BY-LAW NO. 8060

A By-law to adopt the Regional Context Statement Development Plan
as an Official Development Plan

WHEREAS on January 26, 1999 Council adopted a Regional Context Statement Development Plan;

AND WHEREAS pursuant to Section 562 of the Vancouver Charter Council is now desirous of adopting the the Regional Context Statement Development Plan as an Official Development Plan;

AND WHEREAS on July 30, 1999 the Board of Directors of the Greater Vancouver Regional District accepted the Regional Context Statement which is attached to and forms part of this By-law as Schedule A;

NOW THEREFORE, THE COUNCIL OF THE CITY OF VANCOUVER, in open meeting assembled, enacts as follows:

1. The document entitled Regional Context Statement Official Development Plan, which is attached to and forms part of this By-law as Schedule A, is hereby adopted as an Official Development Plan.

2. This By-law comes into force and takes effect on the date of its passing.

DONE AND PASSED in open Council this 14th day of September, 1999.

Mayor

City Clerk

Schedule A
REGIONAL CONTEXT STATEMENT OFFICIAL DEVELOPMENT PLAN

1. BACKGROUND TO THE REGIONAL CONTEXT STATEMENT OFFICIAL DEVELOPMENT PLAN

1.1 The Livable Region Strategic Plan

The regional growth strategy applicable to the City of Vancouver is The Livable Region Strategic Plan. This was adopted by the Greater Vancouver Regional District (GVRD) Board on January 26, 1996, and was deemed to be a regional growth strategy by the Minister of Municipal Affairs in accordance with the *Municipal Act* on February 10, 1996. The Livable Region Strategic Plan describes a growth strategy for the region for a population of about 2.75 million, nearly a million more people than currently live in the Greater Vancouver area. The Livable Region Strategic Plan is intended to preserve and enhance the quality of life for the region's citizens and protect the environment in which we live. The regional plan incorporates policies, targets and maps. It is based upon four fundamental strategies:

(1) Protect the Green Zone
(2) Build Complete Communities
(3) Achieve a Compact Metropolitan Region
(4) Increase Transportation Choice.

The Livable Region Strategic Plan will be implemented through actions of the GVRD in the delivery of regional services, and through partnerships with the GVRD member municipalities, the provincial government, the federal government and other organisations. Vancouver City Council endorsed the Livable Region Strategic Plan in June 1995.

1.2 The purpose of the Regional Context Statement Official Development Plan

The Vancouver Charter requires Vancouver City Council to prepare and adopt a Regional Context Statement in support of the regional growth strategy (the Livable Region Strategic Plan). This Regional Context Statement adopted by City Council as an Official Development Plan (ODP), explains the relationship between the Livable Region Strategic Plan and the City's other plans. Where applicable, the Regional Context Statement also shows how the City's other plans will be made consistent with the Livable Region Strategic Plan over time.

Other than this Regional Context Statement, the City of Vancouver does not have an Official Development Plan covering the whole city. There are though, land use and transportation plans and policies which together provide a planning framework equivalent in scope to a city-wide development plan. These include the following key policy plans:

- CityPlan (May 1995)
- Central Area Plan (December 1991)
- Industrial Lands Policy (March 1995)
- Greenways Plan (July 1995)
- Transportation Plan (May 1997)
- Housing policies (various dates)

The City also has a Zoning and Development By-law which covers the whole city. Together with plans of the Board of Parks and Recreation, these plans, policies and By-law address the four fundamental strategies identified in the Livable Region Strategic Plan.

The requirements of the four fundamental strategies and the measures the City of Vancouver has adopted to implement them are described in the following four sections of this Official Development Plan.

2. THE REGIONAL STRATEGY: PROTECT THE GREEN ZONE

2.1 Objectives of the Livable Region Strategic Plan

The Livable Region Strategic Plan identified areas of the region as the 'Green Zone', which is protected from urban development. The Green Zone is intended to protect Greater Vancouver's natural assets, including major parks, watersheds, ecologically important areas, and farm lands. Municipalities have nominated lands to be placed in the Green Zone.

2.2 City policies

On September 16, 1993, Vancouver City Council approved the inclusion of the areas in the Green Zone shown in Map 1. These areas had already been approved by the City of Vancouver Board of Parks and Recreation. City plans, policies, by-laws and initiatives

support the regional strategy '*Protect the Green Zone*' in the following ways.

