To: Regional Planning Committee

From: Heidi Lam, Senior Policy and Planning Analyst, Regional Planning

Date: September 26, 2019 Meeting Date: November 8, 2019

Subject: **Metro Vancouver 2040: Shaping our Future - 2018 Annual Performance Monitoring Report**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 26, 2019, titled "Metro Vancouver 2040: Shaping our Future - 2018 Annual Performance Monitoring Report" and forward a copy to the Province of BC's Ministry of Municipal Affairs and Housing, Local Government Division.

PURPOSE

To provide the Regional Planning Committee and MVRD Board the 2018 annual performance monitoring report on the region's performance toward the goals of *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, based on the key summary and context measures in Section G from plan adoption in 2011 to 2018, and the policy and land use designation amendments to date.

BACKGROUND

Metro 2040 is the regional federation's shared vision to guide urban growth among the 23 member jurisdictions comprising the Metro Vancouver Regional District. Annual reporting on the regional growth strategy's progress is required by Subsection 452(1)(b) of the *Local Government Act* and Section 6.13.3 of *Metro 2040*. The preparation of an annual report is also essential to ensure that the Strategy, its indicators and policies are actively monitored and assessed as the region continues to grow and change.

***METRO 2040* PERFORMANCE MONITORING**

Metro Vancouver recognizes the important role performance monitoring plays in the implementation of *Metro 2040* and collective decision-making. The *Progress Toward Shaping Our Future* monitoring program provides a framework for discussing *Metro 2040* implementation among Metro Vancouver Board members, member jurisdictions, TransLink, other regional agencies, and the general public. With this process, the MVRD Board reviews and evaluates the state of growth management in the region, progress being made and any issues that may need further attention.

Performance Monitoring Dashboard

To better convey the status of *Metro 2040's* performance measures and associated information in a clear and easy to understand way, the *Metro 2040* Performance Monitoring Dashboard was established (see Reference 1). The page on the Metro Vancouver website replaces the previous large,

static *Metro 2040 Progress Toward Shaping Our Future* annual report, and provides a complete profile of *Metro 2040* performance measures that are updated regularly as data becomes available.

The *Metro 2040* Performance Monitoring Dashboard was launched on May 15, 2017. As of the date of this report, the dashboard has been accessed by 12,352 unique users locally and internationally. The dashboard was accessed by 6,892 users from September 16, 2018 to September 15, 2019, up by 40% compared to the same period last year (see Table 1). The overall utilization of the dashboard continues to remain strong and consistent.

Table 1. Web Analytics of the *Metro 2040* Dashboard

	Launch date to Sep 15, 2019	Sep 16, 2017 to Sep 15, 2018	Sep 16, 2018 to Sep 15, 2019
Dashboard Users	12,352	4,922	6,892
National Users	8,755	3,439	4,924
International Users	3,597	1,483	1,968
Returning User Percentage	13%	12.6%	13.9%
User Session Totals	16,408	6,450	9,075

***Metro 2040* Performance Measures**

On July 28, 2017, the MVRD Board adopted Bylaw Amendment No. 1243, to incorporate improved performance monitoring provisions into Section G of *Metro 2040*. The revised performance monitoring program establishes a set of 15 Key Summary Measures and a range of supporting measures, such as:

- *Key Summary Measures* – provide an overview of how well *Metro 2040* Goals and Strategies are being achieved (e.g. growth within Urban Containment Boundary).
- *Context Measures* – describe broader trends to help make sense of other measures in the broader planning context (e.g. overall population growth).
- *Strategy Performance Measures* – provide more detail on achievement of specific strategies and policy actions (e.g. remaining general urban land for new urban development).
- *Participation Measures* – identify what has been accomplished by Metro Vancouver or member jurisdiction towards achievement of goals (e.g. municipal housing action plans).

Detailed information on the intent, methodology, source, and reporting timeline for each performance measure can be found in the *Metro 2040* Implementation Guideline titled "Metro Vancouver 2040: Shaping our Future Performance Monitoring Guideline" (see reference 2).

METRO 2040 REGIONAL LAND USE DESIGNATIONS

Metro 2040 establishes parcel based regional land use designations, an Urban Containment Boundary, and defines Urban Centres and Frequent Transit Development Areas to provide a spatial framework to guide future land use changes, growth and development throughout the region. The regional land use designations and Urban Centres were coordinated to be generally consistent with the more detailed land use designations of municipal Official Community Plans and local area plans. The regional land use designations are intended to be stable, but from time to time municipalities may determine that some fine-tuning, or that a change in land use designation, is warranted. Changes

to *Metro 2040's* land use designations require either MVRD Board adoption of a *Metro 2040* amendment bylaw and / or acceptance of a revised Regional Context Statement.

