

# AGENDA

## *COUNCIL WORKSHOP*

**Monday, December 11, 2017**

**6:00 p.m.**

**Committee Room, Municipal Hall**

**355 West Queens Road,**

**North Vancouver, BC**

**Council Members:**

Mayor Richard Walton

Councillor Roger Bassam

Councillor Mathew Bond

Councillor Jim Hanson

Councillor Robin Hicks

Councillor Doug MacKay-Dunn

Councillor Lisa Muri



NORTH VANCOUVER  
DISTRICT

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## **COUNCIL WORKSHOP**

**6:00 p.m.  
Monday, December 11, 2017  
Committee Room, Municipal Hall,  
355 West Queens Road, North Vancouver**

### **AGENDA**

#### **1. ADOPTION OF THE AGENDA**

##### **1.1. December 11, 2017 Council Workshop Agenda**

*Recommendation:*

THAT the agenda for the December 11, 2017 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

#### **2. ADOPTION OF MINUTES**

##### **2.1. November 6, 2017 Council Workshop Minutes**

**p. 7-9**

*Recommendation:*

THAT the minutes of the November 6, 2017 Council Workshop meeting are adopted.

#### **3. REPORTS FROM COUNCIL OR STAFF**

##### **3.1. Lynn Creek Parking**

File No. 16.8620.15/007.000

**p. 13-59**

*Recommendation:*

THAT the November 27, 2017 report from the Manager – Engineering Services/Deputy GM and the Manager – Community Planning entitled Lynn Creek Parking be received for information.

#### **4. PUBLIC INPUT**

(maximum of ten minutes total)

#### **5. ADJOURNMENT**

*Recommendation:*

THAT the December 11, 2017 Council Workshop is adjourned.

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## MINUTES

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## **DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP**

Minutes of the Council Workshop for the District of North Vancouver held at 5:00 p.m. on Monday, November 6, 2017 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

**Present:** Mayor R. Walton  
Councillor M. Bond  
Councillor J. Hanson  
Councillor R. Hicks  
Councillor D. MacKay-Dunn  
Councillor L. Muri

**Absent:** Councillor R. Bassam

**Staff:** Mr. D. Stuart, Chief Administrative Officer  
Ms. C. Grant, General Manager – Corporate Services  
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities  
Mr. D. Milburn, General Manager – Planning, Properties & Permits  
Mr. A. Wardell, Acting General Manager – Finance & Technology  
Mr. R. Danyluk, Manager – Financial Planning  
Mr. J. Gordon, Manager – Administrative Services  
Mr. S. Ono, Manager – Engineering Services  
Mr. S. Carney, Section Manager - Transportation  
Ms. S. Dale, Confidential Council Clerk  
Mr. N. Rahman, Transportation Planning Technologist  
Ms. I. Weisenbach, Transportation Planner

### **1. ADOPTION OF THE AGENDA**

#### **1.1. November 6, 2017 Council Workshop Agenda**

**MOVED by Councillor MURI**

**SECONDED by Councillor BOND**

THAT the agenda for the November 6, 2017 Council Workshop is adopted as circulated.

**CARRIED**

### **2. ADOPTION OF MINUTES**

#### **2.1. October 17, 2017 Council Workshop**

**MOVED by Councillor MURI**

**SECONDED by Councillor BOND**

THAT the minutes of the October 17, 2017 Council Workshop are adopted.

**CARRIED**

## **2.2. October 23, 2017 Council Workshop**

**MOVED by Councillor MURI**

**SECONDED by Councillor BOND**

THAT the minutes of the October 23, 2017 Council Workshop are adopted.

**CARRIED**

## **3. REPORTS FROM COUNCIL OR STAFF**

### **3.1. Annual Transportation Update**

File No. 16.8620.01/000.000

Mr. Steve Carney, Section Manager – Transportation, provided an update regarding the District's 2017 transportation projects, which include the following:

- Phibbs Exchange;
- Lower Lynn Interchanges;
- Transportation System Optimization;
- LED Street Lighting Program;
- Sustainment Program; and,
- North Shore Subarea Transportation Model.

Mr. Carney noted that dealing with traffic management and congestion continues to be a high priority for the District and highlighted 2018 priorities as follows:

- Marine – Main Corridor B-Line Preparation;
- Transportation System Optimization; and,
- North Shore Municipal Transportation Committee.

Mr. Carney reviewed the sources of funding for on-going transportation projects in the District.

Council discussion ensued and the following comments and concerns were noted:

- Suggested lobbying different levels of government for assistance;
- Expressed support for funding transportation projects outside of town centres;
- Questioned when the Long-term Financial Plan will be discussed;
- Spoke to the opportunities for the proposed park-and-ride lot at Phibbs Exchange;
- Expressed concern regarding the Lynn Valley bike lane noting that it is not a continuous path;
- Suggested linking bicycle routes to facilitate cycling between Town Centres;
- Questioned if the Montroyal Bridge will be built to improve earthquake resiliency;
- Questioned when the construction of Phibbs Transit Exchange is expected to start;
- Expressed concern regarding slope stability at Lower Lynn;
- Stated that East-west traffic on Highway 1 is reaching crisis levels and addressing the situation should be a high priority;
- Expressed concern regarding traffic congestion on the Ironworkers Memorial Bridge;



- Spoke regarding the traffic congestion on the North Shore and the negative impacts it has on the community;
- Commented that a long-term transportation vision is needed;
- Suggested implementing an incentives-based program to change driving habits;
- Discussed tactics to encourage people to use other modes of transportation;
- Spoke to the importance of investing in Town Centres to be complete, walkable communities;
- Expressed concern about the future tax burden on District residents;
- Commented that transportation issues are a regional issue;
- Spoke to the need for well-paying jobs in the District;
- Noted that small incremental changes overtime can be beneficial;
- Opined that walkable communities with better connections are important;
- Suggested reducing parking requirements in Town Centres;
- Commented on the importance of educating residents on other modes of transportation;
- Requested painted bicycle lines on Highland Boulevard noting that separated bicycle lanes are critical for safety and help avoid confrontation between cyclists, drivers and pedestrians; and,
- Spoke to the opportunities to utilize the waterway as an alternative mode of transportation and the feasibility of a passenger ferry service to relieve pressure on the Lions Gate and Second Narrows bridge crossings.

Council commented that implementation of school safety improvements need to be made a priority. Staff advised that the District continues to implement school safety recommendations from the prioritized list of actions and projects include: sidewalks; curb extensions; signage; crossing upgrades; traffic calming; and, parking layout. Council suggested that improvements to the south side of Ross Road are needed including improved lighting.

Discussion ensued regarding the safety of the Delbrook Recreation Centre intersection and Council requested that staff complete a traffic signal warrant study at this intersection. It was also noted that parking continues to be an issue at the Delbrook Recreation Centre and questioned possible solutions.

#### 4. **ADJOURNMENT**

**MOVED by Councillor HANSON**

**SECONDED by Councillor MACKAY-DUNN**

THAT the November 6, 2017 Council Workshop is adjourned.

**CARRIED**  
(6:48 pm)

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Mayor

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Municipal Clerk

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## REPORTS

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Council Workshop	Date: <u>December 11, 2017</u>
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____



## The District of North Vancouver

### REPORT TO COMMITTEE

November 27, 2017  
File: 16.8620.15/007.000

**AUTHOR:** Steven T. Ono, P.Eng., Manager, Engineering Services/Deputy GM  
Tom Lancaster, Manager of Community Planning

**SUBJECT:** Lynn Creek Parking

#### RECOMMENDATION:

THAT the November 27, 2017 report from the Manager, Engineering Services/Deputy GM and the Manager of Community Planning entitled Lynn Creek Parking be received for information.

#### REASON FOR REPORT:

To provide an update and seek Council feedback on the implementation of the parking management policies in the Lynn Creek (formerly Lower Lynn) Town Centre Implementation Plan, which will be used by staff to inform the upcoming review of parking in the Town and Village Centres.

#### SUMMARY:

The Lynn Creek Town Centre Implementation Plan (The Plan) was approved by Council in 2013. The vision for Lynn Creek Town Centre is as follows:

*Lower Lynn will be a transit-oriented mixed use community comprised of a wide range of housing types for people of all stages of life, all incomes, with accessible places of work, convenient shopping and amenities. Over time, Lower Lynn will become an outstanding model of urban living in harmony with the North Shore's natural environment.*

The Plan includes strategic transportation and parking management policies to support the Lynn Creek vision. Subsequent to Plan approval, development applications have been processed in accordance with the policies. Plans are being concurrently developed for upgrades to Phibbs Transit Exchange. Staff is now seeking Council input on the implementation of parking management policies in Lynn Creek Town Centre, which will be used to inform the larger review of Centres parking strategies.

#### BACKGROUND:

Lynn Creek Town Centre covers a land area of approximately one square kilometre and includes nearly every land use category. Historically, residential uses have been east of

Mountain Highway, and commercial and light industrial uses have been to the west. Heavy industrial uses have been south of Main Street. Being close to Ironworkers Memorial Second Narrows Bridge, high volumes of vehicular traffic cut through the area in addition to the locally-destined traffic attracted to the area. The area is also constrained by Lynn Creek to the west, and Highway 1 to the east.

The area is well served by transit with Phibbs Transit Exchange adjacent to Main Street and Highway 1, and frequent transit service along Mountain Highway and Main Street. Over the long term, the Lynn Creek Town Centre Implementation Plan envisions a transportation solution based on an integrated mix of land uses and densities to enable residents to access services and employment opportunities near their homes, and to facilitate transit and active transportation for a larger portion of trips. Improvements to pedestrian and bicycle facilities through the Centre and across Lynn Creek connecting to nearby shopping facilities such as Park & Tilford mall are key features of the Plan that will shift modes of travel from vehicular to more active transportation and transit based.

With respect to parking, the Plan builds on the experience in other transit-oriented communities as summarised in the document Apartment Parking Study – Summary Booklet, Metro Vancouver, September 2012 (Attachment 4). The Plan contemplates reduced onsite parking requirements for new multifamily residential development based on the Metro Study results, as compared to parking requirements in Part 10 of District Zoning Bylaw 1965 in consideration of the Reduced Parking Rates for Multifamily Residential Developments Policy.

Based on these policies the District has, for example:

- Processed development applications with reduced onsite parking requirements
- Implemented time restricted parking with an exemption for residents of Rupert Street (rather than Resident Parking Only) in response to resident concerns about lack of available on street parking.
- Secured bicycle storage facilities in new developments in consideration of reduced onsite parking
- Secured car share parking stalls in new developments in consideration of reduced onsite parking
- Secured transit pass commitments for new owners in new developments in consideration of reduced onsite parking

**EXISTING POLICY:**

Official Community Plan – establishes land use designations and Network of Centres goals and policies.

Zoning Bylaw 1965 – Part 10 establishes base levels of on-site parking for new development by land use (Attachment 2).

The Lynn Creek Town Centre Implementation Plan, parking management policies – includes implementation strategies to achieve OCP objectives for the Lynn Creek Town Centre (Attachment 1).

The Reduced Parking Rates for Multifamily Residential Developments Policy (Attachment 3) – describes travel demand management (TDM) measures that are required in return for consideration of parking rate relaxation.

**ANALYSIS:**

On-street parking, and onsite parking must be considered together as a system in order to achieve both short-term and long-term community objectives. In keeping with the District OCP, the parking management policies in the Plan support the following objectives:

1. Encourage on-street parking availability for local business through efficient turnover using time restrictions,
2. Encourage reduced car ownership,
3. Encourage transit use,
4. Encourage car share,
5. Encourage active modes such as bicycling and walking,
6. Encourage reduced on-site parking for multi-family residential developments.

Given that most of the multi-family development applications being processed in the Lynn Creek Town Centre are not yet occupied, it is still early in the implementation of the Plan and too early to assess the sufficiency of onsite parking provided. However, the parking rates being applied are based on experience in other transit-oriented communities. Likewise, the planned pedestrian and bicycling facilities, upgraded Phibbs transit exchange, and new shops and services to reduce travel demand are not yet in place.

Transportation modal options will become increasingly viable over time as the Town Centre matures, land use diversity is achieved, and threshold densities are reached.

Currently, and in the short-term, there are pre-existing on-street parking challenges. For example, on-street parking demand in the area has been driven by workers from local businesses and by the Phibbs transit exchange. On-street parking supply on some of the streets west of Mountain Highway is limited because curb faces are limited due to short frontages and/or elongated driveway let-downs. Recent analysis by staff confirms that on-street parking in the area is highly occupied throughout the day, likely exacerbated by heightened local construction activity and associated workers.

Staff has been addressing on-street parking concerns using the policy tools approved by Council such as Construction Traffic Management Plans required for Highway Use Permits (HUP) for new development, and time-restricted parking regulations on-street. The pilot project for time-restricted parking with an exemption for residents recently introduced on Rupert Street has been successful to date. This is now an available on-street parking management tool to help balance nearby business needs, resident concerns, and construction worker parking.

