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COUNCIL MEETING	95/05/01

TO: CITY MANAGER

1995 APRIL 18

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: 01.103

SUBJECT: VANCOUVER CITYPLAN

PURPOSE: To provide an initial response to the City of Vancouver on "*CityPlan: Directions for Vancouver*".

RECOMMENDATION:

1. **THAT** the Cities of Vancouver and Burnaby continue dialogue on a Lougheed/Broadway ICTS corridor and other major growth issues of mutual interest.
2. **THAT** a copy of this report be forwarded to Vancouver City Council.

REPORT

1.0 INTRODUCTION

The City of Vancouver has forwarded a copy of the draft document, "*CityPlan : Directions for Vancouver*" inviting comment prior to the Vancouver City Council considering it for adoption on 1995 May 30. Staff have provided a copy of this document to Members of Council under separate cover. Members of the public who wish to review this document can access the copy in the Planning Department or alternatively obtain a copy from the City of Vancouver Planning Department.

This report provides a brief overview of the CityPlan initiative and a basis for a preliminary response to the City of Vancouver.

2.0 CITYPLAN - THE DRAFT DOCUMENT

The draft City Plan presents a vision for the future development of the City of Vancouver that has been underway since 1992. The CityPlan vision is organized into four major sections:

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▶ **A City of Neighbourhoods**

CityPlan calls for a series of neighbourhood "villages" throughout the city each with its own identity. They are intended to provide a greater variety of housing in centres adjacent to single-family neighbourhoods for people at different stages of life and of different incomes. Additional housing opportunities are planned around the downtown area within walking distance of the concentration of jobs in that area.

The draft plan acknowledges that specifics need to be developed to define how and where neighbourhood centres should develop and to what extent the City of Vancouver should accommodate growth in the City.

▶ **Sense of Community**

This portion of the plan recognizes that services in the City of Vancouver are mostly created and delivered centrally. The plan advocates that community services are developed in consultation with the people that use them. To help create an improved sense of community, CityPlan sets some general directions for accessible, community based services; promoting safety; addressing housing costs; art and culture and diverse public spaces.

▶ **Healthy Economy - Healthy Environment**

CityPlan seeks to promote a diverse economy and jobs close to home. Major job growth would continue to be focused in the downtown area while industrial lands in the city are to be maintained for newer, cleaner industries and more office, service and retail jobs will be located in growing neighbourhood centres.

The plan proposes the transportation system to provide a greater emphasis on transit, walking and biking within and between neighbourhood centres and the downtown. While the plan advocates increased transit use into and within the city and implementing new rapid transit lines, there are no specifics as to what corridors are being contemplated and protected from a regional perspective.

CityPlan also provides policy direction with respect to improving the environment in relation to decisions on land use, transportation and city services.

▶ **Making CityPlan Happen**

This segment of the plan provides commitments that the people will be involved in decisions shaping the city as a whole as well as their local neighbourhoods. The plan recognizes that new ways will need to be developed to reach agreements on divergent city-wide and neighbourhood directions.

Increased financial accountability is an objective of CityPlan and will involve city spending being targeted towards achieving CityPlan directions. More detailed information on how and where money is spent in the city will be made available to residents.

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An overview of the policy proposals associated with each of these four elements is provided in **Appendix A**, as taken from the CityPlan document.

3.0 THE REGIONAL CONTEXT

CityPlan includes a section entitled, "*The City in the Region*" in which it is indicated that the CityPlan directions generally support the **Livable Region Strategic Plan**. In their assessment of the CityPlan document, the regional staff agree that CityPlan and the Livable Region Strategic Plan share the same values and are mutually supportive in many respects.

The CityPlan document acknowledges that the GVRD has asked the City to endorse the Livable Region Strategic Plan (by June 9, 1995). Nevertheless, it is indicated that the City will only be in a position to respond when CityPlan is finalized.

At the present time, the draft CityPlan does not provide specific information on growth projections or transit corridor priorities from the City's perspective. Much of this will undoubtedly be forthcoming as CityPlan evolves into the next steps.

At the time the Regional Board approved in principle the Livable Region Strategic Plan in 1994 December, a modified regional growth strategy had been incorporated that assumes more growth in areas on the fringes of the established metropolitan area and in the rest of the Fraser Valley. About 379,000 new households are to be accommodated within the Growth Concentration Area (Vancouver, Burnaby, New Westminster, North East Sector, North Surrey And North Delta). Of these, 247,000 (65 percent) are to be ground-oriented households and 132,000 (32 percent) apartment households. This represents approximately 49,000 less ground-oriented units than were to be accommodated within the Growth Concentration Area under the initial strategic plan. Notwithstanding this lower growth allocation, the region has indicated that 59,000 additional ground-oriented units still need to be allocated within the Growth Concentration Area over and above those identified to date by member municipalities.

