



# Where Matters: Walkability Relationship with Health and Climate Change

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**metrovancouver**

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THE UNIVERSITY  
OF BRITISH COLUMBIA

School of Population  
and Public Health  
Faculty of Medicine





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GOAL

**1**

Create a Compact Urban Area

GOAL

**2**

Support a Sustainable Economy

GOAL

**3**

Protect the Environment, Address Climate Change,  
and Respond to Natural Hazards

GOAL

**4**

Provide Diverse and Affordable Housing Choices

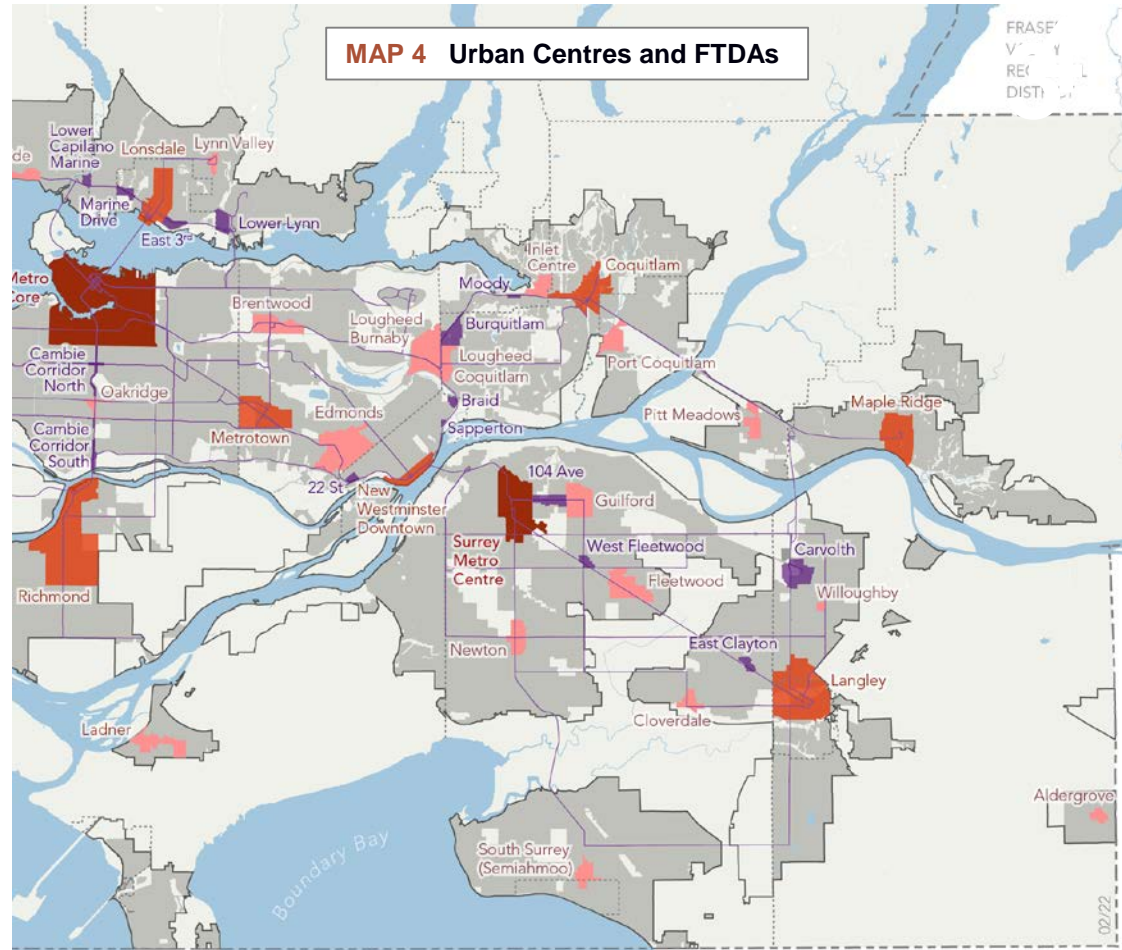
