



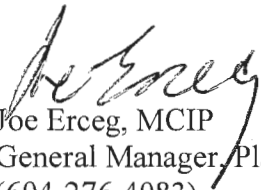
City of Richmond

Report to Committee

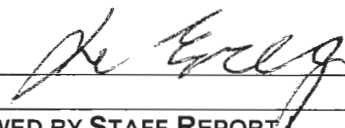

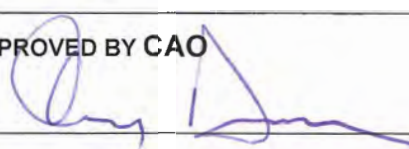
To: Planning Committee
From: Joe Erceg, MCIP
General Manager, Planning and Development
Date: May 8, 2017
File: 08-4040-01/2017-Vol 1
Re: **Richmond Response: Metro Vancouver Regional Growth Strategy Amendment Bylaw No. 1243, 2017 and RGS Performance Monitoring Guide**

Staff Recommendation

1. That the staff report titled, "Richmond Response: Metro Vancouver Regional Growth Strategy Amendment Bylaw No. 1243, 2017 and RGS Performance Monitoring Guide", dated May 8, 2017 from the General Manager, Planning and Development, be received for information; and
2. That the staff recommendation to advise the Metro Vancouver Regional Board that the City of Richmond supports the proposed Metro Vancouver Regional Growth Strategy Amendment Bylaw 1243, 2017 and RGS Performance Monitoring Guide be endorsed.


Joe Erceg, MCIP
General Manager, Planning and Development
(604-276-4083)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

On April 27, 2017, Metro Vancouver (MV) Board invited Richmond to comment, by June 2, 2017, on a proposed Regional Growth Strategy (RGS) Amendment Bylaw No. 1243, to amend RGS Section G, Performance Measures, to enable more detailed and flexible RGS monitoring and reporting. The proposed amendment is a Type 3 Amendment (i.e., requires a 50% + 1 weighted MV Board vote). As well, MV Board is proposing a RGS Performance Monitoring Guide, to clarify the monitoring and reporting details (e.g., intent, methodology) which is proposed to be adopted by the MV Board by resolution, after the Board adopts proposed Bylaw 1243, 2017.

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

5.1. Advancement of City priorities through strong intergovernmental relationships.

Findings of Fact

The current Regional Growth Strategy was adopted by the Metro Vancouver Regional Board on July 29, 2011 with the consensus of the 21 local governments in the Metro Region, including the City of Richmond.

The Strategy includes policies regarding the monitoring and reporting of the Strategy, by Metro staff in implementing the Strategy. City staff advise that the proposed RGS Amendment is acceptable, as it will:

- enable more detailed and flexible RGS monitoring and reporting which will be useful,
- reduce the number of performance measures, from 55, to 15 key measures which will best illustrate progress toward achieving the RGS strategies (e.g., climate change, growth within the Urban Containment Boundary, type of dwelling, housing affordability, employment, transportation),
- use available data which can be regularly acquired in short or medium term intervals, and
- be meaningful over the long implementation of the RGS.

As well, City staff advise that the proposed RGS Performance Monitoring Guide is also acceptable, as it will clarify RGS monitoring and reporting details (e.g., intent, methodology).

Financial Impact

None.

Conclusion

Metro Vancouver Board has invited the City of Richmond to comment by June 6, 2017, on a proposed RGS Amendment Bylaw 1243 and RGS Performance Monitoring Guide, to improve RGS monitoring and reporting. City staff have reviewed the documents and recommend that they be supported, as they will facilitate the monitoring and reporting of Regional Growth Strategy implementation.



Terry Crowe, Manager,
Policy Planning
(604-276-4139)

Att. 1: Metro Vancouver letter dated March 31, 2017 received April 27, 2017

TC:cas

Board and Information Services, Legal and Legislative Services
Tel. 604 432-6250 Fax 604 451-6686

Mr. David Weber, Director of City Clerks Office
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1



File: CR-12-01
Ref: RD 2017 Mar 31

Dear Mr. Weber:

Re: Metro Vancouver 2040: Shaping our Future Amendment to Section G Performance Measures

At its March 31, 2017 regular meeting, the Board of Directors of the Metro Vancouver Regional District ('Metro Vancouver') adopted the following resolution:

That the MVRD Board:

- a) Initiate the Metro Vancouver 2040: Shaping our Future amendment process for a Type 3 amendment to Section G of the regional growth strategy;*
- b) Give first and second readings to "Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1243, 2017"; and*
- c) Direct staff to notify affected local governments and appropriate agencies as per Metro Vancouver 2040: Shaping our Future Section 6.4.2.*

This letter provides notification to affected local governments and other agencies, in accordance with Section 437 of the *Local Government Act*, and Sections 6.4.2, 6.4.4 and 6.4.5 of *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy.

Annual reporting of *Metro 2040* is required by Part 13 of the British Columbia *Local Government Act* and *Metro 2040* Section 6.13.3. Three annual reports have been produced to date, covering four years of implementation of the regional growth strategy since its adoption in 2011, including baseline and annual monitoring of the performance measures listed in *Metro 2040* Section G. Through the process of collecting and analyzing data and drafting these early annual reports, opportunities were identified to improve performance monitoring.

Following a comprehensive review of the performance measures in 2015, staff identified opportunities to update the performance monitoring program, including an Type 3 amendment to update Section G of *Metro 2040* with improved and more flexible measures based on the results of the review and further consultation with municipal and partner agency staff.

Through the proposed amendment, the existing Section G Performance Measures would be replaced via Amendment Bylaw No. 1243 (Attachment 1). The proposed amendment reduces the number of performance measures included in *Metro 2040* from 55 total measures to 15 Key Summary Measures that best illustrate progress toward *Metro 2040* strategies. The reduced number of measures facilitates simpler and more useful annual reporting. Additional performance measures are defined in a draft Performance Monitoring Guideline.

The draft Performance Monitoring Guideline (Attachment 2) provides detailed information about the intent, methodology, source, and reporting timeline for each measure, including additional technical measures to support implementation that will be reported online as data is available or useful. The Performance Monitoring Guideline is intended to be adopted by resolution of the MVRD Board following adoption of Amendment Bylaw No. 1243. The Guideline offers an added level of transparency and commitment to performance monitoring, while simplifying annual reporting.

Metro 2040 Section 6.4.2 'Notification and Request for Comments', states that for all proposed *Metro 2040* amendments, the MVRD Board will provide written notice of the proposed amendment to all affected local governments; provide a minimum of 30 days for affected local governments, and the appropriate agencies, to respond to the proposed amendment; and post notification of the proposed amendment on the Metro Vancouver website, for a minimum of 30 days.

You are invited to provide written comments on the proposed amendment to *Metro 2040*. Please provide comments in the form of a Council/Board resolution, as applicable, and submit to chris.plagnol@metrovancover.org by June 2, 2017.

If you have any questions with respect to the proposed amendment or wish to receive a presentation, please contact Heather McNell, Acting Director of Regional Planning, at 604-436-6813 or heather.mcnell@metrovancover.org. More information and a copy of *Metro Vancouver 2040: Shaping our Future* can be found on our website at www.metrovancover.org.

Yours truly,



Chris Plagnol
Corporate Officer

CP/HM/lk

CC: Terry Crowe, Manager of Policy and Planning Department

Attachments:

1. Metro Vancouver Regional Growth Strategy Amendment Bylaw No. 1243 (Doc #21326472)
2. Draft *Metro Vancouver 2040: Shaping our Future* Performance Monitoring Guideline (Doc #21323218)
3. MVRD Board Report titled, "*Metro Vancouver 2040: Shaping our Future* Amendment to Section G Performance Measures" (Doc #21325338)

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1243, 2017**

A Bylaw to Amend

Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010.

WHEREAS:

- A. The Board of the Metro Vancouver Regional District adopted the Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010 on July 29, 2011 (the "Regional Growth Strategy");
- B. The Board wishes to replace the performance measures set out within Section G of the Regional Growth Strategy, with consolidated, updated, and clarified performance monitoring; and
- C. In accordance with Regional Growth Strategy section 6.3.4 (h), an amendment to performance measures is a Type 3 amendment.

NOW THEREFORE, the Board of the Metro Vancouver Regional District in open meeting assembled enacts as follows:

1. The Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010 is hereby amended as follows:

Section G, entitled 'Performance Measures', of Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010 is deleted in its entirety and replaced with Section G 'Performance Monitoring', attached hereto as Schedule A;

2. The official citation for this bylaw is "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1243, 2017". This bylaw may be cited as "Regional Growth Strategy Amendment Bylaw No. 1243, 2017".

Read a First time this _____ day of _____, ____

Read a Second time this _____ day of _____, ____

Read a Third time this _____ day of _____, ____

Passed and Finally Adopted this _____ day of _____, ____

Chris Plagnol
Corporate Officer

Greg Moore
Chair

G Performance Monitoring

Performance monitoring allows for the informed review and update of the regional growth strategy as required. Metro Vancouver will produce annual reports on implementation of the regional growth strategy and progress towards its goals using the following measures. Some measures can be monitored in the short-term (1-2 years) while others can be monitored in the medium term (3-5 years).

Regional Land Use Designations

REGIONAL DESIGNATIONS AND OVERLAYS

As measured by:

- total and cumulative change in hectares of land in each of the six regional land use designations
- total and cumulative change in hectares of land in the Urban Containment Boundary
- total and cumulative change in number of Urban Centres
- total and cumulative change in number of Frequent Transit Development Areas

Short-term measure.

Goal 1: Create a Compact Urban Area

URBAN CONTAINMENT

As measured by:

- percent of regional dwelling unit growth located within the Urban Containment Boundary

Short-term estimate & medium-term cumulative measure.

