



The Corporation of the District of North Vancouver  
**ADMINISTRATIVE AND OPERATIONAL POLICY**

|         |  |
|---------|--|
| Title   | Transportation Information Required for Development Review |
| Section | Engineering and Public Works                               |

## POLICY

The policy is used by staff to determine transportation information needed to review detailed development applications and respond to questions from Council, staff and the community.

The proponent is required to retain a qualified transportation engineering consultant and submit a transportation study (except where waived by Municipal Engineer) for the following:

1. Rezoning or Major Development Permit (DP) applications for multi-family sites where 10 or more new units are created.
2. Major DP's for industrial uses with more than 75 additional two-way peak hour vehicle trips, as estimated using the trip generation rates in Appendix 1.
3. Major DP's for commercial uses with more than 75 additional two-way peak hour vehicle trips, as estimated using the trip generation rates in Appendix 1.
4. Subdivisions, with or without rezoning, that create 5 or more new parcels (which, with secondary suites or coach houses, may translate to 10 units, consistent with the multi-family unit threshold in #1 above). This does not apply to stratifying existing buildings.
5. Smaller Rezoning, Subdivision and Multi-family DP applications will require a transportation study where significant traffic/parking or other traffic safety concerns (such as pedestrian crossing or intersection safety) are identified by staff or through neighbourhood consultation. The need for this study would be determined at the Preliminary Application stage and be specified in the preliminary application summary letter.

The proponent is not required to retain a qualified transportation engineering consultant and submit a transportation study (except where deemed appropriate by the Municipal Engineer) for the following:

- OCP Amendment/ Rezoning that will not impact traffic or parking on the site (e.g. changes to adjust designations for parks, minor changes to permitted uses, etcetera).
- Minor Development Permits (such as for façade improvements).
- Detached Residential (single family) building permits.

Policy approved on: December 15, 2014

Policy amended on:

## PROCEDURE

District Transportation staff will plan to attend public hearings for proposed projects that are anticipated to generate over 75 vehicle trips in the afternoon peak hour. For larger projects that generate over 100 two-way peak hour vehicle trips or are on the major road network, District Transportation staff will also plan to attend the Public Information meeting and Council meeting, as necessary.

### **Development proponents are to include the following information in a transportation study:**

- Site location
- Description of area pedestrian, bicycle, transit, and road networks
- Existing vehicular traffic volumes on adjacent road network
- Anticipated vehicular traffic generation
- Trip comparison of traffic generated by current vs. proposed land use
- Access Review, e.g. looking at access locations, consolidation and sight lines
- Review of relevant previously completed transportation studies, which are available on the District's website and from transportation planning staff
- Recommended off-site and area improvements and mitigating measures (all modes)
- Information on existing and proposed parking supply
- If parking rate below DNV zoning bylaw is proposed, Transportation Demand Management Plan is to be provided, per District's policy on parking reductions
- Construction Traffic Management Plan outlining how construction traffic will be managed relative to other major projects on the North Shore

In addition, if it is anticipated that the proposed project will **generate in the range of 75 two-way vehicle trips in the afternoon peak hour and/or is on TransLink's Major Road Network**, the following are also required:

- Traffic forecast opening day and 2030
- Trip distribution and assignment
- Intersection impact assessment and level of service analysis
- Applicant's traffic consultant is to present at Public Information Meeting, Public Hearing, and at Council meetings (as necessary)

## Appendix 1: Estimated Trip Generation by Common Land Use Types

This table is used by District staff to estimate the number of trips that may be generated by a land use proposal. These trip rates were derived from case studies across North America as compiled by the Institute of Transportation Engineers (9<sup>th</sup> edition).