(1) Maintaining and encouraging the semi-rural, equestrian and limited agricultural nature of the Green Zone area in Southlands, through zoning as a limited Agricultural District, RA-1,(Zoning and Development By-law).

(2) Working towards protection of the Green Zone areas of waterfront walkways on the Fraser River, English Bay and False Creek, through acquisition or through property easements, as opportunities occur. Although for extension of the walkways along the Fraser River, the City's goal is also to maintain the viability of the existing river-oriented industrial lands (Greenways Plan, 1995, and Industrial Lands Policy, 1995).

(3) Protecting other elements of the Green Zone through the City Greenways Plan, including, Still Creek, and Grandview Cut. For example, the City is working towards maintaining Still Creek as an open watercourse and pursues further improvements, including reclamation of the culverted portions, where these are practical (Greenways Plan, 1995 and Still Creek CD-1 Guidelines).

(4) The existing rail corridors along the Arbutus corridor and Grandview Cut are considered for a combination of rail, transit and Greenways uses (Transportation Plans, section 3.4.9, and Greenways Plan). Rezoning of the rail rights of way to rail uses is part of the six-year Transportation Implementation Program, and will be undertaken in consultation with the GVRD.

(5) Collaborating with other agencies in the Fraser River Estuary Management Program (FREMP), to work towards finalising area designation agreements which will be based generally on the current zoning.

(6) Supporting the general principles of the Livable Region Strategic Plan, Parks and Outdoor Recreation System, and those items within Vancouver that fall within the City's jurisdiction.

In addition, the plans and policies of the Park Board support the regional strategy '*Protect the Green Zone*' in the following way.

(7) Managing the care and custody of city parks and working to ensure their future protection.

In support of the regional strategy '*Protect the Green Zone*', the Park Board and City will give consideration to the following measure.

(8) The nomination of John Hendry Park for inclusion in the Green Zone, to be undertaken in collaboration with the GVRD.

Map 1
City of Vancouver Green Zone Areas

Legend

1. Coal Harbour Waterfront and Parks
2. English Bay Parks
3A. False Creek North Shore Walkway and parks
3B. False Creek South Shore Walkway
4. Fraser River Park
5A. Fraser Lands Waterfront
5B. Fraser River Waterfront
6. Golf Courses
7. Musqueam Park
8. Point Grey Road Foreshore
9. Queen Elizabeth Park
10. Skytrain Parkway
11. Spanish Banks Foreshore
12. Stanley Park
13. Still Creek
14. Renfrew Ravine
15. Camosun Bog
16. Everett Crowley Park
17. Agricultural Land Reserve lands in Southlands

Areas submitted to the Region for inclusion as part of the Green Zone, which the Transportation Plan proposes are considered for a combination of rail, transit and Greenways uses are:

A. Arbutus Corridor
B. Grandview Cut

3. THE REGIONAL STRATEGY: BUILD COMPLETE COMMUNITIES

3.1 Objectives of the Livable Region Strategic Plan

The Livable Region Strategic Plan proposes to build 'complete communities'. To achieve this, the GVRD will, among other measures, seek through partnerships:

- a better balance in jobs and labour force location throughout the region;
- a diversity of housing types, tenures and costs in each part of the region, in balance with job distribution;
- development of a network of high-quality, mixed activity urban centres supported by an appropriate level of public transit and a range of community services and cultural facilities for residents and employees; and
- development of transportation services and facilities that support local access to centres.

3.2 City policies

City plans, policies, by-laws and initiatives support the Livable Region Strategic Plan strategy '*Build Complete Communities*' in the following ways.

(1) Supporting the reshaping of the Downtown peninsula major office zoning into a compact, high amenity central business district (CBD) centred on transit. Additions to the established CBD are expected to be limited and based on office location criteria (Central Area Plan, Policy 1.1).

(2) Supporting the reshaping of the secondary office area outside the Downtown peninsula into an Uptown office district, particularly related to health and civic functions (Central Area Plan, Policy 1.2).

(3) Co-operating with the GVRD in efforts to encourage a better balance in jobs and labour force throughout the region (Central Area Plan, Policy 1.6).

(4) Promoting the Downtown as a mixed-activity urban centre (Central Area Plan; and Downtown ODPs).

(5) Supporting appropriate redevelopment opportunities in the inner city, so as to provide housing close to jobs (Central Area Plan, Section 3; and ODPs for Downtown South, False Creek North, Central Waterfront. S. E. Granville Slopes, Coal Harbour).