GROWTH IN PRIORITY AREAS

As measured by:

- percent of regional dwelling unit growth located in Urban Centres
- percent of regional dwelling unit growth located in Frequent Transit Development Areas

Short-term estimate & medium-term cumulative measure.

Goal 2: Support a Sustainable Economy

EMPLOYMENT IN PRIORITY AREAS

As measured by:

- percent of regional employment growth located in Urban Centres
- percent of regional employment growth located in Frequent Transit Development Areas

Medium-term measure.

EMPLOYMENT ACCESSIBILITY

As measured by:

- average number of kilometres travelled for commute region-wide
- average number of minutes travelled for commute region-wide

Medium-term measure.

INDUSTRIAL AND MIXED EMPLOYMENT AREAS

As measured by:

- percent of land designated Industrial and Mixed Employment that is developed

Medium-term measure.

AGRICULTURAL AREAS

As measured by:

- percent of land designated Agricultural that is actively farmed

Medium-term measure.

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

ECOSYSTEM HEALTH

As measured by:

- hectares of land inventoried as a Sensitive or Modified Ecosystem
- percent of inventoried Sensitive and Modified Ecosystems rated high quality

Medium-term measure.

CLIMATE CHANGE MITIGATION

As measured by:

- tonnes and percent of regional greenhouse gas emissions produced by building and on-road transportation sources

Medium-term measure.

CLIMATE CHANGE PREPAREDNESS

As measured by:

- climate adaptation planning efforts (proxy measure)

Short-term measure.

Goal 4:
Develop Complete Communities

HOUSING AFFORDABILITY

As measured by:

- percent of median household income spent on average housing and transportation cost

Medium-term measure.

HOUSING DIVERSITY

As measured by:

- share of estimated regional rental housing demand achieved in new supply

Short-term measure.

COMPLETE COMMUNITIES AND HEALTH

As measured by:

- walkability

Medium-term measure.

Goal 5:
Support Sustainable
Transportation Choices

TRAVEL MODE CHOICE

As measured by:

- percent of total trips that are private vehicle-based
- percent of residents within walking distance of the Frequent Transit Network

Medium-term measure.

ROAD AND VEHICLE USE AND SAFETY

As measured by:

- annual per capita vehicle kilometres travelled

Medium-term measure.

METRO 2040 PERFORMANCE MONITORING GUIDELINE



DRAFT: JANUARY 10, 2017

DRAFT

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INTRODUCTION AND BACKGROUND

Metro Vancouver 2040: Shaping our Future

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 member jurisdictions and TransLink.

The Importance of Performance Monitoring

The Progress toward Shaping Our Future annual reports monitor regional performance and provide a framework for discussions of *Metro 2040* implementation among Metro Vancouver Board members, member jurisdictions, TransLink, other regional agencies, and the general public. Metro Vancouver recognizes the important role performance monitoring plays in the implementation of the regional growth strategy and collective decision-making.

The *Metro 2040* performance measures provide the information necessary to benchmark and monitor our progress. Each year, the Greater Vancouver Regional District (GVRD) Board reviews the annual reports to evaluate the state of the region, how well we are doing and what issues may need further attention.

Performance Monitoring Requirements

Annual reporting of *Metro 2040* is required by Part 13 of the British Columbia *Local Government Act*, and by *Metro 2040* Section 6.13.3. A list of Key Summary Measures (defined in the following section, and provided on page 8 and 9 of this document) were adopted into *Metro 2040* (Section G: Performance Monitoring).

About this Guideline

The Performance Monitoring Guideline provides additional, often more detailed or technical performance measures that are not included in *Metro 2040* Section G, and includes detailed information about all performance measures, such as sources, methodologies and monitoring timelines.

The intent of the Guideline is to provide a resource to those using the performance monitoring data, including regional and municipal staff and researchers. In addition, the Guideline is intended to provide an added level of transparency and accountability in the planning process to politicians and the public. Detailing performance monitoring methodologies and intents, as they relate to the policies in *Metro 2040*, ensures progress toward goals is being tracked clearly and consistently over time.

The Guideline includes information about types of performance measures, reporting requirements, and communication mediums. The bulk of the Guideline provides detailed information about the intent, methodology, data source, and reporting timeline for each measure, including those Key Summary Measures provided in Section G of *Metro 2040*, and other detailed / technical measures.

The Guideline can be updated by the GVRD Board if new measures or data sources are identified in the future.

Reporting Formats

Performance Measures are reported online as data is available. An annual report is provided to the GVRD Board and member jurisdictions, highlighting updates to Key Summary Measures and providing additional information about implementation as necessary.

Procedural Reporting

Procedural reporting is also conducted annually and provided to the GVRD Board and member jurisdictions. The *Greater Vancouver Regional District Regional Growth Strategy Procedures Bylaw No. 1148, 2011 (RGS Procedures Bylaw)* was adopted by the GVRD Board in July 2011 at the same time as the regional growth strategy. The *RGS Procedures Bylaw* includes requirements for reporting on procedural performance associated with *Metro 2040*, such as the number of amendments processed and resources required to implement the regional growth strategy.

Procedural reporting details information about supporting work to implement *Metro 2040*, progress on the completion of, or updates to regional context statements, and *Metro 2040* amendments (including status and processing times for each amendment), as well as information about costs and staffing related to implementation of the regional growth strategy.

Measure Types and Purpose

KEY SUMMARY MEASURES

A measure of impact/outcome of Goals and Strategies.

Key Summary Measures provide an overview of how well *Metro 2040* Goals and Strategies are being achieved. Key Summary Measures are targeted to a broader, non-technical audience and are meant to quickly illustrate progress. In annual reporting, these measures will be communicated as a single number or chart that can easily depict change over time.

STRATEGY PERFORMANCE MEASURES

A measure of impact/outcome of Goals and Strategies.

Strategy Performance Measures provide more detail on achievement of specific Strategies and policy actions. These measures are meant to support implementation of *Metro 2040* and are aimed at a more technical audience. Detailed datasets will be provided online.

CONTEXT MEASURES

A description of broader trends to help make sense of other measures in the broader planning context.

These measures are helpful for all audiences and provide important contextual or background information, particularly in communications that tell the story of change or progress.

PARTICIPATION MEASURES

A measure of what's been accomplished by Metro Vancouver or member jurisdictions towards achievement of goals.

These measures are primarily for use by planners and analysts to make comparisons of the effect of different policies on a given planning challenge

Reporting Timelines

Some measures are reported in the short-term (every 1-2 years), while some are reported in medium-term intervals (every 3-5 years).

Measures that are dependent upon Census data will only be reported in 5 year intervals, following the release of Census data and the procurement of custom run data.

Measures that are dependent on Metro Vancouver inventories will be reported in 3-5 year intervals following inventory updates.

Measures that are dependent on external data collection, such as TransLink's Trip Diary will be updated following data releases, most typically at 3-5 year intervals.

Metro Vancouver will make an effort to update, or estimate change for measures on short-term basis as data and resources allow.

METRO 2040 KEY SUMMARY MEASURES

Reports on the Key Summary measures listed in this section will be provided annually. Some measures can be monitored in the short-term (1-2 years) while others can be monitored in the medium term (3-5 years). Some measures are noted as proxy measures and will be replaced in the future as improved data is available.

Regional Land Use Designations

REGIONAL DESIGNATIONS AND OVERLAYS

As measured by:

- total and cumulative change in hectares of land in each of the six regional land use designations
- total and cumulative change in hectares of land in the Urban Containment Boundary
- total and cumulative change in number of Urban Centres
- total and cumulative change in number of Frequent Transit Development Areas

Short-term measure.

Goal 1: Create a Compact Urban Area

URBAN CONTAINMENT

As measured by:

- percent of regional dwelling unit growth located within the Urban Containment Boundary

Short-term estimate & medium-term cumulative measure.

GROWTH IN PRIORITY AREAS

As measured by:

- percent of regional dwelling unit growth located in Urban Centres
- percent of regional dwelling unit growth located in Frequent Transit Development Areas

Short-term estimate & medium-term cumulative measure.

Goal 2:

Support a Sustainable Economy

EMPLOYMENT IN PRIORITY AREAS

As measured by:

- percent of regional employment growth located in Urban Centres
- percent of regional employment growth located in Frequent Transit Development Areas

Medium-term measure.

EMPLOYMENT ACCESSIBILITY

As measured by:

- average number of kilometres travelled for commute region-wide
- average number of minutes travelled for commute region-wide

Medium-term measure.

INDUSTRIAL AND MIXED EMPLOYMENT AREAS

As measured by:

- percent of land designated Industrial and Mixed Employment that is developed

Medium-term measure.

AGRICULTURAL AREAS

As measured by:

- percent of land designated Agricultural that is actively farmed

Medium-term measure.

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

ECOSYSTEM HEALTH

As measured by:

- hectares of land inventoried as a Sensitive or Modified Ecosystem
- percent of inventoried Sensitive and Modified Ecosystems rated high quality

Medium-term measure.

CLIMATE CHANGE MITIGATION

As measured by:

- tonnes and percent of regional greenhouse gas emissions produced by building and on-road transportation sources

Medium-term measure.

CLIMATE CHANGE PREPAREDNESS

As measured by:

- climate adaptation planning efforts (proxy measure)

Short-term measure.

**Goal 4:
Develop Complete Communities**

HOUSING AFFORDABILITY

As measured by:

- percent of median household income spent on average housing and transportation cost

Medium-term measure.

HOUSING DIVERSITY

As measured by:

- share of estimated regional rental housing demand achieved in new supply

Short-term measure.

COMPLETE COMMUNITIES AND HEALTH

As measured by:

- walkability

Medium-term measure.