GOAL

**5**

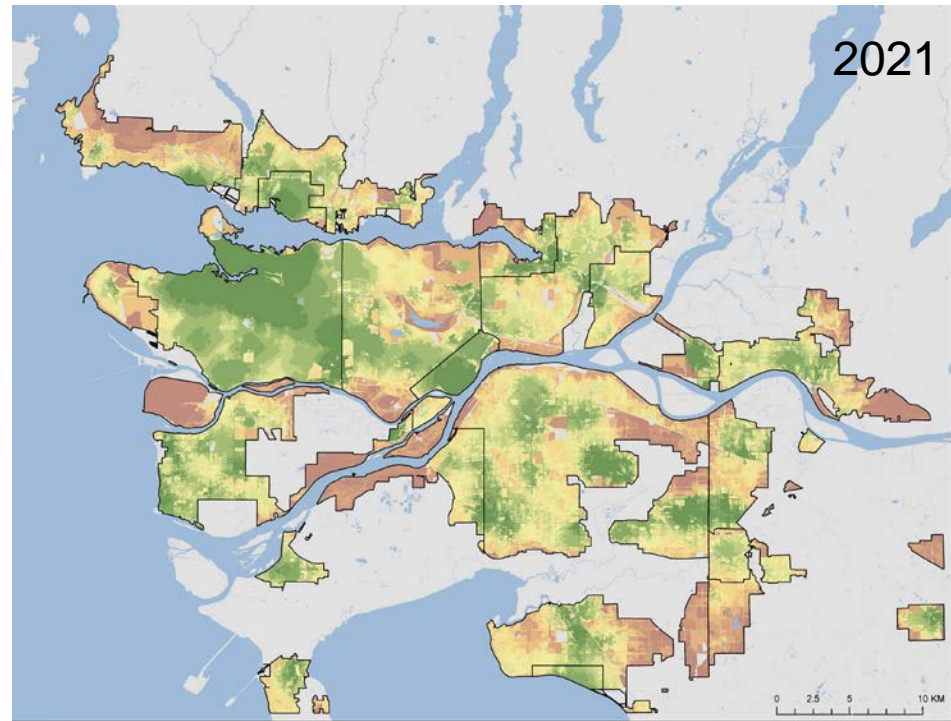
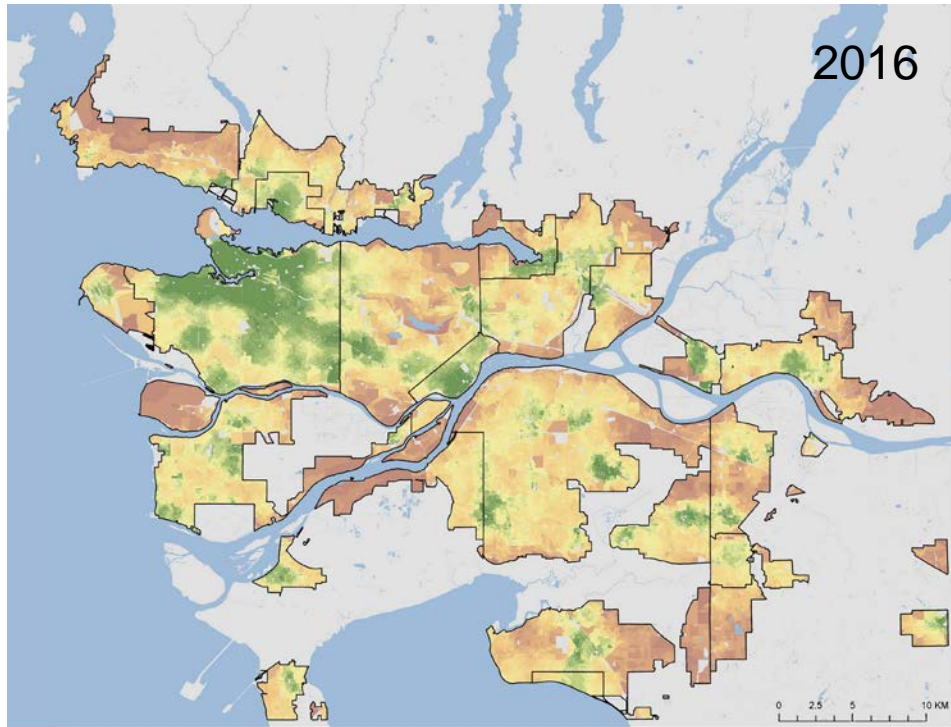
Support Sustainable Transportation Choices

# URBAN CENTRES & FREQUENT TRANSIT DEVELOPMENT AREAS

- *Metro 2050's* vision for walkable communities
- Focal points for mixed-use development, transit, cycling, walking



# WALKABILITY INDEX



# PLACE TYPES BY WALKABILITY



**Exurban**  
0-5 dwellings per acre



Other examples:  
Eagle Harbour  
(West Vancouver),  
Shaughnessy  
(Vancouver)

**Suburban**  
5-15 dwellings per acre



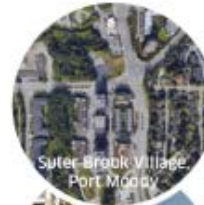
Other examples:  
Capital Hill  
(Burnaby), Seafair  
(Richmond)

