

indicators

The following indicators were derived from the discussions at Workshop 1 and previous indicator research undertaken by the Design Centre for Sustainability and its partner research groups.*

The proposed Economy Indicators are:

Transit Proximity

Housing Intensity

Employment Intensity

Employment Proximity

Mixed Land Use Diversity

Housing Diversity



Ron Kellett, Sara Fryer & Isabel Budke. 2009 Specification of Indicators and Selection Methodology for a Potential Community Demonstration Project. Report for CMHC/NRCan.

Transit Proximity

INDICATOR

Transit Proximity reveals the capacity for residents to meet their daily mobility needs with transit. Linking people, services, and jobs with active transport and transit routes decreases the cost of travel for daily activities, thereby increasing net wealth and contributing to economic development.

DESIGN METRICS

- % of population and jobs within 800m of rapid transit/bike corridors
- % of industrial land within 800m of rapid transit/bike corridors

SUPPORTING STRATEGIES

- Use a network approach to transit, rather than high-speed corridors, to enhance connectivity and reliability
- Distribute land uses and services to enable easy access to transit
- Invest in a convenient transit network to enable a reduction in parking and vehicle traffic load requirements.
- Enable density along transit corridors to support transit use



Housing Intensity

INDICATOR

Housing Intensity reveals the capacity to mix land uses and supporting services that rely on population densities. Concentrating people at a hierarchy of scales throughout the city/region, locates people near jobs and services, thus supporting inexpensive access, healthy businesses, and preserves land for other key economic uses, such as industry and agriculture.

DESIGN METRICS

- % of population within 800m of rapid transit/bike corridors
- % of population within a regional town centre
- % of population within a central business district

SUPPORTING STRATEGIES

- Mix land uses and intersperse jobs with homes
- Lower or eliminate parking requirements
- Encouraging flexible neighbourhoods provides adaptive spaces
- Mix residential and commercial unit types



Employment Intensity

INDICATOR

Employment Intensity reveals the capacity to mix land uses and supporting services that rely on population densities. Concentrating jobs at a hierarchy of scales throughout the city/region, locates people near jobs and services, thus supporting inexpensive access, healthy businesses, and preserves land for other key economic uses, such as industry and agriculture.

DESIGN METRICS

- % of jobs within 800m of rapid transit/bike corridors
- % of jobs within a regional town centre
- % of jobs within a central business district
- % reduction in urban footprint per job

SUPPORTING STRATEGIES

- Mix land uses and intersperse jobs with homes
- Lower or eliminate parking requirements
- Encouraging flexible neighbourhoods provides adaptive spaces
- Encourage upward urban expansion



Employment Proximity

INDICATOR

Employment Proximity reveals the spatial relationship between homes and jobs. Distributing employment centres throughout the city/region contributes to accessibility between homes, services, and work, thereby increasing net wealth and contributing to economic development.

DESIGN METRICS

- % of population within 400m of commercial services

SUPPORTING STRATEGIES

- Mix land uses to intersperse jobs with homes
- Lower or eliminate parking requirements
- Encouraging flexible neighbourhoods provides adaptive spaces
- Mix residential and commercial unit types



Land Use Diversity

INDICATOR

Land Use Diversity reveals the spatial relationship and diversity of land uses. Concentrating homes, services and work in existing areas improves access and decreases travel distances, thereby increasing net wealth and contributing to economic development. It also preserves land for other economic uses, such as industry and agriculture. Access to services and amenities also provides incentive to live in smaller residential units in denser areas.

DESIGN METRICS

- Simpson's Diversity Index for land uses
- % reduction in urban footprint

SUPPORTING STRATEGIES

- Mix land uses to intersperse jobs with homes
- Lower or eliminate parking requirements
- Encouraging flexible neighbourhoods provides adaptive spaces
- Mix residential and commercial unit types



Housing Diversity

INDICATOR

Housing Diversity reveals the mix of housing types and tenures. A range of unit types within a city provide the means for families of different types and incomes to locate in urban areas near services, jobs, and amenities, thus decreasing travel distances and costs.