**Goal 5:
Support Sustainable
Transportation Choices**

TRAVEL MODE CHOICE

As measured by:

- percent of total trips that are private vehicle-based
- percent of residents within walking distance of the Frequent Transit Network

Medium-term measure.

ROAD AND VEHICLE USE AND SAFETY

As measured by:

- annual per capita vehicle kilometres travelled


Medium-term measure.

REGIONAL LAND USE MEASURES

Regional Land Use Designations and Overlays

Key Summary Measures

The following Key Summary Measures are listed in *Metro 2040* Section G: Performance Monitoring. These measures will be reported out regularly as data becomes available to illustrate progress.

Regional Land Use Designations CHANGE IN REGIONAL LAND USE DESIGNATIONS Key Summary Measure	
AS MEASURED BY <ul style="list-style-type: none">• Total and cumulative change in hectares of land in each of the six regional land use designations.• Total and cumulative change in hectares of land within the Urban Containment Boundary.	
REPORTING & TIMELINE <p>Annual and cumulative measure.</p> <p>Reported online and in annual reports as data is available.</p>	
SOURCE <p>Metro Vancouver Regional Planning geodata for the <i>Metro 2040</i> regional land use designations.</p>	
METHODOLOGY <p>Changes to the regional land use designations occur only through GVRD Board adopted amendments or generally consistent amendments within Regional Context Statements adopted by municipal Councils and accepted by the GVRD Board. Cumulative change is tracked from the adoption of the plan. Major amendments are noted.</p>	
INTENT <p>Regional land use designations and overlays are key tools in achieving the five goals of <i>Metro 2040</i>. This measure monitors annual and cumulative change in the designations over time.</p>	

Regional Land Use Designations

CHANGE IN REGIONAL LAND USE OVERLAYS

Key Summary Measure

short
term

AS MEASURED BY

- Total and cumulative change in number and hectares of Urban Centres.
- Total and cumulative change in number and hectares of Frequent Transit Development Areas.

REPORTING & TIMELINE

Annual and cumulative measure.

Reported online and in annual reports as data is available.

SOURCE

Metro Vancouver Regional Planning geodata for *Metro 2040* Urban Centre / Frequent Transit Development Area (FTDA) boundaries.

METHODOLOGY

Urban Centres and FTDA's, and their boundaries, are identified Regional Context Statements adopted by municipal Councils and accepted by the GVRD Board. FTDA's are created in consultation with the member jurisdiction, Metro Vancouver and TransLink. Cumulative change is tracked from the adoption of the plan. Major amendments are noted.

INTENT

Regional land use designations and overlays are key tools in achieving the five goals of *Metro 2040*. This measure monitors annual and cumulative change in the overlays over time.

GOAL 1 MEASURES

Create a Compact Urban Area

Key Summary Measures

The following Key Summary Measures are listed in *Metro 2040* Section G: Performance Monitoring. These measures will be reported out regularly as data becomes available to illustrate progress.

Urban Containment

GROWTH WITHIN THE URBAN CONTAINMENT BOUNDARY

Key Summary Measure

short
term

AS MEASURED BY

- Percent of regional dwelling unit growth located within the Urban Containment Boundary.

REPORTING & TIMELINE

Annual estimate (mid-year to mid-year). Five-year cumulative measure reported following Census data release.

Reported online and in annual reports as data is available.

SOURCE

Metro Vancouver Regional Planning geodata for the *Metro 2040* General Urban Containment Boundary.

Five-year intervals: Statistics Canada, Census.

Annually (mid-year to mid-year): BC Statistics, CMHC Completions and Demolitions, Municipal Building Permits (for estimated residential growth).

METHODOLOGY

Residential growth is estimated by Metro Vancouver and reported annually. Employment growth is reported at 5-year intervals following the release of Census data.

Changes to the UCB occur only through GVRD Board adopted amendments or regionally consistent amendments within adopted and accepted RCSs. Growth is tracked based on the 2011 Urban Containment Boundary.

INTENT

Metro 2040 targets 98% of dwelling unit growth to areas within the Urban Containment Boundary. This measure illustrates the performance of the Urban Containment Boundary as a tool to contain growth.

Growth in Priority Areas

RESIDENTIAL DEVELOPMENT IN PRIORITY AREAS

Key Summary Measure



AS MEASURED BY

- Percent of regional dwelling unit growth located in Urban Centres.
- Percent of regional dwelling unit growth located in Frequent Transit Development Areas.

REPORTING & TIMELINE

Annual estimate (mid-year to mid-year). Five-year cumulative measure reported following Census data release.

Combined percentage of regional growth to Urban Centres and FTDA provided in annual reports as data is available. Breakdown by individual Urban Centres and FTDA reported online as data is available.

SOURCE

Metro Vancouver Regional Planning geodata for *Metro 2040* Urban Centre / Frequent Transit Development Area (FTDA) boundaries.

Five-year intervals: Statistics Canada, custom Census runs.

Annually (mid-year to mid-year): Residential growth shares estimated based on BC Statistics, CMHC Completions and Demolitions, Municipal Building Permits.

METHODOLOGY

Share of residential growth by Urban Centre type and for areas in close proximity to transit is estimated by Metro Vancouver and reported annually. Detailed figures for Urban Centres and FTDA are reported at 5-year intervals following the release of Census data.

Metro Vancouver maintains geodata for Urban Centre and FTDA boundaries and submits the geographies to Statistics Canada for custom Census data. Boundaries are established and adjusted through regional context statements adopted by municipal Councils and accepted by the GVRD Board.

INTENT

Metro 2040 targets 40% of dwelling unit growth to Urban Centres, for a total of 31% of dwelling units to be located in Urban Centres by 2041. *Metro 2040* also targets 28% of dwelling unit growth, for a total of 27% of dwelling units to be located in FTDA by 2041.

Supplementary Measures

The following Strategy Performance, Context, and Participation Measures are supplementary to the Key Summary Measures. These measures may be reported out online as data and resources are available. The intent of supplementary measures is to illustrate progress, serve as a resource to member jurisdictions, and inform implementation.

Contain Development

REMAINING URBAN DEVELOPMENT

Strategy Performance Measure



AS MEASURED BY

- Percent of regional dwelling unit growth occurring in remaining General Urban areas.
- Net change in number of hectares of remaining General Urban areas.

REPORTING & TIMELINE

Annual estimate (mid-year to mid-year).

Reported online annually.

SOURCE

Metro Vancouver Regional Planning geodata for remaining areas in the *Metro 2040* General Urban designation.

BC Statistics, CMHC Completions and Demolitions and Municipal Building Permits.

METHODOLOGY

Remaining urban areas are lands that have a General Urban designation, but are not yet substantially developed. These areas have been identified through aerial photos and assessment of municipal plans. Absorption estimates are based on analysis of the above residential development statistics sources.

INTENT

Metro Vancouver estimates that 75% to 80% of growth will occur through infill or redevelopment in established General Urban areas. The remaining 20-25% will occur through new development in remaining General Urban areas.

Contain Development

ANNUAL GROWTH

Context Measure



AS MEASURED BY

- Annual regional and municipal population growth.
- Annual regional and municipal dwelling unit growth.
- Annual regional and municipal employment growth.

REPORTING & TIMELINE

Annual estimate (mid-year to mid-year). Five-year cumulative measure reported following Census data release.

Reported online annually.

SOURCE

Five-year intervals: Statistics Canada, Census.

Annually (mid-year to mid-year): BC Statistics, CMHC Completions and Demolitions, Municipal Building Permits (for population and dwelling units). Annual regional employment estimated as a percentage of total population.

REPORTING METHODOLOGY & TIMELINE

Total and growth in population and dwelling units reported annually for Metro Vancouver and member jurisdictions based on Metro Vancouver analysis; 5-year reporting from Census, including estimated Census undercount.

Total and growth in employment reported annually for Metro Vancouver (estimated as a percentage of the total population) and on 5-year basis for the region and member jurisdictions from Census, including estimated Census undercount.

INTENT

Growth projections are generated by a regional growth model and confirmed with member jurisdictions. The projections are not targets. Growth that vastly and consistently differs from the projections may trigger an update to the growth model, and potential policy considerations.

Growth in Priority Areas

DENSITY IN PRIORITY AREAS

Strategy Performance Measure



AS MEASURED BY

- Average number of dwelling units per hectare of land with a General Urban designation within Urban Centres.
- Average number of dwelling units per hectare of land with a General Urban designation within Frequent Development Areas.
- Average number of dwelling units per hectare of land with a General Urban designation outside of Urban Centres and Frequent Development Areas within the Urban Containment Boundary.

REPORTING & TIMELINE

Five-year estimate.

Reported online every five-years.

SOURCE

Metro Vancouver Regional Planning geodata for lands with a *Metro 2040* General Urban designation and Urban Centre / Frequent Transit Development Area (FTDA) boundaries.

Metro Vancouver Growth Model (traffic zone analysis); Statistics Canada custom Census runs; BC Statistics, CMHC Completions and Demolitions, Municipal Building Permits.

METHODOLOGY

Density is measured as a ratio of dwelling units to *Metro 2040* General Urban area (hectares) and Urban Centre / FTDA geographies. The measure is best illustrated graphically with Urban Centre and FTDA boundaries, and the Frequent Transit Network overlaid.

This measure is not monitored annually as changes would not accurately depict long-term trends.

INTENT

Higher density growth is anticipated to occur in Urban Centres, particularly Regional City Centres, and in areas along the Frequent Transit Network.

Protect Other Lands
SEWER SERVICE CONNECTIONS
Strategy Performance Measure



AS MEASURED BY

- Number and status of new regional sewerage service connection applications made for areas outside of the Urban Containment Boundary (UCB) to lands with an Agricultural, Rural, or Conservation and Recreation regional designation.

REPORTING & TIMELINE

Annual measure (January to December).

Reported online annually.