In general, the Plan's parking management policies remain suitable for achieving the Vision, and the existing on-street parking regulation tools approved by Council provide staff with the ability to respond to concerns in the short-term. Accordingly, staff recommend ongoing support of the Plan's parking management policies, however, staff is seeking Council discussion on

possible amendments to the Plan's parking management policy tools that may further benefit progress toward achieving the Lynn Creek Town Centre Vision.

The upcoming review of parking in Town and Village Centres, which staff is currently in the process of scoping, will be informed by this Lynn Creek parking options discussion, the ongoing monitoring and analysis of parking policy implementation in the Centres, the forthcoming Metro Vancouver Apartment Parking Study, and a review of best practices/lessons learned in transit-oriented/walkable communities will be used to inform the development of the.

Some areas for potential discussion regarding on-street parking management include:

1. Regulatory tools (resident parking only, time restricted parking, resident exemption, pay parking, construction traffic management plans, highway use permits).
2. Parking supply tools (parking lots, street space allocation etc.).
3. Travel demand management tools (preferential treatment for car share, car pool, active transport, transit priority, etc.).

Discussion areas for on-site parking management include:

1. Parking rates (it is noted that Metro Vancouver is currently updating the Regional Apartment Parking Study with expected completion in mid-2018).
2. Parking 'unbundling' options.
3. Shared parking.

**Timing/Approval Process:**

Development applications in Lynn Creek continue to be received and processed. If any changes to parking management policy are made, timing is crucial relative to active development applications.

**Concurrence:**

Planning Properties and Permits, and Engineering Parks and Facilities have reviewed and concurred with this report.

**Financial Impacts:**

None at this time.

**Liability/Risk:**

n/a

**Social Policy Implications:**

On-site parking relaxation for multi-unit residential developments, along with encouragement of transit passes, car share, walking and bicycling may have some positive impact on the combined cost of travel and housing, as well as positive outcomes for health.

**Environmental Impact:**

Encouragement of transit, and active travel modes is environmentally beneficial.



**Public Input:**

The Official Community Plan and the Lynn Creek Town Centre Implementation Plan underwent broad public consultation. Future amendments to the policies would benefit from further public consultation.

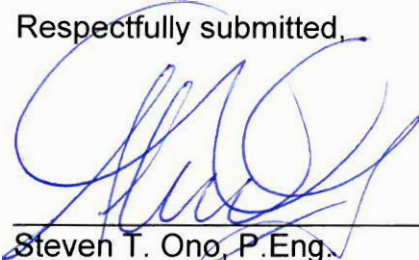
**Conclusion:**

The Lynn Creek Town Centre Implement Plan's parking management policies are based on experience garnered from other transit-oriented communities. It is still early to assess the effectiveness of the policies given the transitional stage of Lynn Creek Town Centre. Accordingly, staff recommend the current policies continue to be supported, and the outcomes assessed once developments are more fully occupied and the Town Centre matures.

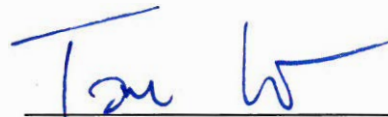
**Options:**

THAT the November 27, 2017 report from the Manager, Engineering Services/Deputy GM and the Manager of Community Planning entitled Lynn Creek Parking be received for information.

Respectfully submitted,



Steven T. Ono, P.Eng.  
Manager, Engineering Services/Deputy GM



Tom Lancaster  
Manager of Community Planning

Attachment 1: Lynn Creek Town Centre Implementation Plan, Transportation

Attachment 2: Zoning Bylaw 1965, Part 10, Off-Street Parking and Loading Space Regulations

Attachment 3: Reduced Parking Rates for Multifamily Residential Developments Policy

Attachment 4: 2012 Metro Vancouver Apartment Parking Study Summary Booklet

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev.	<input type="checkbox"/> Clerk's Office	External Agencies:
<input type="checkbox"/> Development Services	<input type="checkbox"/> Communications	<input type="checkbox"/> Library Board
<input type="checkbox"/> Utilities	<input type="checkbox"/> Finance	<input type="checkbox"/> NS Health
<input type="checkbox"/> Engineering Operations	<input type="checkbox"/> Fire Services	<input type="checkbox"/> RCMP
<input type="checkbox"/> Parks	<input type="checkbox"/> ITS	<input type="checkbox"/> NVRC
<input type="checkbox"/> Environment	<input type="checkbox"/> Solicitor	<input type="checkbox"/> Museum & Arch.
<input type="checkbox"/> Facilities	<input type="checkbox"/> GIS	<input type="checkbox"/> Other:
<input type="checkbox"/> Human Resources	<input type="checkbox"/> Real Estate	

**ATTACHMENT 1**  
**Lynn Creek Town Centre Implementation Plan,**  
**Transportation**

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## E. Transportation System

The Lower Lynn Town Centre's central location in the District near the foot of the Ironworker's Memorial Second Narrows Bridge, port-related activities and Phibbs Exchange, make this area a hub of transportation activity for buses, local and regional traffic, trains, trucks, cyclists and pedestrians. Existing transportation infrastructure (Highway 1, railway lines, Main Street) has influenced adjacent land uses and, in some cases, created physical barriers to neighbourhood connectivity. Transportation improvements guided by this Implementation Plan promote an efficient multi-modal transportation network and enhanced community connection.

### Road Network

Road network policies in this Implementation Plan aim to reinforce and enhance the existing street grid pattern as well as improve the efficiency of traffic movements, circulation and connectivity.

Policies:

1. Enhance the Lower Lynn Town Centre street network as outlined in the Road Network Concept Map (Figure 9).

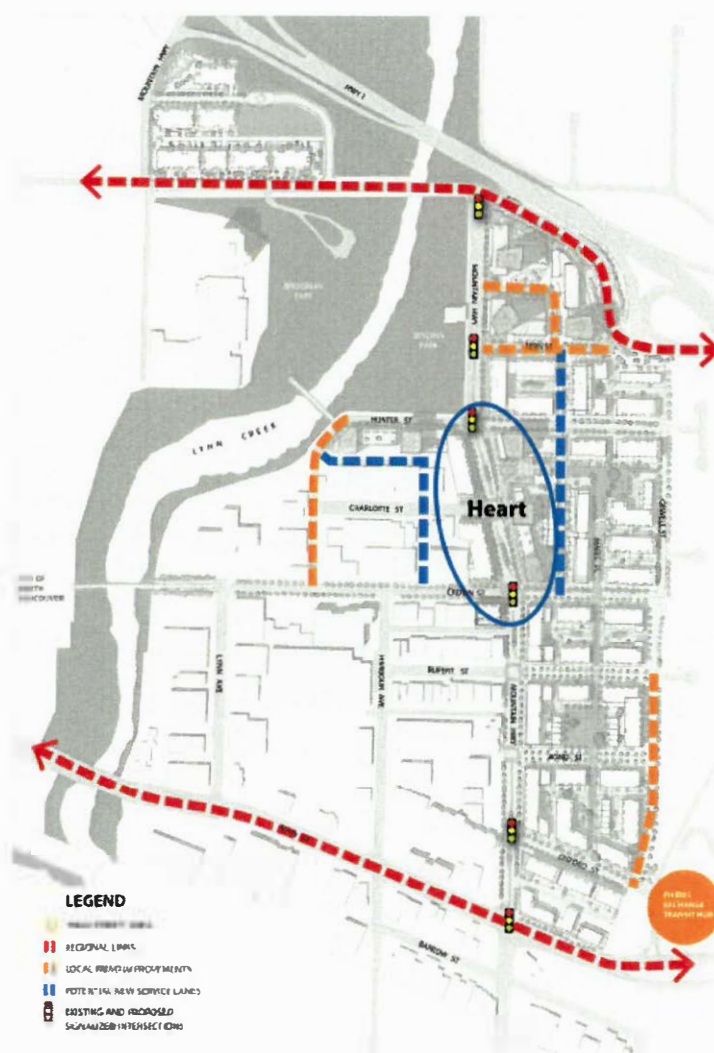


Figure 9. Proposed Road Network for Lower Lynn Town Centre

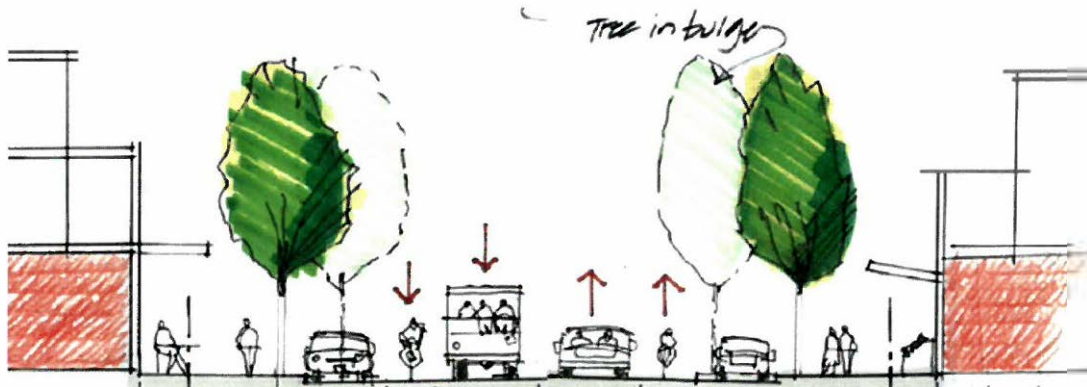


Figure 10. Illustrative cross-section of Mountain Highway in the Town Centre core

2. Establish a new East Keith Road extension north of Seylynn Village to facilitate local east-west traffic, to support the flow of regional traffic and to remove this through traffic from the core of the Lower Lynn Town Centre.
3. Following the establishment of the East Keith Road extension, enable the downgrading of Fern Street into a local, no-through street that facilitates connection of Seylynn Village to the rest of the Lower Lynn community.
4. Reconfigure Mountain Highway to facilitate efficient multi-modal movements, bus pullouts, turning bays and on-street parking, as appropriate (Figure 10).
5. Replace the Keith Road Bridge and move from 2 to 4 lanes.
6. Facilitate the development of commercial services lanes on either side of Mountain Highway in the vicinity of the Town Centre "heart" to enable service vehicle access and to improve circulation around the commercial core.
7. Install signalized intersections and enhanced signal timing to improve vehicular movements and enable safe pedestrian crossings.
8. Extend Orwell Street south to Oxford Street.
9. Establish Hunter Street, west of Mountain Highway as a greenway to support east-west pedestrian and cycling connections to the Town Centre and to Seylynn and Bridgman Parks.
10. Encourage siting of new buildings and structures to accommodate street widening to facilitate anticipated pedestrian, bike and vehicular movements.
11. As redevelopment occurs, explore opportunities for right-of-way improvements to assist in achieving multi-modal transportation objectives.
12. Consider opportunities to close some existing lanes entering from the west side of Mountain Highway where safety benefits are demonstrated.
13. Encourage access to off-street parking and loading areas from commercial service lanes rather than from Mountain Highway.
14. Consider the use of transportation demand management (TDM) measures to encourage efficient use of existing infrastructure and to encourage alternative forms of transportation (transit, cycling, walking).
15. Refer to the Lower Lynn Town Centre Design Guidelines for street sections and streetscape design.
16. Integrate transportation measures per the District's Transportation Plan with redevelopment in the Lower Lynn Town Centre, as applicable.
17. Continue to work with the British Columbia Ministry of Transportation and Infrastructure and other agencies, as relevant, towards options for Highway 1 improvements that benefit the Lower Lynn Town Centre and the District overall.



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## Transit

Lower Lynn is a designated Frequent Transit Development Area. Residents of Lower Lynn will enjoy some of the best transit service in the region with 30-minute or less travel time to most of the region's jobs. A number of different bus routes make stops along Mountain Highway at 15 minute intervals providing efficient, direct transit service to Vancouver and the SeaBus and enabling residents and workers in the Lower Lynn Town Centre to access frequent transit right outside their front door.

### Policies:

1. Support and design for frequent transit bus service on Mountain Highway, Main Street and Oxford Street.
2. Integrate transit priority lanes to support frequent transit services and access to Phibbs Exchange.
3. Work with the regional transportation authority to accommodate future transit facility improvements and redesign of Phibbs Exchange including park-and-ride facilities and improved bus access routing.
4. Encourage redesign options for Phibbs Exchange that address pedestrian and public safety, reflect the quality design features and character of the Town Centre, and work to integrate this transit facility more fully with the Lower

5. Enhance the pedestrian and cycling network to and from Phibbs Exchange as per Figure 11.
6. Encourage the regional transit authority to continue to provide services for bikes and bike storage facilities at transit hubs.

