in early 2015.

By year-end 2014, the Metro Vancouver Board had accepted 15 of the 16 RCSs that had been submitted and that required Metro Vancouver acceptance. The non-binding dispute resolution process regarding the non-acceptance of the Township of Langley’s RCS (submitted in November of 2013) was put on hold awaiting the outcome of a related court matter.

In 2012, Metro Vancouver requested that the Township of Langley submit a proposed amendment to their regional context statement to accommodate a planned major land use change in the Green Zone of the Livable Region Strategic Plan (the plan that preceded Metro 2040). The Township of Langley maintained that the land use changes did not necessitate a change to the RCS. Subsequently, the Township of Langley approved an Official Community Plan bylaw amendment for the land use change, and Metro Vancouver then sought to quash the bylaw. The BC Supreme Court considered and dismissed the petitions in early 2014. The reasons for judgment were short and dealt almost solely with whether reference in the Township of Langley’s RCS to specific, minimum lot size provisions in its OCP incorporated the provisions into the RCS, or whether the RCS ‘simply mentioned’ the provisions.
EXTERNAL INITIATIVES

External plans and strategies can have profound implications for Metro 2040 implementation. Key plans and strategies that were developed or advanced in 2014 are described here.

The Mayor’s Council Transportation and Transit Plan – In February 2014, the Minister of Transportation and Infrastructure asked the Metro Vancouver Mayors’ Council on Regional Transportation to confirm its transportation vision and to clarify the costs, priorities and phasing for investments and actions. In June 2014, the Mayors’ Council approved a 30-year Vision and a 10-year investment strategy. Provincial legislation requires a referendum by June 2015, to approve a 0.5% increase to the regional Provincial Sales Tax to partially fund the plan. The referendum will be held in spring 2015. The successful implementation of the Mayors’ Transportation and Transit Plan is key to the success of Metro 2040.

The Port Metro Vancouver Land Use Plan – Between 2012 and 2014, Metro Vancouver was involved in the Port Metro Vancouver Land Use Plan process. In December 2014, the Port released its final Land Use Plan, which was adopted by the Port Metro Vancouver Board on October 28, 2014. Metro 2040 and The Port Land Use Plan share common objectives in terms of protecting industrial lands, encouraging intensification where possible, supporting an efficient goods movement network, and laying the foundation for a strong and diverse regional economy. The Port Plan, however, includes some elements that are not clearly aligned with Metro 2040’s goals and objectives, specifically related to agricultural land. Metro Vancouver requested that the Port commit to not developing agricultural lands for port purposes.

Changes to the Agricultural Land Commission Act – On May 29, 2014 the provincial government passed Bill 24, significantly changing the Agricultural Land Commission (ALC) Act. The ALC Act changed the governance model of the ALC by dividing the province into two Zones and six regional decision-making panels. Metro Vancouver is in Zone 1 together with the Fraser Valley Regional District, the Sunshine Coast Regional District, and part of the Squamish-Lillooet Regional District. The new South Coast Panel for the region, consisting of a Vice Chair and two commissioners, will be making all decisions relating to applications and planning issues for that region. The ALC is a key partner in the implementation of Metro 2040, specifically in protecting the supply of agricultural land and promoting agricultural viability. In August 2014, the Province held a consultation process on changes to the Agricultural Land Reserve Use, Subdivision, and Procedure Regulation. Metro Vancouver provided detailed feedback on the specific questions asked in the provincial discussion guide. To date, no amendments have been made to the Regulation, although a provincial announcement is anticipated in spring 2015.

METRO VANCOUVER INITIATIVES

In 2014, Metro Vancouver prepared a number of supporting guidelines, actions and plans to advance Metro 2040 policy. This volume of work includes implementation guidelines regarding Metro 2040 interpretation and procedures, as well as specific studies and reports providing background information, analysis and recommendations for particular Metro 2040 strategies and actions. Metro Vancouver initiatives for advancing policy are listed here under the corresponding Metro 2040 goal.

Metro 2040 Procedural Guidelines

Implementation Guideline #2: Amendments to the Regional Growth Strategy was updated (June 2014) to improve the amendment process.

Regional Growth Strategy Procedures Bylaw No. 1148 was amended (June 2014) to improve the amendment process.
Goal 1 - Create a Compact Urban Area

In 2014, research was initiated to improve procedures and provide guidance on sewerage extension applications into lands with non-urban regional land use designations. The majority of Urban Centre boundaries were confirmed through regional context statements and related data collection and analysis commenced.

Goal 2 - Support a Sustainable Economy

Office Development in Metro Vancouver Urban Centres: Action Plan (February 2014) prioritizes actions to encourage the office development in Metro Vancouver’s Urban Centres including, advancing transportation plans, policies, and research.

Property Tax Scenario Analysis for Agricultural and Industrial Lands in the Metro Vancouver Region (February 2014) illustrates the relationship between different types of properties and land uses and the resulting property taxes. The information provided in the report will help determine if there are ways that property taxation policies can be used to encourage the active farming of properties within the Agricultural Land Reserve or increase the densification of industrial lands.

Implementation Guideline #5: Metro Vancouver Industrial Land Protection and Intensification Policies (October 2014) were developed to assist Metro Vancouver and member municipalities in implementing Metro 2040 industrial land objectives by addressing the range of development potential and functional requirements associated with different industrial sites and situations.

Facts in Focus Policy Backgrounder: Farming in Metro Vancouver (October 2014) promotes a broad understanding of key issues related to agricultural land use in the region. The user-friendly publication disseminates data from the recent Metro Vancouver Agricultural Land Use Inventory.

Goal 3 - Protect the Environment and Respond to Climate Change Impacts

In 2014, Metro Vancouver undertook a regional climate adaptation scan and gap analysis. Metro Vancouver also provided comment on numerous regional environmental initiatives including a Regional Invasive Species Management Strategy and engaged via Intervener Status in the National Energy Board Trans Mountain Expansion Project Process.

Goal 4 - Develop Complete Communities

The Metro Vancouver Housing Data Book (ongoing) is a key source of regional and municipal level data on the housing stock, trends, market conditions, tenure, income and needs. The Housing Data Book was updated in February 2014.

Metro Vancouver began a process to update The Regional Affordable Housing Strategy (2007) in early 2014, including a discussion paper and stakeholder engagement. The update is anticipated to be completed in Fall 2015.

Goal 5 - Support Sustainable Transportation Choices

The Metro Vancouver Car Share Study (November 2014) examines the performance of car shares in the region and identifies considerations for regional growth management and community planning. Car sharing has emerged as a distinctive transportation choice within the context of a sharing economy. Car sharing allows members to gain the benefits of private vehicle use without the costs and responsibilities of ownership.
The fourth major aspect of implementation is monitoring progress. This 2014 report includes a 2011 baseline for nearly all of Metro 2040’s performance measures, as established in the Progress toward Shaping our Future Baseline Annual Report. The performance measures allow Metro Vancouver to monitor, assess and evaluate progress towards achieving Metro 2040 goals with the aim of improving as we move forward.

Baselines have been established for the majority of Metro 2040 performance measures. Where possible, baselines were established for the year 2011; however, some baselines are based on late 2010 or early 2012 data. Measures with baselines that are not based on data from 2011 are more general in nature and are typically measured over a longer period of time (typically on a five-year basis) to observe major changes rather than yearly trends.

Where possible, a report on progress in 2014 is provided. Depending on the data source and availability, the report is provided either to year-end 2014, or to mid-year 2014 (end of June). Reporting will become more valuable in the long-term as trends can be better observed.

REFINING PERFORMANCE MEASURES

Through the process of developing the Baseline annual report, it became clear that the measures identified in Metro 2040 serve different purposes. To better clarify the utility of the measures, they have been broadly categorized as either “tracking measures” (TM) or “performance measures” (PM), as explained on page 26. Each of the 55 measures is categorized and further described with a note explaining the intent of monitoring and, in the case of performance measures, the preferred direction of change. As the utility and reliability of measures are reviewed, the measures may be modified or further nuanced.

In collecting and analyzing the data, it also became apparent that some measures, due to data availability or the complex nature of the associated strategy, do not accurately depict progress. To improve this and future reports, potential “future measures” have been identified.

Future measures may:
- replace measures that are not telling the full story;
- incorporate useful information based on new available data; or
- supplement existing measures to better provide an indication of how we are meeting the intent of the strategy.
DATA RELIABILITY

Many of the measures provided are based on Statistics Canada Census and National Household Survey (NHS) data which is available every five years. As such, many Metro 2040 measures may only be available on a five-year basis, with the 2016 Census data available in 2017-2018. Metro Vancouver will strive to identify alternative measures in the interim years to assist the annual monitoring and reporting process.

All data has limitations and should be carefully interpreted and used. The NHS was a volunteer survey that replaced the traditional mandatory Census of Canada in 2011. The voluntary element of the new survey resulted in a much lower response rate, which is particularly evident in certain populations. This reduces the quality and reliability of the data, particularly at smaller geographic scopes. Consistent, reliable data is necessary to accurately monitor progress over time.

More detailed information about the data source or collection method for any measure can be provided by Metro Vancouver upon request.
The remainder of this report communicates progress in meeting Metro 2040 goals as prescribed in Metro 2040 Section G: Performance Measures.

NAVIGATING THE REPORT

The diagram to the right provides guidance for navigating Progress toward Shaping our Future. Each measure has a two page spread that provides information about where we’re coming from and where we’d like to go, a basic evaluation of progress to date, and detailed data and information.

The tracker on the upper left hand side of each page refers to the measure listed in Metro 2040 and, for reference, at the in the back of this report. Some measures were combined as they are most usefully analyzed together, others required a greater level of detail and were split into multiple spreads.

Unless otherwise noted, each measure includes baseline data, the 2040 intent or target and, where possible, a report to 2014. More detailed information about the methodology for any given measure can be provided by Metro Vancouver upon request.

Performance measure as listed in Metro 2040 Section G and at the back of this report.
There are two types of measures, Tracking and Performance (see gray box to the right for more information).

A summary of progress to date

Detailed data and information

There are two types of measures, Tracking and Performance (see gray box to the right for more information).

To better clarify the utility of each measure, they have been broadly categorized as “tracking measures” (TM) and “performance measures” (PM).

**Tracking Measures (TM):**
- Have no specific target identified in Metro 2040
- Are used to monitor long-term trends, particularly in relation to other measures and indicators
- Have year-to-year changes that may vary widely

**Performance Measures (PM):**
- Are associated with specific targets in Metro 2040 or a related Metro Vancouver plan or program
- Have a clear direction or target
- Have more consistent year-to-year changes

2040 target, projection, or intent

2014 report with progress measured against the baseline and 2040 target, projection or intent

If there is data that could not be reported on, it is identified as ‘what’s missing’

For some measures, ‘future measures’ are identified to supplement or replace existing measures
GOAL 1: CREATE A COMPACT URBAN AREA

The challenge

The Metro Vancouver region anticipates another one million people and over 500,000 jobs by 2040. Managing this anticipated growth is essential in order to ensure that sprawling development does not result in the costly and inefficient provision of urban infrastructure, the conversion of valuable Rural, Agricultural and Conservation and Recreation lands, or a hastened pace of climate change through the associated increase in greenhouse gas emissions.

The Metro 2040 vision

Virtually all anticipated growth will be contained within the established Urban Containment Boundary. Over two-thirds of dwelling unit and employment growth will occur in the region’s network of Urban Centres and Frequent Transit Development Areas, with an emphasis on creating complete, healthy communities that are well-served by transit and an efficient road network.

Are we achieving the intent of Goal 1?

The strategic distribution of urban growth is an essential element of Metro 2040. Metro Vancouver’s population, number of dwelling units and employment are growing at the rate anticipated in Metro 2040. In the three years since Metro 2040 adoption, about 325 hectares of the remaining urban lands have been absorbed, and 60 hectares were added to the Urban Containment Boundary through the Delta amendment for the Southlands, leaving 7,675 for future development. Though long-term trends cannot be illustrated in the first three years of implementation, recent growth is occurring primarily within the Urban Containment Boundary and is focused in Urban Centres and along the Frequent Transit Network. Urban Centre boundaries continue to be confirmed through regional context statements and a growing number of Frequent Transit Development Areas (FTDAs) are being identified along the Frequent Transit Network (by the end of 2014, 8 FTDAs had been confirmed, three in 2014). These focal areas continue to absorb the lion’s share of the region’s growth with an estimated 38% occurring in Centres alone between 2013 and 2014.
STRATEGIES

STRATEGY 1.1
CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

Directing growth within the Urban Containment Boundary (UCB) helps ensure the development of compact, transit-oriented communities, protects non-urban lands, and supports the efficient provision of utilities and other urban infrastructure.

STRATEGY 1.2
FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

Structuring growth within the UCB is essential to creating healthy, complete communities with employment opportunities, community amenities and services and a diversity of housing choices that are well served by transit.

STRATEGY 1.3
PROTECT RURAL AREAS FROM URBAN DEVELOPMENT

Limiting growth outside the UCB helps to protect the rural character, landscapes and environmental qualities of lands in the Rural designation, and ensures that costly regional infrastructure is not extended inefficiently.
GOAL 1
STRATEGY 1.1
TM 1
PM 2
TM 3
TM 4
TM 5
STRATEGY 1.2
STRATEGY 1.3

STRATEGY 1.1: CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

Annual population, dwelling unit and employment growth in Metro Vancouver

2011 BASELINE

- 2,356,000 people
- 908,000 dwelling units
- 1,209,000 jobs

2040 PROJECTION

- 3,400,000 people
- 1,400,000 dwelling units
- 1,700,000 jobs

Changing Data

Metro 2040 established a baseline for projected growth based on the 2006 Census. Metro 2040 was adopted in July of 2011 and 2011 Census data has since become available, providing a more accurate baseline.

Minor revisions to the new baseline and growth projections will be required in coming years as the Census is updated and new growth projections are submitted by municipalities through regional context statements.
2014 REPORT

2,460,000 people
(+104,000 since 2011)

952,000 dwelling units
(+44,000 since 2011)

1,253,000 jobs
(+44,000 since 2011)*

Note: population and dwelling unit report is to mid-year to mid-year.

*Employment figures for 2014 are estimated as a proportion of total population

2014 growth

<table>
<thead>
<tr>
<th></th>
<th>2014 growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>+32,000 people</td>
</tr>
<tr>
<td>Dwelling Units</td>
<td>+15,800 dwelling units</td>
</tr>
<tr>
<td>Jobs</td>
<td>+10,600 jobs</td>
</tr>
</tbody>
</table>

Note: Report is to mid-year to mid-year. Totals are calculated using 2011 baseline based on 2011 Census and National Household Survey, including estimated census undercount.

HOW ARE WE DOING?

Regional population, dwelling unit and employment growth between 2011 and 2014 was generally consistent with Metro 2040 projections.

METRO VANCOUVER GROWTH PROJECTIONS

What’s missing?

Employment growth figures for the region will be updated, and growth figures for municipalities will be included following the 2016 Census.
### STRATEGY 1.1: CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

#### Annual population, dwelling unit and employment growth in member municipalities

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Population</th>
<th>Dwelling Units</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vancouver</td>
<td>617,000</td>
<td>270,000</td>
<td>407,000</td>
</tr>
<tr>
<td>Surrey</td>
<td>478,000</td>
<td>156,000</td>
<td>168,000</td>
</tr>
<tr>
<td>Burnaby</td>
<td>228,000</td>
<td>89,000</td>
<td>141,000</td>
</tr>
<tr>
<td>Richmond</td>
<td>194,000</td>
<td>69,000</td>
<td>128,000</td>
</tr>
<tr>
<td>Coquitlam</td>
<td>129,000</td>
<td>47,000</td>
<td>47,000</td>
</tr>
<tr>
<td>Langley Township</td>
<td>106,000</td>
<td>38,000</td>
<td>53,000</td>
</tr>
<tr>
<td>Delta</td>
<td>102,000</td>
<td>36,000</td>
<td>50,000</td>
</tr>
<tr>
<td>North Vancouver District</td>
<td>88,000</td>
<td>32,000</td>
<td>28,000</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>78,000</td>
<td>29,000</td>
<td>23,000</td>
</tr>
<tr>
<td>New Westminster</td>
<td>67,000</td>
<td>31,000</td>
<td>29,000</td>
</tr>
<tr>
<td>Port Coquitlam</td>
<td>57,000</td>
<td>21,000</td>
<td>24,000</td>
</tr>
<tr>
<td>North Vancouver City</td>
<td>50,000</td>
<td>23,000</td>
<td>31,000</td>
</tr>
<tr>
<td>West Vancouver</td>
<td>47,000</td>
<td>19,000</td>
<td>18,000</td>
</tr>
<tr>
<td>Port Moody</td>
<td>34,000</td>
<td>13,000</td>
<td>9,000</td>
</tr>
<tr>
<td>Langley City</td>
<td>26,000</td>
<td>12,000</td>
<td>18,000</td>
</tr>
<tr>
<td>White Rock</td>
<td>20,000</td>
<td>10,000</td>
<td>7,000</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>18,000</td>
<td>7,000</td>
<td>6,000</td>
</tr>
<tr>
<td>UBC, UEL</td>
<td>13,000</td>
<td>5,000</td>
<td>21,000</td>
</tr>
<tr>
<td>Anmore</td>
<td>2,100</td>
<td>600</td>
<td>150</td>
</tr>
<tr>
<td>Lions Bay</td>
<td>1,300</td>
<td>500</td>
<td>180</td>
</tr>
<tr>
<td>Tsawwassen First Nation</td>
<td>700</td>
<td>300</td>
<td>250</td>
</tr>
<tr>
<td>Belcarra</td>
<td>650</td>
<td>300</td>
<td>160</td>
</tr>
<tr>
<td><strong>Metro Vancouver</strong></td>
<td><strong>2,356,000</strong></td>
<td><strong>908,000</strong></td>
<td><strong>1,209,000</strong></td>
</tr>
</tbody>
</table>

#### 2040 PROJECTION

**Source:** Statistics Canada 2011 Census, including estimated census undercount of 1.97%

**Note:** Jobs total includes allocation of jobs with no fixed place of work.
**TRACKING MEASURE**

This measure helps to track municipal growth to monitor consistency with *Metro 2040* projections and provide practical guidance for regional utilities and infrastructure planning. While deviations on an annual basis are expected, major deviations over a longer period may require revision of growth projections or policies.

**HOW ARE WE DOING?**

Municipal population and dwelling unit growth between 2011 and 2014 was generally consistent with *Metro 2040* projections. 2014 employment data is not available.

### SHARE OF REGIONAL GROWTH BY MUNICIPALITY (2011-2014)

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Population Growth</th>
<th>Dwelling Unit Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surrey</td>
<td>27%</td>
<td>24%</td>
</tr>
<tr>
<td>Vancouver</td>
<td>20%</td>
<td>23%</td>
</tr>
<tr>
<td>Richmond</td>
<td>13%</td>
<td>12%</td>
</tr>
<tr>
<td>Coquitlam</td>
<td>10%</td>
<td>9%</td>
</tr>
<tr>
<td>Langley Dist</td>
<td>7%</td>
<td>7%</td>
</tr>
<tr>
<td>Burnaby</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>UBC, UEL</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>New Westminster</td>
<td>2%</td>
<td>3%</td>
</tr>
<tr>
<td>North Vancouver City</td>
<td>2%</td>
<td>3%</td>
</tr>
<tr>
<td>Port Coquitlam</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Delta</td>
<td>2%</td>
<td>1%</td>
</tr>
<tr>
<td>North Vancouver District</td>
<td>1%</td>
<td>2%</td>
</tr>
<tr>
<td>White Rock</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Port Moody</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>West Vancouver</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Langley City</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Anmore</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Lions Bay</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Belcarra</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Tsawwassen First Nation</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

Note: Report is to mid-year to mid-year.

*Change is from 2011-2014*
STRATEGY 1.1: CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

Percentage of residential and employment growth occurring within the Urban Containment Boundary (UCB)

**2011 BASELINE**

- 97% of all dwelling units were located within the UCB
- 97% of all jobs were located within the UCB

The 2011 UCB is being used as the basis for all future measurements

90,404 hectares of land were within the UCB in 2011

**2040 PROJECTION**

If we achieve Metro 2040 goals, 98% of residential growth and 98% of employment growth will be located within the Urban Containment Boundary to 2040

The Urban Containment Boundary (UCB) is intended to be a stable, long-term footprint for urban development. The UCB has the capacity to accommodate all of Metro Vancouver’s projected residential growth to the year 2040. Lands designated Rural and Agricultural are not intended for future urban development.
PERFORMANCE MEASURE

This measure assesses where growth is taking place to monitor whether development is being contained as envisioned.