SOURCE

Metro Vancouver Liquid Waste Services and Regional Planning Departments.

METHODOLOGY

Status of Metro Vancouver applications (submitted, approved, denied, or under consideration) by designation area outside of the UCB, and percent of total applications outside of the UCB for the calendar year (January to December).

INTENT

While sewerage extensions beyond the Urban Containment Boundary are generally not expected, *Metro 2040* and associated guidelines allow for such extensions under certain exceptions. Sewerage extension applications may be approved without resulting in a net increase in sewerage connections outside of the UCB.

Protect Other Lands
RURAL DEVELOPMENT
Strategy Performance Measure



AS MEASURED BY

- Number of new residential developments by type and municipality on land designated Rural.

REPORTING & TIMELINE

Annual estimate (mid-year to mid-year).

Reported online annually.

SOURCE

Metro Vancouver Regional Planning geodata of lands with a Rural regional designation.

BC Statistics, CMHC Completions and Demolitions and Municipal Building Permits.

METHODOLOGY

Total residential growth estimated annually and categorized broadly as follows:

- Large lot single family (one acre or more)
- Small lot single family (less than one acre)
- Cluster development (lot with more than one unit where the undeveloped portion of the lot is greater than the developed portion of the lot).

INTENT

About 1% of residential growth is anticipated to occur on lands designated Rural by 2040 and the form of this growth has implications for regional planning. The intent of *Metro 2040* is to maintain the rural character of lands with the Rural designation, however, there is no prescribed density for this lands.


DRAFT

GOAL 2 MEASURES

Support a Sustainable Economy

Key Summary Measures

The following Key Summary Measures are listed in *Metro 2040* Section G: Performance Monitoring. These measures will be reported out regularly as data becomes available to illustrate progress.

Employment in Priority Areas JOB GROWTH IN PRIORITY AREAS Key Summary Measure	
AS MEASURED BY <ul style="list-style-type: none">• Percent of regional employment growth located in Urban Centres.• Percent of regional employment growth located in Frequent Transit Development Areas.	
REPORTING & TIMELINE <p>Five-year measure reported following Census data release.</p> <p>Combined percentage of regional growth to Urban Centres and FTDA's provided in annual reports as data is available. Breakdown by individual Urban Centres and FTDA's reported online as data is available.</p>	
SOURCE <p>Metro Vancouver Regional Planning geodata for <i>Metro 2040</i> Urban Centre / Frequent Transit Development Area (FTDA) boundaries.</p> <p>Statistics Canada custom data runs for geographic areas above, Census / NHS Place of Work data.</p>	
METHODOLOGY <p>Urban Centre and FTDA boundaries are established and adjusted through regional context statements adopted by municipal councils and accepted by the GVRD Board.</p> <p>Statistics Canada classifies jobs as having a usual / fixed place of work, working at home, or having no fixed workplace. This measure includes the total employed population aged 15 years and over with jobs with a usual / fixed place of work, or working at home.</p>	
INTENT <p><i>Metro 2040</i> targets 50% of employment growth to Urban Centres, for a total 43% of employment to be located in Urban Centres by 2041. <i>Metro 2040</i> also targets 27% of employment growth to FTDA's, 24% of employment to be located in FTDA's by 2041.</p>	

Employment Accessibility

COMMUTE TIME AND DISTANCE

Key Summary Measure



AS MEASURED BY

- Average number of kilometres travelled for commute region-wide.
- Average number of minutes travelled for commute region-wide.

REPORTING & TIMELINE

Five-year measure reported following Census and Trip Diary data release.

Regional averages provided in annual reports as data is available. Breakdown by mode and subregion reported online as data is available.

SOURCE

Statistics Canada Census / NHS median commuting durations and custom data runs for cross tabs and geographic areas.

TransLink Regional Trip Diary Data or Analysis Report, trip length by trip purpose.

METHODOLOGY

Statistics Canada classifies jobs as having a usual / fixed place of work, working at home, or having no fixed workplace. This measure includes the total employed population aged 15 years and over with a usual place of work or no fixed workplace address.

TransLink's Trip Diary estimates trip data on a typical fall weekday. Each trip is allocated to a trip purpose, one of which is Work / Post Secondary (including return trips home from those locations). Trip lengths are estimated for each reported trip based on the geocoded locations of trip start and end points.

INTENT

Metro 2040 aims to support more employment close to where people live. Average commute length and duration serve as indicators of employment accessibility. While an overall reduction in commute length and duration is a positive, analysis of this measure should be carefully balanced with analysis of Employment in Priority Areas measures, as commute length and duration could increase as use of transit increases, indicating jobs and dwelling units are locating in close proximity to transit, but jobs are not being filled by local residents.

Industrial and Mixed Employment Areas

INDUSTRIAL AND MIXED EMPLOYMENT LAND USE

Key Summary Measure



AS MEASURED BY

- Percent of land designated Industrial or Mixed Employment in *Metro 2040* that is 'developed'.

REPORTING & TIMELINE

Five-year (anticipated) measure reported following each update of the Metro Vancouver Industrial Lands Inventory.

SOURCE

Metro Vancouver Industrial Lands Inventory (ILI).

Metro Vancouver Regional Planning geodata for the *Metro 2040* Industrial and Mixed Employment designation.

METHODOLOGY

The ILI inventories parcels that are regionally or municipally designated or zoned for industrial uses. Some areas, including the Vancouver International Airport, and road and utility rights-of-way, though designated Industrial or Mixed Employment in *Metro 2040*, are not captured in the inventory.

For the purposes of annual reporting, 'developed' lands are those with industrial and quasi-industrial uses. 'Developed' lands may also include lands with some non-industrial uses that are building intensive and not likely to redevelop to industrial uses. 'Vacant' lands are those lands that are anticipated to redevelop to industrial uses. Specifically, these include lands that are municipally designated industrial, but currently are used for agriculture, residential, or resource extraction.

INTENT

Metro 2040 aims to ensure there is sufficient industrial capacity to meet the needs of the regional economy. Estimated absorption rates are provided in the Metro Vancouver 2015 Industrial Lands Inventory - Summary Report. Further information about supply and demand will be made available through the Industrial Lands Initiative.

Agricultural Areas

AGRICULTURAL LAND USE

Key Summary Measure



AS MEASURED BY

- Percent of land designated Agricultural in *Metro 2040* that is 'actively farmed'.

REPORTING & TIMELINE

Five-year (anticipated) measure reported following each update of the Regional Agricultural Land Use Inventory for Metro Vancouver.

SOURCE

Ministry of Agriculture (MoA), Regional Agricultural Land Use Inventory (ALUI), The Metro Vancouver Regional Report and data made available by the MoA.

Metro Vancouver Regional Planning geodata for the *Metro 2040* Agricultural designation.

Agricultural Land Commission geodata for the Agricultural Land Reserve (ALR) boundaries.

METHODOLOGY

The ALUI inventories all parcels that are within the ALR, have a *Metro 2040* Agricultural designation, or have farm class status.


For the purposes of annual reporting, actively farmed includes land that was farmed at the time of the inventory, as well as areas that support farming, such as farm buildings and roads. Land with potential for farming includes lands that do not have any significant topographical, physical, or existing land use constraints (natural, semi-natural, managed vegetation, or non-built/bare areas). Land that is unavailable for farming is land that has an existing incompatible use (e.g. parks, golf courses, residences), land with site limitations (drainage or topography), or rights-of-way.

INTENT

Metro 2040 aims to increase actively farmed land.

Supplementary Measures

The following Strategy Performance, Context, and Participation Measures are supplementary to the Key Summary Measures. These measures may be reported out online as data and resources are available. The intent of supplementary measures is to illustrate progress, serve as a resource to member jurisdictions, and inform implementation.

Employment in Priority Areas OFFICE DEVELOPMENT IN PRIORITY AREAS Strategy Performance Measure	
AS MEASURED BY <ul style="list-style-type: none"> Percent of office space development locating in Urban Centres by Urban Centre Type. Percent of office space development locating in FTDA's. Percent of office space development locating within 400 metres of the Frequent Transit Network or within 800 metres of a rapid transit station. 	
REPORTING & TIMELINE Online as data is available.	
SOURCE Metro Vancouver Regional Planning geodata for <i>Metro 2040</i> Urban Centre / Frequent Transit Development Area (FTDA) boundaries. Metro Vancouver Office Inventory (geodata). Frequent Transit Network (FTN) and rapid transit station geodata is provided by TransLink; latest versions are available upon request.	
METHODOLOGY The inventory includes all offices in region 10,000 square feet or larger and is based on commercial real estate brokers data and municipal data. The 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. A 400 metre buffer around the FTN is used to identify a walk catchment (approximately 5 minutes) to frequent transit service, and an 800 metre buffer around rapid transit stations is used to identify a walk catchment (approximately 10 minutes) to rapid transit service. Rapid transit includes SkyTrain and Canada Line stations, as well as Sea Bus if frequent service is provided, not West Coast Express stations.	
INTENT <i>Metro 2040</i> encourages locating office and retail development in Urban Centres to support employment growth in these locations and to support the development of complete communities with access to a range of services and amenities.	

Employment in Priority Areas

RETAIL DEVELOPMENT IN PRIORITY AREAS

Strategy Performance Measure



AS MEASURED BY

- Estimated percent of businesses in the retail trade sector located in Urban Centres and Frequent Transit Development Areas.
- Employed Labour Force in Urban Centres and Frequent Transit Development Areas in the retail trade sector.

REPORTING & TIMELINE

Online as data is available.

SOURCE

Metro Vancouver Regional Planning geodata for *Metro 2040* Urban Centre / Frequent Transit Development Area (FTDA) boundaries.

Metro Vancouver Dun and Bradstreet Business Database (geodata), purchased by Metro Vancouver. Some use limitations apply.