Key Summary Measures:

Total and cumulative change of land in each of the six regional land use designations

Since the adoption of *Metro 2040*, 987 hectares of land have been re-designated through *Metro 2040* amendments or accepted Regional Context Statements. Table 2 illustrates the annual land area changes of each regional land use designation from the Strategy's adoption to August 2019, and the overall net change in land. Much of this change was a result of mapping clean-up through Regional Context Statements. Staff anticipate that there will likely be fewer land use designation changes going forward.

Table 2. Land Area Over Time by Regional Land Use Designation

	Agricultural (ha)	Conservation & Recreation (ha)	Industrial (ha)	Mixed Employment (ha)	Rural (ha)	General Urban (ha)
2011	55,346	131,968	10,126	3,393	8,572	70,723
2012	55,346	132,576	10,126	3,393	8,572	70,115
2013	55,346	132,576	10,126	3,393	8,570	70,117
2014	55,346	132,576	10,126	3,393	8,570	70,117
2015	55,244	132,618	10,118	3,392	8,570	70,185
2016	55,244	132,671	10,141	3,387	8,571	70,119
2017	55,211	132,673	10,158	3,374	8,552	70,166
2018	55,211	132,676	10,142	3,372	8,552	70,180
2019*	55,211	132,676	10,142	3,372	8,546	70,186
Net change	**-135**	**708**	**16**	**-21**	**-26**	**-537**

*Capture land use designation changes up to August 2019

Note: the reporting period is from mid-year to mid-year; land area rounded to the nearest ones; as a result of mapping clean-up through RCS, 0.3 hectares changed from undesignated to Conservation & Recreation, and 5.3 hectares changed from undesignated to Industrial.

Table 3 shows the cumulative change in regional land use amendments from one land use designation to another from July 2011 to August 2019. For example, a total of 147.7 hectares of land has been re-designated from Agricultural to other land use designations (i.e. 42.4 hectares to Conservation & Recreation, 2.7 hectares to Industrial, 6.5 hectares to Rural, and 96.1 hectares to General Urban). Conversely, 12.7 hectares of land has been re-designated to Agricultural from other land use designations (i.e. 8.2 hectares from Rural, and 4.5 hectares from General Urban). The table illustrates the dynamics among the six regional land use designations and the trade-offs inherent in land use designation amendments. Overall, the cumulative change in regional land use designation proportion from adoption to August 2019 has been minimal (Table 4).

Table 3. Cumulative Changes in Regional Land Use Designation Amendments from 2011 to August 2019

		Amended To (in hectares)						
		Agricultural	Conservation & Recreation	Industrial	Mixed Employment	Rural	General Urban	**Total**
Amended From	Agricultural		42.4	2.7		6.5	96.1	**147.7**
	Conservation & Recreation						5.6	**5.6**
	Industrial		4.69		12.3		14.7	**31.7**
	Mixed Employment						51.2	**51.2**
	Rural	8.2		13.5	4.2		7.67	**33.6**
	General Urban	4.5	666.6	26.1	13.9	0.9		**712**
	Totals	**12.7**	**713.7**	**42.3**	**30.4**	**7.4**	**175.3**	**987.4**

Note: As a result of mapping clean-up through RCS, 0.3 hectares changed from undesignated to Conservation & Recreation, and 5.3 hectares changed from undesignated to Industrial.

Table 4. Cumulative Changes in Regional Land Use Designation Proportion from 2011 to August 2019

	Proportion of Overall Land Area in 2011	**Proportion of Overall Land Area as of August 2019**
Agricultural	19.8%	19.7%
Conservation & Recreation	47.1%	47.4%
Industrial	3.6%	3.6%
Mixed Employment	1.2%	1.2%
Rural	3.1%	3.1%
General Urban	25.2%	25.1%
Totals	**100%**	**100%**

Total and cumulative change of land within the Urban Containment Boundary

The land area within the Urban Containment Boundary (UCB) has remained relatively consistent. In 2011, the UCB contained 90,400 hectares, representing 32.27% of the regional land area. In August 2019, the UCB contains 90,505 hectares, or 32.31% of the regional land area. The UCB expanded by 5.67 hectares over the past year (from September 2018 to August 2019) as a result of an accepted Regional Context Statement (RCS) amendment by the Village of Anmore.