HOW ARE WE DOING?

Less than 1% of dwelling unit growth between 2013 and 2014 occurred outside of the UCB. This share of growth is consistent with Metro 2040’s long-term objectives. A 2011 baseline for employment in the UCB has been established; 2014 employment data is not available.

2014 REPORT

99% of dwelling unit growth (in 2014) was located within the UCB

What’s missing?

Employment growth figures for the UCB will be available through the 2016 Census.

Growth Outside of the UCB

Of the 0.7% dwelling unit growth that occurred outside of the UCB in 2014, 0.3% half was located on lands designated Rural.

URBAN CONTAINMENT BOUNDARY AND LAND USE DESIGNATIONS (2014)
STRATEGY 1.1: CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

Residential density within the Urban Containment Boundary (UCB)

2011 BASELINE

33.3 persons per hectare
12.9 dwelling units per hectare

POPULATION DENSITY (2011)
(GROSS DENSITY WITHIN THE UCB)

2040 PROJECTION

44 persons per hectare
18 dwelling units per hectare

POPULATION DENSITY (2040)
(GROSS DENSITY WITHIN THE UCB)
This measure tracks the type and distribution of growth occurring within the Urban Containment Boundary.

A 2011 baseline for population density has been established and will be used to monitor changes within the UCB. Monitoring density over a two-year period would not provide an indication of long-term growth patterns. Future density measures will include more detail.

2014密度figures have not been provided because the measure is not sensitive to short-term trends. The changes over a period of two years would be minor and could not accurately depict long-term trends.

Updated figures will be included in Progress toward Shaping our Future reports in five-year intervals.

As Metro Vancouver continues to grow, it is anticipated that increased density will be strategically located within focal areas for growth - primarily in Urban Centres and along major transit corridors. In future reports, a more detailed analysis of density within and outside of these focal areas for growth will provide a better understanding of the shape of growth in the region.
GOAL 1
STRATEGY 1.1
TM 1
PM 2
TM 3
TM 4
TM 5
STRATEGY 1.2
STRATEGY 1.3

STRATEGY 1.1: CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

Percentage of residential and employment growth in established urban areas and remaining urban lands within the Urban Containment Boundary

2011 BASELINE

As of 2011, an estimated 7,850 hectares of the 70,904 hectares of land designated General Urban remained largely undeveloped and were intended for future urban development and uses.

DISTRIBUTION OF REMAINING GENERAL URBAN (2011)

<table>
<thead>
<tr>
<th>Remaining Urban Lands</th>
<th>Share of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Langley Township</td>
<td>2,080 ha 32%</td>
</tr>
<tr>
<td>Surrey</td>
<td>2,050 ha 31%</td>
</tr>
<tr>
<td>Coquitlam</td>
<td>825 ha 12%</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>1,415 ha 21%</td>
</tr>
<tr>
<td>Tsawwassen First Nation</td>
<td>180 ha 3%</td>
</tr>
<tr>
<td>West Vancouver</td>
<td>*1,300 ha *0%</td>
</tr>
<tr>
<td>Total</td>
<td>7,850 ha 100%</td>
</tr>
</tbody>
</table>

* The remaining General Urban land in West Vancouver has limited development potential and as a result was not allocated a percentage.

2040 PROJECTION

Monitoring development in the General Urban Designation

Metro 2040 assumes that 20-25% of regional dwelling unit and employment growth will occur within the remaining General Urban lands by 2040. Three-quarters of regional growth will occur within established General Urban lands through redevelopment or densification – primarily concentrated in Urban Centres and along major transit corridors.
TRACKING MEASURE

This measure tracks whether growth is taking place in established urban areas as anticipated, as well as how much General Urban land remains to be developed. Large shares of early, persistent annual growth in remaining General Urban lands would indicate a more dispersed growth pattern than intended, and potential pressure to extend the Urban Containment Boundary.

HOW ARE WE DOING?

Between 2013 and 2014, 88% of dwelling unit growth occurred in established urban areas. About 1.6% of the remaining urban land base was developed. This growth is consistent with what is anticipated. Employment growth data is not available for this geography. In 2014, the Urban Containment Boundary grew by 60 hectares, increasing the amount of General Urban land remaining for new development.

2014 REPORT

As of 2014, an estimated 7,590 hectares of the 70,133 hectares of land designated General Urban remained largely undeveloped and were intended for future urban development and uses.

Cumulative Change

Between 2011 and 2014 about 320 hectares (4%) of the remaining undeveloped General Urban lands were absorbed by urban development – accounting for about 14% of net new dwelling growth.

In 2014 about 60 hectares were added to the remaining General Urban inventory through a Metro 2040 amendment in Delta, resulting in an estimated 7,590 hectares in 2014.

Note: Report is to mid-year to mid-year.

What’s missing?

Employment growth figures for the remaining General Urban areas will be available through the 2016 Census.
STRATEGY 1.1: CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

Number of new regional sewerage service connections outside of the Urban Containment Boundary

**2011 BASELINE**

The 2011 baseline for regional sewerage service connections is the area within the Urban Containment Boundary and approved sewerage areas outside of it.

**2040 INTENT**

*Metro 2040* reinforces urban containment strategies and the integrity of the Urban Containment Boundary by limiting the extension of regional sewerage services.

Metro Vancouver will not extend regional sewerage services into non-urban areas (i.e., lands designated Rural, Agricultural, or Conservation and Recreation) except to address public health issues, environmental risks, or to service agriculture.
**TRACKING MEASURE**

This measure monitors the number of regional sewerage extension applications and approvals to monitor the spread of development beyond the Urban Containment Boundary.

**HOW ARE WE DOING?**

One sewerage amendment was approved in 2014 for lands in the Agricultural designation. The amendment resulted in no net increase in service connections and no implications for *Metro 2040* urban containment provisions.

---

**2014 REPORT**

**2014 EXTENSION APPLICATIONS**

- 2 applications were submitted
- 1 application to amend an existing sewerage area in the Agricultural designation was approved (there was no net increase in service connections)
- 0 applications were denied
- 1 application to the Rural designation is under consideration

Note: Includes applications for calendar year 2014.

**Urban Containment and Regional Sewerage Services**

Urban development requires access to regional sewerage treatment services. *Metro 2040* closely integrates the future provision of these services with regional growth objectives.
STRATEGY 1.2: FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

Number, area and boundaries for Urban Centres and Frequent Transit Development Areas

2011 BASELINE

26 Urban Centres, including Regional City Centres (RCCs) and Municipal Town Centres (MTCs) were identified in Metro 2040.

METRO 2040 CENTRES AND FTDAS

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Name</th>
<th>Type</th>
<th>Area (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burnaby</td>
<td>Metrotown</td>
<td>RCC</td>
<td>310</td>
</tr>
<tr>
<td></td>
<td>Edmonds</td>
<td>MTC</td>
<td>386</td>
</tr>
<tr>
<td></td>
<td>Brentwood</td>
<td>MTC</td>
<td>170</td>
</tr>
<tr>
<td>Burnaby / Coquitlam</td>
<td>Lougheed</td>
<td></td>
<td>360</td>
</tr>
<tr>
<td>Coquitlam</td>
<td>Coquitlam Town Centre</td>
<td>RCC</td>
<td>280</td>
</tr>
<tr>
<td></td>
<td>Burquitlam</td>
<td>FTDA</td>
<td>94</td>
</tr>
<tr>
<td>Delta</td>
<td>Ladner</td>
<td>MTC</td>
<td>49</td>
</tr>
<tr>
<td>Langley City</td>
<td>Langley Town Centre</td>
<td>RCC</td>
<td>467</td>
</tr>
<tr>
<td>Langley Township</td>
<td>Langley Town Centre</td>
<td>RCC</td>
<td>TBD</td>
</tr>
<tr>
<td>Langley Township</td>
<td>Aldergrove</td>
<td>MTC</td>
<td>TBD</td>
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<tr>
<td>Maple Ridge</td>
<td>Maple Ridge Town Centre</td>
<td>RCC</td>
<td>287</td>
</tr>
<tr>
<td>New Westminster</td>
<td>New Westminster</td>
<td>RCC</td>
<td>108</td>
</tr>
<tr>
<td>North Vancouver City</td>
<td>Lonsdale</td>
<td>RCC</td>
<td>TBD</td>
</tr>
<tr>
<td>North Vancouver District</td>
<td>Lynn Valley</td>
<td>MTC</td>
<td>34</td>
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<tr>
<td></td>
<td>Lower Lynn</td>
<td>FTDA</td>
<td>64</td>
</tr>
<tr>
<td></td>
<td>Lower Capilano-Marine</td>
<td>FTDA</td>
<td>21</td>
</tr>
<tr>
<td>Pitt Meadows</td>
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<td>MTC</td>
<td>90</td>
</tr>
<tr>
<td>Port Coquitlam</td>
<td>Port Coquitlam</td>
<td>MTC</td>
<td>111</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Name</th>
<th>Type</th>
<th>Area (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Moody</td>
<td>Inlet Centre</td>
<td>MTC</td>
<td>TBD</td>
</tr>
<tr>
<td>Richmond</td>
<td>Richmond City Centre</td>
<td>RCC</td>
<td>935</td>
</tr>
<tr>
<td>Surrey</td>
<td>Surrey Metro Centre</td>
<td></td>
<td>473</td>
</tr>
<tr>
<td></td>
<td>Fleetwood</td>
<td>MTC</td>
<td>202</td>
</tr>
<tr>
<td></td>
<td>Guildford</td>
<td>MTC</td>
<td>186</td>
</tr>
<tr>
<td></td>
<td>Newton</td>
<td>MTC</td>
<td>114</td>
</tr>
<tr>
<td></td>
<td>Cloverdale</td>
<td>MTC</td>
<td>65</td>
</tr>
<tr>
<td></td>
<td>Willoughby</td>
<td>MTC</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>104th Avenue</td>
<td>FTDA</td>
<td>76</td>
</tr>
<tr>
<td></td>
<td>East Clayton</td>
<td>FTDA</td>
<td>32</td>
</tr>
<tr>
<td></td>
<td>Fleetwood West</td>
<td>FTDA</td>
<td>30</td>
</tr>
<tr>
<td>Surrey / White Rock</td>
<td>Semiahmoo / White Rock</td>
<td>MTC</td>
<td>86</td>
</tr>
<tr>
<td>West Vancouver</td>
<td>Ambleside</td>
<td>MTC</td>
<td>TBD</td>
</tr>
<tr>
<td>Vancouver</td>
<td>Oakridge</td>
<td>MTC</td>
<td>39</td>
</tr>
<tr>
<td></td>
<td>Metro Core</td>
<td></td>
<td>1,665</td>
</tr>
<tr>
<td></td>
<td>Cambie Corridor (North)</td>
<td>FTDA</td>
<td>36</td>
</tr>
<tr>
<td></td>
<td>Cambie Corridor (South)</td>
<td>FTDA</td>
<td>33</td>
</tr>
</tbody>
</table>

Frequent Transit Development Areas (FTDAs) were identified as a new concept in Metro 2040.

New FTDAs and Urban Centre boundaries are established in regional context statements.
This measure tracks the number, location, and size of Urban Centres and FTDAs to monitor the extent to which municipalities are planning growth in strategic locations. These areas are focal points for concentrated, transit-oriented urban development.

**HOW ARE WE DOING?**

By year-end 2014, almost all of the *Metro 2040* Urban Centres had confirmed boundaries. Three additional FTDAs were identified in 2014 for a total of 8 throughout the region. The number of designated FTDAs is anticipated to increase in coming years as municipalities proceed with related community planning initiatives and will continue to be monitored.

**2040 INTENT**

Structure Growth in established Urban Centres and along the Frequent Transit Network

*Metro 2040* envisions a connected network of Urban Centres and FTDAs across the region by 2040.

The region has a number of historic Urban Centres that have been focal points for growth for many years, 26 were established in *Metro 2040*.

Further growth will be accommodated in concentrated areas along TransLink’s Frequent Transit Network (FTN). FTDAs are the tool that will facilitate growth along the FTN over time. For more information about FTDAs and the FTN, see page 46.

Also see...

In collaboration with TransLink and municipalities, Metro Vancouver developed *Guidelines for Identifying Frequent Transit Development Areas (2013)* to assist municipalities in using FTDAs as a tool to link land use and transportation planning. The guidelines are available online at www.metrovancouver.org.

**2014 REPORT**

6 Urban Centres boundaries were established in 2014, for a total of 22 of the 26 identified in *Metro 2040*.

3 new Frequent Transit Development Areas (FTDAs) were established in 2014 for a total of 8 through adopted and accepted FTDAs.
STRATEGY 1.2: FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

Number and percentage of new dwelling units, population and jobs located within Urban Centre boundaries

2011 BASELINE

- 19% of the population lived in Urban Centres
- 26% of dwelling units were in Urban Centres
- 40% of jobs were in Urban Centres

URBAN CENTRE POPULATION, DWELLING UNITS AND JOBS (2011)

<table>
<thead>
<tr>
<th>Urban Centre</th>
<th>Population 2011</th>
<th>Dwelling Units 2011</th>
<th>Jobs 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metro Centres</td>
<td>187,600</td>
<td>108,300</td>
<td>283,000</td>
</tr>
<tr>
<td>Metropolitan Core</td>
<td>168,000</td>
<td>99,200</td>
<td>261,000</td>
</tr>
<tr>
<td>Surrey Metro</td>
<td>19,600</td>
<td>9,100</td>
<td>22,000</td>
</tr>
<tr>
<td>Regional Centres</td>
<td>149,000</td>
<td>72,900</td>
<td>132,000</td>
</tr>
<tr>
<td>Municipal Centres</td>
<td>119,700</td>
<td>54,300</td>
<td>74,000</td>
</tr>
<tr>
<td>Centres Total</td>
<td>456,300</td>
<td>235,500</td>
<td>489,000</td>
</tr>
</tbody>
</table>

Note: Urban Centre figures will be revised upon completion of all boundary definitions through regional context statements.

2040 TARGET

- 40% of dwelling unit growth to occur within Urban Centres

40% of dwelling unit growth must occur in Urban Centres to ensure that 31% of all dwelling units are located in Urban Centres by 2040

TARGETED DISTRIBUTION OF DWELLING UNIT GROWTH IN URBAN CENTRES (2011-2040)
PERFORMANCE MEASURE

This measure tracks the rate of growth in Urban Centres. Persistent annual growth shares substantially lower than 40% target would indicate a more dispersed growth pattern than intended in Metro 2040.

HOW ARE WE DOING?

In 2014, 38% of dwelling unit growth occurred in Urban Centres. This share of growth is acceptable in the early years of the strategy and consistent with achieving the long-term target of 40% growth in Urban Centres by 2040. 2014 employment data is not available.

2014 REPORT

20% of the population lived in Urban Centres

26% of dwelling units were in Urban Centres

What’s missing?

Employment growth for Urban Centres will be available following the 2016 Census.

URBAN CENTRE DWELLING UNIT GROWTH (2011-2014)

<table>
<thead>
<tr>
<th>Land Area (ha)</th>
<th>Dwelling Units 2014</th>
<th>Growth 2011-14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metro Centres</td>
<td>2,145</td>
<td>+7,200</td>
</tr>
<tr>
<td>Metro Core</td>
<td>1,670</td>
<td>+4,800</td>
</tr>
<tr>
<td>Surrey Metro</td>
<td>475</td>
<td>+2,400</td>
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<tr>
<td>Regional Centres</td>
<td>2,865</td>
<td>+5,900</td>
</tr>
<tr>
<td>Municipal Centres</td>
<td>2,260</td>
<td>+2,700</td>
</tr>
<tr>
<td>Centres Total</td>
<td>7,270</td>
<td>+15,800</td>
</tr>
</tbody>
</table>

Note: Urban Centre figures will be revised upon completion of all boundary definitions through regional context statements. Report is to mid-year to mid-year.

Annual Change

32% of population growth in 2014 occurred within Urban Centres (11,000 people)

38% of net dwelling unit growth in 2014 occurred within Urban Centres (6,000 units)

DISTRIBUTION OF DWELLING UNIT GROWTH IN URBAN CENTRES (2011-2014)
STRATEGY 1.2: FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

Number and percentage of new dwelling units and population located within Frequent Transit Development Corridors and Areas

2011 BASELINE

- 26% of dwelling units were within Frequent Transit Development Corridors
- 25% of the population lived within Frequent Transit Development Corridors

Frequent Transit Development Corridors

Frequent Transit Development Corridors help anticipate the capacity for transit-oriented development in the region.

The Corridors were developed using TransLink’s 2040 Frequent Transit Network (FTN) Concept. The existing FTN is a network where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. The 2040 FTN Concept extends these routes throughout the urban areas of the region (though actual coverage will depend on strategic planning and funding).

Frequent Transit Development Corridors capture areas within 800 metres of existing or potential rapid transit stations and 400 metres of the frequent bus routes in the 2040 FTN Concept. For the purposes of monitoring transit-oriented development, the Corridors do not include the majority of the City of Vancouver, as coverage and development along the FTN in Vancouver is already extensive and therefore not a focal area for transit-oriented development in the future.

2040 TARGET

- 28% of dwelling unit growth within in Frequent Transit Development Areas by 2040

28% of dwelling unit growth is required to ensure that 27% of all dwelling units are located in Frequent Transit Development Areas by 2040.

Corridors are targeted to accommodate 28% of residential growth by 2040. The Metro 2040 vision is for this growth to be planned and concentrated in a manner consistent with the Frequent Transit Development Area (FTDA) concept. FTDA’s are a planning tool used to concentrate development throughout the Frequent Transit Development Corridors in specific locations designated collaboratively by the respective municipality, TransLink and Metro Vancouver.
PERFORMANCE MEASURE

This measure tracks the rate of growth in Frequent Transit Development Corridors and Areas. Persistent annual growth shares substantially lower than the 28% target would indicate a more dispersed growth pattern than intended in Metro 2040.

HOW ARE WE DOING?

A 2011 baseline for population and dwelling units in Frequent Transit Development Corridors has been established; 2014 data is not available. Employment data for 2011 and 2014 is not available for this geography. Population, dwelling unit, and employment growth in established FTDAs between 2011 and 2014 because data is not yet available for these recently established geographies.

2014 REPORT

What’s missing?

2014 data for Frequent Transit Development Corridors is not available. Growth figures for the existing FTDAs are not included because they were only recently established. The growth target for FTDAs was developed using Corridors, creating a disconnect between the FTDAs tool and the target as FTDAs will not cover the entire Corridor area. The target will be reviewed as the tool continues to be used.

Growth along the Frequent Transit Network Over Time

FTDAs will be identified over time, subject to local planning processes. As the conceptual graph below demonstrates, growth will continue to occur and be monitored in Frequent Transit Development Corridors, likely near stations and stops in a manner consistent with the FTDA concept. It is anticipated that FTDAs will be designated in these locations to coordinate community plans and transit investment. The City of Vancouver will still identify and plan for FTDAs, but they will not be included in Metro 2040 growth monitoring.
STRATEGY 1.3: PROTECT RURAL AREAS FROM URBAN DEVELOPMENT

Number of net new dwelling units located within the Rural designation

2011 BASELINE

5,850 dwelling units were located within the Rural designation in 2011

0.6% of all dwelling units in the region were within the Rural designation in 2011

2040 INTENT

If we achieve Metro 2040 goals, 2% of regional dwelling unit growth will occur in the non-urban designations (i.e. Rural, Agricultural, and Conservation and Recreation) an estimated 1% will occur in the Rural designation.

LANDS DESIGNATED RURAL BY MUNICIPALITY (2014) (PERCENT OF REGIONAL TOTAL)
TRACKING MEASURE

This measure tracks residential growth in the Rural designation to monitor the extent of development pressures outside of the Urban Containment Boundary. Higher rates of residential growth in the Rural designation indicate a more dispersed growth pattern, and may trigger increased demand for residential land in the Agricultural designation.