Statistics Canada Census Place of Work data.

METHODOLOGY

Businesses identified with a primary North American Industry Classification System (NAICS) code beginning in 44 or 45 are classified as Retail Trade. The Retail Trade sector comprises establishments engaged in retailing merchandise, generally without transformation, and rendering services incidental to the sale of merchandise. The category includes both store and non-store retails. Retail establishments include office supply stores, computer and software stores, building materials dealers, plumbing supply stores, and electrical supply stores. Catalog showrooms, gasoline stations, automotive dealers and mobile home dealers are also treated as store retailers.

INTENT

Metro 2040 encourages locating office and retail development in Urban Centres to support employment growth in these locations and to support the development of complete communities with access to a range of services and amenities.

Employment Accessibility

EMPLOYMENT LEVELS

Context Measure



AS MEASURED BY

- Jobs to labour force ratio for each subregion.

REPORTING & TIMELINE

Online as data is available.

SOURCE

Metro Vancouver established subregions based on jurisdictional boundaries for the purpose of *Metro 2040* monitoring

The subregions are:

- North Shore (North Vancouver City, North Vancouver District, West Vancouver, and Lions Bay)
- Vancouver - UBC/UEL
- Richmond - Delta - Tsawwassen First Nation
- Burnaby - New Westminster
- Surrey - White Rock
- Northeast Sector (Coquitlam, Port Coquitlam, Port Moody, Anmore and Belcarra)
- Ridge - Meadows (Maple Ridge and Pitt Meadows)
- Langleys (Langley City and Langley Township)

Statistics Canada Census / National Household Survey, including estimated Census undercount;
Statistics Canada Labour Force Survey.

METHODOLOGY

Statistics Canada classifies jobs as having a usual / fixed place of work, working at home, or having no fixed workplace. This measure includes the total employed population aged 15 years and over with jobs with a usual / fixed place of work, or working at home.

INTENT

Metro 2040 aims to support more employment close to where people live. This measure tracks employment growth and distribution as context for economic activity and employment across the region.

Employment Accessibility

EMPLOYMENT TYPES AND LOCATIONS

Context Measure



AS MEASURED BY

- Total number and growth of employment by sector for each subregion.

REPORTING & TIMELINE

Online as data is available.

SOURCE

Metro Vancouver established subregions based on municipal boundaries for the purpose of *Metro 2040* monitoring.

The subregions are:

- North Shore (North Vancouver City, North Vancouver District, West Vancouver, and Lions Bay)
- Vancouver - UBC/UEL
- Richmond - Delta - Tsawwassen First Nation
- Burnaby - New Westminster
- Surrey - White Rock
- Northeast Sector (Coquitlam, Port Coquitlam, Port Moody, Anmore and Belcarra)
- Ridge - Meadows (Maple Ridge and Pitt Meadows)
- Langleys (Langley City and Langley Township)

Statistics Canada Census / National Household Survey (place of work), including estimated Census undercount; Statistics Canada Labour Force Survey.

METHODOLOGY

Statistics Canada classifies jobs as having a usual / fixed place of work, working at home, or having no fixed work location. This measure includes the total employed population aged 15 years and over with jobs with a usual / fixed place of work, or working at home.

Employment is measured by industry sector and industries may employ workers with a variety of occupations, such as a mining company with an accountant on staff.

INTENT

Metro 2040 aims to support a diverse regional economy. This measure tracks employment growth and distribution as context for economic activity and employment across the region.

Agricultural Areas

ACTIVE FOOD PRODUCING LANDS

Strategy Performance Measure



AS MEASURED BY

- Percent of lands designated Agricultural with active food production.

REPORTING & TIMELINE

Online as data is available.

SOURCE

Ministry of Agriculture (MoA), Regional Agricultural Land Use Inventory (ALUI), The Metro Vancouver Regional Report and data made available by the MoA.

Metro Vancouver Regional Planning geodata for the *Metro 2040* Agricultural designation.

Agricultural Land Commission geodata for the Agricultural Land Reserve (ALR) boundaries.

METHODOLOGY

The ALUI inventories all parcels that are within the ALR, have a *Metro 2040* Agricultural designation, or have farm class status.

For the purposes of annual reporting, lands under active food production are based on those lands captured within the ALUI as actively farmed cultivated land and greenhouse area. Food producing lands include lands actively farmed with berry, vegetable, cereal, vine fruit and nut tree, specialty crop, mushroom crop barn activities, as well as greenhouses with vegetable activities. 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. Although some nursery operations produce fruit trees, berry bushes and vegetable transplants, they are excluded as they are not the primary activity. Floriculture activities and greenhouses with floriculture and nursery activities are also excluded.

INTENT

Metro 2040 aims to increase actively farmed land with an emphasis food production.


DRAFT


GOAL 3 MEASURES

Protect the Environment and Respond to Climate Change Impacts

Key Summary Measures

The following Key Summary Measures are listed in *Metro 2040* Section G: Performance Monitoring. These measures will be reported out regularly as data becomes available to illustrate progress.

Ecosystem Health SENSITIVE ECOSYSTEMS QUALITY AND QUANTITY Key Summary Measure	
AS MEASURED BY <ul style="list-style-type: none">• Hectares of land inventoried as a Sensitive or Modified Ecosystem.• Percent of inventoried Sensitive and Modified Ecosystems rated high quality.	
REPORTING & TIMELINE <p>Five-year (anticipated) measure reported following each update of the Metro Vancouver Sensitive Ecosystem Inventory.</p> <p>Regional totals and averages provided in annual reports as data is available. Breakdown by quality and subregion reported online as data is available.</p>	
SOURCE <p>Metro Vancouver Sensitive Ecosystem Inventory (geodata).</p>	
METHODOLOGY <p>The Sensitive Ecosystem Inventory (SEI) tracks ecosystems throughout the region as a means of monitoring ecological health. The SEI was developed using provincial standards and identifies and map ecologically significant and relatively unmodified 'Sensitive Ecosystems', including wetlands, older forests and woodlands as well as some 'Modified Ecosystems' which are human modified but still have ecological value and importance to biodiversity (such as young forests).</p> <p>The 'quality' of a Sensitive or Modified Ecosystem is determined through evaluation of condition, landscape context and size. Condition is an assessment of disturbance factors within and immediately adjacent to a the area. Landscape context is an assessment of the land cover around an area and is a measure of the degree of fragmentation. Size is also considered because larger sites are generally better able to function more naturally than smaller sites of the same ecosystem.</p>	
INTENT <p><i>Metro 2040</i> aims to protect and enhance natural features and their connectivity. The SEI provides information about change over time and can help to focus ecosystem protection and enhancement efforts.</p>	

Climate Change Mitigation GREENHOUSE GAS EMISSIONS Key Summary Measure	
AS MEASURED BY <ul style="list-style-type: none"> Tonnes and percent of regional greenhouse gas emissions produced by building and on-road transportation sources. 	
REPORTING & TIMELINE Five-year (anticipated) measure reported following each update of the Lower Fraser Valley Emissions Inventory.	
SOURCE The Lower Fraser Valley Emissions Inventory and Forecast and Backcast is developed approximately every five years.	
METHODOLOGY The 2010 emissions inventory provides information on the types of air emission sources in the Lower Fraser Valley, their location and the amount of air contaminants emitted, for the year 2010. Greenhouse gases included in the emissions inventory are, Carbon dioxide (CO ₂), Methane (CH ₄), and Nitrous oxide (N ₂ O). Of the greenhouse gases, CO ₂ is the primary contributor and has the most relevant implications for climate change. Building emission sources include commercial, institutional and residential buildings, and on-road transportation sources include light-duty and heavy-duty vehicles.	
INTENT <i>Metro 2040</i> targets a 33% reduction in GHG emissions below 2007 levels by 2020, and an 80% reduction below 2007 levels by 2050.	

Climate Change Preparedness

CLIMATE ADAPTATION PLANNING EFFORTS

Proxy Key Summary Measure / Participation Measure



AS MEASURED BY

- Climate adaptation planning efforts (proxy measure).

REPORTING & TIMELINE

Online and in annual reports as new information is available.

SOURCE

Baseline information derived from The Climate Adaptation Scan and Gap Analysis Report (2015). Updates requested from Regional Planning Advisory Committee as appropriate (approximately every 2-3 years).

METHODOLOGY

Climate change adaptation efforts are often embedded in other policy documents or management plans, such as Official Community Plans, development plans, detailed environmental management plans, general climate change plans, or emergency management plans. This measures specifically tracks natural hazard risk assessments, natural hazard management plans, or climate change adaptation plans by municipality.

INTENT


Metro 2040 aims to improve the ability to withstand climate change and natural hazard risks (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires).

DRAFT

Supplementary Measures

The following Strategy Performance, Context, and Participation Measures are supplementary to the Key Summary Measures. These measures may be reported out online as data and resources are available. The intent of supplementary measures is to illustrate progress, serve as a resource to member jurisdictions, and inform implementation.

Ecosystem Health ENVIRONMENTAL PROTECTION EFFORTS Participation Measure	
AS MEASURED BY <ul style="list-style-type: none">Count of tools / mechanisms used by member jurisdictions to protect environmental areas.	
REPORTING & TIMELINE Online as new information is available.	
SOURCE Compiled by Metro Vancouver staff. Confirmed, and updates requested from Regional Planning Advisory Committee Environmental Subcommittee as appropriate (approximately every 2-3 years).	
METHODOLOGY Tools and mechanisms to protect important environmental areas may include: <ul style="list-style-type: none">Environmental Management Plans (EMPs)Environmental Development Permit Areas (EDPAs)Designated Environmentally Sensitive Areas (ESAs)Watercourse protection bylawsTree protection bylawsConservation covenantsLand trustsTax exemptions	
INTENT <i>Metro 2040</i> aims to protect, enhance, and restore ecologically important systems and features.	