The Livable Region Strategic Plan provides information on current municipal growth capacities. These are provided for information only and relate to responses received to date from member municipalities. The information provided indicates that the City of Vancouver has growth capacity for an additional 98,500 units (from 1991), with 19,300 (20 percent) being ground-oriented and 79,200 (80 percent) being apartment households. This is significantly lower than an initial draft of Table 2 which showed Vancouver accommodating an additional 71,500 ground-oriented households (or 73 percent of new units). The significance of these numbers illustrates the substantial regional implications of CityPlan and the need for more definitive projections as the CityPlan work evolves in order to help evaluate the overall validity of the region's assumptions underlying its Growth Concentration Area targets.

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In its present form, the draft CityPlan is not specific with respect to the City's position on the two rapid transit lines proposed in the Livable Region Strategic Plan. The line of prime interest to the City of Burnaby is the one along the Lougheed/Broadway corridor. The implementation of this rapid transit facility is seen as being critical to the City of Burnaby's ability to accommodate a fair share of the growth allocated to the Growth Concentration Area. Towards this end, Burnaby City Council at its meeting of 1995 April 10 passed a resolution to initiate discussions with the City of Vancouver leading to a continuing dialogue with regard to the implementation of ICTS in the Lougheed/Broadway corridor.

4.0 CONCLUSIONS

The draft CityPlan document represents a major benchmark within a comprehensive and ambitious public participation program in the City of Vancouver to define a future vision for the development of the City. The draft document provides a broadly defined blueprint for that future that will need to be defined in more specific terms as the CityPlan process progresses.

The plan identifies a major challenge from the regional perspective will be for the GVRD and the City of Vancouver to collectively achieve directions which will help preserve the region's and the city's livability in the face of anticipated rapid growth. This balancing of local and regional values is a theme that has been at the forefront of the Livable Region Strategic Plan submissions from the City of Burnaby to the GVRD.

The City of Burnaby looks forwards with interest at the evolution of the CityPlan process to the specifics of the plan as they particularly relate to the Livable Region Strategic Plan objectives, the ICTS corridors and the Growth Concentration Area targets. As adjacent neighbours, strategically located within the Burrard Peninsula, there would be merit in reaching consensus on those major issues affecting the regional plan that would as well further our mutual city objectives.



B.G. Stenson, Director
PLANNING AND BUILDING



JSB\jp

Attachment

cc: Director Engineering
Director Finance
Director Recreation & Cultural Services

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YOUR GUIDE TO THE FUTURE

Vancouver residents have created a CityPlan that will lead to a city of neighbourhoods; a city where there is a sense of community for all ages and cultures; a city with a healthy economy and environment; and a city where people have a say in the decisions that affect their neighbourhoods and their lives.

A CITY OF NEIGHBOURHOODS

Vancouverites want a city of neighbourhoods — think of them as villages within the larger city, each with its own identity.

Neighbourhood Centres

Vancouverites want neighbourhoods that meet their needs as places to live, shop, play, and feel part of a community. Neighbourhood centres, usually developed from existing shopping streets, will provide a “heart” for each neighbourhood. Here, people will find shops, jobs, neighbourhood-based services, public places that are safe and inviting, and a place to meet with neighbours and join in community life. In single-family areas the centres will also cluster new housing for various ages and incomes. Centres will help the environment by reducing the need to travel long distances from home to jobs and services.

Neighbourhood Housing Variety

People will have more opportunities to live in their neighbourhood as they pass through various ages and stages of their lives. More housing will be available in neighbourhood centres to allow older and younger people to remain in their familiar neighbourhood as their needs change. Residents will have a say in how this new housing looks and how it fits into their neighbourhoods. As the region grows, more housing opportunities will mean less sprawl onto farm and green lands as Vancouver takes a portion of the region's growth.



Distinctive Neighbourhood Character

Even with growth, Vancouver will keep much of what gives its neighbourhoods their look and feel — trees and greenery, heritage buildings and areas, distinctive area identities, and generally low-scale buildings outside the central area. The major changes in building scale and character will occur in and around the downtown and in neighbourhood centres throughout the city. Around the centres, the existing character of the neighbourhood will be retained or a new character will develop, depending on neighbourhood preferences.

SENSE OF COMMUNITY

Vancouver residents want a city where people of all ages, incomes, cultures, and abilities feel a sense of belonging, caring and safety, and have access to the services they need.

Accessible, Community-based Services

Community services such as health and recreation programs, social programs, and libraries will draw on the ideas of the people who use them, making those services widely accessible and responsive to different needs. Services will be located in neighbourhood centres where they are easy to get to. Residents, agencies, and all levels of government, including the City, will work together to solve problems at the neighbourhood level by tailoring services to meet individual and community needs.