HOW ARE WE DOING?

In 2014, a small amount of dwelling unit growth occurred in the Rural designation (approximately 49 units; less than 1% of all new dwelling units). As expected, municipalities with higher shares of designated Rural lands have greater shares of Rural development. This short-term growth is in line with the long-term expectation that 2% of all new growth will occur in areas outside the Urban Containment Boundary by 2040.

2014 REPORT

6,050 dwelling units
were located within the Rural designation in 2014

0.6% of all dwelling units in the region were within the Rural designation in 2014

Annual Change

An estimated 50 dwelling units were added in the Rural area in 2014, representing less than 0.4% of total dwelling unit growth.

Note: Report is to mid-year to mid-year.
STRATEGY 1.3: PROTECT RURAL AREAS FROM URBAN DEVELOPMENT

Residential Density in the Rural designation

2011 BASELINE

0.7 units per hectare

(estimated gross density in 2011)

RURAL DENSITY BY MUNICIPALITY (2011)

<table>
<thead>
<tr>
<th>Municipalities</th>
<th>Density 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Vancouver District</td>
<td>2.4</td>
</tr>
<tr>
<td>Belcarra</td>
<td>1.7</td>
</tr>
<tr>
<td>Anmore</td>
<td>1.3</td>
</tr>
<tr>
<td>Langley Township</td>
<td>1.1</td>
</tr>
<tr>
<td>Surrey</td>
<td>0.5</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>0.5</td>
</tr>
<tr>
<td>Port Moody</td>
<td>0.2</td>
</tr>
<tr>
<td>Coquitlam</td>
<td>0.0</td>
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<tr>
<td>Pitt Meadows</td>
<td>0.0</td>
</tr>
<tr>
<td>Metro Vancouver</td>
<td>0.7</td>
</tr>
</tbody>
</table>

Note: Table shows only municipalities with land designated Rural.

2040 INTENT

Maintaining Rural areas

It is important that the scale, form, and density of development on lands designated Rural are consistent to support the efficient and cost effective provision of urban infrastructure (e.g., transportation and utilities) and manage car dependency. Although no specific targets are set for density in Rural designations, changes in density and building form will be monitored over time.
**TRACKING MEASURE**

This measure tracks the density of residential development on lands designated Rural to monitor the amount and type of new housing development occurring outside of the Urban Containment Boundary.

**HOW ARE WE DOING?**

Residential density on lands designated Rural did not change between 2011 and 2014. Future rural density measures will include more detail.

---

**2014 REPORT**

**0.7 units per hectare**

(estimated gross density in 2014)

**Future measure**

Density, as measured by units per hectare, will not provide a good indication of the form of development taking place on lands designated Rural. More nuanced density measures, such as average lot size, can better evaluate the form of development happening on lands designated Rural; such measures may be used in future reports.

**Significance of density on Rural lands**

All new development on Rural lands increases density, though the change in units per hectare may not be noticeable. About 1% of growth is anticipated to occur on lands designated Rural by 2040 and the form of this growth could have implications for regional planning. Cluster housing, for example, can create pockets of urban density in Rural areas and may be problematic depending on its extent throughout the region. While this form of development may not change overall density, it could be inconsistent with ‘rural character’ and add pressure to extend regional services outside the Urban Containment Boundary.

*Metro 2040* does not prescribe a density for lands designated Rural; however, most Rural development will have a minimum lot size of one acre or be in the form of cluster development.

---

**RURAL DENSITY BY MUNICIPALITY (2014)**

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Gross Rural Density 2014</th>
<th>Density change (2011-2014)</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Vancouver District</td>
<td>2.4</td>
<td>-</td>
</tr>
<tr>
<td>Belcarra</td>
<td>1.7</td>
<td>-</td>
</tr>
<tr>
<td>Anmore</td>
<td>1.3</td>
<td>-</td>
</tr>
<tr>
<td>Langley Township</td>
<td>1.2</td>
<td>+0.1</td>
</tr>
<tr>
<td>Surrey</td>
<td>0.5</td>
<td>-</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>0.5</td>
<td>-</td>
</tr>
<tr>
<td>Port Moody</td>
<td>0.2</td>
<td>-</td>
</tr>
<tr>
<td>Coquitlam</td>
<td>0.0</td>
<td>-</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>0.0</td>
<td>-</td>
</tr>
<tr>
<td>Metro Vancouver</td>
<td>0.7</td>
<td>-</td>
</tr>
</tbody>
</table>

Note: Table shows only municipalities with land designated Rural. Report is to mid-year to mid-year.
GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

The challenge

As the region grows, it continues to be important to accommodate the commercial, industrial and agricultural activities necessary for a diverse and sustainable economy. It will become increasingly challenging to accommodate these activities on a constrained land base. In addition to protecting designated Industrial and Agricultural lands, it is essential that these lands be used as efficiently as possible to minimize pressures for conversion and to enable an effective regional transportation system.

The Metro 2040 vision

The region’s land use mix will support a sustainable economy fostered by proximity of people, jobs and services, and efficient regional transportation. Metro Vancouver’s designated Industrial, Mixed Employment and Agricultural lands will continue to be effectively utilized for appropriate activities. Commercial development and population growth among subregions will be well balanced with focused activity in Urban Centres and transit accessible locations.

Are we achieving the intent of Goal 2?

Goal 2 deals with three aspects of a prosperous and sustainable regional economy: the distribution of business and employment growth, the protection and efficient use of industrial land, and the protection of agricultural land and promotion of agricultural viability. Employment figures will be updated following the 2016 Census, but recent trends show a continuing shift toward service-oriented employment, and a broader distribution of regional employment. The Metro Vancouver Office Inventory has been updated with a new 2011 baseline to capture offices above 10,000 sq. ft., revealing a trend towards developing in close proximity to rapid transit. Industrial market indicators continue to hold relatively constant. In 2014, 102 hectares of Agricultural land was redesignated to General Urban and Conservation and Recreation. Baselines show agriculture continues to be an important part of the economy, though just half of the region’s agricultural land is actively farmed. Agricultural trends will be monitored in longer-term intervals.

How do we measure performance?

- Employment by sector and location
- Labour force ratio by subregion
- Office and retail growth and distribution
- Hectares and use of land designated Industrial, Mixed Employment and Agricultural
- Vacancy rates of industrial land
- Industrial lease rates & land prices
- Gross farm receipts
STRATEGIES

STRATEGY 2.1
PROMOTE LAND DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE REGIONAL ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE

Balancing economic development among subregions and locating commercial and office development in Urban Centres and transit accessible locations helps to focus economic activity and to improve transportation access to jobs, goods and services.

STRATEGY 2.2
PROTECT THE SUPPLY OF INDUSTRIAL LAND

Preserving and effectively utilizing industrial lands helps to ensure the future viability of the regional economy and reduces development pressures on rural and agricultural lands.

STRATEGY 2.3
PROTECT THE SUPPLY OF AGRICULTURAL LAND AND PROMOTE AGRICULTURAL VIABILITY WITH AN EMPHASIS ON FOOD PRODUCTION

Preserving and enhancing the viability of agricultural lands helps to support local food production, related economic activity and overall diversity of the regional economy.
## STRATEGY 2.1: PROMOTE DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE

Total number and growth of employment by sector for each subregion

### 2011 BASELINE

#### TOTAL JOBS BY SECTOR (2011)

<table>
<thead>
<tr>
<th>Sector</th>
<th>Jobs</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail &amp; Trade</td>
<td>131,000</td>
<td>(11%)</td>
</tr>
<tr>
<td>Health Care &amp; Social Assistance</td>
<td>124,000</td>
<td>(10%)</td>
</tr>
<tr>
<td>Professional, Scientific, Technical</td>
<td>117,000</td>
<td>(10%)</td>
</tr>
<tr>
<td>Accommodation &amp; Food</td>
<td>92,000</td>
<td>(8%)</td>
</tr>
<tr>
<td>Educational Services</td>
<td>91,000</td>
<td>(8%)</td>
</tr>
<tr>
<td>Construction</td>
<td>81,000</td>
<td>(7%)</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>80,000</td>
<td>(7%)</td>
</tr>
<tr>
<td>Transportation &amp; Warehousing</td>
<td>68,000</td>
<td>(6%)</td>
</tr>
<tr>
<td>Finance, Insurance</td>
<td>62,000</td>
<td>(5%)</td>
</tr>
<tr>
<td>Other Services</td>
<td>60,000</td>
<td>(5%)</td>
</tr>
<tr>
<td>Public Administration</td>
<td>61,000</td>
<td>(5%)</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>60,000</td>
<td>(5%)</td>
</tr>
<tr>
<td>Admin. Support &amp; Waste Management</td>
<td>54,000</td>
<td>(4%)</td>
</tr>
<tr>
<td>Information &amp; Cultural</td>
<td>42,000</td>
<td>(3%)</td>
</tr>
<tr>
<td>Real Estate, Rental, Leasing</td>
<td>33,000</td>
<td>(3%)</td>
</tr>
<tr>
<td>Arts Entertainment &amp; Recreation</td>
<td>29,000</td>
<td>(2%)</td>
</tr>
<tr>
<td>Agriculture, Forestry, Fishing, Hunting</td>
<td>11,000</td>
<td>(1%)</td>
</tr>
<tr>
<td>Utilities</td>
<td>7,000</td>
<td>(1%)</td>
</tr>
<tr>
<td>Mining, Quarrying, Oil &amp; Gas</td>
<td>4,000</td>
<td>(&lt;1%)</td>
</tr>
<tr>
<td>Management Companies, Enterprises</td>
<td>2,000</td>
<td>(&lt;1%)</td>
</tr>
</tbody>
</table>

#### SUBREGIONAL DISTRIBUTION OF JOBS BY SECTOR (2011)

- **Vancouver, UBC, UEL**: Retail & Trade (30%), Health Care & Social Assistance (20%), Professional, Scientific, Technical (15%)
- **Richmond, Delta**: Retail & Trade (20%), Health Care & Social Assistance (15%), Professional, Scientific, Technical (12%)
- **Surrey, White Rock**: Retail & Trade (25%), Health Care & Social Assistance (18%), Professional, Scientific, Technical (15%)
- **Langley, City and Township Ridge**: Retail & Trade (20%), Health Care & Social Assistance (15%), Professional, Scientific, Technical (12%)
- **Meadows, Northeast Sector**: Retail & Trade (25%), Health Care & Social Assistance (18%), Professional, Scientific, Technical (15%)
- **Burnaby, New West**: Retail & Trade (20%), Health Care & Social Assistance (15%), Professional, Scientific, Technical (12%)
- **North Shore**: Retail & Trade (20%), Health Care & Social Assistance (15%), Professional, Scientific, Technical (12%)

---

Of the 1,209,000 jobs in the region, 961,000 were in a fixed location, 90,000 worked at home, and 158,000 had no fixed location (estimates rounded).

Sectors are categorized by the industry that employs the worker and may employ various occupations, such as a mining company with an accountant on staff.
TRACKING MEASURE

This measure tracks employment growth and distribution across the region to monitor changes in economic activity and employment.

HOW ARE WE DOING?

A 2011 baseline for subregional employment has been established; 2014 data is not available. Past trends show the regional economy shifting toward population-serving sectors such as retail/commercial and service-oriented jobs. Trends also reveal that an increasing share of economic activity and employment follows subregional population growth.

What's missing?

This measure is dependent on Census / National Household Survey data. Metro 2040 monitoring will be possible following the 2016 Census.

2040 INTENT

Support a diverse and sustainable economy

Diverse and balanced economic activity among subregions facilitates complete communities and can reduce cross-regional transportation costs.

2014 REPORT

What's missing?

This measure is dependent on Census / National Household Survey data. Metro 2040 monitoring will be possible following the 2016 Census.

SHARE OF POPULATION AND JOBS BY SUBREGION (2011)

<table>
<thead>
<tr>
<th>Subregion</th>
<th>% Regional Population</th>
<th>% Regional Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vancouver, UBC, UEL</td>
<td>27%</td>
<td>35%</td>
</tr>
<tr>
<td>Surrey, White Rock</td>
<td>21%</td>
<td>15%</td>
</tr>
<tr>
<td>Burnaby, New Westminster</td>
<td>13%</td>
<td>14%</td>
</tr>
<tr>
<td>Delta, Richmond, Tsawwassen FN</td>
<td>13%</td>
<td>15%</td>
</tr>
<tr>
<td>Northeast Sector</td>
<td>9%</td>
<td>6%</td>
</tr>
<tr>
<td>North Shore</td>
<td>8%</td>
<td>7%</td>
</tr>
<tr>
<td>Langley City and Township</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td>Ridge Meadows</td>
<td>4%</td>
<td>2%</td>
</tr>
</tbody>
</table>

Source: Statistics Canada 2011 National Household Survey, including estimated census undercount

Note: Employment figures by sector, as shown on previous page are based on the 2011 National Household Survey including estimated census undercount, and are rounded to the nearest thousand.
STRATEGY 2.1: PROMOTE DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE

Employment to labour force ratio for each subregion

### 2011 BASELINE

**REGIONAL JOBS AND THE LABOUR FORCE**

- **1,209,000** jobs existed in the region
- **1,297,000** people were in the labour force (age 15+)
- **0.93** regional jobs to labour force ratio

- **97%** of Metro Vancouver jobs were held by Metro Vancouver residents
- **93%** of the labour force was employed (7% unemployment rate)

### 2040 INTENT

**Good employment distribution and growth**

*Metro 2040* aims to support a sustainable economy. An increased and diversified employment base can allow residents to find employment closer to home, resulting in shorter commutes and potentially few trips by single occupancy vehicle.

Source: Statistics Canada 2011 National Household Survey, including estimated census undercount
TRACKING MEASURE

This measure indicates the number of jobs relative to the labour force in each subregion. A lower ratio indicates fewer jobs are available to workers in that subregion.

HOW ARE WE DOING?

A 2011 baseline for jobs to labour force ratio has been established; 2014 data is not available.

WHAT'S MISSING?

This measure is dependent on Census / National Household Survey data. Metro 2040 monitoring will be possible following the 2016 Census.

TOTAL JOBS AND LABOUR FORCE BY SUBREGION (2011)

<table>
<thead>
<tr>
<th>Subregion</th>
<th>Total Number of Jobs</th>
<th>Total Labour Force</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vancouver, UBC, UEL</td>
<td>428,000</td>
<td>363,000</td>
</tr>
<tr>
<td>Delta, Richmond, Tsawwassen First Nation</td>
<td>179,000</td>
<td>157,000</td>
</tr>
<tr>
<td>Surrey, White Rock</td>
<td>175,000</td>
<td>261,000</td>
</tr>
<tr>
<td>Burnaby, New Westminster</td>
<td>170,000</td>
<td>163,000</td>
</tr>
<tr>
<td>North Shore</td>
<td>78,000</td>
<td>100,000</td>
</tr>
<tr>
<td>Northeast Sector</td>
<td>79,000</td>
<td>125,000</td>
</tr>
<tr>
<td>Langley City and Township</td>
<td>71,000</td>
<td>74,000</td>
</tr>
<tr>
<td>Ridge Meadows</td>
<td>29,000</td>
<td>54,000</td>
</tr>
</tbody>
</table>
STRATEGY 2.1: PROMOTE DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE

Percentage of residents living and working within the same subregion

2011 BASELINE

48% of the region's employed labour force worked within their home subregion

55% of subregional jobs were held by workers living within that subregion

Measuring Jobs Close to Home

There are two elements to measuring how many people have jobs close to home. The first is the percentage of the employed labour force that works within the subregion they live (i.e. residents who do not commute out). The second is the percentage of subregional jobs that employ residents within that subregion (i.e. jobs that are not drawing commuters in). These measures are best analyzed together with the previous two measures: share of regional jobs and jobs to labour force ratio by subregion.

2040 INTENT

Creating Jobs Close to Where People Live

A balanced distribution of employment throughout the region provides greater opportunities for residents to work within their community.

Metro 2040 anticipates that, as each subregion progresses toward having more complete communities, more jobs will be available to local residents and commuting across the region will decrease.
TRACKING MEASURE

This measure tracks the working population in each subregion that is employed in the same subregion to monitor how many people have jobs close to home.

HOW ARE WE DOING?

A 2011 baseline for percentage of residents living and working in the same subregion has been established; 2014 data is not available.

PERCENT OF THE EMPLOYED LABOUR FORCE WORKING WITHIN THEIR HOME SUBREGION (2011)

2014 REPORT

What’s missing?

This measure is dependent on Census / National Household Survey data. Metro 2040 monitoring will be possible following the 2016 Census.

SUBREGIONAL JOBS HELD BY WORKERS LIVING WITHIN THAT SUBREGION (2011)

<table>
<thead>
<tr>
<th>Subregion</th>
<th>Total Jobs Located in the Subregion</th>
<th>% Jobs Held by Residents of that Subregion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vancouver, UBC, UEL</td>
<td>379,000</td>
<td>58%</td>
</tr>
<tr>
<td>Delta, Richmond, Tsawwassen FN</td>
<td>155,000</td>
<td>48%</td>
</tr>
<tr>
<td>Surrey, White Rock</td>
<td>148,000</td>
<td>68%</td>
</tr>
<tr>
<td>Burnaby, New Westminster</td>
<td>148,000</td>
<td>38%</td>
</tr>
<tr>
<td>North Shore</td>
<td>68,000</td>
<td>63%</td>
</tr>
<tr>
<td>Northeast Sector</td>
<td>67,000</td>
<td>60%</td>
</tr>
<tr>
<td>Langley City and Township</td>
<td>61,000</td>
<td>49%</td>
</tr>
<tr>
<td>Ridge Meadows</td>
<td>24,000</td>
<td>75%</td>
</tr>
</tbody>
</table>

Source: Statistics Canada 2011 National Household Survey, including estimated census undercount
Note: Subregional employment estimates shown here include only those jobs at a fixed location within the municipality
GOAL 2
STRATEGY 2.1
TM 1
TM 2
TM 3
TM 4
STRATEGY 2.2
STRATEGY 2.3

STRATEGY 2.1: PROMOTE DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE

Percentage of new office and retail development locating within Urban Centres and Frequent Transit Development Areas (FTDAs)

2011 BASELINE

67% of 2011 office space was located in Urban Centres

OFFICE INVENTORY (2011)

2010 Total (sq ft) % of Total

- Regional City Centres 42.9 million 61%
- Municipal Town Centres 4.1 million 6%
- Not in an Urban Centre 23.5 million 33%
- 800 m from rapid transit 4.4 million 6%
- 400 m from FTN only 10.3 million 15%
- not near FTN service 8.8 million 12%
- Total 70.5 million 100%

Note: Office Inventory baseline has been updated to include buildings with 10,000 square feet of space or more; numbers are rounded.

2040 PROJECTION

Direct office development to Urban Centres and FTDAs

To increase the current share of office space in Urban Centres, more than 66% of new office development must occur in Urban Centres.

Locating office development in close proximity to transit stations focuses economic and job activity and allows for more efficient and sustainable transportation choices. Metro 2040 envisions an increased share of office space close to the Frequent Transit Network (FTN).

For more information about FTDAs and the FTN, see page 46.

Also see...

Metro Vancouver explores the factors that influence regional scale office development and occupancy decisions in Office Development in Metro Vancouver Urban Centres (March 2015), available online at www.metrovancouver.org.
### Tracking Measure

This measure shows the distribution of offices and related employment in the region, and the extent to which office development is being focused in Urban Centre and transit accessible locations. Focused growth simplifies transportation access and reduces commercial development pressures on industrial lands.

### How Are We Doing?

In 2014, 54% of the region's office space growth occurred in Regional City Centres. This substantial growth in Centres had little impact on the distribution of the overall inventory. However, increasing shares of development near the Frequent Transit Network is more noticeable. It is anticipated that annual growth shares will fluctuate and that this trend should be monitored on a longer term basis.

