



Vancouver Planning and Transit- Oriented Development – Best Practices

Development Services Committee

December 9, 2025



Agenda:

- Background and Purpose
- Vancouver Context and Transportation Background
- Key Messages and Takeaways
 - Integrating land use and transportation
 - Shared streets
 - Encouraging active transportation
 - Multimodality
 - Environmental considerations
 - Attracting people to places
 - Accessing public/private spaces

Background

- July 2-5, 2025 Mayor Scarpitti, Regional Councillor Jones, Giulio Cescato, Eric Chan, and John Yeh visited transit-oriented development sites in Vancouver
- Focusing on intensification, mixed-uses, public realm, transit, active transportation

Purpose of the Visit

- Learn best practices in planning and transit-oriented development that may be applied in Markham

Key Sites Visited

- Brent Toderian (Toderian UrbanWORKS) hosted the 3.5 day learning session
- Supporting organizations: Cadillac Fairview, Shape Properties, Access Transportation, Movement, and Burnaby/Surrey Municipal Staff
- 10 station areas (Expo, Millenium, & Canada lines), Olympic Village, Olympic Oval





Vancouver Context



Greater Vancouver Area:

GVA: 2.6 million pop, 2,882 sq.km

City of Vancouver: 662,000 pop, 123 sq.km

Key facts: UBC, SFU, key economic sectors port activities, software, bio-tech, film, aerospace, etc



Greater Toronto Area:

GTA: 6.7 million pop, 7,123 sq.km

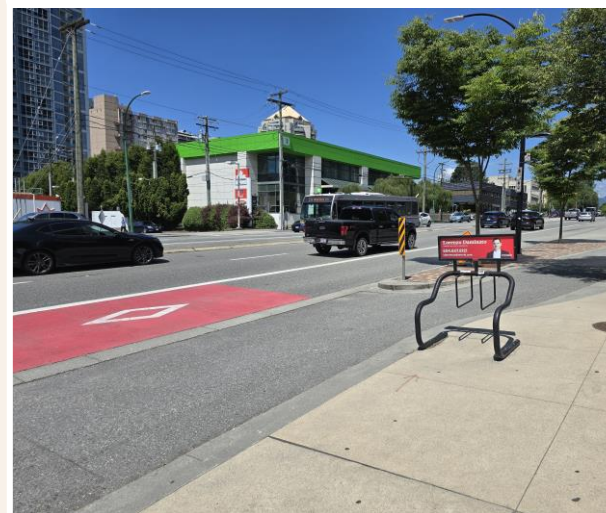
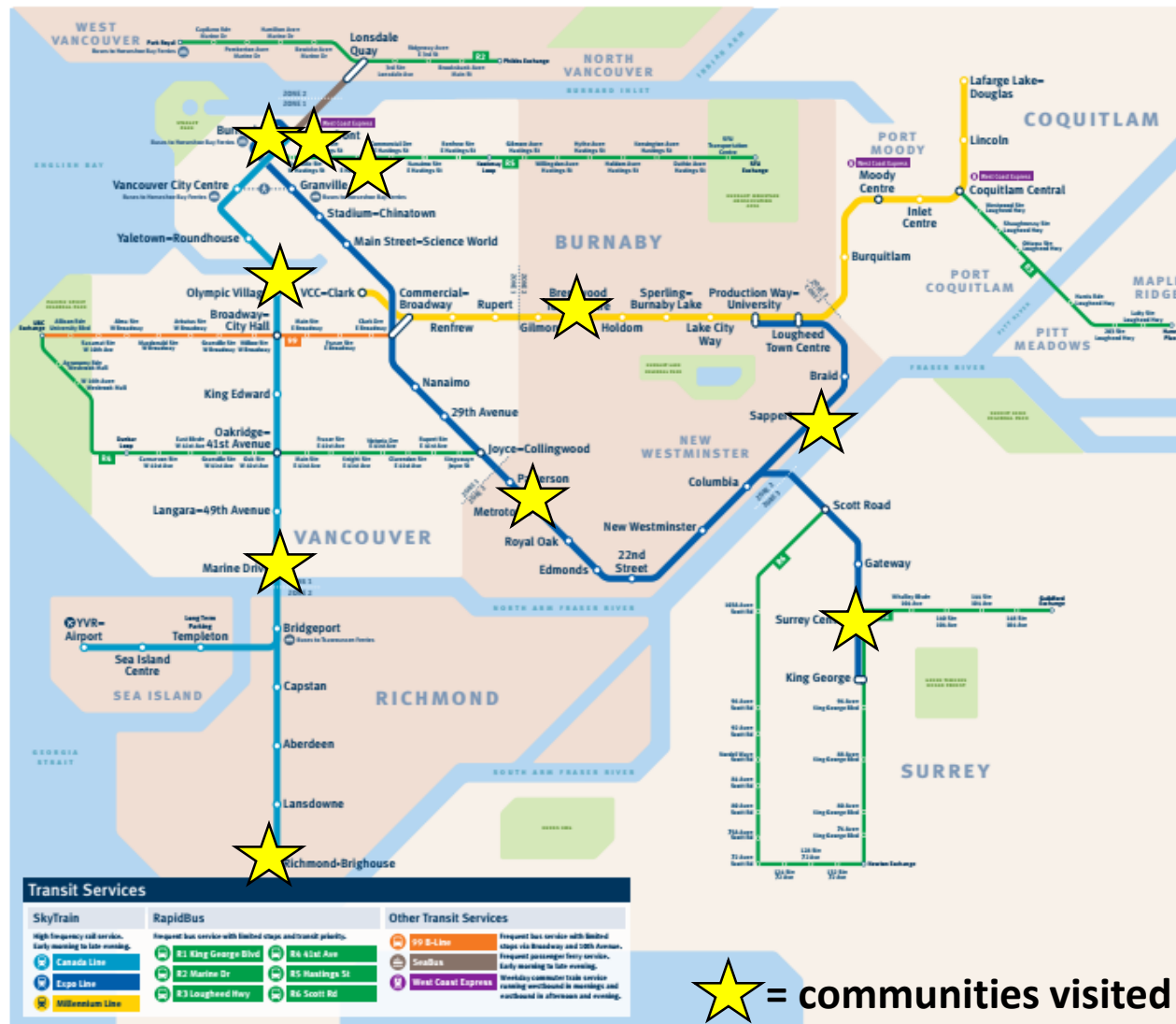
City of Toronto: 2.8 million pop, 631 sq.km