**Semi-urban**  
15-40 dwellings per acre



Other examples:  
Dundarave (West  
Vancouver), Sunset  
(Vancouver)

**Town Centre**  
40-100 dwellings per acre



Other examples:  
Brighouse (Richmond),  
Suter Brook (Port  
Moody)

**Urban Core**  
100+ dwellings per acre



Other examples:  
Lower Lonsdale (North  
Vancouver), Downtown  
(New Westminster)

# WALKABILITY AND TRIP DISTANCE

## Trip Distance and Duration

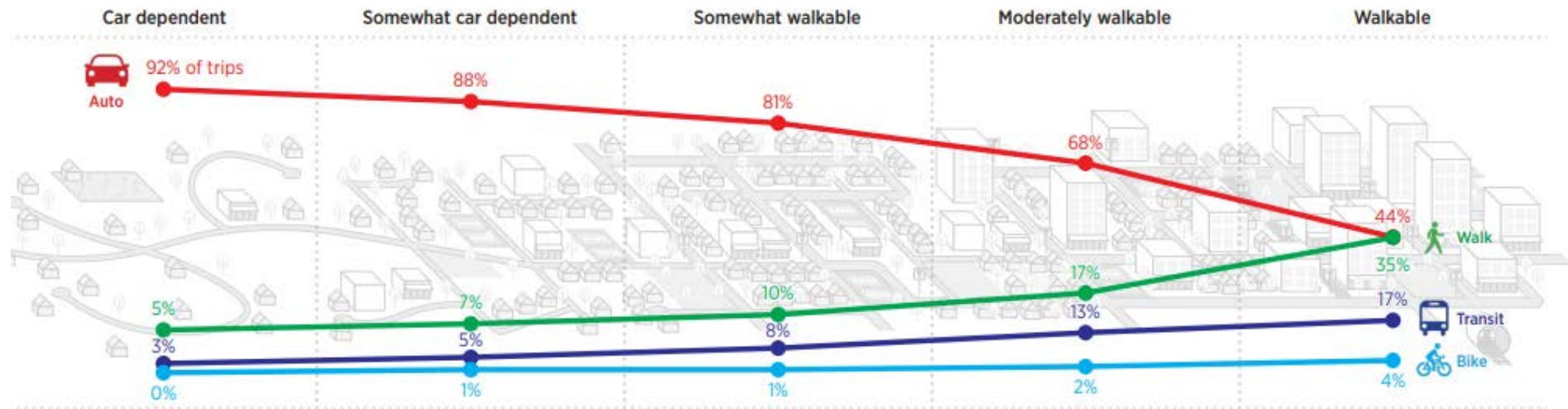
Average daily distance travelled and duration spent travelling by mode of transportation for a typical resident by neighbourhood type



# WALKABILITY AND MODE SHARE

## Travel Mode Share

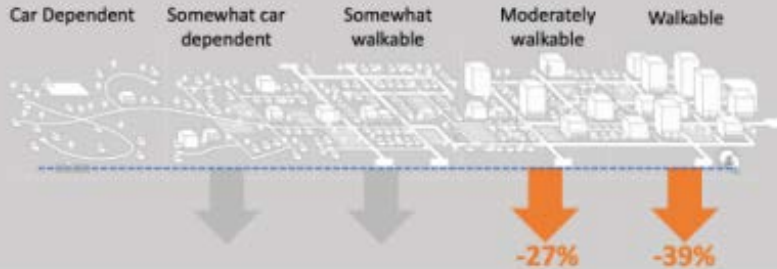
Proportion of daily trips by mode of transportation for a typical resident by neighbourhood type





# HEALTH IMPACTS

## Walkability and Diabetes



People living in a moderately walkable area are 27% less likely to have diabetes and people in a walkable area are 39% less likely to have diabetes compared to those living in a car dependent area.

## Walkability and Sense of Community



People living in a moderately walkable area are 24% more likely to have a strong sense of community belonging and people in a walkable area are 47% more likely compared to those living in a car dependent area.

# IMPROVING WALKABILITY

- Include sidewalks in new developments
- Construct new sidewalks where gaps exist
- Design smaller blocks to increase intersection density
- Plan for compact urban environments
- Increase commercial space (eg neighbourhood cafés, grocery stores, multi-use spaces)
- Incorporate retail, entertainment, food, civic, office, & green spaces into residential areas.
- Investment in accessible green spaces & policies to support improved access





Questions?

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