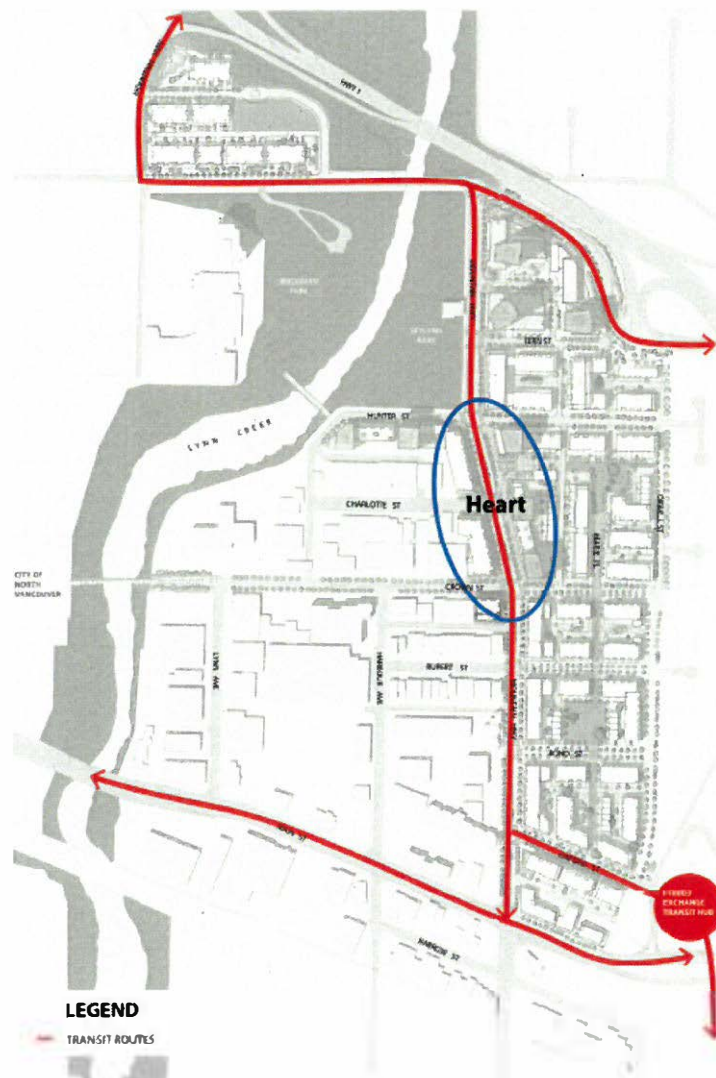


Figure 11. Transit Network Map for Lower Lynn Town Centre

## Walking and Cycling

Communities that promote “active living”, including walking and cycling to nearby community services and amenities, benefit from improvements in overall community health, safety and liveability. The revitalized Town Centre will build on and strengthen the existing fabric of access routes and trails in the community to provide multiple opportunities for walking and cycling. Key implementation priorities for the Lower Lynn Town Centre include trail enhancements to improve pedestrian and cyclist safety and to improve connections to key destinations, including the Lynn Creek park and trail system, Park and Tilford, Lynnmour Elementary School, Capilano University, Phibbs Exchange and the Ironworkers Memorial Second Narrows Crossing.

### Policies:

1. Promote active forms of transportation and community health through the establishment of an integrated pedestrian and cycle network (as shown in Figure 12).
2. Create comfortable walking environments on all streets and provide a generous sidewalk width along Mountain Highway in the Town Centre heart to accommodate side-by-side walking, store front viewing, street trees and street furniture.
3. Establish a series of marked

pedestrian crossings along Mountain Highway to facilitate safe pedestrian movements.

4. Establish Crown, Orwell and Hunter Streets as important walking and cycling greenways.

5. Establish a wide pedestrian pathway along the north side of Oxford Street, linking the Town Centre to the Phibbs Exchange transit hub (see Figure 4d).

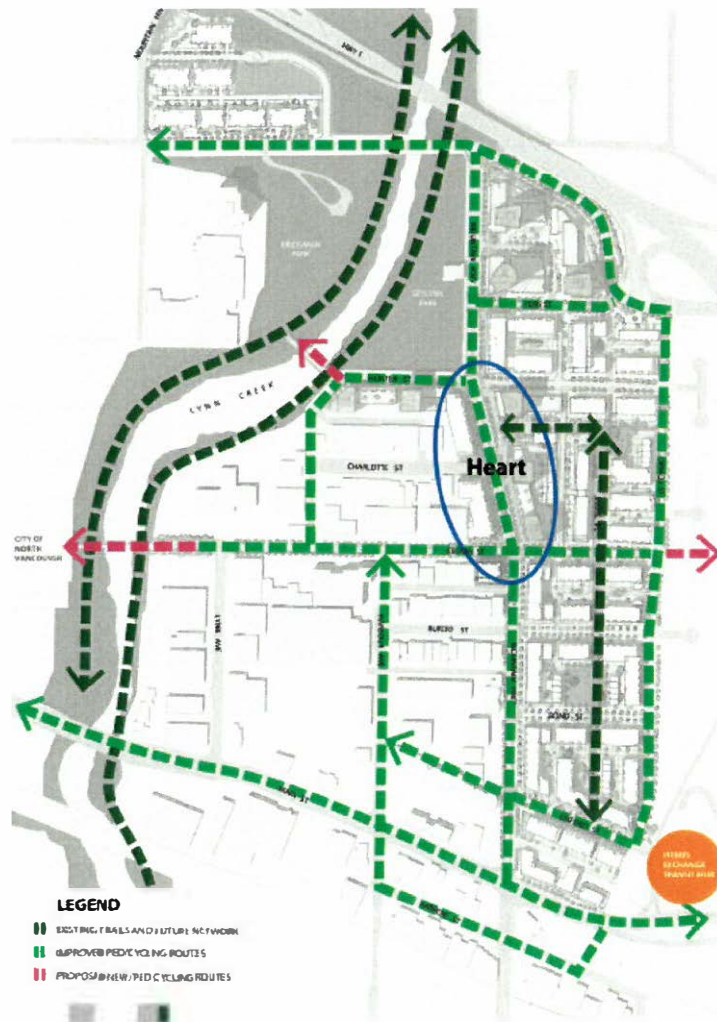


Figure 12. Proposed pedestrian and cycling network

6. Establish a linear “green spine” or publically-accessible pedestrian trail that connects neighbourhoods through the Town Centre area from Marie Place Park to Oxford Street and provides clear views to the North Shore Mountains.
7. Establish Crown Street as a key link in the Spirit Trail network complete with bike/pedestrian facilities and work with the City of North Vancouver, senior governments and the Squamish Nation to establish a bike/pedestrian crossing over Lynn Creek (west end of Crown) and over Highway 1 in the long-term.
8. Undertake improvements to enhance the Lynn Creek trail system, including beneath the East Keith Road and Highway 1 bridges to improve pedestrian and cycle access northbound to Lynnmour Inter River and southbound to the Town Centre core and Phibbs Exchange.
9. Complete the extension of the Sea-to-Sky trail to Harbourview Park.
10. Pursue the establishment of mid-block breaks, especially through large blocks east and west of Harbour Avenue, to facilitate pedestrian access.
11. Consider the use of a comprehensive set of measures to improve cycling safety on all urban streets in the Lower Lynn Town Centre.
12. Enhance pedestrian and cycling safety along Main Street and to the Ironworkers Memorial Second Narrows Crossing and, where road widths allow, facilitate the establishment of a separated sidewalk and landscaped buffer along Main Street.
13. Encourage new development to provide for cycling facilities, including bike racks and end of trip facilities.
14. Develop way-finding measures and signage to direct pedestrians and cyclists to the community heart and other key destinations.
15. Coordinate the implementation of this Plan and other District-wide pedestrian and cycling network initiatives as they relate to the Lower Lynn Town Centre.

## Parking Management

Given the ready access to frequent transit service and the movement towards a more walkable, bikeable community – there is an opportunity to consider reducing parking requirements, while at the same time recognizing the need for adequate on-street parking to support employment and retail uses. Reduced parking may facilitate use of more sustainable forms of transportation and help reduce overall development project costs.

### Policies:

1. Consider on-street and off-street parking as an integrated system per Figure 13.
2. Design street networks in retail areas such that some on-street parking is available for retailers and traffic can easily circulate around the block.
3. Support households choosing to own fewer cars by reducing the amount of parking required to be built and introducing initiatives such as car-sharing and transit pass programs.
4. Consider reduced parking requirements for multi-family residential developments relative to unit type and context (e.g. frequent transit development area), in conjunction with trip reduction programs according to the following:
  - » 1.5 parking spaces per unit for townhouses
  - » 1.1 parking spaces per unit for apartments
  - » 0.75 parking spaces per unit for rental apartments
  - » 0.1 parking spaces per unit for visitors
5. Consider further parking reductions for non-market rental housing.
6. Consider opportunities for shared parking for complementary, adjacent uses in commercial areas. Development applicants may be required to provide a parking study to demonstrate feasibility.



7. Avoid resident-only on-street parking and consider time-restricted parking as an instrument to encourage efficient turn-over of on-street parking.
8. Encourage the unbundling of residential parking from strata units so parking can be managed separately from the unit, where appropriate.
9. Encourage unsold parking to be turned over to the strata corporation after the dwelling units are sold.
10. Seek to obtain post-occupancy survey information from new development to inform future decisions about parking rates.
11. Continue to encourage sufficient, secure bicycle parking and storage for residents, workers and visitors in all new developments.

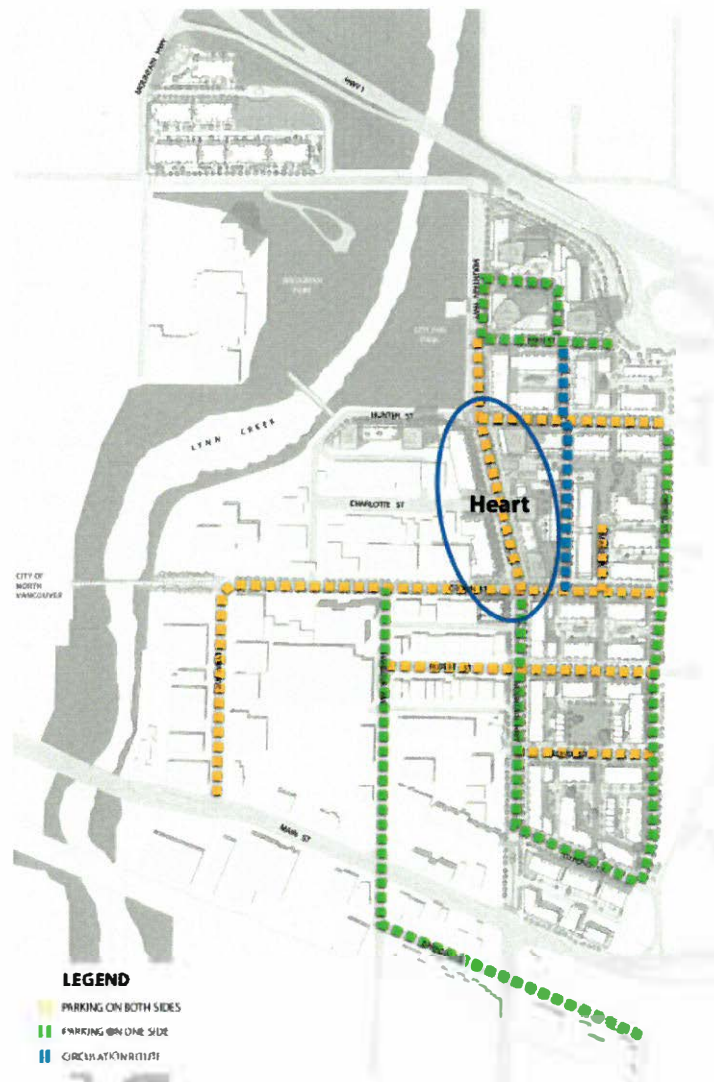


Figure 13. On-street parking strategy for Lower Lynn Town Centre



**ATTACHMENT 2**  
**Zoning Bylaw 1965, Part 10, Off-Street Parking and Loading Space Regulations**

**Part 10 OFF-STREET PARKING SPACE AND LOADING SPACE  
REGULATIONS (Bylaw 5114)**

**1001 Required Off-Street Parking Spaces**

The base rate noted for each use category in the table below shall apply to all uses in that category unless they are specifically identified with a different parking rate.

USE	PARKING REQUIREMENTS
<b>Residential (5)</b>	
1. Base Rate	2 per dwelling unit
2. Single family residential building with suite	3 per building (Bylaw 6922)
3. Multiple Unit Residential Building including Live Work	1 space per unit plus 1 space per 100m <sup>2</sup> of gross residential floor area (to a maximum of 2 spaces per unit inclusive of 0.25 per dwelling unit designated for visitor parking.)
4. Senior Citizen Housing where it is covenanted that 90% of the residents are 65 years or older	0.33 per dwelling unit
5. Bed and Breakfast	2 per dwelling unit plus 1 per each bed and breakfast bedroom
<b>Commercial</b>	
1. Base Rate	1 per 45m <sup>2</sup> GFA plus 1 per 100m <sup>2</sup> of outdoor display
2. Village Commercial Blended Rate (includes all uses except residential) (For use in VC zones)	1 per 30m <sup>2</sup> (323 sq ft) GFA (Bylaw 7886 & 7887)
3. Auction Room	1 per 12m <sup>2</sup> GFA used for public assembly purposes plus 1 space per 45m <sup>2</sup> GFA of all other floor area
4. Automotive Body Repair/Automotive Repair Shop	1 per 45m <sup>2</sup> GFA used for accessory office, sales and display purposes plus 2 spaces per service bay exclusive of the service bay

ATTACHMENT 3  
Reduced Parking Rates for Multifamily Residential Developments Policy



The Corporation of the District of North Vancouver

**ADMINISTRATIVE AND OPERATIONAL POLICY**

Title	Reduced Parking Rates for Multifamily Residential Developments
Section	Engineering and Public Works

**POLICY**

It is staff policy that parking rates below what is required in Part 10 of the District's Zoning Bylaw may only be considered in a multifamily residential development when the development proponent submits a written commitment (travel demand management plan) on specific actions to be undertaken that may:

- Support residents' choice to own fewer vehicles; and
- Ensure parking occurs on-site, so that development-generated parking does not overflow into adjacent neighbourhoods

If the proposed travel demand management (TDM) plan is not sufficient, a reduced parking rate will not be supported and the development proposal will need to be revised.