| <b>DNV ZONING BYLAW<br/>LAND USE CATEGORIES</b>                 | <b>WEEKDAY<br/>PM PEAK HOUR<br/>TRIP GENERATION<br/>AVERAGE RATE</b>  | <b>SOURCE:<br/>ITE, TRIP GENERATION<br/>MANUAL, 9<sup>TH</sup> ED.<br/>LAND USE CODE</b> |
|---|---|--|
| <b>RESIDENTIAL</b>  |   |  |
| Single family residential building with suite                   | 1.0/dwelling unit   | 210 (pg 298)   |
| Multiple Unit Residential Building including Live Work          | 0.67/dwelling unit  | 220 (pg 337)   |
| Senior Citizen Housing (90% of residents are 65 years or older) | 0.35/dwelling unit<br>*0.31/occupied dwelling unit                    | 252 (pg 493, 502)  |
| <b>COMMERCIAL</b>   |   |  |
| Automotive Body Repair/Automotive Repair Shop                   | 3.51/1000ft <sup>2</sup> Occupied GLA                                 | 942 (pg 1978)  |
| Gasoline Bars/ Gasoline Service Station                         | 15.65/Vehicle Fueling Position  | 944 (pg 1988)  |
| Neighbourhood Public House; Drinking Establishments             | 15.49/1000ft <sup>2</sup> GFA   | 925 (pg 1863)  |
| Restaurant  | 9.02/1000ft <sup>2</sup> GFA; OR<br>0.3/Seat                          | 931 (pg 1869)  |
| Shopping Centre   | 3.71/1000ft <sup>2</sup> GLA  | 820 (pg 1563)  |
| Tourist Accommodation   | 0.74/Occupied Room; OR<br>0.61/Room; OR<br>0.90/Employee              | 310 (pg 608, 617, 626)   |
| <b>INDUSTRIAL</b>   |   |  |
| Heavy Manufacturing   | 0.40/Employee; OR<br>0.75/1000ft <sup>2</sup> GFA                     | 140 (pg 168, 177)  |
| <b>INSTITUTIONAL</b>  |   |  |
| Homes for the aged, nursing home                                | *0.47/Employee; OR<br>0.37/Beds; OR<br>*1.01/1000ft <sup>2</sup> GFA  | 620 (pg 1217, 1226, 1235)  |
| Multi-Level Care Facility                                       | *0.25/Unit  | 255 (pg 550)   |
| Child care  | 5.12/Employee; OR<br>13.75/1000ft <sup>2</sup> GFA<br>0.84/Student    | 565 (pg 1120, 1129, 1138)  |
| Elementary school   | 0.28/Student; OR<br>3.41/Employee; OR<br>3.11/1000ft <sup>2</sup> GFA | 520 (pg 982, 986, 990)   |
| Secondary/High School   | 0.29/Student; OR<br>3.23/Employee; OR<br>2.12/1000ft <sup>2</sup> GFA | 530 (pg 1008, 1016, 1024)  |

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|---|---|--|
| Post Secondary School / University                  | 0.15/Student ;   OR<br>0.85/Employee  | 550 (pg 1080, 1086)  |
| Religious Building                                  | 0.94/1000ft <sup>2</sup> GFA  | 560 (pg 1093)  |
| <b>RECREATIONAL</b>                                 |   |  |
| Recreational Building, Arena, Rink,<br>Gymnasium    | *3.35/1000ft <sup>2</sup> GFA   | 495 (pg 962)   |
| Racquet Club  | 3.4/Employee;   OR<br>4.38/Court;       OR<br>*0.84/1000ft <sup>2</sup> GFA | 491 (pg 921, 930, 936)   |
| Bowling Alley                                       | *1.51/Lane;       OR<br>*1.71/1000ft <sup>2</sup> GFA                       | 437 (pg 823, 824)  |
| Building used for Bingo, Casino or movie<br>theatre | 13.43/1000ft <sup>2</sup> GFA   | 473 (pg 889)   |
| Marina  | *0.21/Berths  | 420 (pg 772)   |
| Golf Course Clubhouse/ Banquet Facilities           | *2.08/Employee;   OR<br>*0.30/Acre;        OR<br>*3.56/Hole                 | 430 (pg 785, 792, 803)   |

GLA = Gross Leasable Area

GFA = Gross Floor Area

\* = Small Sample Size - to be used for estimation only