Key facts: UofT, TMU, YorkU, UOIT, key economic sectors finance, medical, pharmacy, software, bio-tech, film, etc





Vancouver Transportation Network





Integrating Development and Transit

Stadium-Chinatown Station

- Close proximity of development, transit, amenities
- Development built to spec next to transit station

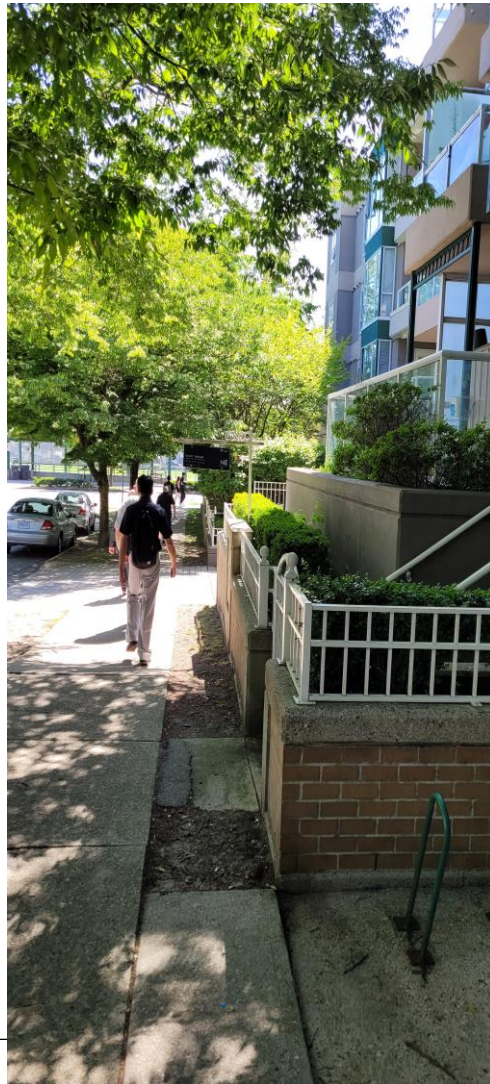




Transitioning from Station to Neighbourhood

Joyce-Collingwood Station

- Higher densities at transit station
- Transition to mid-rise and low-rise homes away from station





Attracting People, Retail, and other Amenities

Brentwood, Richmond-Brighouse, Marine Drive, Gilmore Stations



- Entrance gateways from street or transit to development
- Creating inviting and welcoming spaces