Policy approved on: December 15, 2014

Policy amended on:

**PROCEDURE**

Before a reduced parking rate is considered, the proponent must prepare a TDM plan to the satisfaction of the Municipal Engineer. The District would anticipate that the plan would address the following:

- ☐ Proposed reduced parking rate applies to **multifamily residential** land use
- ☐ Identify whether site is located in a frequent transit development area (i.e. Lower Lynn, Marine Drive, Capilano Village) or within 400 m of existing/planned frequent transit
- ☐ Commitment to provide access to alternative mode of transport:
  - ☐ At least one secure bike parking stall per residential unit
  - ☐ At least one six-month two-zone transit pass for every parking space reduced (Note: In general, one pass can justify one less parking stall)
  - ☐ At least one on-site car-share vehicle and parking stall (Note: In general, one car-share vehicle can justify reduction of four stalls)
- ☐ Personal travel planning information for residents (before they move in)
  - ☐ Information on cycling routes and cycling skills training
  - ☐ Information on transit access
  - ☐ Information on destinations within walking distance
- ☐ Identify any plans to share visitor parking with commercial parking
- ☐ Commitment to provide post-implementation information to the District
- ☐ Other items that demonstrate a robust trip reduction strategy
- ☐ Summary of proposed parking rates relative to Zoning Bylaw (per Appendix 1)

Document: 2326244

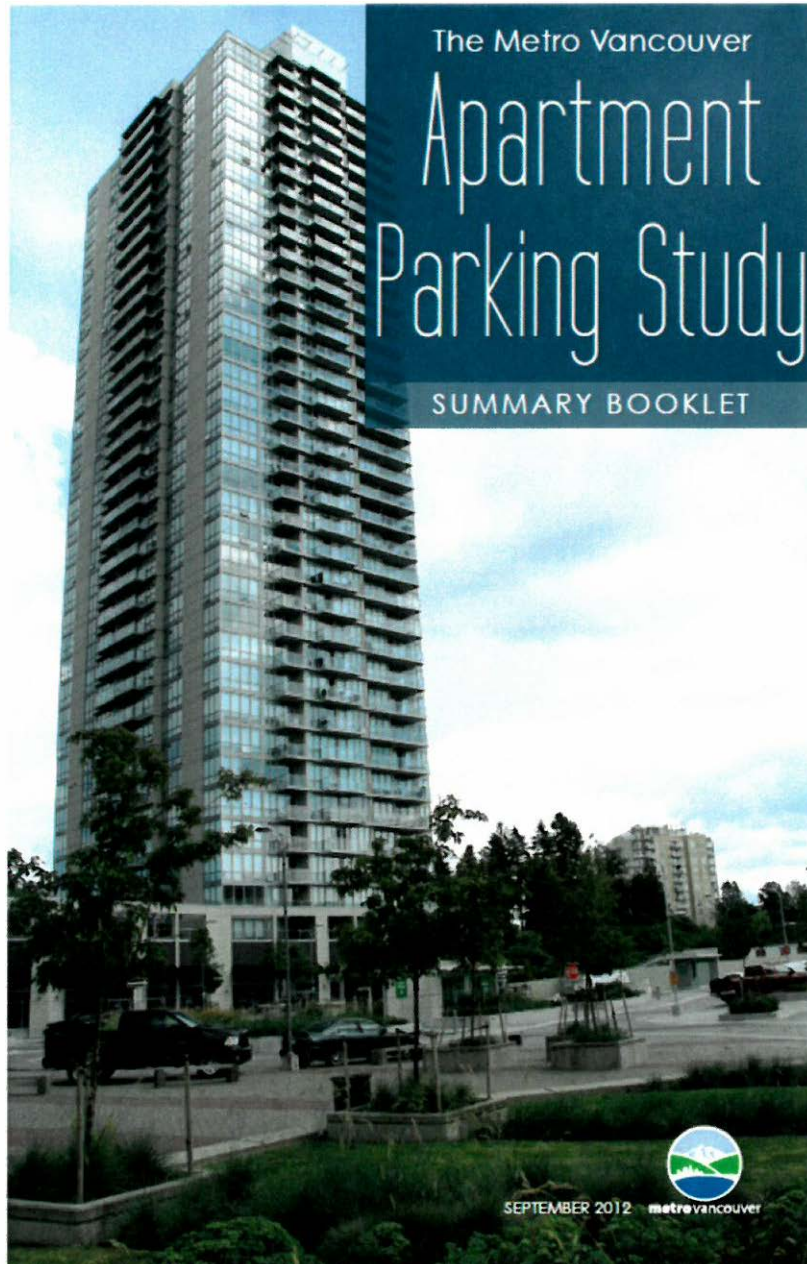
**Appendix 1: Sample Table Summarizing Proposed Parking Rate Relative to Zoning Bylaw**

Unit Type	# of Units	Rate in Zoning Bylaw	Bylaw spaces required	Proposed Rate	Assumptions	Proposed # of spaces
Apartment						
Town Home						
Visitor						
Total						

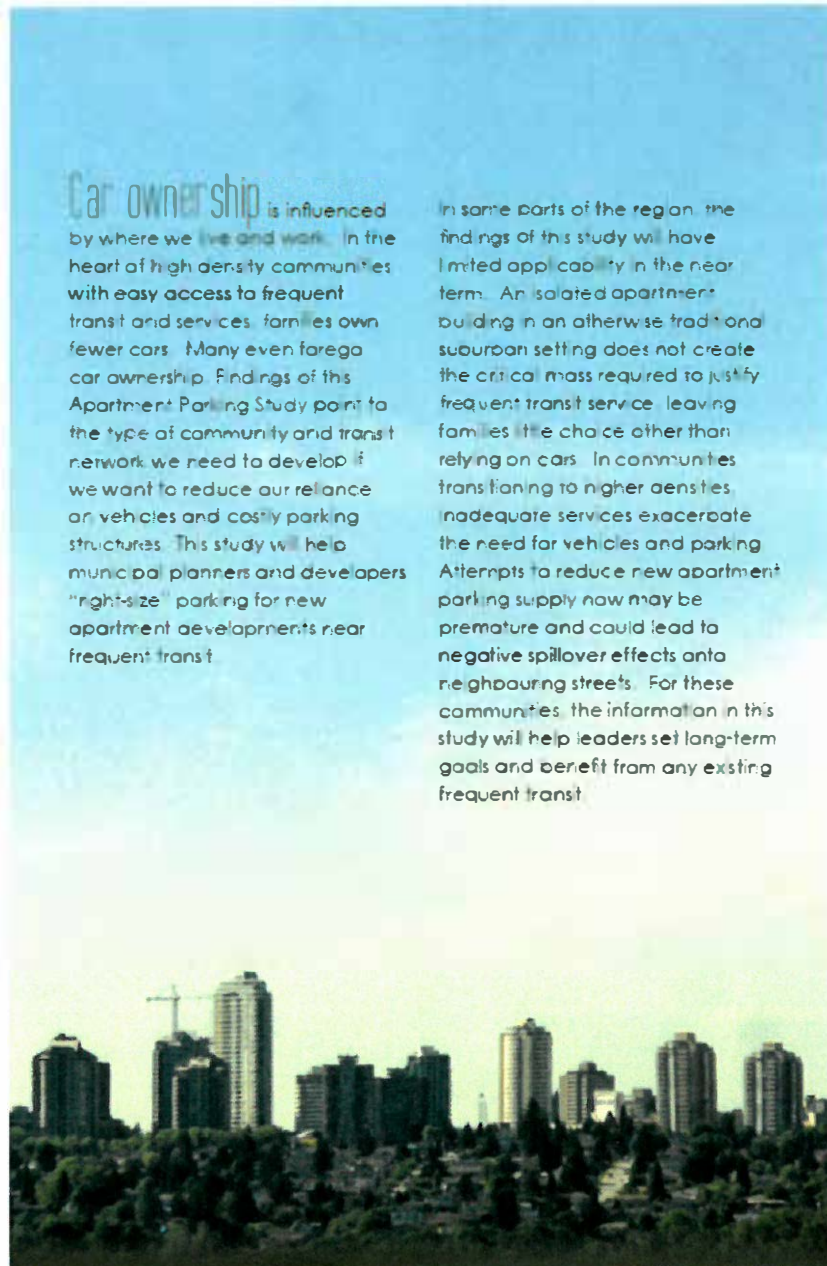
Lowest rates that may be considered, per Town/Village Centre Implementation Plans

- 0.1 spaces per visitor
- 1.5 parking spaces per unit for townhomes in village or town centres
- 1.1 spaces per unit for apartments in Frequent Transit Development Areas
- 1.4 stalls per unit for apartments outside Frequent Transit Development Areas
- 0.75 spaces per unit for purpose-built rental and non-market apartments
- All other parking to be provided per parking rates outlined in part 10 of the District's zoning bylaw, i.e.:
  - Commercial parking
  - Seniors residential parking
  - Handicap parking spaces
  - Small parking spots

**ATTACHMENT 4**  
**2012 Metro Vancouver Apartment Parking Study Summary Booklet**



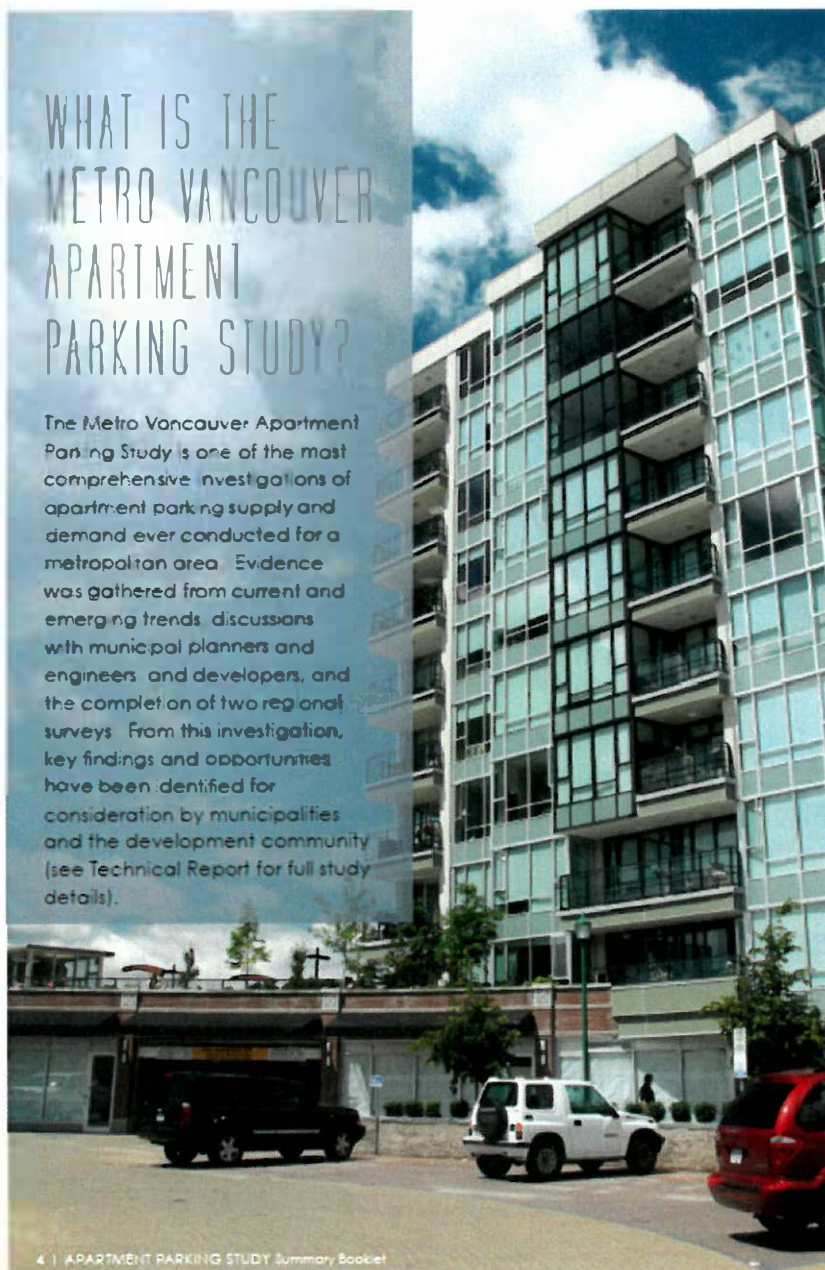






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## WHY IS APARTMENT PARKING IMPORTANT?