DESIGN METRICS

- Simpson's Diversity Index for residential unit types

SUPPORTING STRATEGIES

- Lower or eliminate parking requirements
- Encouraging flexible neighbourhoods provides adaptive spaces



summary notes

The following summary notes were synthesized from the notes recorded during Workshop 1. The summaries identify themes that assist in describing key issues and developing design-based indicators.

Economy Discussion Summary – April 16, 2009

Sustainable Economy is an efficient economy

- Economic development (getting better vs. growth = getting bigger)
- Population may still grow without economy growing
- Redefine wealth = income over cost of living (housing and transportation including infrastructure taxes) (vs. absolute value)
- Managed economic growth by creating more wealthy families through more efficient therefore less expensive living
- Encourage business that contributes to self-reliance of community vs. exporting wealth
- Research: what will be needed over coming decades to support business development?
- Redefine affordability as sum of housing, transportation and infrastructure costs

Connectivity

- Link business, commercial and residential concentrations (TODs, transit corridors) to transit to support decreased parking requirements thereby decreasing big box “power centres”
- Also link industrial to people (transit) and transport routes

Density

- Provide jobs and housing concentrations at a range of scales throughout region (Downtown, regional Town Centres, along corridors to serve neighbourhoods)
- Concentrate commercial uses at 1.6km intervals (commercial sphere of influence is 800m)
- Grow up not out - % people and jobs in existing urban areas
- Research/policy: what are constraints to growing up, i.e. why only one-storey on Broadway?

Land Use

- Provide a mix of housing and jobs in neighbourhoods
- Ensure access to services and amenities to make higher density/smaller units more attractive
- Provide affordable upper storey office to move office parks into cities and let industrial locate on zoned lands rather than out of city
- Decrease parking requirements to make middle scale and upper storey business viable
- Uniform policy across region to prevent leapfrogging and to advocate sustainable community rather than leave up to market
- Flexible neighbourhoods, parcels and buildings that integrate residential/commercial/light industrial as needed over time

economy

Affordability

- Affordable housing for full range of family types necessary near jobs, including in urban centres
- Affordable business sites in urban areas

Resiliency

- Research/policy: diversification; medium scale businesses are most resilient - why are middle scale business areas unsuccessful, i.e. Vancouver works and office parks work, but Metro Town doesn't work; why only one-storey on Broadway?

workshop 1 notes

The following un-edited notes were recorded during the Research Roundtable Workshop 1 group discussions.



Participant List

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Economy

Vancouver

- Reliance of self economy'

Canada

- tied to global markets
- many of aspects – “Creative Class” – do have more options compared to Calgary
- More insular? As world economy is large dependence
- Useful clearly define our goals
- Assumption definition of economic growth as GDP
- We want use more “sustainable” approach requires re-thinking
- Growth vs. Development
- Development means better vs. growth
- Distinction population vs. economic development – not clear
- Sustainability – decoupling wealth from material consumption
- Wealth – is define as income/cost of living
- Custom is just money (income) but cost of living is just as important
- Cost – Income = Less Wealth
- Sustainability – maximize wealth / happiness
- Sustainable economic development - maximize social welfare
- Metrics – reflects wealth while encouraging consumption of resources
- Key – maximize housing and transportation affordability = efficient housing Market and infrastructure
- But if you have no land or transportation – how would we go there?
- Economy – body – more efficient and power without building bulk
- Achieve prosperity without growth – needing more?
- Can not divorce from growth (population)
- We can't build a wall nationally or globally
- Stopping growth vs. managing growth
- Sustainable economics – key metric is the efficiency of lifestyle per capita
- Good to have population growth in an efficient resource way

Metric

GDP – standard – good but poor

But only one metric

- In terms of indicators – only just one
- Composite of metrics or subjective index (happiness)

GDP – one slice of measures

Region – were part of landscape but less vulnerable in other resource-based industries

- More diversified but resource and transportation based
- Dependency on natural resources
- Growing the other economies – 8-9% of GDP
- So what would we change for strong economy?

Is it resilient? What would be an ideal?

- Material to economic growth
- Units of Happiness / dollar – but we don't deal with that – create large implications
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Jobs Per Region vs. Importing goods – increases economic vulnerability

To increase economic development – jobs and resiliency of economy – reduce automobiles and consumption of petroleum

Create land efficient economy – free use for housing

Reduce per household expenditure

2.

More homes – only rooftops?