(6) Protecting the city's industrial lands to ensure appropriate locations for city-serving industries, and a range of job opportunities (Industrial Lands Policy and

I-2 zoning schedules).

(7) Strengthening the city's network of neighbourhood centres by permitting residential uses above commercial (C-1 and C-2 Residential Guidelines; City Plan Community Visions Program).

(8) Supporting social housing (City Social Housing Policies).

(9) Encouraging rental housing (Strata Title Conversion Guidelines; Demolition By-law restrictions for rental accommodation; Downtown District Low Cost Housing Policies and Procedures).

(10) Supporting a greater range of market housing through zoning (CityPlan Addressing Housing Costs Direction; Community Visions Program; and Downtown ODPs).

(11) Supporting the Downtown as the cultural and entertainment centre of the region and working towards broadening art and cultural activity at the neighbourhood level (CityPlan Art and Culture in a Creative City Direction).

In addition, the plans and policies of the Park Board support the regional strategy '*Build Complete Communities*' in the following ways.

(12) Working towards providing parks in park deficient areas, and in major rezonings (Park Board Management Plan).

(13) Providing recreational facilities to offer all citizens the opportunity for recreation activity (Park Board Management Plan).

4. THE REGIONAL STRATEGY: ACHIEVE A COMPACT METROPOLITAN REGION

4.1 Objectives of the Livable Region Strategic Plan

The Livable Region Strategic Plan intends that a greater share of growth will locate in the developed areas of the region. Growth is to focus in a 'Growth Concentration Area' which includes the City of Vancouver. The Livable Region Strategic Plan provides household, population, and employment targets for 2021, for the Region as a whole and for the Growth Concentration Area. Through partnerships, the GVRD seeks, among other things:

- achievement of the population and employment growth targets for 2006 and 2021;
- identification of further opportunities for the location of ground-oriented housing, with particular emphasis on the Growth Concentration Area;

- provision of transportation services and facilities required to support the population and employment growth targets, with priority given to areas identified for above-trend population and employment growth; and
- achievement of adequate population and employment densities in centres and transportation corridors to support planned transit services.

4.2 City policies on population and housing

The Vancouver CityPlan adopted by Council in 1995 supports the regional strategy '*Achieve a Compact Metropolitan Region*', by working towards accommodating more population, and encouraging more ground-oriented housing and more affordable housing. City initiatives are outlined in the following sections. CityPlan does not include population or employment targets, but a population of up to about 635,000 people was reviewed as part of the public program for CityPlan. This is consistent with the Livable Region Strategic Plan.

(1) Development of the present zoned residential capacity

The city has a substantial capacity for additional population through redevelopment of areas already zoned for more dwellings than the present development. The unused zoned capacities and expected development levels of these areas are shown in Table 1 and summarised in Table 2. The principal areas of unused zoned residential capacity are as follows:

- the major development areas in the Downtown, such as Coal Harbour, Downtown South and Concord Pacific (see Table 3), for about 37,100 people;
- surplus industrial land outside the Downtown peninsula, for about 10,300 people (including Joyce Vanness, Fraserview, and Arbutus industrial areas);
- areas currently zoned for commercial uses where residential uses are permitted in conjunction with commercial, for between 10,600 and 38,200 people;
- areas currently zoned for duplexes, townhouses, 4,700 people, and multi-family units, 3,900 people, and not yet developed to full capacity;
- development of secondary suites in RS1-S areas, for about 15,600 people; and
- other major development areas for which policy plans have been approved, for about 6,500 people.

Together these areas should be able to accommodate up to an additional 116,000 people. However, the rate of development will depend in large part on the economy. Some areas may develop more slowly. The greatest uncertainty is for the redevelopment of

commercial areas. To reflect this uncertainty an upper and lower range of development levels has been assumed (Table 1).

(2) Additional residential capacity to be added

City policies, plans and initiatives seek to add extra dwelling capacity to meet the overall capacity target of 635,000 people and support the regional strategy '*Achieve a Compact Metropolitan Region*'. This additional residential capacity is expected to be achieved from the following measures.

(a) The rezoning of the South East False Creek former industrial area for chiefly residential uses, and in preparation for this planning studies are now underway. The projected residential potential is about 2,500 dwellings, accommodating 3,900 people (SE False Creek Planning Study).