Total and cumulative change in the number of Urban Centres

Metro 2040 identifies 26 Urban Centres; i.e. the Metropolitan Core (Downtown Vancouver and Central Broadway), Surrey Metro Centre, 5 Regional City Centres, and 19 Municipal Town Centres as focal points for regional activity, growth and intensification. From 2011 to August 2019, there have been no changes to the number of *Metro 2040* Urban Centres. Boundaries for all the Urban Centres have been identified through the RCS development and acceptance process.

Total and cumulative change in the number of Frequent Transit Development Areas

Metro 2040 established Frequent Transit Development Areas (FTDAs) as a policy tool to encourage local planning and coordination with transit services in strategic locations along the region's existing and future frequent transit network. In 2013, the first 5 FTDAs were introduced to *Metro 2040* through Regional Context Statements. The number of FTDAs increased to 8 in 2014, 12 in 2015, 13 in 2016, and 16 in 2017. As of August 2019, the total number of FTDAs remains at 16.

METRO 2040 GOAL 1: CREATE A COMPACT URBAN AREA

A principal tenet of *Metro 2040* is to contain urban growth within the UCB and to strategically focus higher concentrations of growth within Urban Centres and along the frequent transit network.

Context Measures:

Annual Regional and Municipal Population Growth

The Metro Vancouver region is projected to grow by an average of 35,000 people each year. Annual total and growth in population for Metro Vancouver and member jurisdictions are generated by internal regional growth model and confirmed with member municipalities. Data is verified every 5 years following Census data release.

Metro Vancouver's population grew by 376,710 residents between Census periods of 2006 and 2016, a rate of 1.6% per year and a total increase of 17% over 10 years (see Table 5). Based on current trends, Metro Vancouver's population growth is generally consistent with *Metro 2040*'s anticipated growth rate.

Table 5. Population Growth by Member Jurisdiction 2006 to 2016

	2006 (Census)	2016 (Census)	2006 – 16 10-Yr Increase	2006 – 16 Growth %	2019 (estimate)
Anmore	1,780	2,300	530	30%	2,620
Belcarra	710	600	-110	-16%	660
Bowen Island	3,450	3,690	250	7%	3,730
Burnaby	211,540	243,960	32,420	15%	253,810
Coquitlam	120,320	145,330	25,000	21%	153,040
Delta	101,920	105,950	4,040	4%	108,290
Langley City	24,870	26,970	2,100	8%	28,020
Langley Township	97,660	122,540	24,880	25%	131,790
Lions Bay	1,400	1,400	0	0%	1,420
Maple Ridge	71,260	85,580	14,320	20%	88,510
New Westminster	60,750	74,440	13,690	23%	78,560
North Vancouver City	47,920	55,920	8,000	17%	58,880
North Vancouver District	88,430	90,960	2,540	3%	91,970
Pitt Meadows	16,490	19,540	3,050	19%	19,900
Port Coquitlam	55,160	61,160	6,000	11%	63,340
Port Moody	28,100	34,880	6,780	24%	35,590
Richmond	181,380	206,510	25,130	14%	216,490

Surrey	405,020	541,080	136,070	34%	569,070
Tsawwassen First Nation	690	830	140	21%	1,540
Vancouver	601,240	666,410	65,170	11%	689,350
West Vancouver	46,780	46,640	-140	0%	47,680
White Rock	19,640	20,410	770	4%	20,860
Electoral Area A	12,350	18,440	6,090	49%	21,230
Totals	**2,198,830**	**2,575,540**	**376,710**	**17%**	**2,686,350**

Table 5 source: Census 2016 Statistics Canada; Metro Vancouver
Note: Numbers rounded to the nearest ten; mid-year reporting period; numbers adjusted to account for Census undercount; first nation population is combined into municipal total based on geographical location

Key Summary Measures:

Percentage of Regional Dwelling Unit Growth Located in Urban Centres

Metro 2040 sets the target of focusing 40% of the dwelling unit growth in Urban Centres by 2041. Metro Vancouver has grown by 155,300 dwelling units between the Census periods of 2006 and 2016, and 40.2% of the dwelling unit growth has been located in Urban Centres (see Table 6). Based on current trends, Metro Vancouver is on track to achieve the regional target of 40% dwelling unit growth in Urban Centres by 2041.