How many jobs as housing will follow

Municipalities – based on regional centre but are that too large in representation?

Is it more community level?

Should it be smaller level of community? More activities in the community?

Industrial Development – hard to find anywhere in Metro Vancouver

Virtually impossible to locate industry in the Lower Mainland

When you find a place – way out

Transfer problem to one to the other

Placement of housing growth – but expense to jobs

But what kind of jobs – relate to the workplace

Richness of community but also need large space for certain jobs
Proactive system with the right activity with right space

Economic region – erase municipalities and look as a big region

Different scales – neighborhood / urban village

Livable community – complete neighborhoods – walks to school, run errands, most of those in convenient access

Employment Centres – higher level jobs to go to export market / global market – but recognizing downtown is very unique

Big downtown – it is valuable – generates wealth so we should protect and enhance centre

Protect downtown and major centres but also functional neighbourhoods

Community – where are the jobs and housing

Engineer or infill (density)

Jobs and Economy – not as efficient as housing infill

Travel on their own sphere – within 800 meters

Makes these livable communities – top-down approach

Growth meant expansion out – but you can have same increase by growing upward

In Economic development – population per hectare vs. increasing hectare

People and jobs within urban area

Constraints on growing up? Half of Broadway to bring up with few storeys

Why is industrial land? Office Parks due to economics

Downtown vs. Office Parks

Can't do Metrotown or Broadway as Downtown?

Zoning and Policies hamper all the incentives

But need the regional downtowns too – secondary should be evolve to natural cities (eg. Surrey)

The challenge is there is parking in other areas of the city – not as restricted as downtown

Reduce parking frees the land – create land for industrial development
But the company goes there for the low cost

Through developers, planners, policies – smart type of development

Parking adds to cost to development

With the tram – density and reduce parking requirements

Power Centres – sea of parking

Policy makers – cut down parking but increase density

Granville Island – limited parking but this is part of allure – encourage public transit
Not forcing to that choice

Hong Kong – each stations – economic development
On top of transit – major mixed use with residential
14-15 years old – allowing densification without vehicle

Cost of transportation – we expect translink along densification
Not air rights over stations

Zoning change – next step to skytrain stations – we are moving there because of transportation infrastructure

Developers – understand the benefits of transit, walkability, land use mix, minimal parking restrictions

Transit Oriented Development
- should be the centre focus of economic development
Guarantee long term perspective

This model must be incorporated in planning

Not just dollar but what is prosperity in long term?

Cultural sensitivity to densification model

European city – they have dense walkable centres

If there is lower optimal density – increase resiliency in sector

Household – tradeoff between location and transportation

All that extra money – to gas – leave the region

But housing – equity – gaining

Transportation are lost

Household wealth

Rising property value – deterrent for new comers?

Houses will rise at same amount – but the urban home will have more total value because didn't need to spend on transportation

But young people can't get into what they want

So creating affordability – that is question?

Maple Ridge – two new bridges

2040 – population will double

Looking at development – single family but create something maple Ridge of downtown Vancouver – with mixed housing and uses

When people look cost – drives people out of city centre

City of Vancouver – drives up by demand and scarcity

Cars – if I will drive – drive further – marginal cost

Family – want to have single family housing – as that lifestyle – and that's a sacrifice need

Haven't add to stock because people want the urban lifestyle – can not meet the demand

More middle house price – transfer by policy

Washington – shopping malls – for urban village - redevelopment for underutilized sites

Affordable housing – meant for nurses, teachers, firefighters, police – middle class
Need those people

Students and faculty – need affordable housing

6.

Scale of economic sustainability

Major continuing downtown core

Satellite cores

Economic prosperity, development – land use and policy, affordability, density

Better incomes/cost of living 50%, incomes 20%/cost of living 10% - economic development

Opportunities for ourselves to do locally in the city

Multilayer approach that results in diversity

Continue to diversify

Research, small business – good as level

Entrepreneur – not good at this level

Maple Ridge – dependent on region of Vancouver core

Even increase 50% - minor with major city of Vancouver

Each jurisdiction will do economic development but regional perspective – still as downtown as financial centre, free land for industrial sites – create buildings and more affordable housing – transpiration plays into affordability

Affordability = sum of housing and transportation costs

Industrial Lands

Campbell Lands – Surrey – large piece of land

Outside of downtown core – office parks out of Richmond – don't need to be there in Surrey

Fragment industrial infrastructure – force into cars
Not self-sustaining but bad location

Governance – mandated policy
Need to make zoning consistent
Overarching policies

Strategic planning in marketplace?
Accommodate shift and let market take place?

