

TRANSPORTATION STUDY

Transportation impact assessment guidelines for development projects

SUBMISSION REQUIREMENTS

A Transportation Impact Assessment (TIA) is required within the submission package for any proposed development project that may affect the immediate and overall transportation network. Given the varying scope of potential multi-family, mixed-use and commercial development projects, the following three categories of TIA are described below:

- Level 1 - Projects expected to generate between 10 to 30 vehicles at afternoon peak period.
- Level 2 - Projects expected to generate between 31 to 150 vehicles at afternoon peak period.
- Level 3 - Projects expected to generate more than 151 vehicles at afternoon peak period.

The following table outlines the minimum information to be included within a TIA for each category and the professional traffic engineering as deemed necessary may provide additional information:

Study Component	TIA - Level 1	TIA - Level 2	TIA - Level 3
Describe site, study area and data collection process	Required, but brief	Required	
What to include in study area	Graphic representation and dimensions of site access point(s), adjacent streets, sidewalks and intersections adjacent to site	Graphic representation and dimensions of site access point(s), adjacent streets, sidewalks and intersections adjacent to site, plus other intersections within 300m (as deemed necessary)	Graphic representation and dimensions of site access point(s), adjacent streets, sidewalks and intersections adjacent to site, intersections within 300 m, plus other intersections (as deemed necessary)
Capacity analysis for existing traffic operations	Vehicles only	Vehicles, pedestrians and bicycles	Vehicles, pedestrians and bicycles
Determine future trip generation	Vehicles only	Vehicles, pedestrians and bicycles	
Trip distribution and traffic assignment	Required		
Traffic forecasting—estimate future growth	Opening year traffic	Opening year and horizon year (all modes)	Opening year and horizon year (all modes)
Trip comparison	Compare trip generation estimates for the current zoning versus proposed zoning, assuming maximum allowable site development		
Onsite and street parking review	Required: The findings and recommendation section of the TIA should recommend the number of onsite parking stalls and proposed street parking improvements		
Transportation demand management (TDM) review	Describe feasibility of incorporating TDM measures into development and active transportation strategy	Describe TDM measures to be incorporated into the development and active transportation strategy	
Findings, recommendations and conclusion	Required: The findings and recommendations must be clear and concisely summarize the needed transportation network improvements to be provided by the developer		

1. Study area to be confirmed by DWV prior to initiation of TIA
2. Pedestrian & bicycle analysis to be confirmed by DWV
3. Horizon year (all modes) to be confirmed by DWV



TRANSPORTATION IMPACT ASSESSMENT GUIDELINES FOR DEVELOPMENT PROJECTS

If the development site is within a **controlled area**, i.e. within 800 metres of a controlled access highway intersection, then a **scope development meeting** is required with Ministry of Transportation and infrastructure staff prior to preparation of the TIA.

UPON SUBMISSION

The District of West Vancouver will review the TIA and likely require revisions and clarifications from the developer's traffic engineer. Ultimately, a final TIA must be submitted and accepted by DWV prior to advancement through the approval process. Developers may be requested to contact nearby development projects for traffic data and include them in future traffic volume for a TIA study.

Notwithstanding the above, this document is a guideline and the DWV reserves the right to request any level of TIA for any development.