Table 6. Population and Dwelling Units within and outside of Urban Centres

		2006	2016	Growth 2006 to 2016	Growth % 2006 to 2016	Share of Regional Growth 2006 to 2016
Population	**Inside Urban Centre**	404,647	536,564	131,917	32.6%	35%
	Outside Urban Centre	1,794,183	2,038,976	244,793	13.6%	65%
Dwelling Unit	**Inside Urban Centre**	214,836	277,341	62,505	29.1%	40.2%
	Outside Urban Centre	631,323	724,118	92,795	14.7%	59.8%

Percentage of Regional Dwelling Unit Growth Located in Frequent Transit Development Areas

The number of dwelling units within FTDAs has grown by 4,124 units between 2006 and 2016. The number of dwelling units has increased at the rate of 3.2% per year (see Table 7). Comparatively, the number of dwelling units across Metro Vancouver has grown by 1.7% per year.

Derived from the *Metro 2040* target of focusing 28% of dwelling unit growth in FTDAs by 2041, the annual growth rate for FTDAs would be 1.6% from 2006 to 2041. Based on current data, the rate of dwelling unit growth in FTDAs is on track to achieve this regional target.

Table 7. Population and Dwelling Units of Frequent Transit Development Areas

	2006	2016	Growth 2006 to 2016	Growth Rate 2006 to 2016	Annual Growth
FTDAs Population	26,038	37,332	11,294	43.4%	3.7%
FTDAs Dwelling Unit	11,117	15,240	4,124	37.1%	3.2%

***METRO 2040* GOAL 3: PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS**

Metro 2040 aims to protect and enhance the region's natural features and their connectivity, reduce greenhouse gas (GHG) emissions, and mitigate and prepare for the anticipated impacts of climate change.

Key Summary Measures:

Percentage of Inventories Sensitive and Modified Ecosystems rated 'High Quality'

The Metro Vancouver Sensitive Ecosystem Inventory (SEI) published in 2013 was the first GIS inventory of ecologically significant lands for the region and provides a baseline for monitoring ecological health. In 2018, a 5-year update of the Metro Vancouver SEI was completed to document changes to mapped ecosystems and quantify the amount, rate and type of ecosystem loss.

Initial results from the update found a total loss of 1,640 ha (0.9%) of sensitive and modified ecosystem for the region, 1,190 ha (3.4%) of which were within the regional core. In 2019, further research and analysis was conducted with regards to changes in ecosystem quality.

Ecosystems in the SEI are assessed for 'ecosystem quality', which is determined through an evaluation of their condition, visible disturbances, context within the landscape, and size. As shown in Table 8 below, at the regional level, a high percentage of ecosystems in the SEI are rated higher quality (84.7%), but this number drops considerably when looking at the regional core (39.1%). This difference is due to the dominating effect of the watersheds and large provincial parks in the northern areas of the region which contain very large areas of undisturbed ecosystems.

Table 8. Ecosystem quality for the region and regional core

	% Ecosystems rated Higher Quality	Change over 5-years
Region	84.7%	-0.3%
Regional Core*	39.1%	-0.7%

*The regional core is the more urbanized, southern areas of the region and excludes the large parks and estuaries under Provincial management, watersheds and other higher elevation areas.

Changes in ecosystem quality were assessed during the recent SEI update. A decrease of less than 1% was detected at both the region and regional core level.

Levels and Percentages of regional greenhouse gas emissions produced by building and on-road transportation sources

Metro 2040 encourages land use and transportation infrastructure that lowers energy consumption, reduces GHG emissions, and improves air quality. In July 2019, the Metro Vancouver Board adopted

revised greenhouse gas reduction targets of becoming a carbon neutral region by the year 2050, with an interim target to reduce regional greenhouse gas emissions by 45% from 2010 levels by 2030.

Metro Vancouver compiles an emissions inventory every five years to track the types and amounts of contaminants released into the air by different sources. The 2015 emissions inventory, published in March 2018, reports on historical emission trends over the past 20 years and provides a forecast of projected future emissions. Based on estimates for 2015 and 2020, regional GHG emissions are estimated at 14.7 million tonnes in 2018, a 1% reduction from the 2010 baseline. This is a modest reduction in emissions, and significant actions by all levels of government will be needed to meet the 2030 target.