### 2014 Report

55% of 2012-2014 office development occurred in Urban Centres

**Office Development (2012-2014)**

- **Regional City Centres**: 55%
- **Municipal Town Centres**: 2%
- **Not in an Urban Centre**: 42%

**Office Inventory (2014)**

- **Regional City Centres**: 60%
- **Municipal Town Centres**: 6%
- **Not in an Urban Centre**: 34%

<table>
<thead>
<tr>
<th>Development (sq ft)</th>
<th>% of Total Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional City Centres</td>
<td>+ 1,772,000</td>
</tr>
<tr>
<td>Municipal Town Centres</td>
<td>+ 82,000</td>
</tr>
<tr>
<td>Not in an Urban Centre</td>
<td>+ 1,363,000</td>
</tr>
<tr>
<td>800 m from rapid transit</td>
<td>535,000</td>
</tr>
<tr>
<td>400 m from FTN only</td>
<td>96,000</td>
</tr>
<tr>
<td>not near FTN service</td>
<td>732,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>+ 3,217,000</strong></td>
</tr>
</tbody>
</table>

**Regional City Centres**

- 45.0 million (60%)

**Municipal Town Centres**

- 4.2 million (6%)

**Not in an Urban Centre**

- 24.0 million (34%)

**800 m from rapid transit**

- 5.1 million (7%)

**400 m from FTN only**

- 10.4 million (14%)

**not near FTN service**

- 9.8 million (13%)

**Total Office Inventory**

- 74.5 million (100%)

**Note:** Office Inventory includes buildings with 10,000 square feet of space or more; numbers are rounded.

**Future Measure**

Office development proximity to the Frequent Transit Network will be used in place of office development in FTDAs in future reports to better align with the Metro Vancouver Office Inventory.

**What’s Missing?**

Retail development data for Urban Centres is not currently available.
**GOAL 2**  
STRATEGY 2.1  
STRATEGY 2.2  
TM 1  
PM 2 & 3  
TM 4, 5 & 6  
TM 7 & 8  
TM 9  
STRATEGY 2.3

**STRATEGY 2.2: PROTECT THE SUPPLY OF INDUSTRIAL LAND**

**Number of hectares added to, or removed from, Industrial and Mixed Employment areas**

<table>
<thead>
<tr>
<th>2011 BASELINE</th>
<th>2040 INTENT</th>
</tr>
</thead>
</table>
| **10,190 hectares** of land were designated Industrial in Metro 2040 = 3.6% of the regional land base | **2040 INTENT**  
**Maintaining a Viable Industrial Land Supply**  
*Metro 2040* requires monitoring the supply of, and demand for, industrial land to assess whether there is sufficient capacity to meet the needs of the regional economy. *Metro 2040* anticipates strong industrial demand with a limited land supply, and that future industrial growth will increasingly occur through redevelopment and intensification of the existing designated Industrial and Mixed Employment lands. A key strategy in *Metro 2040* is to protect the existing land base and ensure its efficient use. |
| **3,394 hectares** of land were designated Mixed Employment in Metro 2040 = 1.2% of the regional land base | |
TRACKING MEASURE

This measure tracks changes in the total amount of land that is designated Industrial or Mixed Employment in Metro 2040.

HOW ARE WE DOING?

Between 2011 and 2014, 57 hectares of land (net) were redesignated from Industrial or Mixed Employment. This loss is significant within the context of an already constrained industrial land base. However, some regional land use designation adjustments were anticipated as regional context statements were prepared in response to Metro 2040, and it is anticipated that this pace of change will be lower in future years.

2014 REPORT

10,133 hectares
of land were designated Industrial in Metro 2040 = 3.6% of the regional land base
(net loss of 57 hectares since 2011)

3,390 hectares
of land were designated Mixed Employment in Metro 2040 = 1.2% of the regional land base
(net loss of 4 hectares since 2011)

How did the Metro 2040 Industrial and Mixed Employment designations change?

Prior to 2014 2014 Total
Industrial gains 12 ha
Industrial losses 75 ha
Mixed Employment gains 15 ha
Mixed Employment losses 19 ha

The changes in the Industrial and Mixed Employment designations were primarily the result of Metro 2040 amendments through regional context statements accepted by the Metro Vancouver Board. Amendments made through regional context statements are considered generally consistent with Metro 2040. The losses occurred primarily in the District of Maple Ridge and the City of Port Coquitlam. In 2014, a Type 3 amendment converted 9 ha of land in Surrey designated Industrial to Mixed Employment.

It is important to note that not all Industrial lands are equally viable due to varying geographic and market contexts. For example, an advantageous location or site features could make some lands in the Industrial designation more readily developable for industrial uses. Accordingly, the location, as well as amount of land, should be considered when evaluating changes.
GOAL 2
STRATEGY 2.1
STRATEGY 2.2
TM 1
PM 2 & 3
TM 4, 5 & 6
TM 7 & 8
TM 9
STRATEGY 2.3

STRATEGY 2.2: PROTECT THE SUPPLY OF INDUSTRIAL LAND

Number of hectares in Industrial and Mixed Employment areas used for industrial related activities

2011 BASELINE

7,770 hectares or 76% of inventoried Metro 2040 Industrial and Mixed Employment land* were utilized for industrial or commercial purposes**

*The gross land area within the Metro 2040 Industrial designation includes large areas of non-inventoried lands at Vancouver International Airport as well as road and utility rights-of-way.

**Defining and distinguishing pure industrial and commercial uses from industrial related and accessory or stand-alone commercial uses (allowed by municipal zoning) is difficult to establish and monitor.

Lands considered ‘Not Utilized for Industrial’ include vacant lands with industrial potential as well as other uses such as residential, agricultural, roads, and rights-of-way.

Metro Vancouver Industrial Land Inventory (ILI)

The Metro Vancouver Industrial Land Inventory (ILI) identifies and maps lands designated for industrial use. The creation of the Metro 2040 Industrial and Mixed Employment regional land use designations was informed by the ILI, but includes only a subset (89%) of those lands, because not all lands in the ILI are regionally significant.

Also see...

The 2005 and 2010 Industrial Lands Inventories and associated maps are available online at www.metrovancouver.org.

Metro Vancouver is preparing an updated detailed industrial lands inventory. It is expected this data will be available for the 2015 report.
This measure tracks how industrial land is being used in the region with an aim to correlating land supply with utilization.

**2040 INTENT**

Monitor the Use of the Industrial Land Supply

*Metro 2040* requires monitoring industrial land supply and demand to assess whether there is sufficient capacity to meet the needs of the regional economy. *Metro 2040* anticipates strong industrial demand with a limited land supply. Future industrial growth will increasingly occur through redevelopment and intensification of the existing designated Industrial and Mixed Employment lands. A key strategy in *Metro 2040* is to use the existing land base to its maximum potential.

**CURRENT AND PROJECTED INDUSTRIAL LAND AVAILABILITY**

<table>
<thead>
<tr>
<th>HECTARES</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
</tr>
<tr>
<td>2013</td>
</tr>
<tr>
<td>2015</td>
</tr>
<tr>
<td>2017</td>
</tr>
<tr>
<td>2019</td>
</tr>
<tr>
<td>2021</td>
</tr>
<tr>
<td>2023</td>
</tr>
<tr>
<td>2025</td>
</tr>
<tr>
<td>2027</td>
</tr>
<tr>
<td>2029</td>
</tr>
<tr>
<td>2031</td>
</tr>
<tr>
<td>2033</td>
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<tr>
<td>2035</td>
</tr>
<tr>
<td>2037</td>
</tr>
<tr>
<td>2039</td>
</tr>
<tr>
<td>2041</td>
</tr>
</tbody>
</table>

*Metro 2040* Industrial and Mixed Employment Land

Developed with Buildings

Developed no Buildings

YVR / Port Facilities / Rail / Utility ROW / Fuel Storage

What's missing?

Figures shown here for lands that are used for industrial purposes include commercial uses, such as retail and office, because it is difficult to distinguish non-industrial uses from accessory uses. Metro Vancouver will explore ways to better define and distinguish industrial uses.

**2014 REPORT**

7,955 hectares or 78% of inventoried *Metro 2040* Industrial and Mixed Employment land* were utilized for industrial or commercial purposes** as of 2013 (approximately 200 hectares were absorbed for industrial uses between 2011 and 2013)

Note: Report is to mid-year 2013.

*The gross land area within the *Metro 2040* Industrial designation includes large areas of non-inventoried lands at Vancouver International Airport as well as road and utility rights-of-way.

**Defining and distinguishing pure industrial and commercial uses from industrial related and accessory or stand-alone commercial uses (allowed by municipal zoning) is difficult to establish and monitor.
STRATEGY 2.2: PROTECT THE SUPPLY OF INDUSTRIAL LAND

Inventory of market ready industrial land (short term and long term)

2011 BASELINE

1,800 hectares or 70% of the total vacant industrial land was estimated to be available for development before 2017

805 hectares or 30% of the total vacant industrial land was estimated to be available for development after 2017

Note: It is important to consider that any assessment of market readiness should be interpreted cautiously as there are a range of land use circumstances and development factors that affect potential industrial uses.

2040 INTENT

Monitor industrial market activity

Metro 2040 envisions a protected and efficiently used supply of industrial land and supports this through monitoring development capacity.

Market Readiness Study

In 2012, Metro Vancouver, member municipalities, and representatives of the industrial development community completed a market readiness assessment of the remaining undeveloped industrial lands.

The study categorized the remaining lands as available in the short term (before 2017) or long term (after 2017) based on municipal land use policies and infrastructure servicing.

Also see...

Metro Vancouver supports efficient use of industrial land by conducting and sharing research, including Best Practices for the Intensive Use of Industrial Land Summary (2013). The report, as well as the Metro Vancouver Industrial Land Market Readiness Study (2012) are available online at www.metrovancouver.org.
**TRACKING MEASURE**

This measure tracks the short- and long-term supply of industrial lands in the region considering estimated market readiness.

**HOW ARE WE DOING?**

A 2011 baseline has been established for short-term (before 2017) and long-term (after 2017) market readiness of industrial land. It is important to note circumstance and development factors may influence this assessment.

---

**INDUSTRIAL LANDS MARKET READINESS (2011)**

<table>
<thead>
<tr>
<th>Area</th>
<th>Hectares available before 2017 (short-term)</th>
<th>Hectares available after 2017 (long-term)</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Shore</td>
<td>22</td>
<td>0</td>
</tr>
<tr>
<td>Vancouver</td>
<td>340</td>
<td>0</td>
</tr>
<tr>
<td>Burnaby</td>
<td>141</td>
<td>74</td>
</tr>
<tr>
<td>New Westminster</td>
<td>38</td>
<td>145</td>
</tr>
<tr>
<td>Delta, Tswwassen</td>
<td>145</td>
<td>287</td>
</tr>
<tr>
<td>Surrey, White Rock</td>
<td>291</td>
<td>631</td>
</tr>
<tr>
<td>Ridge-Meadows</td>
<td>145</td>
<td>263</td>
</tr>
<tr>
<td>Langleys</td>
<td>160</td>
<td>68</td>
</tr>
</tbody>
</table>

**2014 REPORT**

**What's missing?**

The next market readiness report will be completed following the pending update of the Industrial Lands Inventory.
STRAIGHT 2.2: PROTECT THE SUPPLY OF INDUSTRIAL LAND

Vacancy rate of industrial floor space, industrial lease rates, and industrial land prices

2011 BASELINE

4.1%
average 2011 industrial building vacancy rate

$7.40 per sq ft
average 2011 industrial lease rate

$908,440 per acre
weighted average 2011 price of industrial land*

2040 INTENT

Monitor industrial market activity

Metro 2040 envisions a protected and efficiently used supply of industrial land and supports this through monitoring market activity.

Source: Colliers International, 2014

Note: Industrial land price baseline has been update

*Both core markets (Vancouver, North Vancouver, Burnaby, Richmond, and the Tri-Cities area) and non-core markets (all other areas) are included. Weighting accounts for changes in the distribution of sales so averages aren’t skewed.
跟踪衡量指标

这些指标跟踪工业市场的活动来监测工业用地的供应和需求，提供一个指标来判断该地区是否有足够的工业活动容量。

2014年报告

4.1%
平均2014年工业建筑空置率（与2011年持平）

$8.12每平方英尺
平均2014年工业租赁率（较2011年增长7.8%）

$1,042,820每英亩
加权平均2014年工业用地价格*（较2011年增长38%）

源：Coliers国际，2014

*包括核心市场（温哥华、北温哥华、伯纳比、里士满和三角城市地区）和非核心市场（所有其他地区）。加权平均数考虑了销售比例的变化，因此平均值不会被偏移。

如何进行？

2011年至2014年期间，工业建筑空置率保持相对稳定，但与北美更广泛背景相比仍然很低。工业租赁率在三年期间有所增长，尽管长期趋势保持稳定，表明租赁价格可能会限制一定程度的发展。已经提供了一个更新后的工业用地价格基准，表明土地容量的价格约束有所增加。
2011 BASELINE

275,000 jobs

were located within the Industrial and Mixed Employment designations =

23% of the region’s jobs

The Manufacturing sector had the greatest share of jobs in industrial areas, accounting for more than 20% of all jobs located on lands in the Industrial and Mixed Employment designations. This was followed by Wholesale Trade at 14%. Retail Trade related jobs also accounted for a significant share at more than 10%.

Sectors are categorized by the type of industry that employs the worker, but may employ various occupations such as a mining company with an accountant on staff.

Source: Statistics Canada 2011 National Household Survey
TRACKING MEASURE

This measure tracks the type and share of regional employment located within designated Industrial and Mixed Employment lands. While most industrial related business and employment is located on these lands, a variety of related or unrelated business activities often occur on these lands as well. A high proportion of retail sales or finance/administrative jobs suggest a greater proliferation of non-industrial uses.

HOW ARE WE DOING?

A 2011 baseline for employment within the Industrial and Mixed Employment designations has been established; 2014 data is not available. In 2011, there were a significant numbers of jobs in the retail trade sector on industrial land, suggesting that the land may have been utilized for non-industrial uses.

2040 INTENT

Monitor industrial market activity

Metro 2040 envisions a protected and efficiently used supply of industrial land and supports this vision by monitoring related employment activity.

While there is no absolute definition of industrial related employment, the regional share of jobs located on lands designated Industrial and Mixed Employment provides a substitute indicator for industrial utilization.

2014 REPORT

What's missing?

2014 data is not yet available for employment on lands designated Industrial and Mixed Employment.
Number of hectares within the *Metro 2040* Agricultural designation

### 2011 Baseline

- **55,313 hectares** were designated Agricultural in *Metro 2040*
- **20%** of the regional land base

### 2040 Intent

#### Protect Agricultural Land and Promote Agricultural Viability

The Agricultural Land Reserve (ALR) is a provincial designation in which agriculture is recognized as the priority use. There are 60,736 hectares of ALR land in Metro Vancouver.

Local governments adhere to the *Agricultural Land Commission (ALC) Act* through regional and municipal plans as well as zoning bylaws to protect farmland.

Lands designated Agricultural in *Metro 2040* are intended for agricultural uses and supporting services, with an emphasis on food production. The *Metro 2040* Agricultural designation and the ALR are mostly aligned except for approximately 6,000 hectares of ALR which are primarily designated Conservation and Recreation and Rural in *Metro 2040*, but which are still subject to the provisions of the *ALC Act*. 
This measure tracks changes in the total area of land that is designated Agricultural in Metro 2040.

Between 2011 and 2014, 73 hectares of land (net) were redesignated from Agricultural. Some regional land use designation adjustments were anticipated as regional context statements were prepared in response to Metro 2040. The majority of losses occurred in 2014.

55,240 hectares of land was designated Agricultural in Metro 2040 = 20% of the region’s land base (a net loss of 71 hectares since 2011)

How did the Metro 2040 Agricultural designation change?

In 2014, a Type 2 Amendment in Delta resulted in the redesignation of 100 ha of land designated Agricultural to General Urban (58 ha) and Conservation and Recreation (42 ha).

All other changes in the Agricultural designation occurred through Metro 2040 amendments as a result of regional context statements accepted by the Metro Vancouver Board. Amendments accepted through regional context statements are considered generally consistent with Metro 2040.

The additions to the Agricultural designation occurred in the District of Maple Ridge.
STRATEGY 2.3: PROTECT THE SUPPLY OF AGRICULTURAL LAND AND PROMOTE VIABILITY WITH AN EMPHASIS ON FOOD PRODUCTION

Number of hectares and percentage of agricultural land used for agricultural activities

2011 BASELINE

30,447 hectares or 50% of Metro Vancouver’s Agricultural Land Reserve is farmed

STATUS OF METRO VANCOUVER AGRICULTURAL LAND RESERVE WITH RESPECT TO FARMING (2011)

<table>
<thead>
<tr>
<th>Municipality</th>
<th>ALR Surveyed* (ha)</th>
<th>Farmed (ha)</th>
<th>Potential (ha)</th>
<th>Unavailable (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Langley Township</td>
<td>23,406</td>
<td>9,913</td>
<td>8,003</td>
<td>5,490</td>
</tr>
<tr>
<td>Delta</td>
<td>9,403</td>
<td>6,706</td>
<td>1,161</td>
<td>1,536</td>
</tr>
<tr>
<td>Surrey</td>
<td>9,291</td>
<td>5,072</td>
<td>2,465</td>
<td>1,754</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>6,868</td>
<td>3,788</td>
<td>583</td>
<td>2,497</td>
</tr>
<tr>
<td>Richmond</td>
<td>5,176</td>
<td>2,832</td>
<td>908</td>
<td>1,436</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>3,787</td>
<td>1,008</td>
<td>1,458</td>
<td>1,321</td>
</tr>
<tr>
<td>Coquitlam</td>
<td>823</td>
<td>263</td>
<td>182</td>
<td>379</td>
</tr>
<tr>
<td>Barnston Island</td>
<td>618</td>
<td>370</td>
<td>196</td>
<td>52</td>
</tr>
<tr>
<td>Port Coquitlam</td>
<td>599</td>
<td>119</td>
<td>151</td>
<td>329</td>
</tr>
<tr>
<td>Vancouver</td>
<td>297</td>
<td>39</td>
<td>13</td>
<td>245</td>
</tr>
<tr>
<td>Burnaby</td>
<td>234</td>
<td>109</td>
<td>40</td>
<td>84</td>
</tr>
<tr>
<td>Bowen Island</td>
<td>182</td>
<td>17</td>
<td>20</td>
<td>144</td>
</tr>
<tr>
<td>Tsawwassen FN</td>
<td>165</td>
<td>155</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>Langley City</td>
<td>45</td>
<td>5</td>
<td>5</td>
<td>35</td>
</tr>
<tr>
<td>Metro Vancouver</td>
<td>60,893</td>
<td>30,396</td>
<td>15,186</td>
<td>15,311</td>
</tr>
</tbody>
</table>

*Total includes 3,515 hectares of land not surveyed (e.g. rights-of-way and foreshore) and is considered to be unavailable for farming.

Not farmed & unavailable 25%

Farmed

Not farmed with potential 25%

**Farmed** - Actively farmed land plus areas that support farming (e.g. farm buildings and roads).

**Potential for Farming** - Land that does not have any significant topographical, physical or existing land use constraints (natural, semi-natural, managed vegetation or non-built/bare areas).

**Unavailable for Farming** - Land that has an existing incompatible non-farm use (e.g. parks, golf courses, residential use); land with site limitations (e.g. drainage or topography); or unavailable land not surveyed (e.g. rights-of-way).
PERFORMANCE MEASURE

This measure tracks the change in the amount of agricultural land that is used for agricultural activities.

HOW ARE WE DOING?

In 2011, the first and most comprehensive inventory of agricultural land in Metro Vancouver was completed. It reveals that approximately 50% of the region’s agricultural land is used for farming or farming activities. The inventory provides a baseline for future monitoring of agricultural land use.

ACTIVELY FARMED LAND IN PROMINENT AGRICULTURE MUNICIPALITIES (2011)
(MUNICIPALITIES WITH 1,000 HA OR MORE OF ALR LANDS)

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Not Farmed and Unavailable</th>
<th>Not Farmed with Potential</th>
<th>Farmed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Langley Township</td>
<td>42%</td>
<td>79%</td>
<td>58%</td>
</tr>
<tr>
<td>Delta</td>
<td>60%</td>
<td>59%</td>
<td>58%</td>
</tr>
<tr>
<td>Surrey</td>
<td>59%</td>
<td>59%</td>
<td>60%</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>58%</td>
<td>59%</td>
<td>60%</td>
</tr>
<tr>
<td>Richmond</td>
<td>60%</td>
<td>59%</td>
<td>58%</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>59%</td>
<td>58%</td>
<td>60%</td>
</tr>
</tbody>
</table>

2040 INTENT

Increase the amount of actively farmed land

Actively farmed lands are lands that are farmed or lands that contribute to agricultural production, but exclude unused/unmaintained fields and buildings.