Attracting People, Retail, and other Amenities

Brentwood Station Aerial View

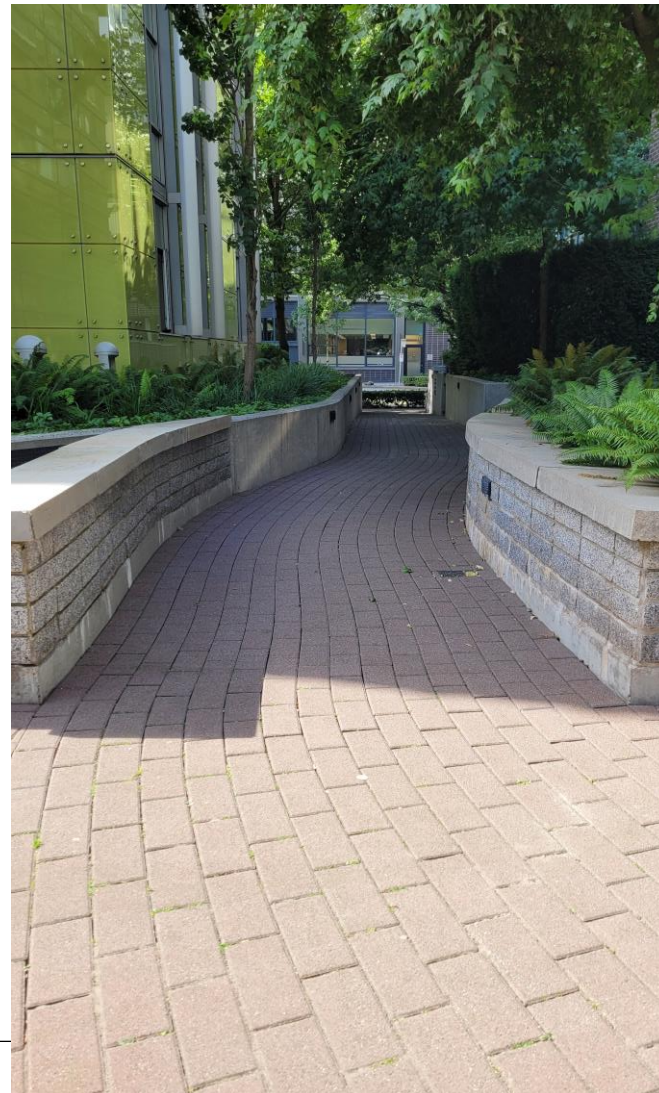


- Brentwood Station and the development are elevated
- Adjacent and behind large arterial road

Interface with Public and Private Spaces

Brentwood Station and Olympic Village

- Balancing public access and private realm
- Appropriate context and access

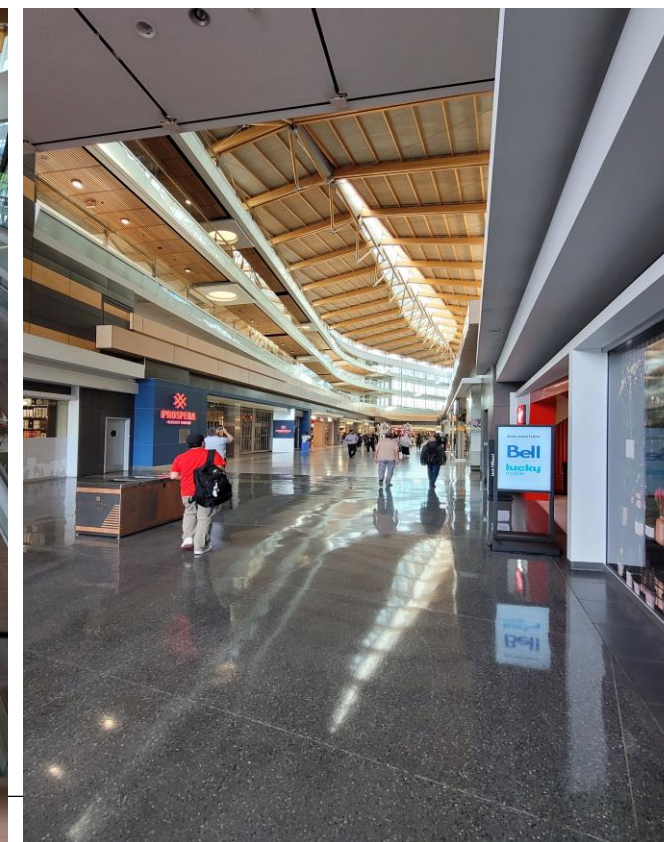
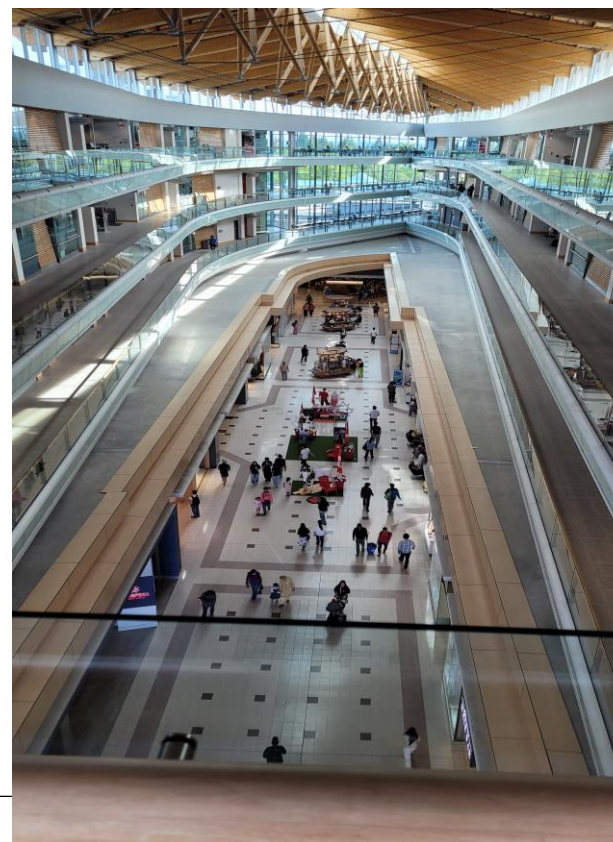