(b) Encouraging greater housing variety, by consideration of some rezoning around neighbourhood centres through the CityPlan Community Visions Program (CityPlan Neighbourhood Centres and Neighbourhood Housing Variety Directions). This program is underway and no capacity estimates are yet available.

(c) Reviewing the remaining industrial 'let go' areas, identified in 1991, for potential residential uses (Hudson Street and Strathcona). The projected residential potential is for up to 1,800 dwellings, accommodating 2,800 people (Policy on Rezoning in Industrial Areas).

(d) Reviewing and rezoning other potential redevelopment areas, if they become available for redevelopment during the next twenty years. The notional residential potential is for up to 3,200 dwellings, accommodating perhaps 5,100 people.

Table 1-Estimates of additional zoned and planned residential capacity in 1996

Planning Area	Existing zoned capacity at 1996 (1)		Additional dwelling capacity which may be rezoned by 2021
	Additional Dwellings	Additional population from new dwellings	
Downtown peninsula (2)	23,900	37,100	0
Former industrial areas	6,600	10,300	(3) 2,500
Commercial zoned areas(4)	6,100 to 21,900	10,600 to 38,200	0
Multi-family zoned areas (5)	2,700	3,900	0
RT zoned areas (6)	1,700	4,700	0
Single family lots and secondary suites (7)	5,500	15,600	0
Other areas (8)	3,900	6,500	(9) 5,000
Total additional potential (1)	50,400 to 66200	88,700 to 116,300	7,500

Notes: (1) These estimates were made in 1998 for 1996 and are net of demolitions. All estimates are under review as part of the continuing assessment of residential capacities. (2) Details in Table 3. (3) SE False Creek (4) Development level estimates range: Low = 25%; High = 90% in the period. (5) Multi-family zoning development level estimate is 90%. (6) Various development levels are estimated for RT zoning. (7) Secondary suite development level assumed at 27% for the period (8) Mostly Oakridge/Langara for existing planned capacity. (9) Other areas which may be redeveloped. Increased capacity which may be identified by the CityPlan Community Visions program is not included.

Table 2 - Summary of dwelling and population totals, 1996, existing, unused zoned capacity, and future potential

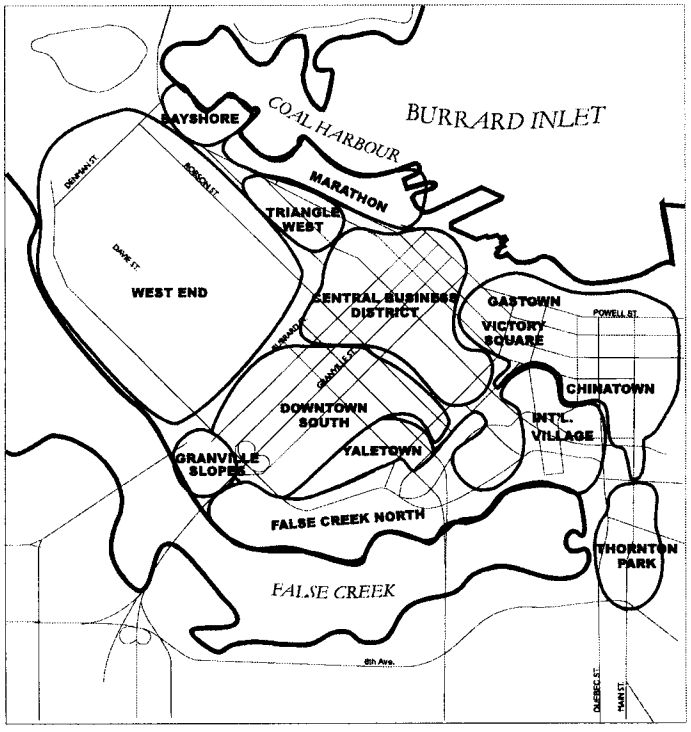
All of Vancouver	Total dwellings	Total population
Total in 1996	218,535	514,008
Total existing plus unused capacity in zoned areas	268,900 to 284,700	602,700 to 630,300
Future potential	7,500	12,000
Approximate Total	276,000 to 292,000	615,000 to 642,000

Notes: (1) These totals reflect capacity and are not projections. Actual totals may be higher or lower if capacity is added or removed in the interim. Assumes no change in average dwelling occupancy in existing dwellings.