2014 REPORT

What’s missing?

This data was derived from the Land Use Inventory Metro Vancouver Regional Report prepared by the BC Ministry of Agriculture. The Agricultural Land Use Inventory (ALUI) was conducted over the summers of 2010 and 2011. The date of the next ALUI has not been determined.

Also see...

The Ministry of Agriculture Land Use Inventory (ALUI) Metro Vancouver Regional Report (summer 2010 and 2011) is the data source for this and the following measure, it is available online at www.metrovancouver.org.

Using the data from the ALUI, Metro Vancouver completed an ALR Landowner Survey (2013) exploring landowners’ interest in farming or leasing their land to a farmer. The report is also available online.

Note: The ALR is the geographic scope used in the ALUI Metro Vancouver Regional Report and is used here for consistency.
STRATEGY 2.3: PROTECT THE SUPPLY OF AGRICULTURAL LAND AND PROMOTE VIABILITY WITH AN EMPHASIS ON FOOD PRODUCTION

Percentage of agricultural land in active food production

2011 BASELINE

79% of the region’s 30,447 hectares of farmed ALR land is used for food production

ACTIVELY FARMED LAND USED FOR FOOD PRODUCTION (2011)

<table>
<thead>
<tr>
<th>Description</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actively farmed land in food production</td>
<td>79%</td>
</tr>
<tr>
<td>Land used for farming support</td>
<td>4%</td>
</tr>
<tr>
<td>Actively farmed land not in food production</td>
<td>17%</td>
</tr>
</tbody>
</table>

2040 INTENT

Promote agricultural viability with an emphasis on food production

Metro 2040 envisions a protected agricultural land base utilized primarily for food production.

How are food producing lands defined?

Both the federal Census of Agriculture and the provincial Ministry of Agriculture Land Use Inventory (ALUI) define agriculture activities more broadly than activities that produce food, including floriculture (flower and ornamental plant) activities and equine (horse) activities. For the purposes of the Progress toward Shaping our Future reports, food production figures are based on actively farmed cultivated land and greenhouse area identified in the ALUI (summer 2010 and 2011).

The total area for agriculture land in food production is derived from land that is actively farmed with berry, vegetable, cereal, vine, fruit and nut tree, specialty crop, mushroom crop barn activities, as well as greenhouses with vegetable actives. Actively farmed forage and pasture land used for livestock activities are included, but those with primary horse activities are excluded. Bare and fallow lands and lands in transition are excluded from the total food production area as well. Although some nursery operations produce fruit trees, berry bushes and vegetable transplants, they are excluded from the food production calculation as they are not the primary activity. Floriculture activities and greenhouses with floriculture and nursery activities are also excluded.

Note: The ALR is the geographic scope used in the ALUI Metro Vancouver Regional Report and is used here for consistency.
TRACKING MEASURE
This measure tracks the amount of agriculture land that is used for food production.

HOW ARE WE DOING?
The first and most comprehensive inventory of agricultural land in Metro Vancouver was completed over the summers of 2010 and 2011. The inventory reveals that 50% of the region's ALR is farmed, and of the farmed ALR, 79% is directly used for food production. The inventory provides a baseline for future monitoring of agricultural land use.

2014 REPORT

What's missing?
The baseline data for this measure was derived from the Ministry of Agriculture Land Use Inventory (ALUI) Metro Vancouver Regional Report (summer 2010-2011). The date of the next regional ALUI has not been determined.

Also see...
The Regional Food System Strategy (2011) is the region’s first step in creating a collaborative approach to a sustainable, resilient and healthy regional food system. The strategy is available online at www.metrovancouver.org.
STRATEGY 2.3: PROTECT THE SUPPLY OF AGRICULTURAL LAND AND PROMOTE VIABILITY WITH AN EMPHASIS ON FOOD PRODUCTION

Value of Gross Farm Receipts

2011 BASELINE

$789.5 million
total Gross Farm Receipts

Metro Vancouver generated 27% of British Columbia's total Gross Farm Receipts on just 1.5% of its farmland.

Source: 2011 Census of Agriculture, see note on following page
Tracking Measure

This measure provides an indication of agricultural viability in Metro Vancouver. Gross farm receipts (GFR), tracked over time, gives an indication of the strength of the agricultural sector in the region. A growing number of farms with higher GFRs also reflects strength within the sector.

How Are We Doing?

A 2011 baseline has been established for regional Gross Farm Receipts; 2014 data is not available. It can be noted, however, that the growth rate of Metro Vancouver’s agricultural industry between 2006 and 2010 was 8%, a significant drop from 13% growth between the 2000 and 2010 census years.

2040 Intent

Support agricultural viability

Metro 2040 seeks to support agriculture as a viable business, contributing to a diverse economy, a healthy environment, and food security.

2014 Report

What’s Missing?

This measure is dependent on the Census of Agriculture which is completed every five years. Metro 2040 monitoring will be possible following the 2016 Census of Agriculture.

Future Measure

Agriculture employment figures, available through the Census of Agriculture, provide another indication of agricultural viability and may be evaluated in future reports. The 2011 Census revealed that Metro Vancouver farmers provided $188 million in total wages and salaries as well as over 319,000 weeks of paid work.
GOAL 3: PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

The challenge

The region depends on a healthy environment. Metro 2040 recognizes the importance of regionally significant Conservation and Recreation lands. While lands within this designation are protected through various means, important ecological lands outside of the designation continue to face fragmentation and conversion pressures from a growing population and urban development. In addition, it is increasingly important that we reduce the greenhouse gases that contribute to climate change, and prepare for anticipated climate change impacts.

The Metro 2040 vision

By 2040, lands within the Conservation and Recreation designation will remain protected and their quality enhanced. Natural features will stretch throughout the urban fabric, providing efficient ecological services and improved quality of life. Greenhouse gas emissions will have been reduced by 33% from 2007 levels, and the region will have a strong capacity to address impacts from anticipated natural hazards and climate change.

Are we achieving the intent of Goal 3?

More than 47% of the region’s land base is protected through the regional Conservation and Recreation designation. Major gains to the designation occurred in early implementation and, in 2014, an additional 42 hectares was re-designated to Conservation and Recreation from the Agricultural designation. An ongoing implementation focus is how to more effectively influence and monitor the protection and enhancement of natural features and connectivity throughout the region and a baseline has been established for sensitive ecosystems. Municipalities continue to advance ecological policies and programs and Metro Vancouver endeavors to find new ways to track initiatives throughout the region. Recent analysis of the region’s 2010 emissions inventory illustrates the important role developing compact, complete communities has in reducing our carbon footprint. Metro 2040 is the region’s first regional growth strategy to address climate change, and work continues to be done to address both mitigation and adaptation effectively and to establish relevant performance measures.

How do we measure performance?

- Hectares of land within the Conservation and Recreation designation
- Number of municipalities with mapped and designated ESAs
- Net change in the conservation status of plants and animals
- Tonnes of GHG emissions from buildings and transportation
- Volume of fuel sold for on-road transportation
- Share of trips by transportation mode (SEE GOAL 5)
- Floor space of non-residential served by district energy
STRATEGIES

STRATEGY 3.1: PROTECT CONSERVATION AND RECREATION LANDS

Protecting ecological and park lands helps to maintain the region’s natural resources and recreational green spaces.

STRATEGY 3.2: PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY

Enhancing ecology throughout the region helps to provide more sustainable ecosystem services and better access to nature in cities.

STRATEGY 3.3 AND 3.4: ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT:

Reduce energy consumption and GHG emissions, and improves air quality; and

Mitigating climate change through land use planning contributes to overall GHG reduction targets.

Improve the ability to withstand climate change impacts and natural hazard risks

Adapting to climate change through land use planning provides the foundation for broader adaptation initiatives.
STRATEGY 3.1: PROTECT CONSERVATION AND RECREATION LANDS

Number of hectares in the Conservation and Recreation designation

2011 BASELINE

131,828 hectares were designated Conservation and Recreation in Metro 2040 = 47% of the region’s land base

2040 INTENT

Support the Protection of Conservation and Recreation Areas

The Metro 2040 Conservation and Recreation designation provides an added layer of protection for the region’s important natural areas and supports the Urban Containment Boundary. Over 95% of the region’s Conservation and Recreation lands are publicly owned and generally protected through various policies or designations.
**TRACKING MEASURE**

This measure tracks change in the total area of land that is designated Conservation and Recreation in *Metro 2040*.

---

**HOW ARE WE DOING?**

Between 2011 and 2014, 830 hectares of land (net) were redesignated to Conservation and Recreation. While significant, this level of change is anticipated to be unique to the first phase of *Metro 2040* implementation and does not represent any newly protected lands. In 2014, a Type 2 amendment resulted in newly protected lands in Delta.

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**2014 REPORT**

132,657 hectares were designated Conservation and Recreation in *Metro 2040* = 47% of the region’s land base (a net gain of 829 hectares since 2011)

---

**How did the *Metro 2040* Conservation & Recreation designation change?**

<table>
<thead>
<tr>
<th></th>
<th>Prior to 2014</th>
<th>2014</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gains</td>
<td></td>
<td></td>
<td>907 ha</td>
</tr>
<tr>
<td>Losses</td>
<td></td>
<td></td>
<td>78 ha</td>
</tr>
</tbody>
</table>

The majority of changes in the Conservation and Recreation designation occurred in the Cities of Coquitlam and Richmond through amendments resulting from municipal acceptance of *Metro 2040*.

In 2014, 42 ha of land was added to the Conservation and Recreation designation as a result of a Type 2 amendment in Delta. The land was previously designated Agricultural.

Other amendments in the Conservation and Recreation designation resulted from regional context statements accepted by the Metro Vancouver Board. Amendments made through regional context statements are considered generally consistent with *Metro 2040*. The losses occurred primarily in the District of Maple Ridge.
STRAIGHTGOAL 3
STRATEGY 3.1
STRATEGY 3.2
TM 1
TM 2 & 3
STRATEGY 3.3

STRAIGHT3.2: PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY

Net change in the conservation status of animals and plants

2011 BASELINE

167 species in the region are listed by British Columbia’s Conservation Data Centre

- 18 Mammals
- 28 Birds
- 3 Reptiles & Turtles
- 4 Amphibians
- 16 Fish
- 14 Insects
- 12 Molluscs
- 42 Vascular Plants
- 30 Mosses

CONSERVATION STATUS RANK
BC MINISTRY OF ENVIRONMENT (2011)

<table>
<thead>
<tr>
<th>Status</th>
<th>Definition</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>BC Blue List</td>
<td>Special concern</td>
<td>97</td>
</tr>
<tr>
<td>BC Red List</td>
<td>Endangered or threatened</td>
<td>52</td>
</tr>
<tr>
<td>BC Yellow List</td>
<td>Secure</td>
<td>7</td>
</tr>
<tr>
<td>BC Extirpated</td>
<td>Local extinction</td>
<td>5</td>
</tr>
<tr>
<td>No BC status</td>
<td>Listed elsewhere (e.g. COSEWIC*)</td>
<td>6</td>
</tr>
</tbody>
</table>

Listed species are those species that are threatened, endangered, of special concern, extirpated or extinct.

Source: Pearson, Mike and Healey, M.C. 2012. Species at Risk and Local Government: a Primer for BC - Stewardship Centre of British Columbia, Courtenay BC (www.speciesatrisk.bc.ca)

*Committee on the Status of Endangered Wildlife in Canada; species listed here include inshore marine fish species which are under federal jurisdiction.
TRACKING MEASURE

This measure tracks the conservation status of plants and animals in Metro Vancouver, which is one indication of the health and quality of ecosystems throughout the region. Designated Conservation and Recreation lands, as well as other natural spaces in Metro Vancouver’s urban environment, are home to thousands of species.

HOW ARE WE DOING?

A 2011 baseline has been established to monitor conservation status in the long term. Future measures will consider other factors that may impact ecological health.

2040 INTENT

Protect and enhance a connected network of ecosystems

Recognizing that all levels of government have a role to play in protecting and enhancing the region’s natural assets, Metro 2040 encourages collaborative efforts to minimize impacts on ecologically important features and optimize ecosystem function.

2014 REPORT

What’s missing?

This measure is most useful to monitor over the long term as year-to-year changes in conservation status typically only reflect previously unknown occurrences and not actual changes in status or distribution of species at risk.

Future measure

BC’s Conservation Data Centre (CDC) is the agency tasked with monitoring the status of species at risk in the province. This is one indication of ecological health, but does not provide the full picture. Metro Vancouver will continue to monitor how status changes over time, but will also consider other indicators, based on the future availability of data, to better evaluate regional ecological health.

Also see...

Metro Vancouver’s Ecological Health Action Plan (2011) summarizes how ecological health is incorporated into Metro Vancouver plans and operations and identifies 12 regional projects that expand the efforts to enhance ecosystem services throughout the region. The plan is available online at www.metrovancouver.org.
STRATEGY 3.2: PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY

Hectares of Sensitive Ecosystems; Number of municipalities with mapped and designated Environmentally Sensitive Areas (ESAs)

2011 BASELINE

The Sensitive Ecosystem Inventory (SEI) provides the baseline for this measure. The SEI identified 181,000 hectares of sensitive and modified ecosystems in the region.

86% are of high quality.

There were 37,000 hectares in the urban area, and 42% of these were of high quality.

What’s missing?

The number of municipalities that had environmental mapping as of 2011 was not determined, instead, 2013 figures, collected through regional context statements, will be used as the baseline.
**TRACKING MEASURE**

The Sensitive Ecosystem Inventory tracks ecosystems throughout the region as a means of monitoring ecological health. Hectares of sensitive and modified ecosystems and ecosystem quality provide a snapshot of the region’s ecological assets.

Tracking municipal environmental protection helps to monitor efforts across the region to enhance and protect ecological assets.

**HOW ARE WE DOING?**

The regional Sensitive Ecosystem Inventory establishes a 2011 baseline for monitoring ecological health throughout the region, and provides a tool for municipalities to advance local ecological health initiatives.

Several municipalities have mapped ESAs, however other environmental policies and designations have not been captured.

**2040 INTENT**

Protect and enhance a connected network of ecosystems

Many important ecological assets exist within and outside of designated Conservation and Recreation areas. Connecting and enhancing these areas is crucial to regional ecological health and supported through environmental mapping and designations.

The number of municipalities with environmental mapping, designations, and associated policies is expected to increase over time.

**Metro Vancouver’s Sensitive Ecosystem Inventory (SEI)**

The SEI identifies and maps ecosystems that are important to ecological health and provide valuable ecological services. The first iteration of the SEI is based on 2010/2011 data and was finalized in 2012 and SEI mapping is not synonymous with the Conservation and Recreation designation.

**Also see...**

More information about the SEI is available in the Metro Vancouver SEI Technical Report, the SEI Subregional Profiles and through the interactive mapping tool, all available online at www.metrovancouver.org.

**2014 REPORT**

What’s missing?

Hectares of designated ESAs is not included in this Progress toward Shaping our Future report, instead the SEI is used as a substitute 2011 baseline; 2014 data is not available. Should the inventory be updated, figures will be included in future reports.

8 municipalities had environmental mapping

**Future measure**

Several municipalities map important ecological assets, and sometimes designate them as ESAs. Sometimes they are protected through environmental management programs, policies, or Environmental Development Permit Areas (EDPAs). More detailed tracking may be provided in future reports.

**MUNICIPAL ENVIRONMENTAL MAPPING (2014)**

<table>
<thead>
<tr>
<th>Mapping Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burnaby</td>
</tr>
<tr>
<td>Coquitlam</td>
</tr>
<tr>
<td>Langley (City)</td>
</tr>
<tr>
<td>Langley (Township)</td>
</tr>
<tr>
<td>Maple Ridge</td>
</tr>
<tr>
<td>Port Moody</td>
</tr>
<tr>
<td>Richmond</td>
</tr>
<tr>
<td>Surrey</td>
</tr>
</tbody>
</table>
Strategies to Encourage Land Use and Transportation Infrastructure that Reduces Energy Consumption and Greenhouse Gas Emissions, and Improves Air Quality

Tonnes of greenhouse gas emissions produced by building and transportation sources

**2011 Baseline**

In 2010, buildings produced 4,477,700 tonnes of CO₂e (29% of the regional total).

In 2010, on-road transportation produced 5,392,400 tonnes of CO₂e (36% of the regional total).

Source: 2010 Lower Fraser Valley Air Emissions Inventory and Forecast and Backcast (2013).

Note: The 2011 baseline for regional greenhouse gas emissions has been updated with Metro Vancouver Inventory. Buildings include commercial, institutional, and residential. On-road sources include both light and heavy duty vehicles.

**Greenhouse Gases (CO₂e)**

The principal greenhouse gases for which emissions have been estimated are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Of the greenhouse gases, CO₂ is the primary contributor (70%) and has the most relevant implications for climate change.
Greenhouse Gas Emission Patterns

GHG emissions in our region result from people’s activities. So it is not surprising that more emissions occur in the most densely populated areas (see maps below). When GHG emissions are examined on a per capita basis, we see a different picture. Although municipalities with high population densities had high overall emissions of GHGs, the emissions per person drop. There appears to be a trend where areas with low population density that are generally populated by single family dwellings have some of the highest per capita emissions of GHGs. This is probably influenced by longer commute distances and differences in building stock when compared to more compact communities that are mostly populated by multi-family dwellings.

2010 RESIDENTIAL BUILDING AND ON-ROAD TRANSPORTATION EMISSIONS BY MUNICIPALITY

Includes only greenhouse gas emissions (tonnes CO₂) from light and heavy duty vehicles and residential buildings. Map is clipped to the Urban Containment Boundary.
STRATEGY 3.3: ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT REDUCES ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS, AND IMPROVES AIR QUALITY

Volume of fuel sold for on-road transportation sources

2011 BASELINE

4,858,734 litres
of fossil fuel was sold for on-road transportation in the region

Source: Kent Marketing Services Ltd - Daily Average, June 2011

2040 TARGET

33% reduction in greenhouse gas emissions below 2007 levels by 2020, and

80% reduction in greenhouse gas emissions below 2007 levels by 2050
PERFORMANCE MEASURE

4,632,052 litres of fossil was fuel sold for on-road transportation in the region.

Source: Kent Marketing Services Ltd - Daily Average, June 2014

HOW ARE WE DOING?

Fuel sales declined nearly 5% between 2011 and 2014. However, little can be inferred from this decline about how private vehicle use in the region contributes to GHG reduction or air quality improvement. A fraction of fuel is sold outside the region or country, but the travel and emissions take place within or through the region. Similarly, fuel purchased here may not be used locally.

REGIONAL FUEL SALES (2011-2014)

4.9 million
4.8 million
4.7 million
4.6 million

2011 2012 2013 2014
STRATEGY 3.3: ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT REDUCES ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS, AND IMPROVES AIR QUALITY

Number of dwellings / non-residential floorspace served by district energy systems

2011 BASELINE

Metro Vancouver had
4 district energy facilities
servicing approximately
47.8 million
square feet of buildings

2040 INTENT

Reduce energy consumption and GHG emissions through best practices (district energy and renewable alternatives)

Neighbourhood-scale energy distribution systems can be more efficient than individual building energy systems because of their ability to use a closed-loop approach, in which waste heat can be recaptured and reused.
TRACKING MEASURE

This measure monitors the transmission of energy through district energy systems. The region has some district energy systems that have been in use for decades. Expanding the capacity of existing facilities and introducing new facilities is an important strategy for reducing GHGs and energy consumption.

HOW ARE WE DOING?

There are a growing number of district energy systems in the region, with an estimated 1.4 million square feet of service added between 2011 and 2013. These systems provide more efficient distribution of energy at a local scale, but also provide the infrastructure for alternative fuels in the future. This measure will be monitored in 5-year intervals.

2014 REPORT

As of year-end 2013, Metro Vancouver had 7 district energy facilities servicing approximately 49.2 million square feet of buildings.