### **Supporting a Transit-Oriented and Sustainable Region**

Encouraging compact communities, sustainable transportation choices, and housing affordability are well-established objectives in Metro Vancouver's Regional Growth Strategy and Regional Affordable Housing Strategy. Parking is at the nexus of these objectives. Municipalities are required to include policies in their Regional Context Statements that, in coordination with the provision of transit, maintain or establish reduced parking requirements in Urban Centres and Frequent Transit Development Areas, where appropriate.

### **Building Efficient and Livable Neighbourhoods**

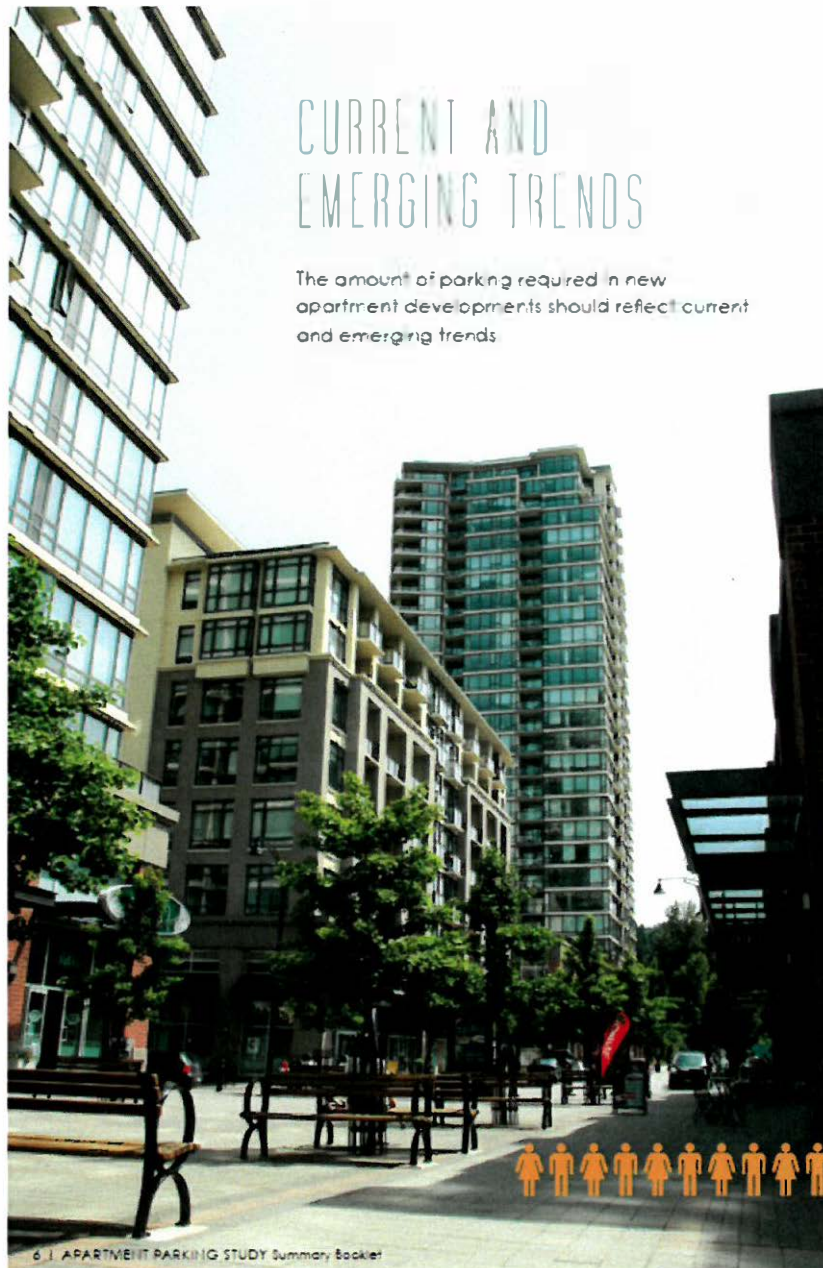
Getting parking "right" will have long-lasting benefits for everyone. Undersupplying parking in new apartment developments leads to frustration for residents. Conversely, oversupplying parking is an extra cost that gets passed on to consumers through higher home prices. As the region adds one million more residents over the next three decades and more apartments are built, ensuring parking supply matches demand is critical to supporting efficient and livable neighbourhoods.

### **Improving Affordability**

In metropolitan Vancouver, the cost of constructing on-site structured parking can range from \$20,000 to \$45,000 per stall, plus maintenance costs. Ensuring parking requirements match actual and anticipated demand can help reduce unnecessary housing costs.

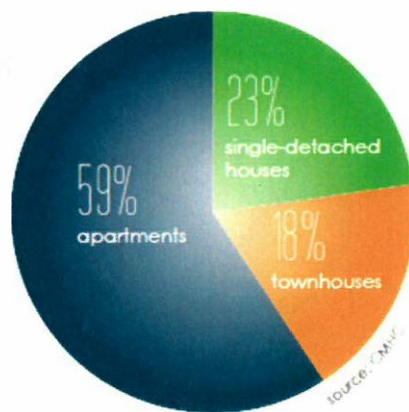
Source: [www.metrovancouver.org](http://www.metrovancouver.org)



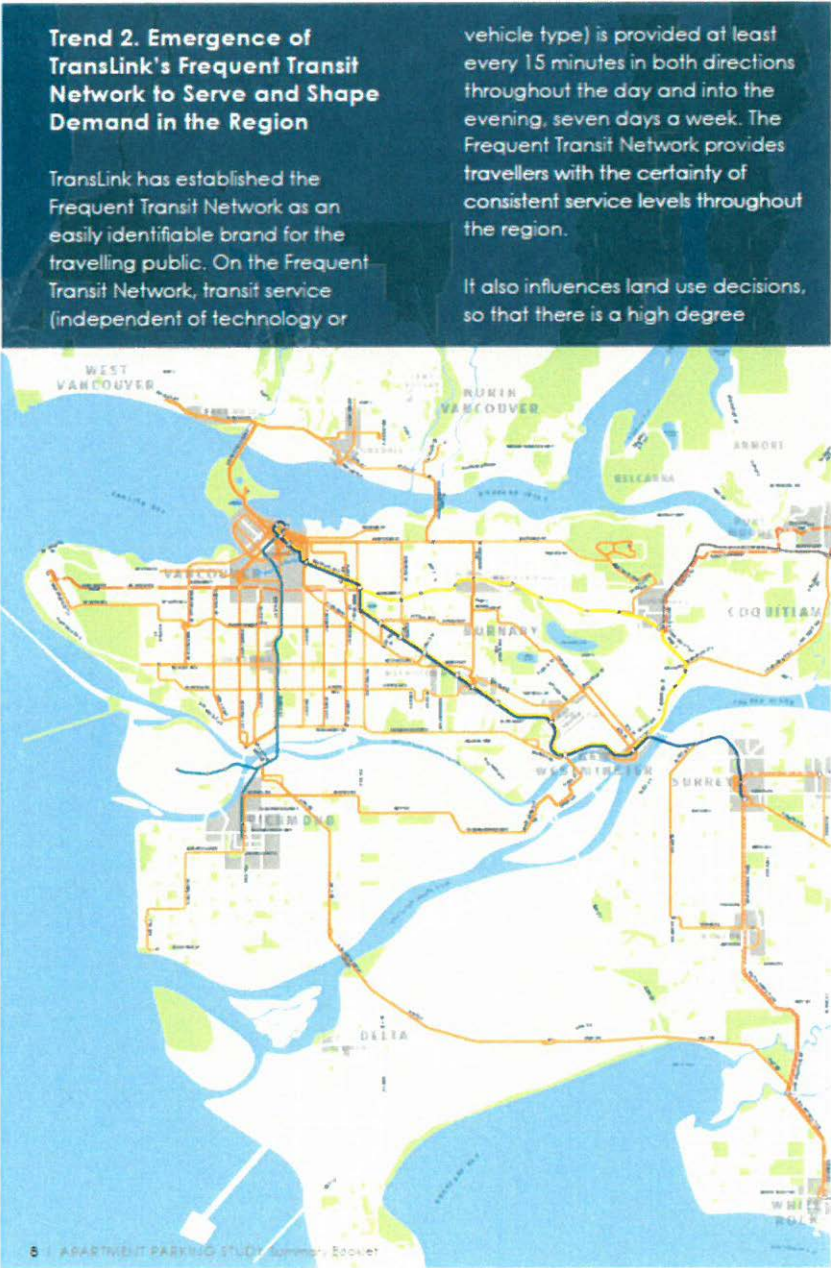


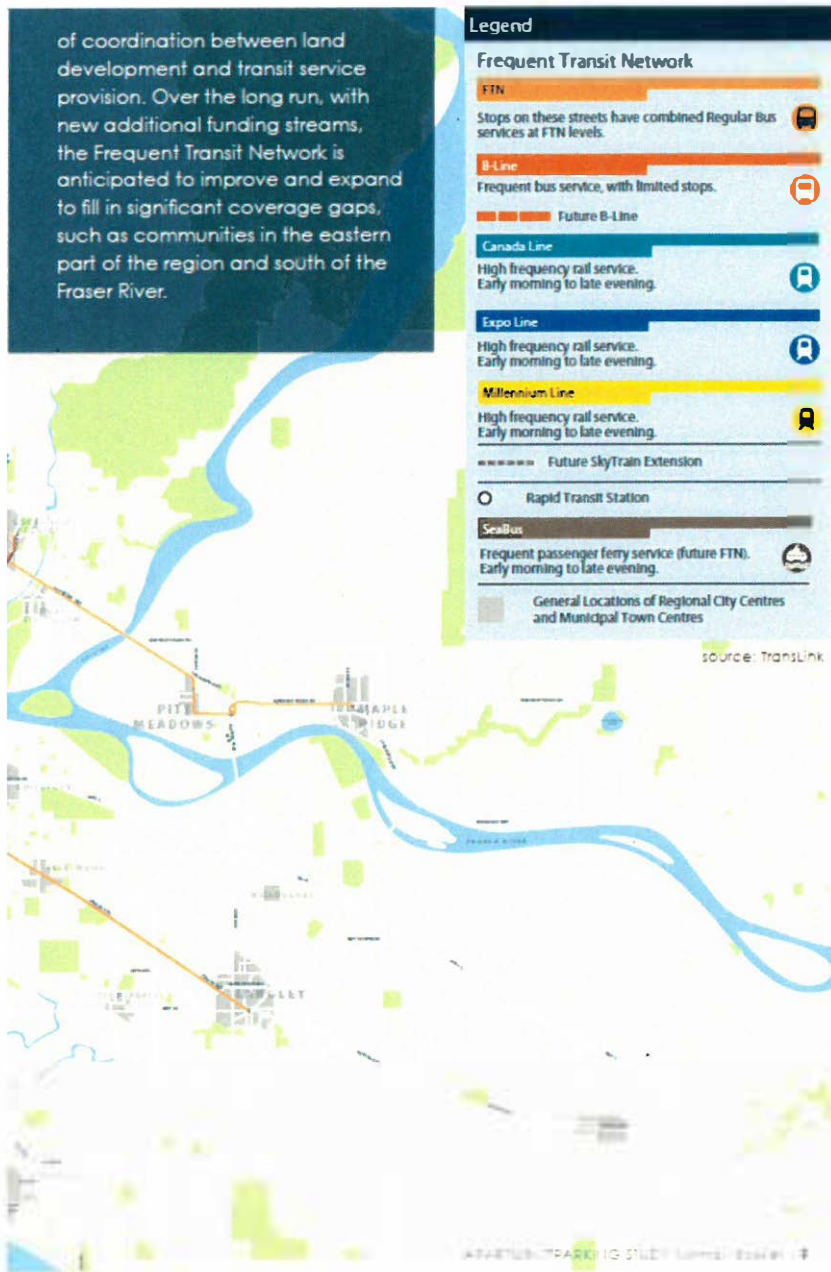
### **Trend 1. Most New Homes are Apartments**

The majority of new residential development in the region is in the form of apartments and townhouses. Of the average 16,300 housing starts per year between 2007 and 2011 in the region, 59 percent were apartments, 18 percent townhouse/rowhouse/semi-detached, and 23 percent single-detached houses.