Table 3 - Existing residential capacity in redevelopment areas in the Downtown

Major Redevelopment Areas	Existing dwellings (1996)	Unused zoned dwelling capacity (1996)	Additional population
Downtown South	4,250	4,250	5,500
Granville Slopes	1,250	1,250	1,800
Triangle West	850	1,150	2,000
Coal Harbour/ Marathon	0	2,200	3,700
Bayshore	0	980	1,800
Thornton Park	750	2,250	3,600
Victory Square	1,000	1,250	1,400
Historic Areas	1,750	750	900
North Shore False Creek	700	8,300	14,000
West End	22,500	1,500	2,400
Total	33,050	23,880	37,100

Note: All estimates are from 1996



Map 2
Major development areas in the Downtown

(3) Further opportunities for ground-oriented housing

Vancouver's housing mix is presently made up of approximately 47% ground-oriented housing and 53% apartments. Of the 70,000 additional dwellings projected, most will be apartments. The present zoning is expected to yield about 12,000 additional ground-oriented dwellings, 18% of zoned capacity (Tables 4 and 5). These include 5,500 dwellings in single family areas, mostly secondary suites, 2,400 ground-oriented dwelling units in new development on the Downtown peninsula, and 1,700 dwellings in multiple dwelling zones outside the Downtown, To meet the Livable Region Strategic Plan objectives for ground-oriented housing, the City is committed to encouraging new forms of housing with features of ground orientation, but at higher densities. City policies and initiatives help to promote more ground-oriented housing in the following ways.

(a) Encouraging the development of new forms of housing that appeal to people looking for features traditionally available only in single-family housing (CityPlan Neighbourhood Housing Variety Direction).
(b) Encouraging the supply of different types of housing in neighbourhoods which have limited housing variety now (CityPlan Neighbourhood Centres Direction, and Dunbar and Kensington Cedar Cottage Community Visions).
(c) Collaborating with the GVRD to identify design features which could be incorporated in new apartments to give them characteristics sought in more traditional ground oriented housing (Housing Families at High Density Guidelines, 1978).

(4) Opportunities for affordable housing supply

The City promotes the supply of affordable housing by a number of initiatives including the following.

(a) Providing City-owned land through lease arrangement to encourage social housing for seniors and families with children.
(b) Requiring major rezonings for multi-unit housing to include 20% social housing.
(c) Maintaining an affordable housing fund, established in 1981, to provide grants for social housing projects developed on City-owned land that would otherwise be over budget.
(d) Working to maintain the stock of affordable rental housing, through strata title conversion policies, the Demolition Control By-law, and the Rate of Change Policy.
(e) Assisting the supply of affordable housing through such measures as, the Assured Moderate Rental Housing Program, the Downtown Low-income Housing

Initiative, the Neighbourhood Housing Demonstration Program, the Tenant Assistance Program, and the Replacement Housing Program.

Table 4- Additional ground-oriented dwellings potential in unused residential zoning

Planning Area	Capacity for additional ground-oriented dwellings/units		Additional population in ground-oriented dwellings/units	
	Number	as % of all additional dwellings in area	Number	as % of all additional population in area
Downtown peninsula	2,400	10%	4,800	13%
Former industrial areas	700	11%	1,900	18%
Commercial zoned areas (1)	0	0%	0	0%
Multi-family zoned areas (1)	0	0%	0	0%
RT zoned areas (1)	1,700	100%	4,700	100%
Single family lots and secondary suites (1)	5,500	100%	15,600	100%
Other areas	1,900	49%	4,500	69%
Total additional (2)	12,200	18%	31,500	27%

Notes: (1) See Table 1 for potential development levels. (2) All estimates are under review as part of the continuing assessment of residential capacities.

Table 5 - Summary of ground oriented-dwellings in 1996, and potential in unused zoned capacity

All of Vancouver	Ground-oriented dwellings/units		Population in ground-oriented dwellings/units	
	Number	as % of all dwellings	Number	as % of all population
Actual dwellings and population in 1996	101,815	47%	325,940	63%
Total in 1996 plus unused zoned capacity (1)	114,000	40%	357,400	57%

Notes: (1) Totals have been rounded. All estimates are under review as part of the continuing assessment of residential capacities.