<p>Ecosystem Health</p> <p>AIR POLLUTANTS</p> <p>Strategy Performance Measure</p>	
<p>AS MEASURED BY</p> <ul style="list-style-type: none"> Number of pollutant exceedances of regional and national objectives and standards. 	
<p>REPORTING & TIMELINE</p> <p>Online as data is available.</p>	
<p>SOURCE</p> <p>Pollutant exceedances are tracked in the annual Integrated Air Quality and Greenhouse Gas Management Plan Progress Report produced by Metro Vancouver Air Quality.</p>	
<p>METHODOLOGY</p> <p>Exceedances of ambient objectives and standards are presented using the data from the Lower Fraser Valley Air Quality Monitoring Network, 28 air quality monitoring stations located from Horseshoe Bay to Hope. Metro Vancouver operates 22 of these stations in Metro Vancouver and 6 stations in the Fraser Valley in partnership with the Fraser Valley Regional District. Exceedances are reported for the following pollutants:</p> <ul style="list-style-type: none"> Nitrogen dioxide Sulphur dioxide Ground-level ozone Fine particulate matter Other air contaminants 	
<p>INTENT</p> <p><i>Metro 2040</i> aims to reduce energy consumption and greenhouse gas emissions, and improve air quality.</p>	

Climate Change Preparedness

CLIMATE CHANGE PROJECTIONS

Context Measure



AS MEASURED BY

- Regional baseline and change projections for relevant climate variables.

REPORTING & TIMELINE

Online as data is available.

SOURCE

Climate Projections for Metro Vancouver (2015 report), supported by the Pacific Climate Impacts Consortium.

METHODOLOGY

The 2015 Metro Vancouver report provides an improved understanding of projected local climate change trends in temperature, precipitation, and related indices of extremes. The report is intended to describe a probable future and enable the region's planners, engineers, and policy makers to make better-informed decisions on how to plan and adapt to changes ahead. The full report is available online and www.metrovancouver.org. Key indicators for the years 2050 and 2080 are provided online for monitoring, including:

- Daytime High Temperature
- Nighttime Low Temperature
- Precipitation (seasonal total, mm)
- Extreme Precipitation Intensity (1-in-20-year 1-day event, mm)
- Snowpack depth (April 1st watershed average)

INTENT

Metro 2040 aims to improve the ability to withstand climate change. This measure provides regional climate change projections as context for anticipated impacts across the region.


DRAFT

GOAL 4 MEASURES

Create Complete Communities

Key Summary Measures

The following Key Summary Measures are listed in *Metro 2040* Section G: Performance Monitoring. These measures will be reported out regularly as data becomes available to illustrate progress.

Housing Affordability HOUSING + TRANSPORTATION COST BURDEN Key Summary Measure	
AS MEASURED BY <ul style="list-style-type: none"> Percent of median household income spent on average housing + transportation costs. 	
REPORTING & TIMELINE Five-year (anticipated) measure reported following the release of Census and Trip Diary data. Regional cost burden provided in annual reports as data is available. Detailed housing and transportation costs, and a breakdown by subregion and median income level reported online as data is available.	
SOURCE Statistics Canada Census / National Household Survey. Average annual housing costs for working households, including rent/mortgage, services, taxes, and fees. TransLink Trip Diary. Average annual transit and auto costs for working households (includes transit fares and cost of owning and operating a personal vehicle).	
METHODOLOGY Cost burden refers to the combined household expenditures on housing and transportation relative to gross household income. Methodology is detailed in the The Metro Vancouver Housing and Transportation Cost Burden Study (2015). Typically, if a household spends less than 30% of pre-tax on housing costs, then housing is considered affordable. However, housing and transportation choices are closely linked and represent the two largest expenditures for many working households.	
INTENT <i>Metro 2040</i> aims to provide diverse and affordable housing choices. This measure provides a comprehensive picture of affordability in the region.	

Housing Diversity

ESTIMATED RENTAL HOUSING DEMAND ACHIEVED IN NEW SUPPLY

Key Summary Measure



AS MEASURED BY

- Share of estimated regional rental housing demand achieved in new supply.

REPORTING & TIMELINE

Five-year (anticipated) measure reported following the release of Census data.

Regional average provided in annual reports as data is available. Breakdown by household type and income level reported online as data is available.

SOURCE

Statistics Canada Census / National Household Survey.

METHODOLOGY

Housing demand estimates are provided in *Metro 2040*. Rental supply is monitored through Metro Vancouver's Housing Data Book.

Income levels:

- Very low income (<\$30,000)
- Low income (\$30,000-\$50,000)
- Moderate income (\$50,000-\$75,000)
- Above moderate income (\$75,000-\$100,000)
- High income (\$100,000+)

Household types:

- Family Households
- Non-family households

Census family refers to a married couple and their children, if any, of either or both spouses; a couple living in common law and the children, if any, of either or both partners; or a lone parent of any marital status with at least one child living in the same dwelling and that child or those children. Non-Census families may have one or more persons.

INTENT

Metro 2040 aims to provide diverse and affordable housing choices. This measure monitors rental supply against anticipated demand as a key part of the housing continuum.

Complete Communities and Health

WALKABILITY

Key Summary Measure



AS MEASURED BY

- Walkability.

REPORTING & TIMELINE

Annual (anticipated) measure reported as data is available.

SOURCE

TBD

METHODOLOGY

TBD

INTENT


Metro 2040 aims to develop healthy and complete communities with access to a range of services and amenities.

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Supplementary Measures

The following Strategy Performance, Context, and Participation Measures are supplementary to the Key Summary Measures. These measures may be reported out online as data and resources are available. The intent of supplementary measures is to illustrate progress, serve as a resource to member jurisdictions, and inform implementation.

Housing Affordability AFFORDABLE HOUSING WITH ACCESS TO THE FREQUENT TRANSIT NETWORK Strategy Performance Measure	
AS MEASURED BY <ul style="list-style-type: none"> Percent and number of social housing / non-market housing with access to the Frequent Transit Network. 	
REPORTING & TIMELINE Online as data is available.	
SOURCE Metro Vancouver Regional Planning geodata for the <i>Metro 2040</i> Urban Centre / Frequent Transit Development Area (FTDA) boundaries. Frequent Transit Network (FTN) and rapid transit station geodata is provided by TransLink; latest versions are available upon request. BC Housing Homeowner Protection Office, Member jurisdictions, BC Assessment Authority.	
METHODOLOGY Housing data is geocoded and overlaid with the FTN. The 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. A 400 metre buffer around the FTN is used to identify a walk catchment (5-10 minutes) to frequent transit service, and an 800 metre buffer around rapid transit stations is used to identify a walk catchment (10-15) minutes to rapid transit service.	
INTENT <i>Metro 2040</i> aims to provide diverse and affordable housing choices. This measure monitors social housing / non-market housing development in locations with transit service, a key amenity for residents in these housing types, as an important part of the housing continuum.	

Housing Diversity COMPOSITION OF HOUSING STOCK Context Measure <div>medium term</div>
AS MEASURED BY <ul style="list-style-type: none"> Composition of housing stock (type, tenure and cost).
REPORTING & TIMELINE Annual estimate and five-year (anticipated) measure reported following the release of Census data. Metro Vancouver provides annual estimates based on CMHC Completions and Demolitions.
SOURCE Statistics Canada Census, not including estimated Census undercount. CMHC Completions and Demolitions and Rental Market Activity reports. Greater Vancouver Real Estate Board (GVREB), Fraser Valley Real Estate Board (FVREB).
METHODOLOGY Type includes: <ul style="list-style-type: none"> Ground-oriented housing (single family and duplex) Row housing Apartment housing Tenure includes: <ul style="list-style-type: none"> Owner-occupied Renter-occupied Band housing Average rents are for purpose-built rental apartments with 3 units or more and are provided by CMHC Market Area. Multiple Service Listing (MLS) Housing Price Index (HPI) is the mid-year average and is broken down by GVREB and FVREB areas. Improved data sources for market rental costs are currently being explored.
INTENT <i>Metro 2040</i> aims to provide diverse and affordable housing choices. This measure monitors housing supply throughout the region as context for housing diversity.

Housing Diversity MUNICIPAL HOUSING ACTION PLANS Participation Measure	
AS MEASURED BY <ul style="list-style-type: none"> • Status of municipal housing action plans. • Count of municipal measures to support housing affordability and diversity. 	
REPORTING & TIMELINE Online as data is available (approximately every 2-3 years).	
SOURCE Metro Vancouver data.	
METHODOLOGY Metro Vancouver tracks the status of municipal housing action plans (adopted, updated, or pending), as well as measures in support of housing affordability and diversity, including: <ul style="list-style-type: none"> • Fiscal measures • Planning policies • Zoning/regulatory actions • Approval processes • Rental market incentives • Rental housing loss prevention • Education and advocacy 	
INTENT <i>Metro 2040</i> aims to provide diverse and affordable housing choices. This participation measure monitors the status and implementation of municipal housing action plans, which 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.	

Complete Communities and Health

AIR QUALITY HEALTH INDEX

Strategy Performance Measure



AS MEASURED BY

- Percent of hours with the Air Quality Health Index (AQHI) in the High and Low health risk categories.

REPORTING & TIMELINE

Online as data is available.

SOURCE


Air quality health index categories are monitored in the annual Integrated Air Quality and Greenhouse Gas Management Plan Progress Report produced by Metro Vancouver's Air Quality and Climate Change division.

METHODOLOGY

Data for this performance measure originate from the Lower Fraser Valley Air Quality Monitoring Network. The AQHI is calculated based on the relative risks to human health from exposure to ground-level ozone, fine particulate matter and nitrogen dioxide.