2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-2315-2316-2317-2318-2319-2320-2321-2322-2323-2324-2325-2326-2327-2328-2329-2330-2331-2332-2333-2334-2335-2336-2337-2338-2339-2340-2341-2342-2343-2344-2345-2346-2347-2348-2349-2350-2351-2352-2353-2354-2355-2356-2357-2358-2359-2360-2361-2362-2363-2364-2365-2366-2367-2368-2369-2370-2371-2372-2373-2374-2375-2376-2377-2378-2379-2380-2381-2382-2383-2384-2385-2386-2387-2388-2389-2390-2391-2392-2393-2394-2395-2396-2397-2398-2399-2400-2401-2402-2403-2404-2405-2406-2407-2408-2409-2410-2411-2412-2413-2414-2415-2416-2417-2418-2419-2420-2421-2422-2423-2424-2425-2426-2427-2428-2429-2430-2431-2432-2433-2434-2435-2436-2437-2438-2439-2440-2441-2442-2443-2444-2445-2446-2447-2448-2449-2450-2451-2452-2453-2454-2455-2456-2457-2458-2459-2460-2461-2462-2463-2464-2465-2466-2467-2468-2469-2470-2471-2472-2473-2474-2475-2476-2477-2478-2479-2480-2481-2482-2483-2484-2485-2486-2487-2488-2489-2490-2491-2492-2493-2494-2495-2496-2497-2498-2499-2500-2501-2502-2503-2504-2505-2506-2507-2508-2509-2510-2511-2512-2513-2514-2515-2516-2517-2518-2519-2520-2521-2522-2523-2524-2525-2526-2527-2528-2529-2530-2531-2532-2533-2534-2535-2536-2537-2538-2539-2540-2541-2542-2543-2544-2545-2546-2547-2548-2549-2550-2551-2552-2553-2554-2555-2556-2557-2558-2559-2560-2561-2562-2563-2564-2565-2566-2567-2568-2569-2570-2571-2572-2573-2574-2575-2576-2577-2578-2579-2580-2581-2582-2583-2584-2585-2586-2587-2588-2589-2590-2591-2592-2593-2594-2595-2596-2597-2598-2599-2600-2601-2602-2603-2604-2605-2606-2607-2608-2609-2610-2611-2612-2613-2614-2615-2616-2617-2618-2619-2620-2621-2622-2623-2624-2625-2626-2627-2628-2629-2630-2631-2632-2633-2634-2635-2636-2637-2638-2639-2640-2641-2642-2643-2644-2645-2646-2647-2648-2649-2650-2651-2652-2653-2654-2655-2656-2657-2658-2659-2660-2661-2662-2663-2664-2665-2666-2667-2668-2669-2670-2671-2672-2673-2674-2675-2676-2677-2678-2679-2680-2681-2682-2683-2684-2685-2686-2687-2688-2689-2690-2691-2692-2693-2694-2695-2696-2697-2698-2699-2700-2701-2702-2703-2704-2705-2706-2707-2708-2709-2710-2711-2712-2713-2714-2715-2716-2717-2718-2719-2720-2721-2722-2723-2724-2725-2726-2727-2728-2729-2730-2731-2732-2733-2734-2735-2736-2737-2738-2739-2740-2741-2742-2743-2744-2745-2746-2747-2748-2749-2750-2751-2752-2753-2754-2755-2756-2757-2758-2759-2760-2761-2762-2763-2764-2765-2766-2767-2768-2769-2770-2771-2772-2773-2774-2775-2776-2777-2778-2779-2780-2781-2782-2783-2784-2785-2786-2787-2788-2789-2790-2791-2792-2793-2794-2795-2796-2797-2798-2799-2800-2801-2802-2803-2804-2805-2806-2807-2808-2809-2810-2811-2812-2813-2814-2815-2816-2817-2818-2819-2820-2821-2822-2823-2824-2825-2826-2827-2828-2829-2830-2831-2832-2833-2834-2835-2836-2837-2838-2839-2840-2841-2842-2843-2844-2845-2846-2847-2848-2849-2850-2851-2852-2853-2854-2855-2856-2857-2858-2859-2860-2861-2862-2863-2864-2865-2866-2867-2868-2869-2870-2871-2872-2873-2874-2875-2876-2877-2878-2879-2880-2881-2882-2883-2884-2885-2886-2887-2888-2889-2890-2891-2892-2893-2894-2895-2896-2897-2898-2899-2900-2901-2902-2903-2904-2905-2906-2907-2908-2909-2910-2911-2912-2913-2914-2915-2916-2917-2918-2919-2920-2921-2922-2923-2924-2925-2926-2927-2928-2929-2930-2931-2932-2933-2934-2935-2936-2937-2938-2939-2940-2941-2942-2943-2944-2945-2946-2947-2948-2949-2950-2951-2952-2953-2954-2955-2956-2957-2958-2959-2960-2961-2962-2963-2964-2965-2966-2967-2968-2969-2970-2971-2972-2973-2974-2975-2976-2977-2978-2979-2980-2981-2982-2983-2984-2985-2986-2987-2988-2989-2990-2991-2992-2993-2994-2995-2996-2997-2998-2999-3000-3001-3002-3003-3004-3005-3006-3007-3008-3009-3010-3011-3012-3013-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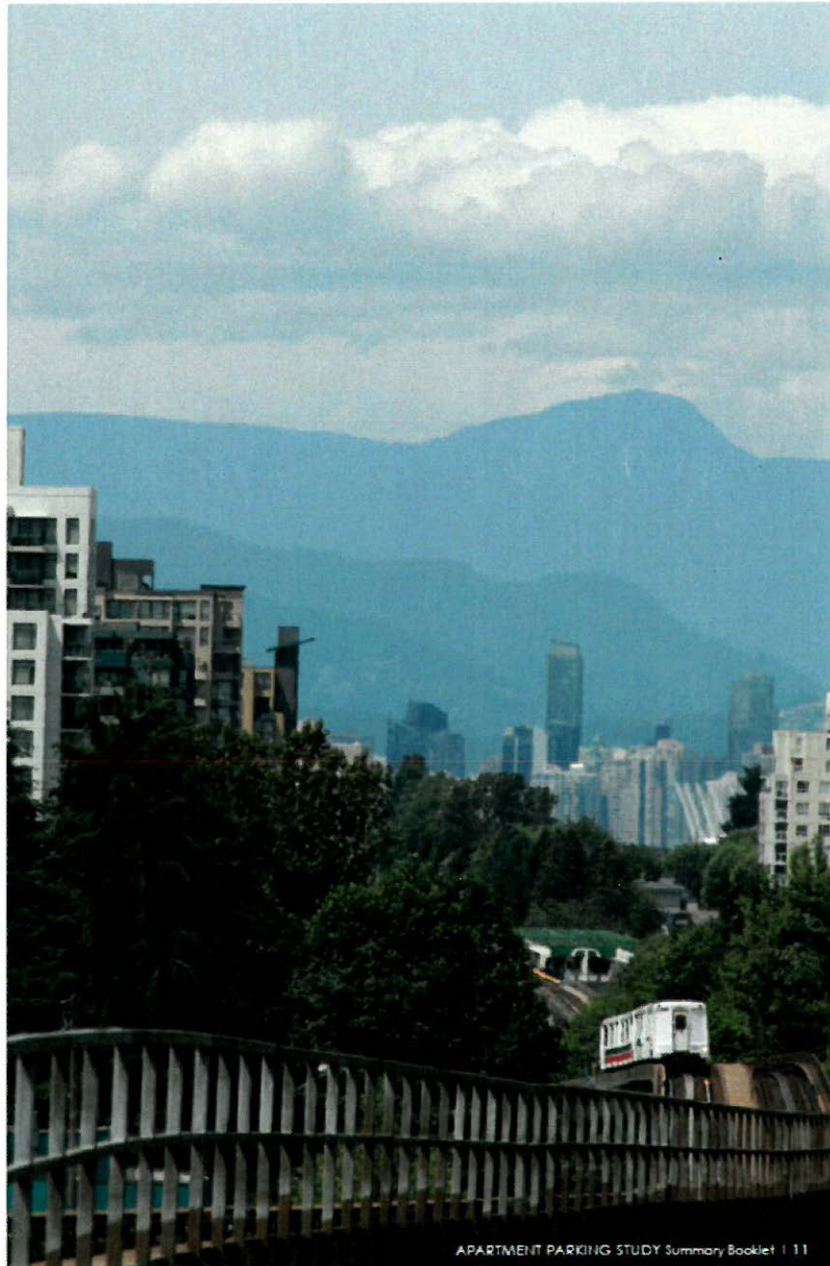
### Trend 3. Slowdown in the Growth of Cars and Trucks

Whether due to high fuel prices, the economy, improved transit service, waning interest in car ownership by the younger generation, or all of the above, the region is seeing a marked decline in the growth rate of actively licensed cars and trucks. Today's vehicle growth rate is a fraction of what it was in 2007.

### Trend 4. Popularity of Carshare Programs

Carshare programs have surged in popularity in the past few years. Carshare programs can have profound impacts on private vehicle ownership by allowing a household to shed one or more vehicles, or delay the purchase of an additional vehicle. The implications for parking requirements in new apartment developments are immense, especially in locations near the Frequent Transit Network.







**How is parking supply determined in new apartment developments?**

Municipalities set minimum residential and visitor parking requirements for new apartment developments in their zoning bylaw. Developers must supply the minimum required amount of parking or seek a variance.

Most municipalities stipulate minimum parking requirements of at least 1.0 stall per apartment unit.

A few municipalities stipulate reduced residential parking requirements based on proximity to transit. Most allow for reduced requirements for non-market housing or seniors housing sites.

Minimum visitor parking requirements are typically set at 0.2 stalls per apartment unit.

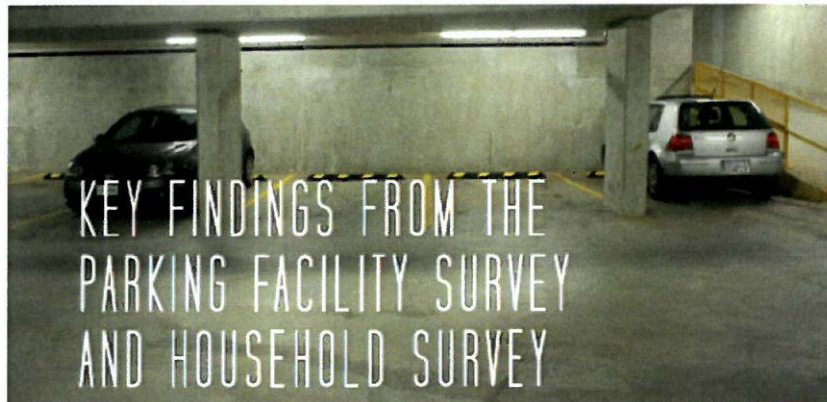
### Comparing Metropolitan Vancouver to Other Jurisdictions

Parking practices in the region were compared to progressive parking practices in Calgary, Toronto, Montreal, Seattle, Bellevue, Portland, and Denver. These jurisdictions offer interesting lessons for metropolitan Vancouver.

FEATURES	METROPOLITAN VANCOUVER	OTHER CITIES: CALGARY, TORONTO, MONTREAL, SEATTLE, BELLEVUE, PORTLAND, DENVER
Minimum parking requirements	Most municipalities stipulate minimum parking requirements of at least 1.0 stall per apartment unit.	All of the cities reviewed have minimum parking requirements of less than 1.0 for their urban cores. Seattle and Portland have 0 minimums in specific geographic areas.
Maximum parking requirements	Only City of Vancouver and UBC Point Grey Campus stipulate maximum parking requirements.	Calgary, Toronto, Montreal, Portland, Bellevue have parking maximums.
Geographic-specific parking requirements	Most municipalities do not stipulate reduced parking requirements based on proximity to transit.	Calgary, Toronto, Montreal, Denver, Seattle, Bellevue, and Portland vary their parking requirements for specific geographic areas.
Consideration of frequent bus service	Planners and developers in the region typically recognize SkyTrain stations, but not frequent bus corridors, for marketing and potential parking reductions.	Toronto, Seattle, Portland, and Denver vary their parking requirements based on transit frequency, not technology.



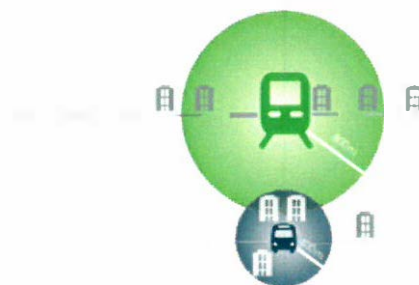




The only reliable way to evaluate whether current parking requirements are providing a good match with demand is through surveys of recently built and fully occupied apartment buildings in the region.

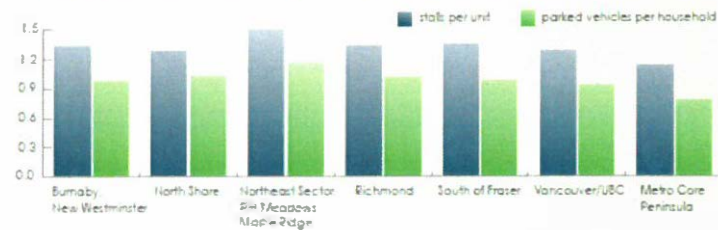
In the Fall of 2011, Metro Vancouver carried out two regional surveys. In the Parking Facility Survey, Metro Vancouver retained Acure Consulting Inc. to count the number of parking stalls and parked vehicles in 80 participating apartment sites on weeknights. In the Household Survey, also assisted by Acure, Metro Vancouver distributed surveys to apartment households, most of whom resided in the same sites as in the first survey, in order to obtain more information about parking habits and preferences. Over 1,500 households completed the survey, either online or on paper.

Apartment sites close to the Frequent Transit Network (generally within 400 metres of a frequent bus stop and/or 800 metres of a SkyTrain station) and further away were surveyed across the region. This snapshot provides a good indicator of where the region stands today and identifies the opportunities for possible improvements.



