In 2012, council approved the transportation 2040 plan, in addition, the Planning Department and Metro Vancouver (Regional Growth Strategy) have promoted the connection of land use to support transit, walking and cycling. The current Metro Regional Growth Plan calls for a higher proportion of the region’s population to be within 400m of a frequent transit route, or within 800m of transit stations and major transit nodes.

The term “Transit Oriented Development (TOD)” along the new Canada Line at Marpole, has been used to “describe compact, mixed-use, development that is integrated into a major transit station, and “promotes walkable, vibrant communities that foster social interaction. Traffic congestion, greenhouse gas emissions and energy consumption are reduced as people are able to take advantage of efficient rapid transit.”

The Mt. Pleasant Plan notes that the transportation modes of preference are walking and cycling. There is a strong desire to mitigate the impacts of traffic and parking on the livability of Mount Pleasant. The plan encourages the restoration or creation of routes for pedestrians, bicycles, skateboards, rollerblades and scooters with strong links to the four distinct shopping areas. The lanes should serve a dual function as service facilities, and more importantly as activated pedestrian zones.