INTENT

Metro 2040 aims to develop healthy and complete communities with access to a range of services and amenities. This measure monitors air quality as an important element of healthy communities.

<p>Complete Communities and Health</p> <p>HEALTH IMPACTS IN PLANNING AND DEVELOPMENT</p> <p>Participation Measure</p>	
<p>AS MEASURED BY</p> <ul style="list-style-type: none"> Count of official considerations of health impacts in planning and development. 	
<p>REPORTING & TIMELINE</p> <p>Online as data is available (approximately every 2-3 years).</p>	
<p>SOURCE</p> <p>Metro Vancouver data. Updates requested from Regional Planning Advisory Committee Social Issue Subcommittee as appropriate, based on information derived from Metro Vancouver Health Impact Assessment Guidelines.</p>	
<p>METHODOLOGY</p> <p>Metro Vancouver collects information about the use of health impact assessments in municipal planning efforts.</p>	
<p>INTENT</p> <p><i>Metro 2040</i> aims to develop healthy and complete communities with access to a range of services and amenities. This participation measure tracks the the consideration of health impacts in planning and development.</p>	


DRAFT

GOAL 5 MEASURES

Support Sustainable Transportation Choices

Key Summary Measures

The following Key Summary Measures are listed in *Metro 2040* Section G: Performance Monitoring. These measures will be reported out regularly as data becomes available to illustrate progress.

Travel Mode Choice MODE SHARE Key Summary Measure	
AS MEASURED BY <ul style="list-style-type: none"> Percent of total trips that are private vehicle based. Total trips by mode, by region and municipality. 	
REPORTING & TIMELINE Five-year (anticipated) measure reported following the release of TransLink Trip Diary data. Regional share of trips that are private vehicle based reported online and in annual reports as data is available. Breakdown by mode and municipality provide online as data is available.	
SOURCE TransLink Trip Diary.	
METHODOLOGY TransLink's Trip Diary estimates trip data on a typical fall weekday. Each trip is allocated to a mode (walking, cycling, transit, auto passenger, or auto driver). Private vehicle-based trips include trips by auto driver and trips by auto passenger. 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).	
INTENT <i>Metro 2040</i> aims to encourage transit, multiple-occupancy vehicles, cycling, and walking.	

Travel Mode Choice

TRANSIT ACCESSIBILITY

Key Summary Measure



AS MEASURED BY

- Percent of population living within walking distance of Frequent Transit Network (FTN).

REPORTING & TIMELINE

Five-year (anticipated) measure reported following the release of Census data.

SOURCE

Statistics Canada Census, including estimated Census undercount.

Frequent Transit Network (FTN) and rapid transit station geodata is provided by TransLink; latest versions are available upon request.

METHODOLOGY

The 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. A 400 metre buffer around the FTN is used to identify a walk catchment (5-10 minutes) to frequent transit service, and an 800 metre buffer around rapid transit stations is used to identify a walk catchment (10-15 minutes) to rapid transit service. Census Dissemination Blocks are used to estimate population within these catchments.

INTENT

Metro 2040 aims to encourage transit, multiple-occupancy vehicles, cycling, and walking.

Road and Vehicle Use and Safety

VEHICLE KILOMETRES TRAVELLED

Key Summary Measure



AS MEASURED BY

- Annual per capita Vehicle Kilometres Travelled (VKT).

REPORTING & TIMELINE

Five-year (anticipated) measure reported following the release of TransLink Trip Diary data.

Regional per capita VKT is reported online and in annual reports as data is available. Breakdown by subregion is provide online as data is available.

SOURCE

TransLink Trip Diary.

METHODOLOGY

TransLink's Trip Diary estimates trip data on a typical fall weekday. The average trip lengths of Auto Drivers is used to estimate the daily Vehicle Kilometres Travelled (VKT) of Metro Vancouver residents. These values are normalized using total population counts to further estimate weekday VKT per capita.


INTENT

Metro 2040 aims to support the safe and efficient movement of vehicles for passengers, goods and services.

DRAFT

Supplementary Measures

The following Strategy Performance, Context, and Participation Measures are supplementary to the Key Summary Measures. These measures may be reported out online as data and resources are available. The intent of supplementary measures is to illustrate progress, serve as a resource to member jurisdictions, and inform implementation.

Road and Vehicle Use INSURED VEHICLES Context Measure	
AS MEASURED BY <ul style="list-style-type: none">Number of actively insured vehicles.	
REPORTING & TIMELINE Online as data is available.	
SOURCE Insurance Corporation of British Columbia Report for Active Vehicle Count by City and Vehicle Type, Metro Vancouver.	
METHODOLOGY Reports provided monthly. Report annual average for year by municipality.	
INTENT <i>Metro 2040</i> aims to support the safe and efficient movement of vehicles for passengers, goods and services.	

Road and Vehicle Use and Safety	TBD
COLLISION STATISTICS	
Key Summary Measure	
AS MEASURED BY	
<ul style="list-style-type: none"> Collision statistics, including fatalities and injuries for the region as made available by ICBC. 	
REPORTING & TIMELINE	
Measure contingent on ICBC reporting.	
SOURCE	
Insurance Corporation of British Columbia data, as available.	
METHODOLOGY	
ICBC has made collision injury and fatality statistics available by region in the past, however, reporting is currently being updated.	
INTENT	
Metro 2040 aims to support the safe and efficient movement of vehicles for passengers, goods and services.	

POTENTIAL FUTURE MEASURES

To Be Explored

This section includes a list of measures that would improve monitoring, but cannot yet be tracked due to data availability or resource constraints.

Growth in Priority Areas

TBD

MAJOR TRIP GENERATORS

Future Strategy Performance Measure

POTENTIAL MEASURES

- Number of new Major Trip Generators locating outside of Urban Centres and FTDA's.

INTENT

Metro 2040 aims to focus population and employment growth to Urban Centres and FTDA's and reduce the share of private vehicle trips.

LIMITATION

Requires an established definition for Major Trip Generators.

Industrial Areas

TBD

INDUSTRIAL DENSITY

Future Strategy Performance Measure

POTENTIAL MEASURES

- To be determined.

INTENT

Metro 2040 aims to protect the supply of industrial land, in part through industrial intensification.

LIMITATION

There are several forms of intensification that cannot all be accurately measured through a single measure of density (e.g. jobs per area, throughput per area, etc.). An appropriate measure may be established when resources permit, following the Regional Industrial Lands Initiative.

Ecosystem Health	TBD
ECOLOGICAL CONNECTIVITY	
Future Strategy Performance Measure	
POTENTIAL MEASURES	
<ul style="list-style-type: none"> Ecological Connectivity Index. 	
INTENT	
Metro 2040 aims to protect, enhance, and restore ecologically important systems and features.	
LIMITATION	
Index may be developed using the Sensitive Ecosystem Inventory and Land Cover Classification when resources permit.	

Ecosystem Health	TBD
STATUS OF CONSERVATION AND RECREATION AREAS	
Future Strategy Performance Measure	
POTENTIAL MEASURES	
<ul style="list-style-type: none"> Protection status of Conservation and Recreation areas. 	
INTENT	
Metro 2040 aims to protect, enhance, and restore ecologically important systems and features.	
LIMITATION	
Measure dependent on the Metro Vancouver protected areas layer, which is currently under development.	

Climate Change Mitigation	TBD
ENERGY USE Strategy Performance Measure	
POTENTIAL MEASURES <ul style="list-style-type: none"> Kilowatt-hours energy use per capita and by region. 	
INTENT <i>Metro 2040</i> aims to reduce energy consumption and greenhouse gas emissions, and improve air quality.	
SOURCE Detailed data not currently available.	

Climate Change Preparedness	TBD
PEOPLE AND INFRASTRUCTURE AT RISK Future Strategy Performance Measure	
POTENTIAL MEASURES <ul style="list-style-type: none"> Population and value of public assets in hazard areas. 	
INTENT <i>Metro 2040</i> aims to improve the ability to withstand climate change.	
LIMITATION Detailed data on specific areas at risk, and associated adaptation efforts is not yet available.	

Climate Change Preparedness	TBD
ECOLOGICAL ASSETS AT RISK	
Future Strategy Performance Measure	
POTENTIAL MEASURES	
<ul style="list-style-type: none"> Value of ecological assets at risk. 	
INTENT	
Metro 2040 aims to improve the ability to withstand climate change.	
LIMITATION	
Detailed data on specific areas at risk, and associated adaptation efforts is not yet available. Appropriate use of ecosystem valuation figures has not yet been determined.	

Complete Communities and Health	TBD
SHAPING OUR COMMUNITIES PERCEPTION MEASURES	
Future Key Summary Measure	
POTENTIAL MEASURES	
<ul style="list-style-type: none"> To be determined. 	
INTENT	
Metro 2040 aims to develop healthy and complete communities with access to a range of services and amenities.	
LIMITATION	
Shaping our Communities Survey is planned for 2016/2017. Perception data is intended to provide measures related to complete communities and quality of life.	

Road and Vehicle Use TRAVEL TIME RELIABILITY Future Key Summary Measure	TBD
POTENTIAL MEASURES <ul style="list-style-type: none"> Travel time reliability (variation in travel time from day to day, or week to week). 	
INTENT <i>Metro 2040</i> aims to support the safe and efficient movement of vehicles for passengers, goods and services.	
LIMITATION Metro Vancouver aims to work with TransLink on developing a measure related to travel time reliability or congestion.	
Road and Vehicle Use GOODS MOVEMENT MEASURE Future Key Summary Measure	TBD
POTENTIAL MEASURES <ul style="list-style-type: none"> Goods movement measure. 	
INTENT <i>Metro 2040</i> aims to support the safe and efficient movement of vehicles for passengers, goods and services.	
LIMITATION Following the completion of TransLink's Goods Movement Strategy, a goods movement measure may be included.	