Future measure

While many new district energy systems begin operating with natural gas as the primary fuel source, they often have a more sustainable secondary fuel source, such as solar, biomass, and heat recovery. Many systems also have plans and capacity in place to switch to a more sustainable fuel source in the future. Fuel types and estimated energy and GHG savings as a result of sustainable fuel types may be considered in future reports.

DISTRICT ENERGY FACILITIES (IN SERVICE AS OF 2013)*

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Entity</th>
<th>Year</th>
<th>Estimated Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vancouver</td>
<td>Central Heat Distribution Limited</td>
<td>2008</td>
<td>40 million square feet</td>
</tr>
<tr>
<td></td>
<td>Southeast False Creek Energy Utility</td>
<td>2010</td>
<td>3.7 million square feet, (20 mixed use residential developments)</td>
</tr>
<tr>
<td>North Vancouver</td>
<td>Lonsdale Energy Corp. (Lonsdale Regional City Centre)</td>
<td>2003</td>
<td>3.5 million square feet (2,700 residential units)</td>
</tr>
<tr>
<td>UBC</td>
<td>Academic District Energy System**</td>
<td>2011</td>
<td>1.2 million square feet (8.6 million by build out)</td>
</tr>
<tr>
<td>Richmond</td>
<td>Alexandra District Energy Utility</td>
<td>2012</td>
<td>540,000 square feet (600 residential units, +200 by year-end 2014)</td>
</tr>
<tr>
<td>Burnaby</td>
<td>SFU / Corix Energy Systems</td>
<td>2012</td>
<td>280,700 square feet (310 residential units, +350 by year-end 2014)</td>
</tr>
<tr>
<td>Surrey</td>
<td>Surrey Central</td>
<td>2014</td>
<td>(in progress)</td>
</tr>
</tbody>
</table>

* There are a number of district energy systems, primarily in hospitals, that have been in operation for decades. The service capacity for these systems has not yet been estimated, but may be added to future reports.

** The first phase of conversion of the Academic DEU began in 2011 and continues to expand capacity.
GOAL 4: DEVELOP COMPLETE COMMUNITIES

The challenge

Complete and healthy communities have diverse housing options and access to a wide range of goods, services and community amenities - shops, recreation and cultural activities, employment opportunities, and a safe and attractive public realm. Providing affordable and appropriate housing for the region's population at various stages of their lives is an ongoing challenge and requires careful planning at the local scale, supported by sustainable regional land use and transportation planning.

The Metro 2040 vision

The region in 2040 will be comprised of ‘complete communities’ supported by regional employment distribution and good access to services and amenities. These communities will incorporate a range of housing choices suitable for residents at all stages of their lives and designed to support walking, cycling, and transit, and will foster healthy lifestyles.

Are we achieving the intent of Goal 4?

Although housing supply in the region continues to grow, affordability remains a significant challenge due to high housing costs and lower incomes relative to other Canadian metropolitan regions. Baselines show that a third of households in the region spend more than 30% of household income on shelter. The region's housing stock remains about 60% ground-oriented and 40% apartment based, although apartment development continues to increase in share representing over 60% of the 15,800 units added between 2013 and 2014. The tenure of recent housing growth was consistent with existing baselines with about two-thirds of units owner-occupied and one-third renter-occupied. A new baseline has been provided for average housing costs to include more figures from the Fraser Valley Real Estate Board. Detached dwellings are on the upswing throughout the region, rising on the average of $40,000 per unit since 2011 while the cost of other housing types remains relatively steady. An updated baseline for Core Housing Need has also been provided. Municipalities continue to develop and update housing action plans and tools to implement them will be tracked in the long term.

How do we measure performance?

- Dwelling Units by type, tenure and price
- Affordable and supportive housing development and availability
- Incidence of core housing need
- Access to amenities and services
STRATEGIES

STRATEGY 4.1 PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Supporting the strategies and actions in the Metro Vancouver Affordable Housing Strategy to ensure there is an adequate supply of housing to meet future demand.

STRATEGY 4.2 DEVELOP HEALTHY AND COMPLETE COMMUNITIES WITH ACCESS TO A RANGE OF SERVICES AND AMENITIES

Designing communities to include a range of facilities, services and amenities, with emphasis on a healthy environment and mobility.
Housing affordability in Metro Vancouver

The following data and information is important to understanding housing affordability in the region and provides context for the subsequent performance measures.

Measuring Affordability

Housing is considered to be affordable if shelter costs comprise 30% or less of total gross household income. Affordability varies by tenure, with more renter households paying in excess of 30% of their income on shelter.

33% of households in the region spent more than 30% of their household income on shelter in 2011

PERCENT OF OWNER AND RENTER HOUSEHOLDS SPENDING MORE THAN 30% OF INCOME ON SHELTER BY MUNICIPALITY (2011)

<table>
<thead>
<tr>
<th>Municipality</th>
<th>% Owner-occupied</th>
<th>% Renter-occupied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anmore</td>
<td>27%</td>
<td>0%</td>
</tr>
<tr>
<td>Belcarra</td>
<td>26%</td>
<td>0%</td>
</tr>
<tr>
<td>Burnaby</td>
<td>29%</td>
<td>46%</td>
</tr>
<tr>
<td>Coquitlam</td>
<td>28%</td>
<td>48%</td>
</tr>
<tr>
<td>Delta</td>
<td>20%</td>
<td>37%</td>
</tr>
<tr>
<td>Electoral Area A</td>
<td>41%</td>
<td>69%</td>
</tr>
<tr>
<td>Langley Township</td>
<td>25%</td>
<td>41%</td>
</tr>
<tr>
<td>Langley City</td>
<td>27%</td>
<td>49%</td>
</tr>
<tr>
<td>Lions Bay</td>
<td>22%</td>
<td>23%</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>27%</td>
<td>45%</td>
</tr>
<tr>
<td>New Westminster</td>
<td>27%</td>
<td>44%</td>
</tr>
<tr>
<td>North Vancouver District</td>
<td>25%</td>
<td>42%</td>
</tr>
<tr>
<td>North Vancouver City</td>
<td>27%</td>
<td>43%</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>28%</td>
<td>35%</td>
</tr>
<tr>
<td>Port Coquitlam</td>
<td>26%</td>
<td>44%</td>
</tr>
<tr>
<td>Port Moody</td>
<td>25%</td>
<td>41%</td>
</tr>
<tr>
<td>Richmond</td>
<td>32%</td>
<td>48%</td>
</tr>
<tr>
<td>Surrey</td>
<td>27%</td>
<td>38%</td>
</tr>
<tr>
<td>Vancouver</td>
<td>29%</td>
<td>46%</td>
</tr>
<tr>
<td>West Vancouver</td>
<td>26%</td>
<td>55%</td>
</tr>
<tr>
<td>White Rock</td>
<td>25%</td>
<td>45%</td>
</tr>
<tr>
<td>Metro Vancouver</td>
<td>28%</td>
<td>45%</td>
</tr>
</tbody>
</table>

Source: Statistics Canada 2011 National Household Survey

160,000 of the 583,000 Metro Vancouver owner-occupied households spent more than 30% of their income on shelter

138,000 of the 308,000 Metro Vancouver renter-occupied households spent more than 30% of their income on shelter
COMPARISON OF CANADIAN METROPOLITAN AREAS (2011)

Comparing Other Metro Areas

In 2011, Metro Vancouver had average shelter costs comparable to other major Canadian metropolitan areas. However, Metro Vancouver households had lower median incomes than households in the other metropolitan areas, resulting in a larger share of Metro Vancouver households spending more than 30% of their income on shelter.

<table>
<thead>
<tr>
<th>Household Shelter Costs</th>
<th>Canada</th>
<th>Metro Vancouver</th>
<th>Toronto</th>
<th>Calgary</th>
</tr>
</thead>
<tbody>
<tr>
<td>avg. shelter cost</td>
<td>$1,050</td>
<td>$1,294</td>
<td>$1,366</td>
<td>$1,339</td>
</tr>
<tr>
<td>% paying over 30%</td>
<td>25%</td>
<td>33%</td>
<td>32%</td>
<td>25%</td>
</tr>
<tr>
<td>Owners</td>
<td>$1,141</td>
<td>$1,420</td>
<td>$1,516</td>
<td>$1,412</td>
</tr>
<tr>
<td>% paying over 30%</td>
<td>19%</td>
<td>28%</td>
<td>27%</td>
<td>20%</td>
</tr>
<tr>
<td>Renters</td>
<td>$848</td>
<td>$1,054</td>
<td>$1,043</td>
<td>$1,130</td>
</tr>
<tr>
<td>% paying over 30%</td>
<td>40%</td>
<td>45%</td>
<td>43%</td>
<td>39%</td>
</tr>
<tr>
<td>% of renters in subsidized housing</td>
<td>13.7%</td>
<td>13.8%</td>
<td>15.9%</td>
<td>11.0%</td>
</tr>
</tbody>
</table>

Source: Statistics Canada 2011 National Household Survey

Also see...

Metro 2040 supports the strategies and actions in the *Metro Vancouver Affordable Housing Strategy (2007)*. The key goals of the strategy are to: 1) Increase the supply and diversity of modest cost housing; 2) Eliminate homelessness across the region; and, 3) Meet the needs of low income renters. Work is underway to update the strategy and information is available online at www.metrovancouver.org.
PROGRESS TOWARD SHAPING OUR FUTURE

GOAL 4
STRATEGY 4.1
TM 1
TM 2, 3, & 4
TM 5
TM 6
TM 7
STRATEGY 4.2

STRATEGY 4.1: PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Number of net new housing units by type

2011 BASELINE

In 2011, there were 889,900 private, occupied dwellings in Metro Vancouver

51% Ground-oriented (approximately 451,500 units)

9% Row Housing (approximately 80,500 units)

40% Apartment (approximately 357,900 units)

2040 INTENT

Provide diverse and affordable housing choices

Metro 2040 aims to ensure new housing stock is diverse in type and tenure

Source: Published counts from the 2011 Census and 2011 National Household Survey, not including estimated census undercount

Note: Ground-oriented units include single family homes and duplexes.

SHARE OF DWELLING UNITS HOUSING TYPE (2011)

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground</td>
<td>265,100</td>
</tr>
<tr>
<td>_row</td>
<td>152,900</td>
</tr>
<tr>
<td>Burnaby</td>
<td>86,850</td>
</tr>
<tr>
<td>Richmond</td>
<td>68,000</td>
</tr>
<tr>
<td>Coquitlam</td>
<td>45,550</td>
</tr>
<tr>
<td>Langley Township*</td>
<td>37,250</td>
</tr>
<tr>
<td>Delta</td>
<td>34,800</td>
</tr>
<tr>
<td>North Vancouver District</td>
<td>31,300</td>
</tr>
<tr>
<td>New Westminster</td>
<td>30,600</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>28,000</td>
</tr>
<tr>
<td>North Vancouver City</td>
<td>23,000</td>
</tr>
<tr>
<td>Port Coquitlam</td>
<td>20,650</td>
</tr>
<tr>
<td>West Vancouver</td>
<td>18,400</td>
</tr>
<tr>
<td>Port Moody</td>
<td>12,600</td>
</tr>
<tr>
<td>Langley City</td>
<td>11,300</td>
</tr>
<tr>
<td>White Rock</td>
<td>9,900</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>6,800</td>
</tr>
<tr>
<td>UBC UEL, Electoral Area A</td>
<td>5,050</td>
</tr>
<tr>
<td>Anmore</td>
<td>600</td>
</tr>
<tr>
<td>Lions Bay</td>
<td>500</td>
</tr>
<tr>
<td>Tsawwassen First Nation</td>
<td>300</td>
</tr>
<tr>
<td>Belcarra</td>
<td>300</td>
</tr>
</tbody>
</table>

*Partially suppressed for confidentiality

Note: Ground-oriented units include single family homes and duplexes.
TRACKING MEASURE

This measure monitors housing supply and type throughout the region as an indicator of how we are performing in terms of housing diversity. Having a diverse mix of housing type helps to ensure there is affordable and appropriate housing for residents at various stages of their lives.

HOW ARE WE DOING?

In 2014, approximately 15,800 new housing units were added across the region. The housing stock continues to diversify, with most areas showing larger shares of new housing in the form of apartments (61% of the new regional stock) and row housing (14% of the new regional stock), though this ranges across municipalities.

2014 REPORT

In 2014, there were 934,500 private, occupied dwellings in Metro Vancouver

50%  Ground-oriented  (approximately 464,650 units)

9%   Row Housing  (approximately 87,800 units)

41%  Apartment  (approximately 382,250 units)

Annual Change

HOUSING GROWTH BY TYPE (2013-2014)

<table>
<thead>
<tr>
<th></th>
<th>2013-2014 growth (# of units)</th>
<th>2013-2014 % of growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground-oriented</td>
<td>+3,950</td>
<td>25%</td>
</tr>
<tr>
<td>Row</td>
<td>+2,200</td>
<td>14%</td>
</tr>
<tr>
<td>Apartment</td>
<td>+9,650</td>
<td>61%</td>
</tr>
<tr>
<td>Total</td>
<td>+15,800</td>
<td>100%</td>
</tr>
</tbody>
</table>

Note: Report is mid-year to mid-year. Ground-oriented units include single family homes and duplexes. Totals are calculated using 2011 baseline based on 2011 Census and National Household Survey, not including estimated census undercount.
GOAL 4
STRATEGY 4.1
TM 1
TM 2, 3 & 4
TM 5
TM 6
TM 7
STRATEGY 4.2

STRATEGY 4.1: PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Number of net new housing units by tenure

2011 BASELINE

In 2011, there were 889,900 private, occupied dwellings Metro Vancouver

65%  Owner-occupied
(approximately 582,400 units)

35%  Renter-occupied
(approximately 307,200 units)

<1%  Band housing
(approximately 300 units)

2040 INTENT

Provide diverse and affordable housing choices

Metro 2040 aims to ensure new housing stock is diverse in type and tenure

Source: Published counts from the 2011 Census and 2011 National Household Survey, not including estimated census undercount

<table>
<thead>
<tr>
<th></th>
<th>Owner</th>
<th>Renter</th>
<th>Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vancouver</td>
<td></td>
<td></td>
<td>264,600</td>
</tr>
<tr>
<td>Surrey</td>
<td></td>
<td></td>
<td>152,900</td>
</tr>
<tr>
<td>Burnaby</td>
<td></td>
<td></td>
<td>86,800</td>
</tr>
<tr>
<td>Richmond</td>
<td></td>
<td></td>
<td>68,000</td>
</tr>
<tr>
<td>Coquitlam</td>
<td></td>
<td></td>
<td>45,550</td>
</tr>
<tr>
<td>Langley Township</td>
<td></td>
<td></td>
<td>37,500</td>
</tr>
<tr>
<td>Delta</td>
<td></td>
<td></td>
<td>34,800</td>
</tr>
<tr>
<td>New Westminster</td>
<td></td>
<td></td>
<td>30,600</td>
</tr>
<tr>
<td>North Vancouver District</td>
<td></td>
<td></td>
<td>30,600</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td></td>
<td></td>
<td>28,000</td>
</tr>
<tr>
<td>North Vancouver City</td>
<td></td>
<td></td>
<td>23,000</td>
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<td>Port Coquitlam</td>
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<td></td>
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<td>Port Moody</td>
<td></td>
<td></td>
<td>12,600</td>
</tr>
<tr>
<td>Langley City</td>
<td></td>
<td></td>
<td>11,300</td>
</tr>
<tr>
<td>White Rock</td>
<td></td>
<td></td>
<td>9,900</td>
</tr>
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<td>Pitt Meadows</td>
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<td>UBC UEL, Electoral Area A</td>
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<td>5,000</td>
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<tr>
<td>Anmore</td>
<td></td>
<td></td>
<td>600</td>
</tr>
<tr>
<td>Lions Bay</td>
<td></td>
<td></td>
<td>500</td>
</tr>
<tr>
<td>Tsawwassen First Nation</td>
<td></td>
<td></td>
<td>300</td>
</tr>
<tr>
<td>Belcarra</td>
<td></td>
<td></td>
<td>300</td>
</tr>
</tbody>
</table>

Source:
Published counts from the 2011 Census and 2011 National Household Survey, not including estimated census undercount.
This measure monitors housing tenure throughout the region as an indicator of how we are performing in terms of housing diversity. A mix of rental and owner occupied housing is one indication that there is affordable and appropriate housing options for residents at various stages of their lives.

**HOW ARE WE DOING?**

In 2014, there was a modest increase in total rental housing supply. Roughly 36% of new housing supply was rental, on par with 2011 tenure. 2013 data for some types of rental stock, including row and single detached houses, is not yet available and may affect the overall share.

**2014 REPORT**

In 2014, there were 934,500 private, occupied dwellings Metro Vancouver, the estimated share by tenure is as follows:

- **65%** Owner-occupied
- **35%** Renter-occupied
- **<1%** Band housing

What’s missing?

Change in housing tenure between 2011 and 2014 by municipality is not available.

Tenure figures are estimated for 2014 using 2011 Census and NHS data, and will be updated following the 2016 Census and NHS.

**Also see...**

Metro Vancouver provides an inventory of the purpose built rental housing stock as well as an assessment of risk of demolition and redevelopment for six municipalities in *Metro Vancouver Purpose Built Rental Housing Inventory and Risk Analysis* (2012), available online at www.metrovancouver.org.
2011 BASELINE

AVERAGE RENT (PURPOSE BUILT APARTMENTS) (2011)
BY CMHC MARKET AREA

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Bachelor</th>
<th>1 bedroom</th>
<th>2 bedroom</th>
<th>3+ bedroom</th>
<th>All</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Vancouver</td>
<td>$940</td>
<td>$1,208</td>
<td>$1,970</td>
<td>$2,866</td>
<td>$1,478</td>
</tr>
<tr>
<td>UEL</td>
<td>n/a</td>
<td>$1,345</td>
<td>$1,873</td>
<td>$2,245</td>
<td>$1,633</td>
</tr>
<tr>
<td>Vancouver</td>
<td>$881</td>
<td>$1,045</td>
<td>$1,493</td>
<td>$1,859</td>
<td>$1,102</td>
</tr>
<tr>
<td>North Vancouver</td>
<td>$855</td>
<td>$986</td>
<td>$1,257</td>
<td>$1,360</td>
<td>$1,089</td>
</tr>
<tr>
<td>North Vancouver City</td>
<td>$828</td>
<td>$943</td>
<td>$1,173</td>
<td>$1,343</td>
<td>$1,003</td>
</tr>
<tr>
<td>Richmond</td>
<td>$736</td>
<td>$905</td>
<td>$1,115</td>
<td>$1,351</td>
<td>$1,007</td>
</tr>
<tr>
<td>Burnaby</td>
<td>$733</td>
<td>$870</td>
<td>$1,103</td>
<td>$1,283</td>
<td>$936</td>
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<tr>
<td>White Rock</td>
<td>$704</td>
<td>$816</td>
<td>$1,013</td>
<td>$1,395</td>
<td>$865</td>
</tr>
<tr>
<td>New Westminster</td>
<td>$658</td>
<td>$794</td>
<td>$1,026</td>
<td>$1,355</td>
<td>$848</td>
</tr>
<tr>
<td>Tri-Cities</td>
<td>$675</td>
<td>$785</td>
<td>$978</td>
<td>$1,209</td>
<td>$810</td>
</tr>
<tr>
<td>Langley City and Township</td>
<td>$631</td>
<td>$764</td>
<td>$910</td>
<td>$1,073</td>
<td>$828</td>
</tr>
<tr>
<td>Delta</td>
<td>$604</td>
<td>$759</td>
<td>$956</td>
<td>$1,014</td>
<td>$838</td>
</tr>
<tr>
<td>Ridge Meadows</td>
<td>$601</td>
<td>$697</td>
<td>$890</td>
<td>$1,059</td>
<td>$777</td>
</tr>
<tr>
<td>Surrey</td>
<td>$610</td>
<td>$718</td>
<td>$897</td>
<td>$982</td>
<td>$814</td>
</tr>
</tbody>
</table>

Source: CMHC Rental Market Activity October 2011
TRACKING MEASURE

This measure tracks housing prices and rents throughout the region to help us understand how the region is performing in terms of overall housing affordability. It does not measure the price of new units.

HOW ARE WE DOING?

