

Guidelines for the Submission of Transportation Studies

When a development application is submitted to the City of North Vancouver, an accompanying Transportation Study is required as part of the submission package for any development that is expected to generate more than 30 vehicle trips during the peak travel period. The Transportation Study identifies how the proposed development project will affect the transportation network. The study must also determine what engineering measures should accompany the development to ensure the safe and efficient movement of people and goods.

Important Note Regarding Schedule - A Transportation Study must be included in the submission package for any application where the proposed development would generate over 30 vehicles. Following the receipt of a Transportation Study, staff comments are provided - addressing these comments may require additional investigation: a final Transportation Study, addressing staff comments, must be submitted at least three weeks prior to a project being considered by City Council.

Why are Transportation Issues Important?

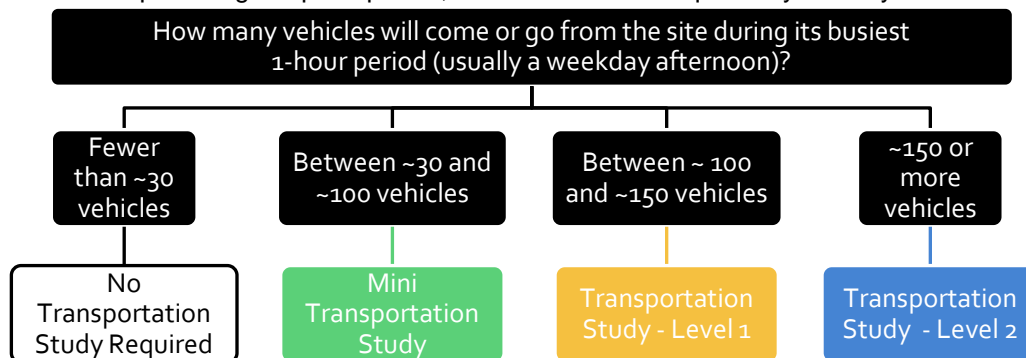
The City has a long-term Transportation Plan that outlines a sustainable, multi-modal strategy to support transportation alternatives to the car. The City is committed to continually developing walking, cycling and transit infrastructure. Transportation Studies for new developments are required to reflect the Plan by promoting:

- a sustainable road network to serve the City for the next 20 years and beyond;
- a transportation system with more travel choices for residents and workers;
- a people-oriented, accessible and vibrant community;
- a more efficient road network that safely and effectively accommodates all modes; and
- a “sense of place” through great places, streetscapes and paths for people to interact.

What Type of Transportation Study is Required for Developments?

The scope of the Transportation Study is determined by the magnitude of development, as illustrated below. Not all development projects require a comprehensive study.

Large developments require a “Transportation Study - Level 2,” while medium-sized developments require a less extensive “Transportation Study - Level 1.” For small development proposals that are not expected to generate a significant increase in traffic, a “Mini Transportation Study” is required. No transportation study is required for small developments that will generate fewer than 30 trips during the peak period, unless otherwise required by the City.



Once the appropriate study has been initiated by the applicant, the applicant (or their transportation consultant) is responsible to confirm data collection methods, technical and scope assumptions with City staff in order to expedite the study process.

The following table outlines the differences between each type of study.

Study Component	Mini Transportation Study	Transportation Study-Level 1	Transportation Study -Level 2
Describe site & study area; data collection	Required, but brief	Required	
What to include in Study Area	Site access points and adjacent streets and sidewalks	Site access points, all intersections adjacent to site, plus other signals within 300m as deemed necessary by CNV	Site access points, intersections adjacent to site, signals within 300m and other intersections further away, as required
Capacity analysis for existing traffic operations	Not typically required*	Vehicles only	Vehicles, pedestrians, bicycles
Determine Future Development Traffic (Trip Generation)	For vehicles only, but estimate of pedestrian and bicycle traffic is also required	For vehicles, pedestrians and bicycles	
Trip Distribution and Traffic Assignment	Not typically required*	Required	
Traffic Forecasting – Estimate Future Growth	Not typically required*	Opening year traffic	Opening year and horizon (5 or 10 years in future)
Capacity analysis for future traffic operations	Not typically required*	Opening year - vehicles only	Opening year and horizon year, all modes
Trip Comparison (if rezoning/subdivision/OCP amendment proposed)	Compare trip generation estimates for the current zoning versus proposed zoning, assuming maximum allowable site development		
Access and Parking Reviews	Brief reviews are required Parking survey of 2 closest blocks	Thorough reviews are required including parking survey of all blocks within 400m	
TDM Review	Describe feasibility of incorporating TDM into development	Identify potential TDM measures and assess their associated vehicular trip reduction potential	
Findings and Recommendations	Required		

*Unless required by City staff due to site-specific conditions