DRAFT

APPENDIX I

Index of Performance Measures

Below is a complete list of Regional Planning performance measures related to *Metro 2040*. Key Summary (KS) measures are listed in Section G of *Metro 2040*. Strategy Performance (SP), Context (C), and Participation Measures (P) are listed in the Supplementary Measures sections of this document.

REGIONAL LAND USE MEASURES

Designations and Overlays

- Regional Land Use Designations (KS)
- Regional Land Use Overlays (KS)

GOAL 1: CREATE A COMPACT URBAN AREA

Contain Development

- Growth within the Urban Containment Boundary (KS)
- Remaining Urban Development (SP)
- Annual Growth (C)

Growth in Priority Areas

- Residential development in priority areas (KS)
- Density in priority areas (SP)

Protect Other Lands

- Sewer service connections (SP)
- Rural development (SP)

GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

Employment in Priority Areas

- Job growth in priority areas (KS)
- Office development in priority areas (SP)
- Retail development in priority areas (SP)

Employment Accessibility

- Commute time and distance (KS)
- Employment levels (C)
- Employment types and locations (C)

Industrial and Mixed Employment Areas

- Industrial and Mixed Employment Land Use (KS)

Agricultural Areas

- Agricultural Land Use (KS)
- Active food producing lands (SP)

GOAL 3 PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

Ecosystem Health

- Sensitive Ecosystem quality and quantity (KS)
- Air pollutants (SP)
- Environmental protection efforts (P)

Climate Change Mitigation

- Greenhouse gas emissions (KS)

Climate Change Preparedness

- Climate adaptation efforts (KS)
- Climate change projections (C)

GOAL 4: DEVELOP COMPLETE COMMUNITIES

Housing Affordability

- Housing + Transportation Cost Burden (KS)
- Affordable housing with access to the Frequent Transit Network (SP)

Housing Diversity

- Rental housing demand achieved in new supply (KS)
- Composition of the housing stock (C)
- Municipal housing action plans (P)

Complete Communities and Health

- Walkability Index (KS)
- Air quality health index (SP)
- Health impacts in planning in development (P)

GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

Travel Mode Choice

- Transit accessibility (KS)
- Mode share (KS)

Road and Vehicle Use and Safety

- Vehicle kilometres travelled (KS)
- Collision statistics (KS)
- Insured vehicles (C)



To: Regional Planning Committee

From: Lauren Klose, Regional Planner, Parks, Planning and Environment Department

Date: January 10, 2017 Meeting Date: March 10, 2017

Subject: ***Metro Vancouver 2040: Shaping our Future Amendment to Section G Performance Measures***

RECOMMENDATION

That the MVRD Board:

- a) Initiate the *Metro Vancouver 2040: Shaping our Future* amendment process for a Type 3 amendment to Section G of the regional growth strategy;
 - b) Give first and second readings to "Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1243, 2017"; and
 - c) Direct staff to notify affected local governments and appropriate agencies as per *Metro Vancouver 2040: Shaping our Future* Section 6.4.2.
-

PURPOSE

This report provides the GVRD Board with the opportunity to consider a proposed amendment to *Metro Vancouver 2040: Shaping our Future* Section G Performance Measures and the associated *Metro Vancouver 2040: Shaping our Future* Performance Monitoring Guideline.

BACKGROUND

Annual reporting of *Metro Vancouver 2040: Shaping our Future* (*Metro 2040*), the regional growth strategy, is required by Part 13 of the British Columbia *Local Government Act* and *Metro 2040* Section 6.13.3. Three annual reports have been produced to date, covering four years of implementation, including baseline and annual monitoring of the performance measures listed in *Metro 2040* Section G. Through the process of collecting and analyzing data and drafting these early annual reports, a number of opportunities were identified to improve performance monitoring.

Metro Vancouver undertook a review of the *Metro 2040* Performance Measures in 2015. At the May 6, 2016 Regional Planning Committee meeting, members were provided with the findings of the review in a report titled "*Metro 2040* Performance Measures Review Project: Findings and Next Steps". In this report, staff also noted next steps, including developing recommendations to update *Metro 2040* performance monitoring. Staff is now proposing a Type 3 amendment to update *Metro 2040* Section G with improved and more flexible measures based on the results of the review and further consultation with municipal and partner agency staff.

PROPOSED METRO 2040 TYPE 3 AMENDMENT TO SECTION G PERFORMANCE MEASURES

Through the proposed amendment, the existing Section G Performance Measures of *Metro 2040* would be replaced with Section G: Monitoring via a bylaw amendment (Attachment 1). The proposed Section G reduces the number of performance measures included in *Metro 2040* from 55 total measures to 15 Key Summary Measures.

These 15 Key Summary Measures were chosen because:

- they best illustrate progress toward strategies identified in *Metro 2040*;
- they measures are meaningful over the implementation of a long-range strategy; and
- data is available and can be regularly acquired in short or medium term intervals.

Additional performance measures, context measures, and participation measures are included in the associated Performance Monitoring Guideline (described in further detail in the following section) and would be reported out on as data is available. Annual reporting, however, will be primarily focused on the 15 Key Summary Measures that best depict progress toward the goals of the regional growth strategy. The Key Summary Measures include a few that are interim or proxy measures, and these may be replaced when new data is available for more robust indicators in the future.

Metro 2040 Performance Monitoring Guideline

The draft Performance Monitoring Guideline (Attachment 2) includes information about types of performance measures, reporting requirements, and communication mediums (e.g. online as available, or in annual reports). It provides detailed information about the intent, methodology, source, and reporting timeline for each performance measure. In addition to providing this information for the 15 Key Summary Measures proposed to be included in *Metro 2040*, the Guideline lists and describes additional technical / detailed measures for each *Metro 2040* goal that Metro Vancouver will track and report on as data is available or useful.

The intent of the Guideline is to provide a resource to those using the performance monitoring data, including regional and municipal staff and researchers. The Guideline also provides an added level of transparency and accountability in performance monitoring to politicians and the public.

Process for Amending *Metro 2040* and Adopting the Performance Monitoring Guideline

In accordance with *Metro 2040* Section 6.3.4(h), the proposed amendment to performance measures is a Type 3 amendment requiring an amendment bylaw passed with a 50% + 1 weighted vote of the GVRD Board. In accordance with *Metro 2040* Section 6.4.2, if the GVRD Board resolves to proceed with the amendment process, it will notify all affected local governments and provide a minimum 30 day notice period for comments.

It is intended that the Performance Monitoring Guideline be adopted by the GVRD Board as an accompanying document, subject to approval of the proposed *Metro 2040* amendment. Adoption of the Guideline provides transparency to the performance monitoring program, and allows for updates to the broader performance monitoring program without triggering an amendment to *Metro 2040*.

Regional Planning Advisory Committee Review

Regional Growth Strategy Procedures Bylaw No. 1148 sets out provisions for the Regional Planning Advisory Committee (RPAC) to receive information about, and comment on, all proposed amendments to *Metro 2040*. At its November 18, 2016 meeting, RPAC reviewed the proposed amendment to Section G of *Metro 2040* and the draft *Metro Vancouver 2040: Shaping our Future Performance Monitoring Guideline*. The Committee was provided with two options for updating Section G of *Metro 2040* with the 15 Key Summary Measures. One option included more detailed measures, as provided in the attached draft bylaw, while a second option (recommended at the time) included more generalized measures, allowing for greater flexibility in monitoring.

RPAC discussed the importance of accountability and transparency in performance monitoring and supported updating Section G with the 15 Key Summary Measures provided there would continue to be GVRD Board review of any amendments to measures, whether through an amendment to *Metro 2040* or through changes to the Performance Guideline. Following the RPAC meeting, staff continued review of the two options and the Performance Monitoring Guideline and determined the more detailed option is preferred and better addresses RPAC concerns regarding accountability and transparency. The amendment as proposed provides more clarity within *Metro 2040* itself, and the Performance Monitoring Guideline further ensures accountability and transparency.

ALTERNATIVES

1. That the MVRD Board:
 - a) Initiate the *Metro Vancouver 2040: Shaping our Future* amendment process for a Type 3 amendment to Section G of the regional growth strategy;
 - b) Give first and second readings to "Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1243, 2017"; and
 - c) Direct staff to notify affected local governments and appropriate agencies as per *Metro Vancouver 2040: Shaping our Future* Section 6.4.2.
2. That the MVRD Board receive for information the report dated January 10, 2017, titled "*Metro Vancouver 2040: Shaping our Future* Amendment to Section G Performance Measures".

FINANCIAL IMPLICATIONS

In accordance with *Metro 2040* Section 6.3.4(h), the proposed amendment to performance measures is a Type 3 amendment requiring an amendment bylaw passed with a 50% + 1 weighted vote of the GVRD Board. No regional public hearing is required; therefore, there are no associated costs with the proposed amendment.

Data acquisition and development for performance monitoring is a regular component of the annual Regional Planning budget. High quality performance monitoring requires regular maintenance of internal datasets and inventories, noted in long term budget planning.

SUMMARY / CONCLUSION

Following the development of three annual reports and a comprehensive review of *Metro 2040* Performance Measures, staff are proposing an update to the *Metro 2040* performance monitoring program. The update includes a proposed Type 3 amendment to *Metro 2040* to replace Section G, which currently includes 55 performance measures, with a new Section G which would include 15 Key Summary Measures.

Subject to approval of the proposed amendment to Section G, staff will advance an associated Performance Monitoring Guideline for Board consideration that, if adopted, would provide additional detailed / technical measures, as well as information about performance monitoring data sources, methodology, and intent. The Guideline also provides an added level of accountability and transparency.

Attachments (Orbit #20450535)

1. Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1243, 2017

GNCL-290

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