A new 2011 baseline is provided for housing prices. Prices for detached dwellings across the region are on the upswing, rising between 5% and 8% between 2011 and 2014. Apartment and townhouse prices are stable in Greater Vancouver areas, but decreasing in the Fraser Valley areas. Rents continue to rise across the region, by about 3% in 2014 - slightly higher than the 2% seen in recent years.

2040 INTENT

Provide diverse and affordable housing choices

Metro 2040 supports the strategies and actions in the Metro Vancouver Affordable Housing Strategy, a key goal of which is to increase the supply and diversity of modest cost housing.

What’s missing?

This measure does not reflect the cost of new units, but rather all units. Work is underway to explore alternative measurements such as housing diversity indices.

ANNUAL CHANGE IN AVERAGE RENT (2011-2014) - PURPOSE BUILT APARTMENTS

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bachelor</td>
<td>$839</td>
<td>$864 (+3.0%)</td>
<td>$876 (+1.4%)</td>
<td>$902 (+3.0%)</td>
</tr>
<tr>
<td>1 Bedroom</td>
<td>$964</td>
<td>$982 (+1.9%)</td>
<td>$1,005 (+2.3%)</td>
<td>$1,038 (+3.3%)</td>
</tr>
<tr>
<td>2 Bedroom</td>
<td>$1,237</td>
<td>$1,261 (+1.9%)</td>
<td>$1,281 (+1.6%)</td>
<td>$1,311 (+2.3%)</td>
</tr>
<tr>
<td>3+ Bedroom</td>
<td>$1,463</td>
<td>$1,480 (+1.2%)</td>
<td>$1,498 (+1.2%)</td>
<td>$1,542 (+2.9%)</td>
</tr>
<tr>
<td>All Units</td>
<td>$1,027</td>
<td>$1,047 (+1.9%)</td>
<td>$1,067 (+1.9%)</td>
<td>$1,099 (+3.0%)</td>
</tr>
</tbody>
</table>

Source: CMHC Rental Market Report (table 1.1.2)

ANNUAL CHANGE IN AVERAGE HOUSING PRICES (2011-2014) - HOUSING PRICE INDEX

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detached</td>
<td>$931,300</td>
<td>$959,800 (+3.1%)</td>
<td>$919,200 (-4.2%)</td>
<td>$979,100 (+6.5%)</td>
</tr>
<tr>
<td>Row Semi-Detached</td>
<td>$468,700</td>
<td>$469,000 (+0.1%)</td>
<td>$456,200 (-2.7%)</td>
<td>$473,500 (+3.8%)</td>
</tr>
<tr>
<td>Apartment</td>
<td>$375,000</td>
<td>$376,700 (+0.5%)</td>
<td>$367,700 (-2.4%)</td>
<td>$380,000 (+3.3%)</td>
</tr>
<tr>
<td>Average Apartment Rent (purpose built rentals)</td>
<td>-21.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: MLS Housing Price Index – Greater Vancouver Real Estate Board (GVREB), Fraser Valley Real Estate Board (FVREB), Typical unit

Note: Purpose built apartment rental units are used as a benchmark. Private condominium rental rates are generally higher, while other secondary unit rentals are generally lower.
GOAL 4
STRATEGY 4.1
TM 1
TM 2, 3 & 4
TM 5
TM 6
TM 7
STRATEGY 4.2

STRATEGY 4.1: PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Rental units affordable to households in various income thresholds

2011 BASELINE

Median household income: $63,347  Purpose built rentals: 109,000

AFFORDABLE HOUSING THRESHOLDS AND AVAILABILITY OF PURPOSE BUILT RENTALS

120% of median regional household income ($76,016):
- 163,000 households have incomes that are between 80-120% of the regional median household income
- $1,900/month is their rental affordability threshold
- 31,000 units* (28% of the stock) rented at this rate**

80% of median regional household income ($50,678):
- 140,000 households have incomes that are between 50-80% of the regional median household income
- $1,267/month is their rental affordability threshold
- 63,000 units* (58% of the stock) rented at this rate

50% of median regional household income ($31,674):
- 217,000 households have incomes that are 50% or less than the regional median household income
- $792/month is their rental affordability threshold
- 15,000 units* (14% of the stock) rented at this rate

* Purpose built rentals only. In addition, there were 51,000 social housing units and 75-80,000 secondary units in single detached dwellings, some of which may have met these thresholds.

**There are about 45,000 condo rentals and 20,000 single detached and duplex rentals which rent at higher rates, and could be accessed by these households.

Sources: CMHC custom analysis of Rental Market Survey data, Metro Vancouver
TRACKING MEASURE

Rental housing is generally the most affordable housing tenure. Monitoring the supply of rental housing at different affordability thresholds indicates the accessibility of affordable rental units.

HOW ARE WE DOING?

A 2011 baseline has been established for the number of purpose built rentals affordable to each income bracket. The baseline reveals that about 60% of the rental stock was affordable to households earning between 50% and 80% of the regional median income. More information is needed to fully measure rental housing affordability and supply.

2040 INTENT

Provide diverse and affordable housing choices

Metro 2040 supports the strategies and actions in the Metro Vancouver Affordable Housing Strategy, a key goal of which is to increase the supply and diversity of modest cost housing.

2014 REPORT

What’s missing?

Affordable housing availability figures are not available for 2014. Baseline (2011) rental prices are only available for purpose built rentals. More data is needed to establish an appropriate baseline and for future tracking.

Future measure

Municipal Housing Action Plans play an important role in meeting estimated regional housing demand. Metro 2040 committed to monitoring and reporting on the success in meeting this demand and a suitable measure may be developed.

Purpose built rentals

Housing built for the specific purpose of renting is the most secure form of rental housing supply available in the region. Other forms of rental housing such as secondary suites and condominiums form an important source of rental housing, but offer less security over the long term.

To provide an indicator of affordability, a 2011 baseline has been established for the share of purpose built rental stock that is available to households at different income levels. However, there are other types of rental units that contribute to the supply.

Also see...

Metro Vancouver helps to improve the supply of affordable housing by conducting research, including What Works: Affordable Housing Initiatives in Metro Vancouver Municipalities (2012), available online at www.metrovancouver.org.
STRATEGY 4.1: PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

New supportive housing

2011 BASELINE

4,431 homeless supportive and transitional units in 2011

Supportive housing is permanent housing with ongoing support services provided as needed to assist those who cannot live independently.

Transitional housing is time limited housing (usually 18 months to 2 years) with support services that help individuals move along the housing continuum (shown below).

2040 INTENT

Provide diverse and affordable housing choices

Metro 2040 supports the strategies and actions in the Metro Vancouver Affordable Housing Strategy, which calls for 500 new homeless supportive / transitional housing units per year throughout the region, with the aim of creating 5,000 new units by 2017. The Regional Steering Committee on Homelessness, a coalition of community organizations and governments working to end homelessness in Metro Vancouver, is currently updating estimates of housing with support needed as part of the update to the Regional Homelessness Plan.

METRO VANCOUVER HOUSING CONTINUUM

<table>
<thead>
<tr>
<th>RENTAL</th>
<th>OWNERSHIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFFORDABLE RENTAL WITH SUPPORT</td>
<td>AFFORDABLE RENTAL</td>
</tr>
<tr>
<td>Emergency shelter</td>
<td>Transitional and supportive housing</td>
</tr>
</tbody>
</table>
TRACKING MEASURE

This measure tracks the supply of supportive and transitional housing for homeless persons throughout the region as an indication of how the region is performing in providing a diverse housing supply. These units are important elements of the housing continuum.

HOW ARE WE DOING?

Between 2011 and 2014, 1,415 homeless supportive/transitional units were added in the region. Adding 1,415 units, about 470 per year on average, represents good progress towards the Metro Vancouver Affordable Housing Strategy goal of 500 units per year, although growth was not evenly distributed across the region.

2014 REPORT

5,846 homeless supportive and transitional units in 2014
(1,415 units added between 2011 and 2014)

HOMELESS SUPPORTIVE AND TRANSITIONAL UNITS BY SUBREGION

<table>
<thead>
<tr>
<th>Subregion</th>
<th>2011</th>
<th>2014</th>
<th>2011-2014 growth</th>
<th>Annual Average Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vancouver, UBC, UEL</td>
<td>3,862</td>
<td>4,985</td>
<td>1,123</td>
<td>374</td>
</tr>
<tr>
<td>Surrey, White Rock</td>
<td>231</td>
<td>424</td>
<td>193</td>
<td>64</td>
</tr>
<tr>
<td>Ridge Meadows</td>
<td>25</td>
<td>88</td>
<td>63</td>
<td>21</td>
</tr>
<tr>
<td>Northeast Sector</td>
<td>38</td>
<td>78</td>
<td>40</td>
<td>13</td>
</tr>
<tr>
<td>Langley City and Township</td>
<td>45</td>
<td>69</td>
<td>24</td>
<td>8</td>
</tr>
<tr>
<td>Burnaby, New Westminster</td>
<td>187</td>
<td>177</td>
<td>-10</td>
<td>-3</td>
</tr>
<tr>
<td>North Shore</td>
<td>43</td>
<td>25</td>
<td>-18</td>
<td>-6</td>
</tr>
<tr>
<td>Richmond, Delta, Tsawwassen FN</td>
<td>-</td>
<td>-</td>
<td>--</td>
<td>-</td>
</tr>
<tr>
<td>Metro Vancouver</td>
<td>4,431</td>
<td>5,846</td>
<td>1,415</td>
<td>472</td>
</tr>
</tbody>
</table>

Source: BC Housing. Includes only facilities with a financial relationship to BC Housing.

Note: Through public and private partnerships, BC Housing develops, manages and administers a wide range of subsidized housing options across the province. The data presented for supportive and transitional housing for homeless persons includes only facilities in Metro Vancouver with a financial relationship to BC Housing. Learn more about BC Housing at www.bchousing.org.

Also see...

More information about the performance measures for Strategy 4.1 can be found in the Metro Vancouver Housing Data Book, updated regularly and available online at www.metrovancouver.org.

The Regional Steering Committee on Homelessness has endorsed a draft Regional Homelessness Plan. The plan can be found at www.metrovancouver.org.
STRATEGY 4.1: PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Number of households in Core Housing Need

2011 BASELINE

17.7% of Metro Vancouver households were in Core Housing Need

5% of individuals in Metro Vancouver were persistently in Core Housing Need between 2008 and 2010

2040 INTENT

Provide diverse and affordable housing choices

Recognizing that all levels of government have a role to play in creating opportunities for diverse housing options, Metro 2040 encourages municipalities to anticipate future housing needs, particularly the needs of low and moderate income households, in their land use and development policies and to partner with senior levels of government to facilitate housing for low income households.

Note: An update to the 2011 baseline has been provided.

Source: CMHC (based on 2011 National Household Survey - All households incomes greater than zero and shelter-cost-to-income ratios (STIRs) less than 100%)
Core Housing Need indicates the share of households in Metro Vancouver that may have difficulty obtaining or maintaining adequate housing in the private market, as well as those who live in housing that is in poor condition or is over-crowded.

The Core Housing Need baseline has been updated; 2014 data is not available. Metro Vancouver has had a consistently higher incidence of Core Housing Need than the Canadian urban average, and most recently has had the highest incidence of any major Canadian metropolitan area.

This measure is dependent on Census / National Household Survey data. Metro 2040 monitoring will be possible following the 2016 Census.

Core Housing Need is a measure that was developed by Canada Mortgage and Housing Corporation (CMHC) in 1986 to allocate scarce social housing units across the country to those most in need.

A household is considered to be in Core Housing Need if the resident(s) cannot afford to pay the average market rent for the area and if their current shelter is:

- unaffordable (costs more than 30% of the household's before-tax income); or,
- inadequate (in need of major repair, as reported by the resident); or,
- unsuitable (does not meet National Occupancy Standards for the size and make-up of the household).
STRATEGY 4.1: PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Number of municipalities that have adopted and begun to implement Housing Action Plans

**2011 BASELINE**

9 Metro Vancouver municipalities had adopted housing action plans

257 tools and measures had been adopted in Metro Vancouver municipalities to promote housing affordability and diversity

**2040 INTENT**

**Provide diverse and affordable housing choices**

*Metro 2040* supports the strategies and actions in the *Metro Vancouver Affordable Housing Strategy* and assists municipalities in developing housing action plans.

Housing action plans (HAPs):

- assess local market conditions;
- identify housing priorities;
- identify implementation measures which may encourage new rental housing;
- where appropriate, mitigate the loss of existing rental housing; and,
- identify opportunities to participate with other levels of government to secure additional rental units.

**Also see...**

A *Summary of the Municipal Strategies and Actions to Address Housing Affordability in Metro Vancouver* was updated in December 2013 and is available online at www.metrovancouver.org.
TRACKING MEASURE

This measure monitors adoption and implementation of housing action plans. Adopting a housing action plan indicates the commitment of a municipality to facilitating housing diversity and affordability. There are a range of municipal tools that may be implemented to achieve housing affordability and diversity objectives.

HOW ARE WE DOING?

In 2014, one municipality, the City of Maple Ridge, updated a housing action plan. Twelve municipalities have adopted housing action plans while the remaining plans are pending. A few municipalities are still in the process of updating older housing action plans. No new data was collected in 2014 to track measures to implement these plans.

2014 REPORT

12 Metro Vancouver municipalities had adopted housing action plans
321 tools and measures had been adopted in Metro Vancouver municipalities to promote housing affordability and diversity as of 2013

STATUS OF MUNICIPAL HOUSING ACTION PLANS (AS OF YEAR-END 2014)

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Status</th>
<th>Adopted</th>
<th>Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coquitlam</td>
<td>Adopted</td>
<td>2007</td>
<td>Pending</td>
</tr>
<tr>
<td>Langley City</td>
<td>Adopted</td>
<td>2009</td>
<td></td>
</tr>
<tr>
<td>Langley Township</td>
<td>Adopted</td>
<td>2013</td>
<td></td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>Adopted</td>
<td>2014</td>
<td></td>
</tr>
<tr>
<td>New Westminster</td>
<td>Adopted</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>North Vancouver</td>
<td>Adopted</td>
<td>2006</td>
<td>Pending</td>
</tr>
<tr>
<td>City</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Vancouver</td>
<td>Adopted</td>
<td>1992</td>
<td>Pending</td>
</tr>
<tr>
<td>District</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>Adopted</td>
<td>2013</td>
<td></td>
</tr>
<tr>
<td>Port Moody</td>
<td>Adopted</td>
<td>2009</td>
<td></td>
</tr>
<tr>
<td>Richmond</td>
<td>Adopted</td>
<td>2007</td>
<td>Pending</td>
</tr>
<tr>
<td>Vancouver</td>
<td>Adopted</td>
<td>2011</td>
<td></td>
</tr>
<tr>
<td>West Vancouver</td>
<td>Adopted</td>
<td>2013</td>
<td></td>
</tr>
<tr>
<td>Delta</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port Coquitlam</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White Rock</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surrey</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Burnaby</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

MUNICIPAL MEASURES FOR HOUSING AFFORDABILITY AND DIVERSITY (AS OF YEAR-END 2013)

<table>
<thead>
<tr>
<th>Type of measure</th>
<th>Measures adopted</th>
<th>New measures</th>
<th>Pending or exploring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fiscal measures</td>
<td>43</td>
<td>53</td>
<td>+10</td>
</tr>
<tr>
<td>Planning policies</td>
<td>43</td>
<td>52</td>
<td>+9</td>
</tr>
<tr>
<td>Zoning/regulatory actions</td>
<td>119</td>
<td>142</td>
<td>+23</td>
</tr>
<tr>
<td>Approval process</td>
<td>16</td>
<td>19</td>
<td>+3</td>
</tr>
<tr>
<td>Rental housing loss prevention</td>
<td>25</td>
<td>34</td>
<td>+9</td>
</tr>
<tr>
<td>Education and advocacy</td>
<td>11</td>
<td>21</td>
<td>+10</td>
</tr>
<tr>
<td>Total</td>
<td>257</td>
<td>321</td>
<td>+64</td>
</tr>
</tbody>
</table>

Source: Metro Vancouver

Note: Most municipalities have committed through the RCS process to prepare a HAP within the next few years, however, the timing will vary depending on the extent of local housing affordability concerns and competing municipal priorities.
GOAL 4
STRATEGY 4.1
STRATEGY 4.2
TM 1, 2, 3, & 4

STRATEGY 4.2: DEVELOP HEALTHY AND COMPLETE COMMUNITIES WITH ACCESS TO A RANGE OF SERVICES AND AMENITIES

Access to parks, community / recreation centres and grocery stores

2011 BASELINE

Measuring accessibility

A healthy, complete community is one with good access to a range of amenities and services. These include public spaces, parks and recreational facilities, art and cultural facilities, and important services such as healthy and affordable food stores, and medical and educational institutions.

Although the region does have a substantial amount of park space and an estimated 90% or more of residents have access to local parks, a comprehensive index of park and recreational demand, use, and accessibility is not currently available.

While an estimated three-quarters of the population lives within roughly a 10-minute walk of a grocery store, this does not necessarily indicate good access to fresh affordable food across the region.

2040 INTENT

Develop healthy and complete communities

Metro 2040 encourages municipalities to design communities that have walkable access to amenities and services, and that encourage a healthy lifestyle.
TRACKING MEASURE

Measures for this strategy need to provide an indication of the extent to which urban communities are designed to facilitate access to amenities and services. Tracking the measures provided in Metro 2040 for complete communities has proved to be a challenge. Sufficient data is not currently available to report out on existing measures, future measures are being explored.

HOW ARE WE DOING?

The Metro Vancouver region has a reputation for livability. Large recreation areas and parks are found across the region and smaller pockets of greenspace exist throughout the urban fabric. Compact communities provide opportunities for diverse community amenities. Ways to measure elements such as these, which contribute to a livable region, will be further explored the future.

2014 REPORT

Future measure

These measures will be further evaluated in the future to ensure they are capturing the success in implementing the strategy.

Also see...

The Metro Vancouver Regional Parks Plan (2011) promotes the health and well-being of residents through strategies that improve access to a wide range of outdoor recreation services and amenities close to home. For more information, visit the Regional Parks Planning page online at www.metrovancouver.org.

The Experience the Fraser Project will connect residents and visitors with communities, nature and the river by creating an opportunity for over 300 kilometres of multi-use trail and related amenities along the Fraser River. For more information, visit the Experience the Fraser page online at www.metrovancouver.org.
GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

The challenge

The region’s growth management performance is dependent on the transportation system. Close collaboration with TransLink, municipalities, the Province, and others are necessary for the successful coordination of land use and transportation decisions. The transportation element is fundamental to a regional growth strategy.

The Metro 2040 vision

Employment and residential growth will be concentrated in Urban Centres, Frequent Transit Development Areas, and other transit-oriented communities. This will reduce demand for vehicle use, support sustainable transportation choices, and help improve the efficiency of goods movement. Metro 2040 and TransLink’s Regional Transportation Strategy will continue to advance common goals and strategies to achieve a compact region, well-served by transit and supportive of active transportation, and the safe and efficient movement of goods and service vehicles.

Are we achieving the intent of Goal 5?

Goal 5 performance measures focus on the vital linkages between regional growth and the transportation system. Measures are largely dependent on the Census and National Household Survey and TransLink’s Trip Diary, and will be monitored following the release of each. An updated map of the Frequent Transit Network has been provided. The 2011 baseline for transit service reveals that approximately 55% of the regional population lives within walking distance of the Frequent Transit Network, but this varies widely by subregion. Since 2011, the FTN has extended in Surrey, North Vancouver and the City of Vancouver (all frequent bus service), giving an additional 18,000 residents walking access to transit (increasing the regional share to 56%). In terms of mode share, in 2011, 73% of trips in the region were taken by automobile, 14% by transit, 11% by bike and 2% by walking. The average auto driver to work trip distance is 14 km. These measures begin to illustrate the ongoing car dependency of our region and the importance of an integrated approach to land use and transportation planning in Metro 2040.
STRATEGIES

STRATEGY 5.1 COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE-OCCUPANCY VEHICLES, CYCLING AND WALKING

Coordinating regional land use planning with local planning and regional transportation planning to ensure the region develops compact, transit-oriented communities.