Affordability needs on site basis but on a regional level too

Poor use of industrial land – use of land is not efficient

How can we influence growth?

Zoning? Tough and not congruent and political
Need additional to zoning

Port of Vancouver – don't need to follow zoning rules

Business development?

Food security, quality, cost – whole economic development activities that must be proactive approach

Land – agricultures, industrial – to accommodate more people without encroaching land

Ecumenist – key to economic development

More people in existing footprint – really good for economic development

Price of fuel – people won't want to move to urban fringe
Locate along Broadway

Employees – live in the city – don't work out in Surrey

Values of increasing employment in the urban area

What type of people? Young intellectual high performance

Low wage employees – so if housing are not affordable – pay more because those employees don't see worthwhile to commute to downtown

But with public transit – so shift workers and affordable housing – find it in convenient distance

Cost of living – Affordability – economic development with more jobs without paying a premium

What policies can promote this?

Sufficient housing with needs

How many new housing units we need with minimum wage + 10%?

Students, low wage, artists

Demand

Supply side – X amount

Economics did not work for Olympic Village

Do housing by income percentile

Economic Development link back to affordability

Metrics

Transportation – GHG, economic issue as well

Integration between these factors – connections key to regional economic diversification

Transportation – Goods and People

Goods – catalyst for South Fraser perimeter role

People – downtown core

- come from every place and any place – industrial lands enable translink to service those where people are going

Interregional – efficient utilization of jobs and people

People change jobs too often – hard to do

Portland, Oregon - 200 indicators – BC Progress Board

Availability of industrial activities in the region

City Planners with incentives? Measures of contribution to neighborhood centre?
Create something beyond economic benefits?

Short term – jobs based on business
Educating people about government

Community – code generated by governments that provide infrastructure, consumers
choose where to go

Municipal governments – large role to play

Affordable housing – cheap apartments – 1950-60s

1970s – stopped

Now it is crisis – federal policies and municipal zoning codes to build these
developments

All the incentives went away

If we agree to density and affordability are key to economic development - need to
review what hampers this development

Affordability – also relate to school and amenities

Want to feel safe, good education – relate back to social infrastructure

Values – still important – is it useful work?

5.

Regional development strategies add to sustainable growth

More cohesive manner?

What industries? Sectors?

Small-Medium enterprise

Medium enterprise – are actually more resilient – more employment and flexible

Encourage communities – useful here in the region – more important than export

Intellectual property? Video Games / Software – this area is very attractive

Other jurisdictions put subsidies in this industry?

Focus on quality of life, affordability – attract the business

Diversity in the economy because of these regions

Our quality is what attracts all these different businesses

We can put our resources and quality of life – and people will come

Built Form –

Industrial Space – Affordability

Attract retail/residences – can't rent office?

In between – need spaces

Triple AAA facilities are missing

Attract professional / services – high growth

Property tax in Vancouver – residential and commercial

How high tax rate shows up as business expense?

Every building is a condo

No office space in downtown

Last Question

Which sectors we should target?

Create the climate for the jobs

Lots of housing in mixed-use areas

Housing – flexible spaces that integrate commercial and residential space

Accounting firm / software – old lofts because they had really flexible spaces

Are we building anything like that?

Great Northern Way- as incubator?

Industrial ecological –for industries need space to feed with each other

Integrates developers, city, economic developments together

Vancouver Economic Development Commission – structural obstacles

Must be a number of factors that affect business creation

Taxes is just one the issues

Physical design – facilities? Built infrastructure?

Shortage of office space? Overly costly? Building wrong? Located wrong place? Lack mechanism of putting land?

Work Space research?

What is the physical design for work or jobs?

With incentive and incremental process

How to maximize value and economic development?

Willingness to look beyond new

Development pro-forma – show the real case

Need the financiers that you got to prove it

Financiers – miss the mark with the foreclosures – follow what everyone was doing