Working Together to Promote Safety

Vancouver will be a city where safety is achieved by working to prevent crime and improve unsafe conditions. Greater emphasis will be given to addressing problems that can lead to crime and to feelings of being unsafe. Area residents, social agencies, schools, police, and other safety providers will work together to make Vancouver a safer place to live.

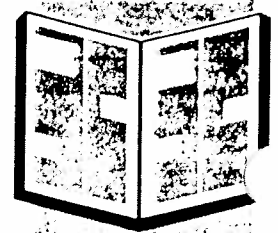
Addressing Housing Costs

Residents want lower and modest income families to be able to live in the city. Vancouver will seek opportunities for more lower cost housing across the city. The market will provide most housing. New subsidized housing will provide homes for some low and moderate income individuals and families. Private developers will be encouraged, or required, to provide some less costly market housing.

Art & Culture in a Creative City

Vancouverites want art and culture to contribute more to their city's identity, their neighbourhoods' character, and their own learning and self-expression. Vancouver will maintain a strong arts community that encourages local artists and reflects

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Vancouver's diverse cultural heritage. Art and cultural activity will increase through more co-operation between arts organizations and business, recreation, and education partners.

New & More Diverse Public Places

Vancouverites seek new and more diverse public places — places where people can relax, walk, bike, socialize, celebrate, and play. There will be more parks for areas of the city that need them; streets that serve pedestrians as well as cars; more extensive greenways to explore and enjoy on foot or bike; and more welcoming public places downtown. Nature will be protected and so will the public views to the mountains and water that make up the city's spectacular setting.

HEALTHY ECONOMY - HEALTHY ENVIRONMENT

Vancouver residents want a livable city with a wide variety of jobs and a strong sensitivity to the environment

Diverse Economy & Jobs Close to Home

Vancouver will be a city with a diverse economy, a variety of employment opportunities, and jobs close to home. As the number of jobs in the city increases, Vancouver will continue to be the "region's downtown", with major office jobs concentrated downtown near transit. Areas for industry will be kept so that industries and businesses that serve the city, such as printing, repair services, and warehouses, can be close to customers and workers. Other office, service, and retail jobs will be located in neighbourhood centres closer to where people live and shop.



Transit, Walking, & Biking as a Priority

Vancouverites want to put transit, walking, and biking ahead of cars to slow traffic growth in their neighbourhoods and improve the environment. A greater range of transportation choices will be available. Neighbourhood centres will bring more people closer to shops, services, and jobs, reducing their need to travel long distances. Although the car will continue to play an important transportation role, car use will be less convenient and more costly than it is today.

Clean Air & Water

As the region grows and there is increasing pressure on our environment, the City will give priority to actions that protect the environment — everything from how people travel to how they use water. To tackle air pollution, transit, walking, and biking will become more attractive alternatives to the car. People will pay higher user fees for services like garbage collection and water use to encourage conservation and environmental sensitivity.

MAKING CITYPLAN HAPPEN

Vancouver residents want a voice in decisions affecting them and their neighbourhoods, and they want a city which maintains sound financial management.

People Involved in Decision-making

People will be involved in decisions that shape their city and neighbourhoods, and help determine the services they receive. CityPlan will create opportunities for residents to participate in Council decisions. Citizens will be encouraged to work with City staff to identify and resolve local issues. The broad community will be involved in city-wide and neighbourhood decisions, and new ways will be found to reach agreement between city wide and neighbourhood directions.



Financial Accountability

Vancouverites want to do more with the money the City spends. The City will generally increase its revenue from property taxes in line with annual cost of living increases and maintain a balance between taxes and user fees. City services will be more efficiently delivered and more carefully targeted. City spending will be re-directed towards achieving CityPlan directions. The City will provide residents with more detailed information on how and where money is spent.

The CityPlan Story

CityPlan started by inviting citizens to suggest ideas for Vancouver. 3,000 people responded. Their ideas were published in the Ideas Book. An Ideas Fair gave 10,000 people a chance to see the ideas.

The ideas raised difficult choices. A Making Choices workbook helped 2,000 people make choices.

The choices resulted in four possible futures for Vancouver. 15,000 people viewed the Futures Displays and 2,000 people picked their future.

The preferred future became CityPlan. A survey of Vancouver residents confirmed support for CityPlan.

The CityPlan process was facilitated by staff from all City departments. Staff used the results of the public process to assemble the Draft CityPlan

This Draft CityPlan is your chance to see the results of CityPlan and comment before Council adopts a Plan for Vancouver.

The City In The Region

As the largest city in the region, Vancouver will continue to play a central role in the region's economy and character.

CityPlan supports the broad objectives of the Greater Vancouver Regional District's Livable Region Strategic Plan.