As part of the *Climate 2050* strategy, Metro Vancouver is developing Roadmaps for key issue areas that will outline regional and corporate goals, targets and actions. Although all *Climate 2050* Roadmaps are relevant to *Metro 2040,* the *Transportation*, *Buildings*, *Industrial,* and *Land Use and Growth Management Roadmaps* will have the greatest potential to influence regional emissions reduction targets.

***METRO 2040* GOAL 4: DEVELOP COMPLETE COMMUNITIES**

Metro 2040 aims to develop complete communities with access to a range of services and amenities, and encourages the consideration of healthy environment. Walkability and air quality are two important determinants of overall health.

Strategy Performance Measure:

Percentage of hours with the Air Quality Health Index in the low health risk categories

In 2017, the region's air quality was in the Air Quality Health Index's 'low health risk' category over 93% of the time, dropping from 99% in 2016. In 2018, the region's air quality was in the 'low health risk' category over 94% of the time, a slight improvement from 2017; air quality was significantly impacted by intense wildfire activity outside the region in 2015, 2017 and 2018. Improvements have been made to Metro Vancouver's air quality advisory procedures during each of these years, and public awareness and collaboration with other agencies has grown. Metro Vancouver's air quality programs will continue to adapt in response to wildfires, and will consider the need for additional actions as part of the *Climate 2050* strategy, and with the development of the *Clean Air Plan*.

Key Summary Measure:

Complete Communities and Health - Walkability

Since 2016, Metro Vancouver has been partnering with TransLink, Vancouver Coastal Health, the City of Vancouver and the UBC Health and Community Design Lab on two initiatives: the *Walkability Surface* study, and the *Where Matters* study. These two initiatives are directly related and contribute to Metro Vancouver's efforts to better integrate land use and transportation planning, build compact and complete communities, and reduce GHG emissions.

The data analysis for both studies was recently completed and the findings were released in mid-2019. The research has demonstrated strong associations between high levels of walkability and park access with better human health outcomes, and lower levels of walkability and park access with a greater likelihood of chronic diseases. The *Where Matters* study calculated the associated health care

costs of treating these chronic diseases, including diabetes, heart disease, obesity, and stress-related illness, to quantify the economic benefit of investing in walkability improvements and park access. This is one of the first research initiatives to directly link physical and mental health outcomes with the built and natural environment features, and may be the first to monetize these relationships.

The *Where Matters* study findings reinforce the need for the *Metro 2040* growth framework and the regional vision of focusing growth in a network of compact and complete communities along the Frequent Transit Network, Urban Centres and FTDAs as they are associated with better health outcomes. A key implication of the Study has been the critical importance of policies to support income inclusivity in neighbourhoods that already have high levels of walkability and park access to ensure health equity among all income groups across the region. If lower income residents are forced to live in areas with lower levels of walkability and park access due to housing affordability drivers, it will exacerbate health inequities between different economic groups.

The components of the Walkability Surface will be incorporated as a key summary performance measure of Strategy 4.2 of *Metro 2040*, i.e. to: "Develop Healthy and Complete Communities with Access to a Range of Services and Amenities". It will also be used to inform the *Metro 2040* Urban Centre and FTDA Policy Review, being undertaken as part of the update to the regional growth strategy.

METRO 2040 GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

Land use influences travel patterns, and the transportation system, in turn, influences land use and development. Achieving the goals of *Metro 2040* requires the alignment of land use and transportation strategies. A transit-oriented pattern of growth helps to support the safe, efficient and cost-effective movement of vehicles for passengers, goods and services.

Context Measure:

Number of Actively Insured Vehicles

According to ICBC's *Quick Statistics* report released in July 2019, the total number of actively insured vehicles in Metro Vancouver has increased by 15.7% from 2013 to 2017. The number of actively insured vehicles is 1,317,290 in 2013 and 1,524,520 in 2017, which is an increase of 207,230 vehicles over 5 years (see Table 9).