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**FINDING 1: PARKING SUPPLY EXCEEDS PARKING DEMAND ACROSS THE REGION**

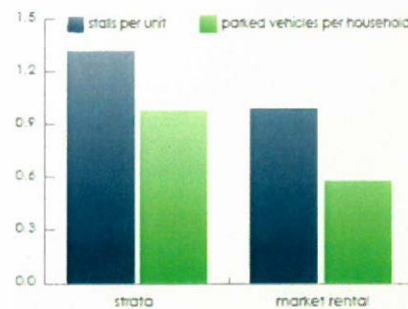


source: Parking Facility Survey

Residential parking supply in strata apartments generally exceeds observed parking demand in the range of 18-35 percent (based on demand estimates from the Parking Facility Survey and Household Survey).

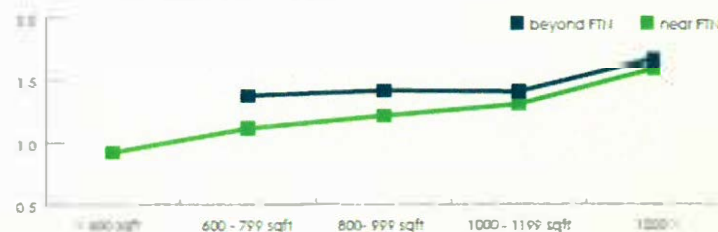
**FINDING 2: PARKING DEMAND FOR RENTERS IS LOWER THAN FOR OWNERS**

The parking demand in purpose-built market rental apartments is generally lower than in strata apartments.



source: Parking Facility Survey

**FINDING 3: HOUSEHOLDS LIVING NEAR THE FREQUENT TRANSIT NETWORK HAVE FEWER VEHICLES**

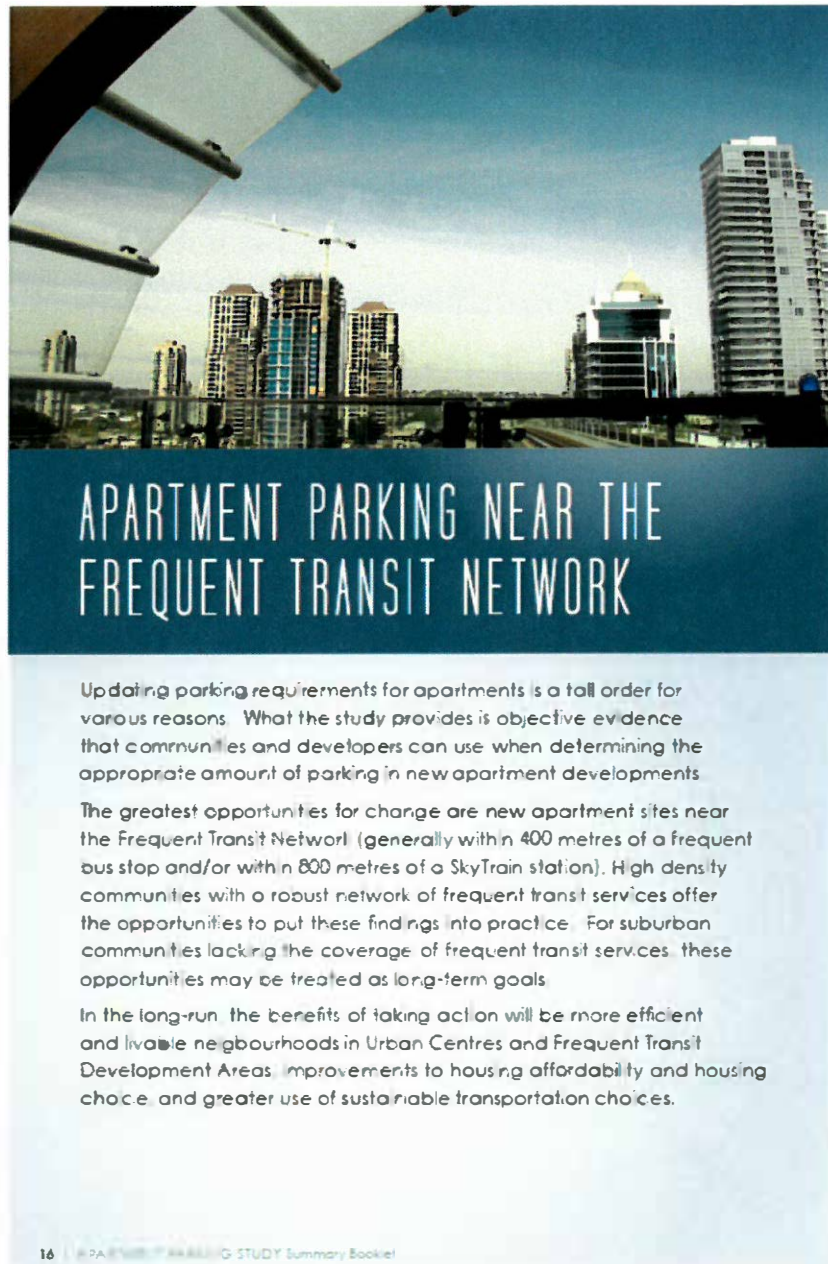


source: Household Survey

The number of vehicles per household is generally lower near the Frequent Transit Network for a wide range of apartment unit sizes.

TABLE 1: PARKING SUPPLY AND DEMAND BY REGION

15



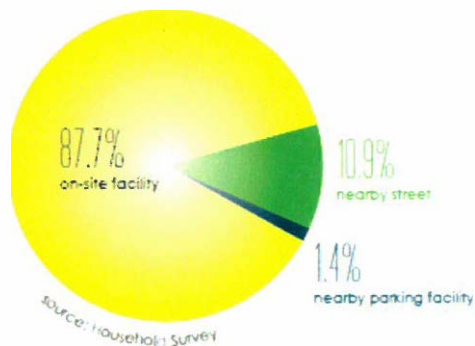


#### **Treat On-Site and Street Parking as a System**

A more holistic approach toward parking supply and parking demand management for new apartment projects is warranted. Attention should be paid to the availability, type, and relative permanence of street parking (e.g., free, paid, permit-only, and/or time-limited) and surrounding land uses in association with any reductions to on-site parking requirements.

#### **DISTRIBUTION OF LOCATIONS WHERE VEHICLES ARE PARKED**

About one in 10 strata households parked one or more vehicles on a nearby street. Having adequate parking supplied on-site and appropriate street parking regulations will ensure spillover effects are minimized.



Source: Household Survey 17





### **Encourage Parking Supply to Match Demand Near the Frequent Transit Network**

Parking requirements should be set based on actual or expected demand with further reductions based on transportation demand management measures or other site-specific conditions.

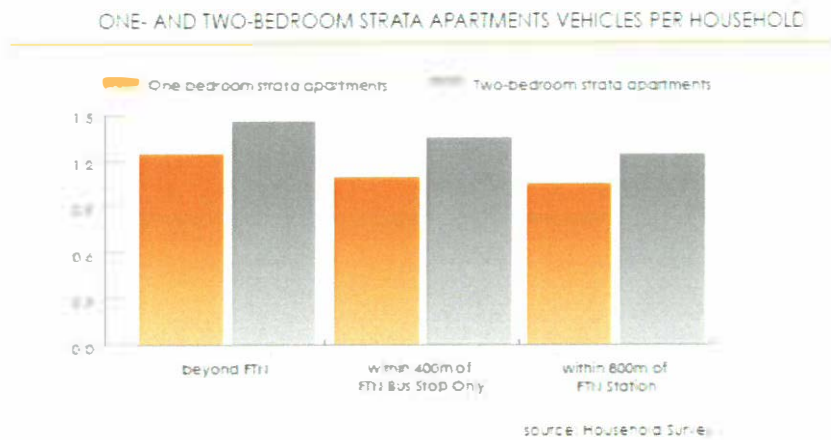
The evidence provides support for any municipality wanting to explore reducing current minimum apartment parking requirements near the Frequent Transit Network. Reduced minimums provide flexibility for developers to meet market demand. For example, in Seattle, even though it is optional to provide parking in new apartment developments within

400 metres of frequent transit service, experience has shown that the actual parking supplied ranges from 0.6 to 1.0 stall per unit.

The evidence also provides support for any municipality wanting to explore introducing parking maximums near the Frequent Transit Network.

Maximums provide a degree of assurance that parking will not be grossly oversupplied near high quality transit. Setting a range between the minimum and maximum rates provides flexibility for development sites near the Frequent Transit Network. For example, in Toronto, the min-max requirement for new apartments on surface transit corridors is 0.7 – 1.6 stalls per unit.

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**Encourage Parking Unbundling/Opt-Out**

Selling parking stalls separate from apartments or allowing consumers to opt out of a bundled parking stall will increase choice and provide the opportunity for consumers without cars to realize a modest improvement in affordability.

**WILLINGNESS TO FOREGO A PARKING STALL**



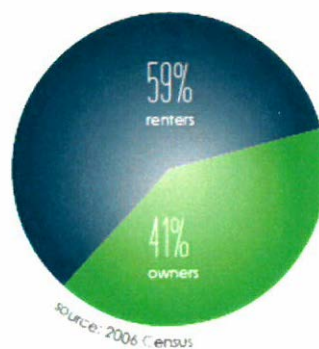
A high proportion of 0-vehicle households in strata apartments would have purchased/rented their current home without a stall. It meant having a lower purchase/rental price. For households with at least one vehicle, 19 percent said they were undecided – a stable proportion.



#### **Encourage Rental Apartments Near the Frequent Transit Network**

Apartment renters generally have lower parking demands than do owners, and living close to the Frequent Transit Network provides an opportunity to be less reliant on a private vehicle. For these reasons, it makes sense to encourage more rental apartment units close to the Frequent Transit Network.

#### PROPORTION OF APARTMENT HOUSEHOLDS WHO WERE OWNERS OR RENTERS



The 2006 Census counted 59 percent of apartment households as renters and 41 percent as owners.

Source: 2006 Census, Statistics Canada

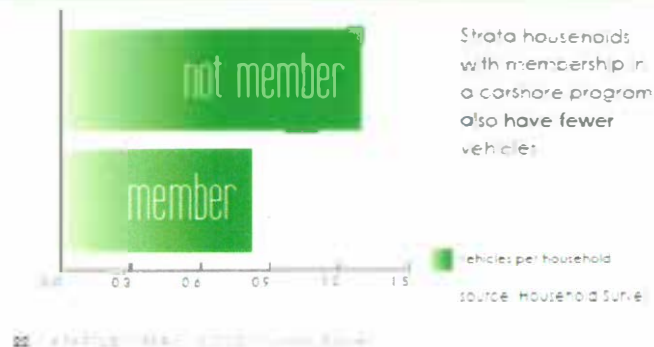


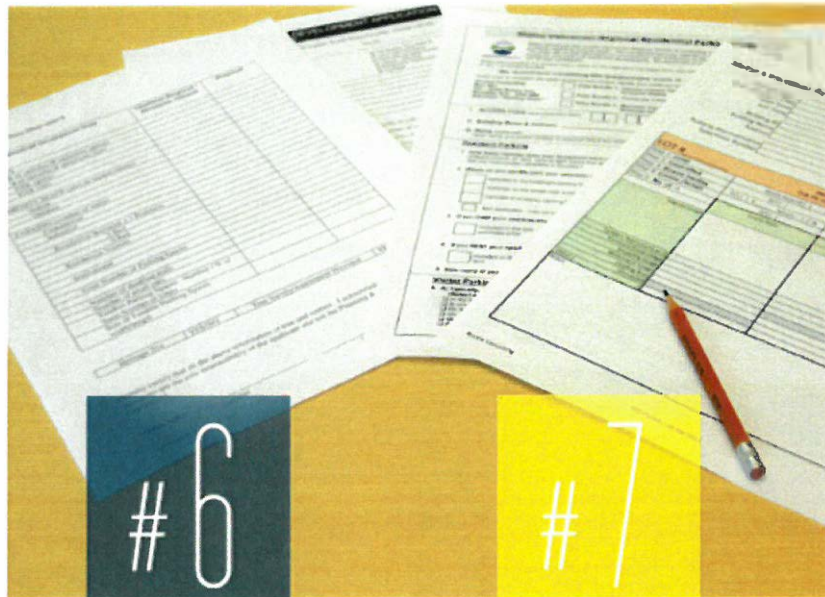


#### **Encourage Expansion of Carshare Programs where Feasible**

Municipalities and developers should encourage carshare providers to expand beyond current operating boundaries to such places as emerging Urban Centres and Frequent Transit Development Areas in suburban areas. One way is to encourage new apartment developments to include designated parking for carshare vehicles. A second way is to actively work with carshare vendors to identify suitable locations in the community to achieve synergies with new apartment developments.

#### **CARSHARE MEMBERSHIP**





**Consider Allowing  
Amendments to Parking  
Supply After Pre-Sales**

It is often only after apartment pre-sales that developers will have better data to support modifications to residential parking supply. By adapting municipal approval processes to accommodate amendments before construction, the parking efficiency of new apartment developments can be improved. In Toronto, this practice is business-as-usual.