Integrating Civic, Institutional, and Other Uses

Surrey Central Station

- Creative collaboration with partners
- Repurpose existing spaces for multi-uses



Land Use Planning Ideas for Consideration

- A. Work with developers and YRRTC on integrating development with nearby transit
- B. Find opportunities to create public spaces (parks and squares) adjacent and behind large arterials
- C. Create appropriately scaled residential streets and conditions that support livable communities
- D. Creating vibrant and welcoming gateways
- E. Encouraging more retail and services along major corridors and leading away from them to new places of gathering
- F. Seamless interfaces between public and private spaces
- G. Opportunities for mixed-uses at institutional settings



Integrating Intensification with Transportation

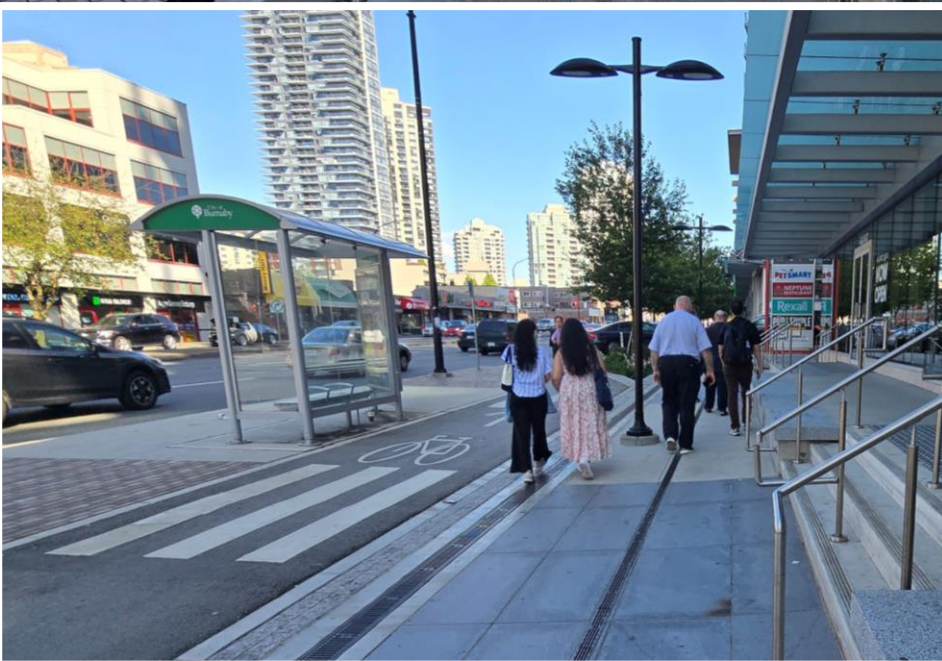
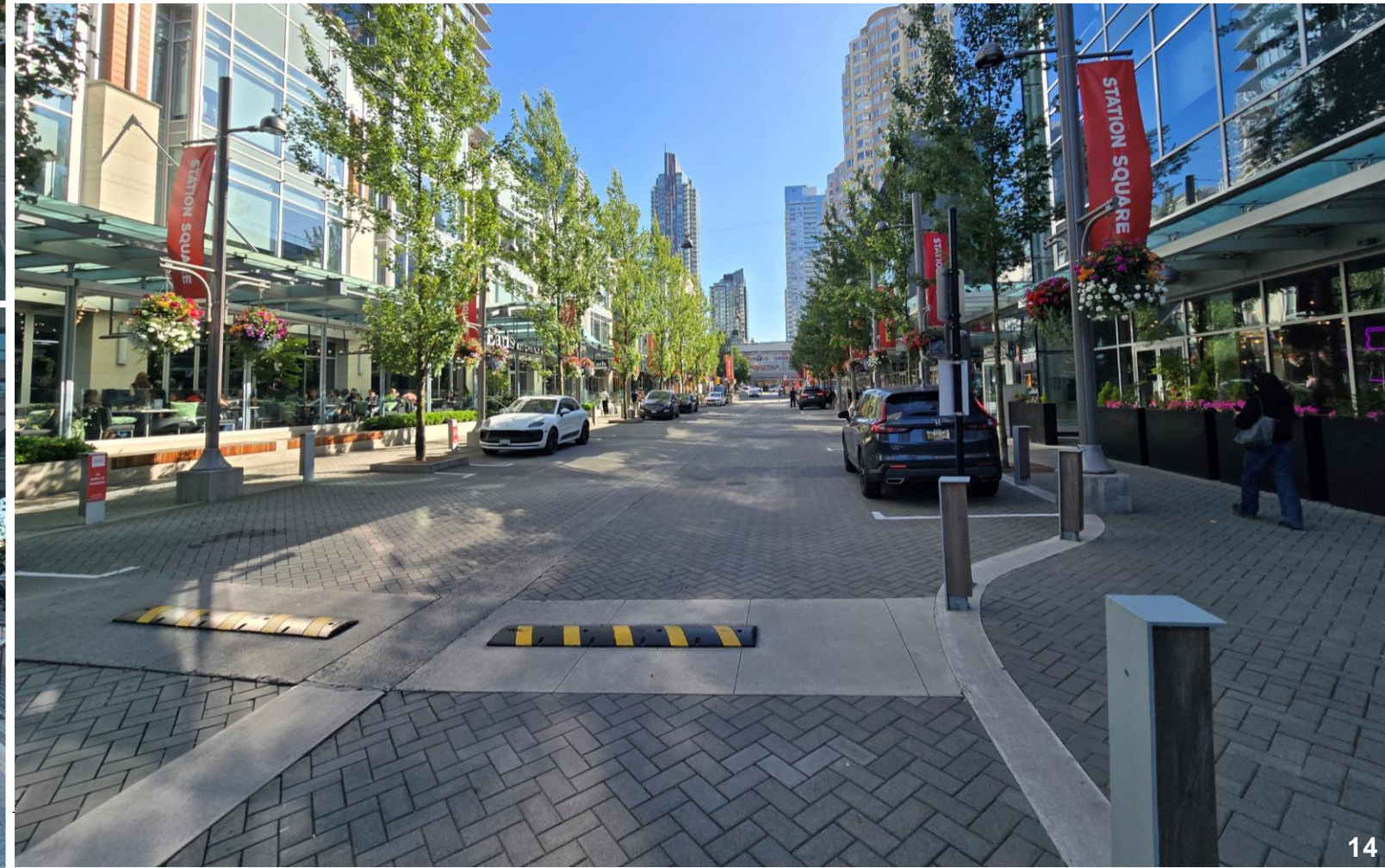
- Density encourages multiple ways to travel
- Build streets to serve people, not just cars





Shared Streets are Key Ingredients in Placemaking

- Shared streets: a possibility for urban environment
- To accommodate people and their activities



Walking and Cycling Facilities Promotes a Healthier Lifestyle

- Build streets to encourage active transportation





Equity Lens in Transportation Infrastructure is Essential





Transportation Ideas for Consideration

- A. Integrate land use and transportation seamlessly and meaningfully
- B. Design and build more human-scaled urban streets
- C. Build active transportation infrastructure for all ages and abilities
- D. Be cognizant of equity lens in transportation

Summary and Conclusion

- Continue to strive for high quality urban design and access to public spaces
- Encourage retail and amenities along major corridors and in mixed-use buildings through the Official Plan Review, Transportation Master Plan, and development process
- Collaborate with developers, transit agencies, and other levels of government to improve integration of development, streets and transit
- Aim to consistently apply these and the other ideas for development within intensification centres and corridors



Recommendation

- 1) That the presentation dated December 9, 2025, entitled “Vancouver Planning and Transit- Oriented Development – Best Practices”, be received; and
- 2) That Staff be authorized and directed to do all things necessary to give effect to this resolution.



Thank you!