STRATEGY 5.2 COORDINATE LAND USE AND TRANSPORTATION TO SUPPORT THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES FOR PASSENGERS, GOODS AND SERVICES

Coordinating regional land use planning with road and transportation management in collaboration with TransLink, municipalities, senior levels of government and industry to enhance support of a sustainable economy and improve public safety.
STRATEGY 5.1: COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE-OCCUPANCY VEHICLES, CYCLING AND WALKING

Access to the Frequent Transit Network (FTN) and regional transit supply

2011 BASELINE

55% of residents are within walking distance of the Frequent Transit Network (within 800 m of a rapid transit station, or within 400 m of a FTN bus stop)

697 kilometres of Frequent Transit Network

6.3 million hours of annual transit service (2.7 hours per capita)

Future measure

Since the development of the Metro 2040 performance measures, TransLink has implemented new metrics to better monitor service for the regional system. In future reports, service hours per capita will be replaced with other metrics such as median boardings per revenue hour.

Location and extent of local and regional cycling network(s) may also be considered in future reports as an indicator of transit-oriented development.

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Total Population</th>
<th>% of Municipal Population</th>
<th>Municipal Share of Regional Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>1,288,800</td>
<td>55%</td>
<td>100%</td>
</tr>
<tr>
<td>Vancouver</td>
<td>591,400</td>
<td>96%</td>
<td>46%</td>
</tr>
<tr>
<td>Surrey</td>
<td>191,300</td>
<td>40%</td>
<td>15%</td>
</tr>
<tr>
<td>Burnaby</td>
<td>181,800</td>
<td>80%</td>
<td>14%</td>
</tr>
<tr>
<td>Richmond</td>
<td>92,700</td>
<td>48%</td>
<td>7%</td>
</tr>
<tr>
<td>New Westminster</td>
<td>47,500</td>
<td>71%</td>
<td>4%</td>
</tr>
<tr>
<td>North Van City</td>
<td>33,500</td>
<td>67%</td>
<td>3%</td>
</tr>
<tr>
<td>Coquitlam</td>
<td>27,600</td>
<td>21%</td>
<td>2%</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>20,900</td>
<td>27%</td>
<td>2%</td>
</tr>
<tr>
<td>Port Coquitlam</td>
<td>14,500</td>
<td>25%</td>
<td>1%</td>
</tr>
<tr>
<td>West Vancouver</td>
<td>14,500</td>
<td>31%</td>
<td>1%</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>14,200</td>
<td>78%</td>
<td>1%</td>
</tr>
<tr>
<td>Delta</td>
<td>12,900</td>
<td>13%</td>
<td>1%</td>
</tr>
<tr>
<td>Port Moody</td>
<td>11,400</td>
<td>34%</td>
<td>1%</td>
</tr>
<tr>
<td>North Van Dist</td>
<td>11,200</td>
<td>13%</td>
<td>1%</td>
</tr>
<tr>
<td>UBC / UEL</td>
<td>9,900</td>
<td>74%</td>
<td>1%</td>
</tr>
<tr>
<td>Langley City</td>
<td>8,200</td>
<td>32%</td>
<td>1%</td>
</tr>
<tr>
<td>White Rock</td>
<td>5,300</td>
<td>27%</td>
<td>&lt;1%</td>
</tr>
</tbody>
</table>

Note: The Frequent Transit Network does not currently extend to the Villages of Anmore, Belcarra, or Lions Bay, the Township of Langley, or the Tsawwassen First Nation.
TRACKING MEASURE

This measure tracks the extent of the Frequent Transit Network (FTN) as a general indicator of the quality of regional transit coverage within the urban areas of the region. It should be noted that other geographical attributes, such as topography, water bodies, and non-urban areas also affect the ease that residents and workers can access the network.

HOW ARE WE DOING?

A 2011 baseline has been established for Frequent Transit Network service and supply. In 2011, approximately 55% of the regional population lived within walking distance of the FTN, though this varied widely across the region. The has expanded in Surrey, Vancouver, and North Vancouver, providing walking access to an additional 18,000 (1%) of residents. Figures will be updated following the 2016 Census.

2040 INTENT

To increase the share of residents living in transit-oriented communities

The growth concept in Metro 2040 is to concentrate the majority of growth in transit-oriented Urban Centres and Frequent Transit Development Areas.

To increase transit supply to serve and shape demand

Developing a robust transit network is critical to support existing and future transit-oriented communities. Transit supply can be measured by the extent of the Frequent Transit Network and the annual service hours by TransLink.

2014 REPORT

What’s missing?

This measure is dependent on Census / National Household Survey data. Metro 2040 monitoring will be available following the 2016 Census.
STRATEGY 5.1: COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE-OCCUPANCY VEHICLES, CYCLING AND WALKING

Share of trips by transit, multiple-occupancy vehicles, cycling, and walking

2011 BASELINE

- **109,000** daily trips by cycling
- **667,000** daily trips by walking
- **848,000** daily trips by transit
- **970,000** daily trips by auto passenger*
- **3.4 million** daily trips by auto driver
- **4.4 million** daily trips are private vehicle-based

Source: 2011 Metro Vancouver Regional Trip Diary Survey – Analysis Report, TransLink

*Passenger trips are counted by the number of passengers in the vehicle for each trip (e.g. a single auto trip with one driver and three passengers is counted as one auto driver trip and three auto passenger trips).
PERFORMANCE MEASURE

This measure monitors mode share as an indication of progress towards a shift away from private vehicle use.

HOW ARE WE DOING?

A 2011 baseline has been established for mode share; 2014 data is not available. Since 1994, the region has made significant gains in transit mode share. However, much of this modal shift has come from the auto passenger mode (i.e. carpooling). The auto driver mode has remained relatively constant over this time period.

2040 INTENT

To achieve a greater share of trips by transit, multiple-occupant vehicles, cycling, and walking

Shifting the region’s reliance away from private vehicles for daily trips will require a combination of sustained actions:

• Continued regional and municipal coordination on land use and transportation planning and decisions;

• Continued maintenance and strategic expansion of the transit system by TransLink and senior governments; and,

• Implementation of regional demand management measures on the road network.

Also see...

A headline target in TransLink's Regional Transportation Strategy Strategic Framework (2013) is to achieve a half of trips by transit, cycling, and walking.

Metro Vancouver is helping to reach this target by conducting and sharing research, including The Metro Vancouver Apartment Parking Study (2012), available online at www.metrovancouver.org.

What’s missing?

TransLink’s Trip Diary provides information about mode of transit choice. TransLink conducts a trip diary periodically (every 3-5 years); further data will be included in the next report. Commercial vehicles and trucks are not captured by the trip diary.
GOAL 5
STRATEGY 5.1
TM 1 & 2
PM 3
PM 4 (SEE GOAL 3)
PM 5
STRATEGY 5.2

STRATEGY 5.1: COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE-OCCUPANCY VEHICLES, CYCLING AND WALKING

Mean trip distance by mode for journey to work

2011 BASELINE

AVERAGE TRIP DISTANCE BY MODE

- 6.4 km for cycling
- 1.4 km for walking
- 14.8 km for transit
- 11.7 km for auto passenger*
- 14.0 km for auto driver

AVERAGE TRIP DISTANCE (KM) BY MODE (2008 AND 2011) JOURNEY TO WORK AND POST SECONDARY

Source: 2011 Metro Vancouver Regional Trip Diary Survey – Analysis Report, TransLink

*Passenger trips are counted by the number of passengers in the vehicle for each trip (e.g. a single auto trip with one driver and three passengers is counted as one auto driver trip and three auto passenger trips).

Also see...

A headline target in TransLink’s Regional Transportation Strategy Strategic Framework (2013) is to reduce the distances people drive by one-third.
PERFORMANCE MEASURE

This measure monitors trip distance as an indication of progress towards a shift away from private vehicle use and improved employment distribution.

HOW ARE WE DOING?

A 2011 baseline has been established for journey to work trip distance; 2014 data is not available. Between 2008 and 2011, the average auto driver trip distance remained nearly the same. Vehicle Kilometres Traveled may be incorporated as a future measure; 2011 baseline estimates have been provided.

2040 INTENT

To achieve decreased distances traveled, particularly by car

Decreased travel distances by car indicates improved travel options and possibly a decrease in fossil fuel use and reduced greenhouse gas emissions. Reduced travel distance to work by all modes indicates improved employment distribution.

Future measure – Vehicle Kilometres Traveled

The best overall indicator of transportation usage and associated environmental impacts is vehicle kilometres traveled (VKT), which represents the amount of driving by residents. VKT is positively correlated with fuel consumption and air emissions.

Metro Vancouver will explore VKT and mode share as performance measures for Strategy 5.1 in future reports, which will align well with the headline targets set out in TransLink’s Regional Transportation Strategy Strategic Framework.

Currently, VKT can only be estimated from TransLink’s trip diary survey, which is conducted every 3-5 years. Two additional methods of “triangulating” VKT are TransLink’s regional travel demand model and the VKT econometric model. The recent estimates from these sources are provided in the table below.

<table>
<thead>
<tr>
<th>Annual VKT</th>
<th>Annual VKT/Capita</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011 Trip Diary</td>
<td>10.8 billion km</td>
</tr>
<tr>
<td>2011 Regional Travel Demand Model</td>
<td>14.7 billion km</td>
</tr>
<tr>
<td>2010 VKT Econometric Model</td>
<td>16.7 billion km</td>
</tr>
</tbody>
</table>

What’s missing?

TransLink’s Trip Diary provides information about mode of transit choice. TransLink conducts a trip diary periodically (every 3-5 years); further data will be included in the next report. Commercial vehicles and trucks are not captured by the trip diary.
GOAL 5
STRATEGY 5.1
STRATEGY 5.2
PM 1 & 2

STRATEGY 5.2: COORDINATE LAND USE AND TRANSPORTATION TO SUPPORT THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES FOR PASSENGERS, GOODS AND SERVICES

Number and per capita of vehicle related collisions, injuries and fatalities; Travel time reliability on the Major Road Network (MRN)

2011 BASELINE

VEHICLE RELATED COLLISIONS, INJURIES AND FATALITIES (2011)

<table>
<thead>
<tr>
<th></th>
<th>2011 total</th>
<th>per 1,000 passenger vehicles (1,538,100)</th>
<th>per 1,000 residents (2,356,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Collisions</td>
<td>150,000</td>
<td>98</td>
<td>64</td>
</tr>
<tr>
<td>Injury or Fatality</td>
<td>49,000</td>
<td>32</td>
<td>21</td>
</tr>
<tr>
<td>Related Collisions</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Sources: ICBC, Business Insights - Road Safety Crashes, Injured victims and crashes involving pedestrians by year and by Metro Vancouver cities

AVERAGE TRIP TIME BY MODE (2011)
ALL TRIP PURPOSES

<table>
<thead>
<tr>
<th>Mode</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>All</td>
<td>28.4 min</td>
</tr>
<tr>
<td>Car, Truck, Van</td>
<td>26.4 min</td>
</tr>
<tr>
<td>Public Transit</td>
<td>40.9 min</td>
</tr>
<tr>
<td>Walk</td>
<td>14.4 min</td>
</tr>
<tr>
<td>Bike</td>
<td>23.8 min</td>
</tr>
</tbody>
</table>

Source: Statistics Canada 2011 National Household Survey

2040 INTENT

To support the safe and efficient movement of vehicles for passengers, goods and services

Promoting both safety and efficiency in the transportation system is good for the economy, public health and the environment. In addition to being a devastating experience for all involved, crashes involving people and property can bring upon unnecessary financial impacts and productivity losses.

Having an efficient transportation system allows commuters, and goods and service vehicles to save time and be more economically productive.

Reducing congestion delays from recurrent (e.g. rush hour) and non-recurrent (e.g. crashed vehicle blocking a lane) events also reduces idling and vehicle emissions.
PERFORMANCE MEASURE

These measures monitor the safety and efficiency of the region's road network.

2014 REPORT

VEHICLE RELATED COLLISIONS, INJURIES AND FATALITIES (2013)

<table>
<thead>
<tr>
<th></th>
<th>2013 total</th>
<th>per 1,000 passenger vehicles (1,583,500)</th>
<th>per 1,000 residents (2,427,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Collisions</td>
<td>155,000</td>
<td>98</td>
<td>64</td>
</tr>
<tr>
<td>Injury or Fatality</td>
<td>55,000</td>
<td>35</td>
<td>23</td>
</tr>
<tr>
<td>Related Collisions</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Sources: ICBC, Business Insights - Road Safety Crashes, Injured victims and crashes involving pedestrians by year and by Metro Vancouver cities

What's missing?

Travel time reliability data is not available. A substitute 2011 baseline has been provided using average trip time, but 2014 data is not available.

HOW ARE WE DOING?

A 2011 baseline has been established for vehicle related collisions, injuries and fatalities. Between 2011 and 2013, the absolute number of collisions increased, while the per capita number remained the same. Though the figures for total collisions remained steady, the absolute and per capita number of injury or fatality related crashes both increased slightly.

Travel time reliability information is not available, average trip time has been used as a 2011 substitute baseline.

Future measure - Travel Time Reliability

Generally, commuters and goods and service vehicles can plan for and budget an appropriate amount of time to get to their destinations. However, when travel time varies unpredictably from day to day, or week to week, it leads to frustration for commuters and loss of productivity and competitiveness for businesses.

There is limited information available on travel time reliability. The 2011 National Household Survey for the first time asked for travel time. An assessment of changes in travel time will not be available until after the 2016 survey. In 2003, TransLink undertook the first and only survey of travel time among Regional City Centres and other major activity destinations during select times of the week.

Metro Vancouver will coordinate with TransLink, the Province, municipal partners, and the private sector to investigate opportunities and appropriate measures to gauge travel time reliability on a more frequent basis. Should data become available, it will be included in future reports. In the interim, average travel time will continue to be monitored.
CONCLUSIONS AND ACKNOWLEDGMENTS

This is the second Progress toward Shaping our Future annual report to track Metro 2040’s implementation and performance. There is continued and improved alignment between municipal plans and aspirations, and the regional growth strategy. Important policy research, analysis, and relevant studies continue to advance Metro 2040 actions and strategies.

Metro 2040’s performance monitoring continues to evolve. This second annual report includes several updated baselines. Data available on an annual basis has been provided and will reveal trends as they build over time. Metro Vancouver continues to explore better ways to illustrate the region’s progress in managing growth and improving livability.

The next Progress toward Shaping our Future annual report will include new data for short-term measures, implementation information, and, if available, updated baselines. Progress toward Shaping our Future monitoring will continue to accumulate, evolve and be a valuable resource for future reviews and updates to Metro 2040.

Progress toward Shaping our Future was produced by Metro Vancouver, but would not have been possible without the collaborative efforts of local governments and agencies across the region and the federal and provincial agencies that provide key data and information.
Goal 1: Create a Compact Urban Area

STRATEGY 1.1: CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY
TM 1 - Annual population, dwelling unit and employment growth in Metro Vancouver and member municipalities.
PM 2 - Percentage of residential and employment growth occurring within the Urban Containment Boundary.
TM 3 - Residential density within the Urban Containment Boundary.
TM 4 - Percentage of residential and employment growth occurring in established urban areas (lands within the Urban Containment Boundary that have been developed).
TM 5 - Number of new regional sewer connections outside of the Urban Containment Boundary.

STRATEGY 1.2: FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS
PM 1 & 2 - Number and percentage of new dwelling units and population located within Urban Centre boundaries; Number and percentage of new employment located within Urban Centre boundaries.
TM 3 - Number and area of Frequent Transit Development Area locations.
PM 4 & 5 - Number and percentage of new dwelling units and population located within Frequent Transit Development Area boundaries; Number and percentage of new employment located within Frequent Transit Development Area boundaries.

STRATEGY 1.3: PROTECT RURAL AREAS FROM URBAN DEVELOPMENT
TM 1 - Number of net new dwelling units located in the Rural areas.
TM 2 - Residential density in the Rural areas.

Goal 2: Support a Sustainable Economy

STRATEGY 2.1: PROMOTE LAND DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE REGIONAL ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE
TM 1 - Total number and growth of employment by sector for each subregion.
TM 2 - Employment to labour force ratio in each subregion.
TM 3 - Percentage of residents living and working within the same subregion.
TM 4 - Percentage of new office and retail development locating within and outside of Urban Centres and Frequent Transit Development Areas boundaries.

STRATEGY 2.2: PROTECT THE SUPPLY OF INDUSTRIAL LAND
TM 1 - Number of hectares added to, or removed from, the Industrial and Mixed Employment areas.
PM 2 & 3 - Number of hectares in Industrial and Mixed Employment areas used for industrial uses; Number of hectares in Industrial and Mixed Employment areas used for non-industrial uses.
TM 4, 5 & 6 - Vacancy rate of industrial floorspace; Industrial lease rates, Industrial land prices.
TM 7 & 8 - Inventory of market ready industrial land; Inventory of medium and long-term industrial land.
TM 9 - Employment in Industrial and Mixed Employment areas.

STRATEGY 2.3: PROTECT THE SUPPLY OF AGRICULTURAL LAND AND PROMOTE AGRICULTURAL VIABILITY WITH AN EMPHASIS ON FOOD PRODUCTION
TM 1 - Number of hectares within the Agricultural area.
PM 2 - Number of hectares and percentage of the Agricultural area used for agricultural activities.
TM 3 - Percentage of Agricultural area under active food production.
TM 4 - Value of gross annual farm receipts.

Goal 3: Protect the Environment and Respond to Climate Change Impacts

STRATEGY 3.1: PROTECT CONSERVATION AND RECREATION LANDS
TM 1 - Number of hectares in the Conservation and Recreation areas.

STRATEGY 3.2: PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY
TM 1 - Net change in the conservation status of animals and plants.
TM 2 & 3 - Number of hectares of Sensitive Ecosystems (in place of hectares of designated Environmentally Sensitive Areas); Number of municipalities with mapped and designated Environmentally Sensitive Areas.
STRATEGY 3.3: ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT REDUCE ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS, AND IMPROVE AIR QUALITY

PM 1 - Tonnes of greenhouse gas emissions produced by buildings and transportation sources.
PM 2 - Volume of fuel sold for on-road transportation.
PM 3 - Share of trips by transit, multiple-occupancy vehicles, cycling and walking (SEE GOAL 5).
TM 4 - Number of dwellings / non-residential floorspace served by district energy systems.

Note: There are currently no performance measures for Strategy 3.4: Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.

Goal 4: Develop Complete Communities

STRATEGY 4.1: PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

TM 1 - Number of net new housing units by type, tenure, and average cost.
TM 2, 3 & 4 - Total and number of net new rental units affordable to households with income below 50% of the median income for the region; Total and number of net new rental units affordable to households with income between 50% to 80% of the median income for the region; Total and number of net new rental and ownership units affordable to households with income 80% and higher of the median income for the region.
TM 5 - Total and number of net new supportive and transitional housing units.

STRATEGY 4.2: DEVELOP HEALTHY AND COMPLETE COMMUNITIES WITH ACCESS TO A RANGE OF SERVICES AND AMENITIES

TM 1, 2, 3 & 4 - Number of residents living within walking distance of a dedicated park or trail; Hectares of dedicated park per 1,000 people living within the Urban Containment Boundary; Number and percent of residents living within walking distance of a public community / recreation facility / centre; Number and percent of residents living within walking distance of a grocery store.

TM 6 - Number of households in core housing need (households unable to find adequate housing without spending 30% or more of gross income on housing costs).
TM 7 - Number of municipalities that have adopted and begun to implement Housing Action Plans.

Strategies 5.1 and 5.2

STRATEGY 5.1: COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE OCCUPANCY VEHICLES, CYCLING AND WALKING

PM 3 - Total and per capita auto driver, auto passenger, transit, cycle, and walk trips.
PM 4 - Volume of fossil fuel purchased within Metro Vancouver (SEE GOAL 3).
PM 5 - Mean trip distance by mode for journey to work.

STRATEGY 5.2: COORDINATE LAND USE AND TRANSPORTATION TO SUPPORT THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES FOR PASSENGERS, GOODS AND SERVICES

PM 1 & 2 - Travel time reliability on the Major Road Network; Number and per capita of vehicle-related collisions, injuries, and fatalities.

Note: There are two types of measures, Tracking (TM) and Performance (PM). See page 26 for more information.