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# 13. ROADS AND TRANSPORTATION

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## ISSUES

- Development of the basin with urban uses will require adequate access for all modes of transport.
- Links between False Creek neighbourhoods and surrounding areas can be enhanced or hampered by various road, transit and pedestrian systems.
- Development of the basin without adequate roadways to serve longer distance travel would impose unacceptable burdens on adjoining neighbourhoods. A critical portion of the main road network on the north shore is incomplete and will be required to adequately serve development on the north shore.
- While good linkages between surrounding areas and False Creek neighbourhoods are desirable, some road patterns can promote through traffic. Cul-de-sacs can be inadequate for higher density developments.
- A variety of travel modes provides choice, facilitates accessibility and can improve the environment.
- Inadequate parking can cause overspill parking in residential neighbourhoods.

## FACTS

- Pacific Boulevard, Quebec and 2nd Avenue are the major arterials which connect to the city street grid at various points.
- Existing agreements require construction of major street connections by B. C. Enterprise Corporation.

## PAST POLICIES

- 1972-74 - adequate roads; discontinuous connectors; network of walkways and bicycle paths; quality transit; reduced parking standards.
- 1981-82 - main road network to reduce impacts; stadium parking target; encourage alternate modes; B. C. Place transportation system to be self-sufficient in terms of traffic and transportation to minimize imposition on adjoining neighbourhoods.
- SEGS and North Park - detailed road plans; specifics on transit, vehicular/pedestrian circulation and parking.

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## POLICY - PRINCIPLES

- Adequate roads and transportation, including bicycle routes, that are integrated into movement patterns of the city should be provided.
- False Creek should be fully accessed by transit as an extension of the existing B.C. Transit system, with linkages to the ferry system, and transit should be provided in coordination with development phasing.
- New and existing adjacent neighbourhoods should be protected from through traffic and non-local parking.
- New local roads in the basin should be extensions of existing roadways connecting to the major arterials at signalled intersections.
- Roads should reflect good engineering design after due consideration to the character of their surroundings.
- A variety of walkways is required including the waterfront walkway and links to it, other walkways within and between public parks and functional links to parking, transit, community facilities and local commercial uses.
- Ferry stops should be sited along the waterfront with specific locations to be determined as overall concept and area plans are developed.
- Completion of Pacific Boulevard South to Quebec Street and the Abbott/Carrall couplet is required before any significant additional development occurs on the north shore.
- Adequate servicing of new development should be an integral part of road design.
- Parking should be easily accessible for both occupants and visitors and be visually unobtrusive.
- Parking for visitors to public places around False Creek should be specifically provided.

## POLICY - SPECIFIC TARGETS

- Parking should be provided in accordance with the Parking By-law.
- A minimum of 2000 stalls is required adjacent to the Stadium.