4.3 City policies on employment

CityPlan does not include employment targets, but employment of about 420,000 jobs (including construction) was reviewed as part of the public program for CityPlan. This is an increase from 341,000 in 1996. The City provides appropriate zoning for land and the conditions for employment, but its powers are limited to encouraging the location of employment in specific areas. Present zoning in the Downtown, Broadway/Uptown, neighbourhood centres, commercial areas and industrial areas, is sufficient to accommodate a higher level of employment. City policies and initiatives support the employment objectives of the regional strategy '*Achieve a Compact Metropolitan Region*' in the following ways.

(a) Encouraging the concentration of headquarters, financial and related offices in the Downtown peninsula's central business district, and the focus of medical, civic and related offices in the Broadway-Cambie 'Uptown'(CityPlan Downtown Vancouver Direction and Central Area Plan Section 1).

(b) Encouraging job growth at a rate that helps balance the number of jobs in the city with the number of workers who live in Vancouver (CityPlan Diverse Economy and Jobs Close to Home Direction).

(c) Encouraging services for city residents to locate in neighbourhood centres (CityPlan Neighbourhood Centres Direction; Industrial Lands Policy; Policy on Large Scale Retail Uses in Industrial Areas).

(d) Working to retain the city's industrial land base for industry and service businesses (with exceptions noted in policy), to meet the needs of port and river related industry, and city-serving and city-oriented industries (CityPlan Diverse Economy and Jobs Close to Home Direction; and Industrial Lands Policy).

4.4 City policies on development along transit corridors

(1) Downtown-Surrey Skytrain

Residential densities in the city are already sufficiently high to support bus transit. Along the Skytrain route, zoning has been changed to allow higher densities where appropriate. City policies support development along transit corridors in the following way.

(a) Allowing some increase in residential densities in the vicinity of Skytrain stations (Station Area Plans for Joyce, Nanaimo/29th Avenue, and Broadway Station Area).

(2) Broadway-Lougheed Rapid Transit

Approximately 60,000 people live within 500 metres of Broadway between Granville Street and Boundary Road. City policies and initiatives support development along the route in the following ways.

(a) Allowing residential uses above commercial uses on arterial streets (C-1 and C-2 Residential Guidelines). Under existing zoning, upwards of 69,000 people could live within 500 metres of Broadway.

(b) Retaining the Grandview/Boundary Industrial Area for industrial and city-serving land uses and associated employment, as described in the Industrial Lands Policy, and subject to future Council resolutions in regard to the current highway retail study for the Grandview Highway frontage, possible rezoning to I-3 (advanced-technology industrial), to encourage advanced-technology industries to locate close to Skytrain, and station area planning for Skytrain.

(c) Reshaping secondary office zoning outside the Downtown peninsula into an Uptown office district particularly related to health and civic functions (Central Area Plan, Policy 1.2).

Land use planning for the Broadway-Lougheed Rapid Transit line will continue as the project proceeds. Future initiatives may include the following.

(d) Giving consideration to community needs and opportunities. If appropriate, residential densities and zoning along the proposed Lougheed-Broadway Rapid Transit route will be reviewed.

5. THE REGIONAL STRATEGY: INCREASE TRANSPORTATION CHOICE

5.1 Objectives of the Livable Region Strategic Plan

To increase transportation choice, the Livable Region Strategic Plan proposes a number of measures to encourage transit ridership and reduce reliance on single occupant automobile travel. The GVRD will, among other measures:

- pursue Transportation Demand Management strategies as a fundamental transportation requirement for achieving the goals and objectives of this Strategic Plan;
- plan and implement a transit oriented and automobile restrained transportation system

for the region based on intermediate capacity transit facilities (including light rail transit, Skytrain and high capacity busways), within the identified corridors;
- provide a variety of local transit services and networks with the flexibility to serve different demands in support of the *Complete Communities* and *Compact Metropolitan Region*;
- assign priority for increased roadway capacities first to high occupancy vehicles, goods movements, inter-regional movements, and then single occupant automobiles;
- enhance and/or retrofit local streets and infrastructure to favour transit, bicycle and pedestrian uses;
- maintain appropriate levels of service for interregional and truck movements through the Lower Mainland by pursuing transportation system management strategies and measures including access restrictions and future corridor and right-of-way protection.

5.2 City policies

In May 1997, City Council adopted the Vancouver Transportation Plan. The Plan incorporates the principles of the regional transportation plan, Transport 2021. The City's Transportation Plan and Greenways Plan and other initiatives support the regional strategy '*Increase Transportation Choice*' in the following ways.