Table 9. Number of Actively Insured Vehicles by Municipality 2013 to 2017

	2013	2017	5-Yr Increase
Anmore	1,500	1,700	200
Belcarra	490	520	30
Bowen Island	2,900	3,200	300
Burnaby	120,000	140,000	20,000
Coquitlam	78,000	89,000	11,000
Delta	68,000	74,000	6,000
Langley (City & Township)	98,000	110,000	12,000
Lions Bay	1,100	1,200	100
Maple Ridge	51,000	61,000	10,000

New Westminster	37,000	42,000	5,000
North Vancouver (City & District)	84,000	94,000	10,000
Pitt Meadows	12,000	14,000	2,000
Port Coquitlam	36,000	41,000	5,000
Port Moody	20,000	22,000	2,000
Richmond	110,000	130,000	20,000
Surrey	260,000	330,000	70,000
UBC	5,300	5,900	600
Vancouver	290,000	320,000	30,000
West Vancouver	29,000	31,000	2,000
White Rock	13,000	14,000	1,000
Totals	**1,317,290**	**1,524,520**	**207,230**

Table 8 source: ICBC Corporate Data Warehouse and Enterprise Data Warehouse
Note: Counts over 100 have been rounded. Vehicles are categorized into regions based on customers' postal codes.

METRO 2040 AMENDMENTS SEPTEMBER 2018 TO AUGUST 2019

Since September 2018, there has been one accepted amendment to *Metro 2040*:

- Bylaw 1266, 2018 – Land use designation amendment for the Williams Neighbourhood Plan in the Township of Langley; a net change of 2 hectares from Mixed Employment to General Urban.

REGIONAL CONTEXT STATEMENTS ACCEPTED BETWEEN SEPTEMBER 2018 TO AUGUST 2019

Per Subsection 446(2) of the *Local Government Act*, within the first two years following adoption of a regional growth strategy, member municipalities are required to submit an RCS that clearly lays out how local plans, policies and aspirations as expressed in Official Community Plans align with the regional objectives laid out in *Metro 2040*. All required RCSs have been accepted by the MVRD Board.

Pursuant to Subsection 448(1)(c) of the *Local Government Act*, RCSs must be reviewed at least once every 5 years after its latest acceptance by the MVRD Board. If no amendment is proposed, member municipality must re-submit an RCS to the MVRD Board for its continued acceptance.

From September 2018 to August 2019, the MVRD Board received four re-submissions of RCS for continued acceptance, and accepted one amended Regional Context Statement:

- City of Richmond, March 17, 2018 – a re-submission of the RCS for its continued acceptance. The RCS was deemed accepted; the City's letter of request for RCS re-submission was presented to Regional Planning Committee on September 7, 2018.
- City of Maple Ridge, October 26, 2018 – re-submission of the RCS for its continued acceptance.
- City of Burnaby, January 25, 2019 – re-submission of the RCS for its continued acceptance. Metro Vancouver acknowledged the City's intent to update its RCS in concert with a substantive OCP update planned to begin in 2019.

- Village of Anmore, March 29, 2019 – amendment to amend 5.67 hectares of land from Rural to a General Urban regional land use designation.
- City of Pitt Meadows, April 26, 2019 – re-submission of the RCS for its continued acceptance.

ALTERNATIVES

1. That the MVRD Board receive for information the report dated September 26, 2019, titled "Metro Vancouver 2040: Shaping our Future - 2018 Annual Performance Monitoring Report" and forward a copy of it to the Province of BC's Ministry of Municipal Affairs and Housing, Local Government Division.

2. That the MVRD Board receive for information the report September 26, 2019 titled, "Metro Vancouver 2040: Shaping our Future – 2018 Annual Performance Monitoring Report" and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

Data acquisition and development for performance monitoring is a regular component of the annual Regional Planning budget. As required under Metro Vancouver's *Regional Growth Strategy Procedures Bylaw No. 1148, 2011*, addressing staffing and other costs related to *Metro 2040* implementation, will be provided to the Regional Planning Committee in a separate report, titled "*Metro Vancouver 2040*: Shaping our Future – 2018 Procedural Report", also as part of the Committee's October 2019 agenda package.

SUMMARY / CONCLUSION

The *Local Government Act* and *Metro 2040* require the preparation of an annual report on the regional growth strategy's progress. The 2018 Annual Performance Monitoring Report provides a summary update on the performance measures with relevant annual change and available data. A complete profile of *Metro 2040* performance measures with a detailed data breakdown is available in the *Metro 2040* Performance Monitoring Dashboard on the Metro Vancouver website. Recognizing the important role performance monitoring plays in the implementation of the regional growth strategy and collective decision-making, Metro Vancouver continues to provide regular updates on the Dashboard as data becomes available. Staff recommend Alternative 1.

References

1. *Metro 2040* Performance Monitoring Dashboard
2. *Metro Vancouver 2040: Shaping our Future* Performance Monitoring Guideline

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