**Conduct Regular Post-Occupancy Parking Surveys**

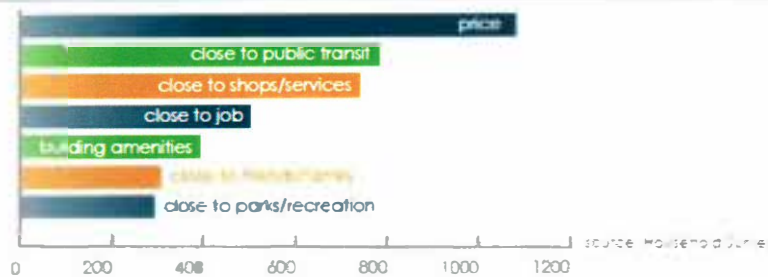
Regular and frequent post-occupancy surveys of apartment projects should be conducted to provide timely information on parking demand in recently-built and fully-occupied apartment developments. Industry groups such as the Urban Development Institute and the Urban Land Institute should contribute resources to these research efforts and support widespread dissemination of the findings.



#### **Coordinate Frequent Transit Network Expansion**

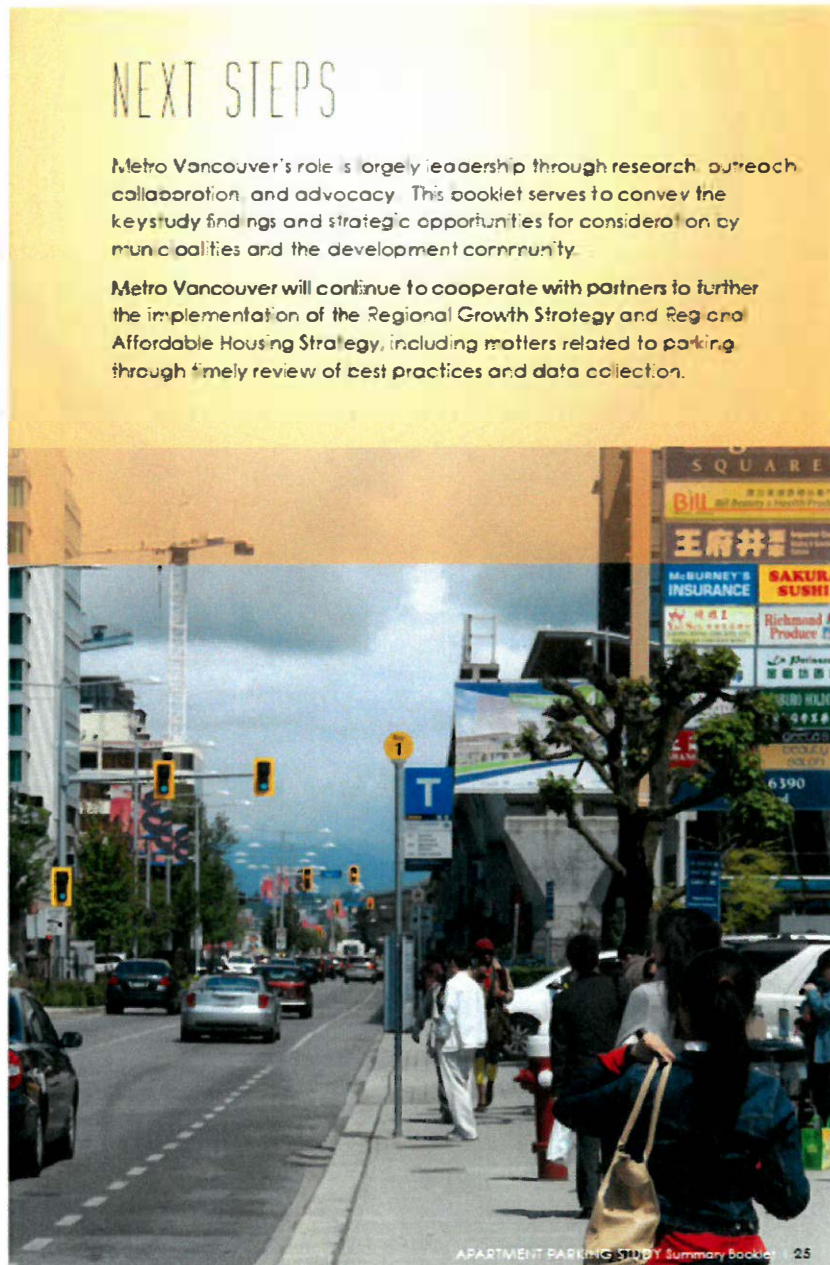
Uncertainties in the future stop or station locations of the Frequent Transit Network, and the staging of expansion, can affect parking supply and demand decisions. These uncertainties can be addressed effectively through enhanced information sharing and potentially through agreements between TransLink and municipal partners. At a minimum, TransLink and municipalities should actively seek opportunities to collaborate on subarea transit and land use planning, and to share the outcomes early on and widely to residents and the development community.

#### **MOST IMPORTANT FACTORS FOR CHOOSING CURRENT APARTMENTS**



Apartment price, proximity to transit, and proximity to shops/services/entertainment were consistently cited by the surveyed households as the top three factors when they chose their current home.

24 | [TransLink's 2017 Housing Survey](#) | [TransLink's 2017 Housing Survey](#)





## KEY TERMS

**Metro Vancouver:**

Metro Vancouver is a political body and corporate entity that delivers regional utility services, planning, policy and political leadership on behalf of 24 local authorities.

**Regional Growth Strategy:**

Sets out the goals and actions to support a compact and livable region. The Regional Growth Strategy was adopted by the Metro Vancouver Board in July 2011.

**Regional Context Statement:**

A document prepared by each municipality articulating how its Official Community Plan is consistent or will be made consistent with the Regional Growth Strategy.

**Regional Affordable Housing**

**Strategy:** Sets out the goals and actions to support affordable housing. The strategy was adopted by the Metro Vancouver Board in 2007.

**Strata Apartments:**

Multi-unit housing built for the purpose of stratified condominium ownership.

**Purpose-Built Market Rental**

**Apartments:** Multi-unit housing built for the purpose of renting at market rates.

**Non-Market Apartments:**

Multi-unit housing targeted to lower-income households through subsidized rents.

**TransLink: Metropolitan**

Vancouver's transportation authority responsible for the planning, financing and managing of all public transit in addition to major regional roads and bridges.

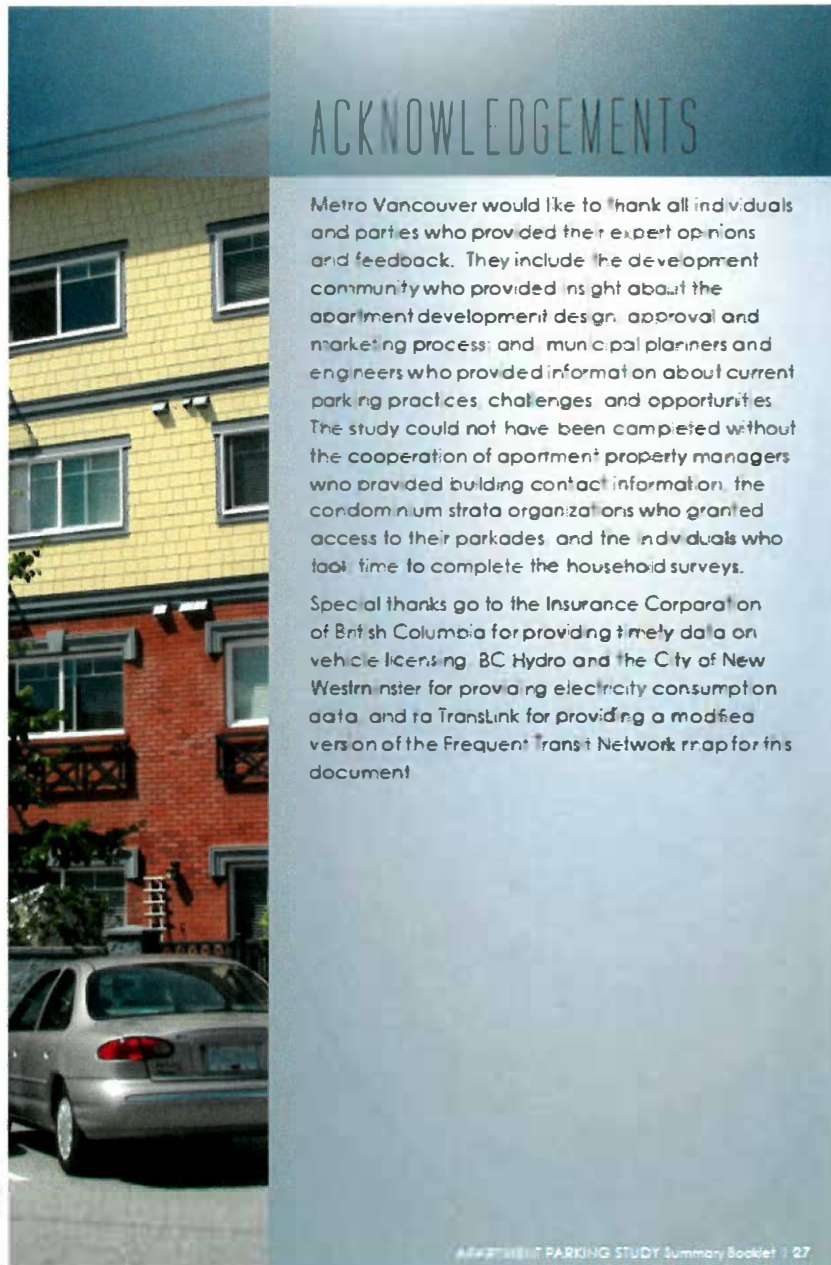
**Frequent Transit Network:**

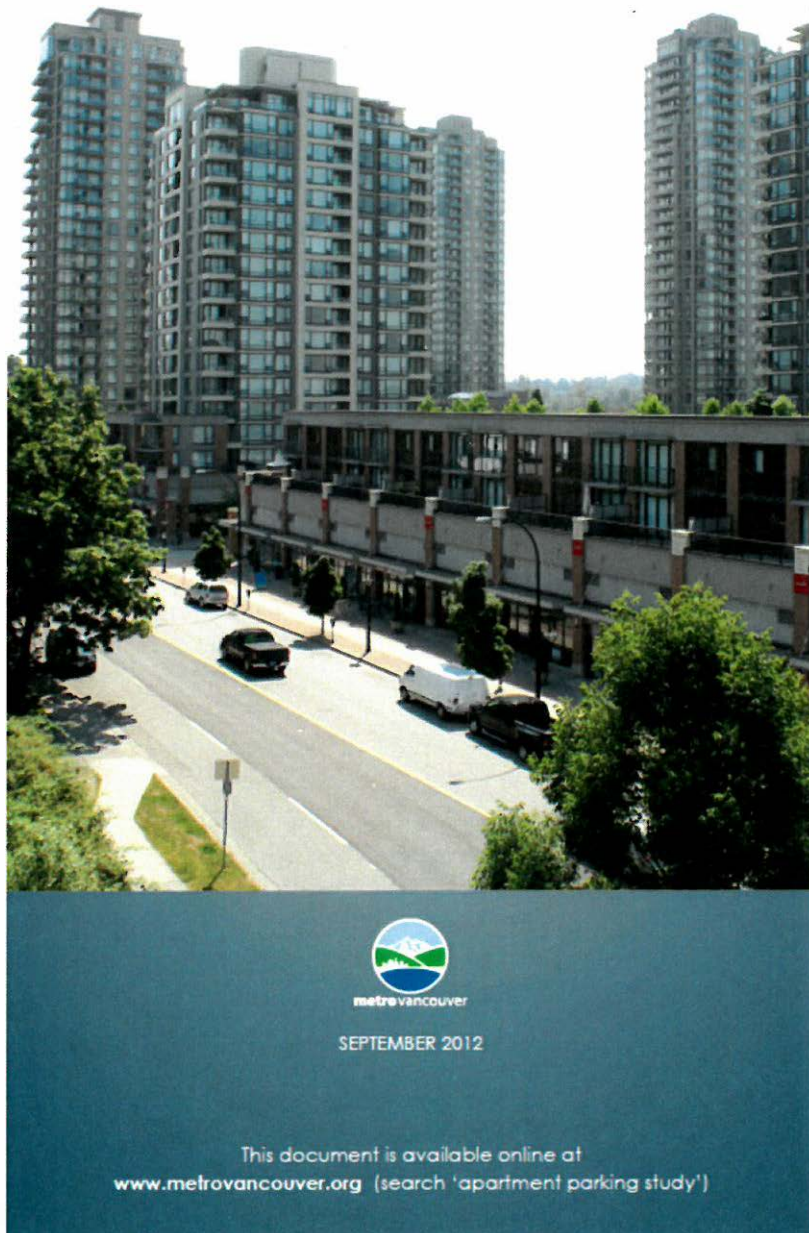
Public transit service (independent of technology or vehicle type) that is provided at least every 15 minutes in both directions throughout the day and into the evening seven days a week.

**Demand Management:**

Incentives or regulations to influence behaviour such as time-limited or metered on-street parking to encourage short-term parking.







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