(1) Supporting the regional transportation plan for limiting road expansion and promoting transportation demand management measures (Transportation Plan, Section 3.2.2).

(2) Applying commuter parking maximums, for individual developments, and for the Downtown overall (Transportation Plan, Sections 3.7.9 and 3.7.10).

(3) Establishing transportation targets for peak hour travel to the Downtown and other parts of the city for 2021, which are generally consistent with the regional transportation plan (TP Section 2.5).

(4) Proposing transit improvements and priority measures, including bus-only lanes, if and when warranted (TP Sections 3.3.4, 3.3.7, 3.4.5), better waiting facilities for transit users (TP Section 3.4.2), and consideration of zoning of existing rail rights-of-way for use by transit or as Greenways corridors (TP Section 3.4.9).

(5) Supporting a minimum of three new intermediate capacity transit lines -- the Broadway-Lougheed line, Richmond to Downtown, and New Westminster to North East Sector (TP Section 3.4.4).

(6) Supporting the development of a grid of express bus routes throughout the city (TP Section 3.4), and measures for the implementation of the Richmond to Downtown Rapid Bus.

(7) Supporting bus only lanes in the city, when and where these are considered appropriate, but these will generally not be used for car pools, except in limited circumstances of short queue jumpers. In these situations, the Transportation Plan proposes an occupancy minimum of three people for private vehicles (TP Section 3.3.7). The City expects to work, with the Provincial Ministry of Highways and Transportation, and the GVTA, towards appropriate measures for connecting City streets to the regional high occupancy vehicle facilities.

(8) Supporting small, community bus services for communities where big buses are not warranted, and to feed major bus routes (TP Section 3.4.7), where these services are appropriate.

(9) Improving pedestrian facilities to increase local transportation choice. This could include measures to reduce unnecessary pedestrian barriers, increase opportunities for crossing busy roads in safety, and providing direct routes where practicable and incentives for walking throughout the city and within neighbourhoods (TP Section 3.6).

(10) Identifying pedestrian priority areas in neighbourhood centres where pedestrian environments are to be especially encouraged (TP Section 3.6.2).

(11) Initiating a traffic calming program to give priority to streets and neighbourhoods where traffic impacts are the most serious (TP Section.3.6.3), and extending traffic calming to busier streets (TP Section 3.6.4).

(12) Enhancing cycling facilities, with more bikeways, and painted bike lanes on some arterials, particularly in the Downtown (TP Section 3.5).

(13) Developing the City Greenways as a network of 14 routes through the city, approximately 140 km long so that when the network is complete, a City Greenway will be no further than a 25 minute walk for every resident (Greenways Plan). Neighbourhood Greenways are also being developed.

(14) Maintaining the truck route network, especially for east-west and north-south access routes essential to the Port and supporting the completion of the Port Road for Port related traffic (TP Section 3.3.1 of Transportation Plan, and Truck Route Network, Street and Traffic By-law Part 3).

(15) Monitoring and reviewing transportation services and targets (TP Section 3.10.1). As opportunities arise, the City expects to work towards cooperation on data collection with the GVRD and other agencies, as appropriate.

GLOSSARY

Ground-oriented dwellings -- Ground-oriented dwellings include single family housing, duplexes and townhouses and other dwellings which have direct access to the ground. The GVRD has given consideration to broadening this definition to include other types of housing which may not have direct access to the ground, but which share other important characteristics.

Growth Concentration Area -- The Strategic Plan calls for a larger share of residential growth to be accommodated in the Burrard Peninsula municipalities, the North East Sector, North Surrey and North Delta.

GVRD -- The Greater Vancouver Regional District

GVTA -- The Greater Vancouver Transportation Authority, which from April 1999, has authority for regional transportation issues.

LRSP -- The Livable Region Strategic Plan was adopted by the Board of Greater Vancouver Regional District in January 1996.

Transport 2021 -- Transport 2021 is the regional transportation plan adopted by the GVRD Board in 1994.

Transportation Demand Management (TDM) -- TDM comprises a variety of techniques to change the behaviour of travellers in order to better use the existing transport system. It encourages off-peak travel and discourages single-occupant vehicles. Measures proposed in *Transport 2021*, include, tolls on roads, gas taxes and parking management. TDM is aimed primarily at peak period, regional passenger travel.

RCSODP.WPD