



## MEMORANDUM

May 11, 2005

TO: Mayor and Council

FROM: Tom Timm, P.Eng., General Manager

CC: Judy Rogers, City Manager  
Ann McAfee, Director of City Plans  
Larry Beasley, Director of Current Planning  
Syd Baxter, City Clerk

SUBJECT: Engineering Response for the May 12, 2005, Public Hearing for Rezoning of the Grandview Canadian Tire Site, at 2820 Bentall Street

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On April 12, 2005, when City Council referred to Public Hearing the rezoning application of Canadian Tire for its proposed development at 2820 Bentall Street, Council requested that staff respond to certain questions at the time of the Hearing. Two of the requests relating to transportation issues are replied to in the following.

**More traffic related details such as the number of cars per day, the number of trucks, and the development's relationship to the City's transportation policy.**

The referral report for 2820 Bentall Street includes recommendations based on detailed staff reviews of supporting documentation provided by the proponent's traffic consultant, Bunt & Associates Engineering. The traffic analysis is based on the determination that approximately 460 new vehicles will come and go (i.e. 920 "trips") to the site in the key weekday afternoon peak hour. Daily traffic would be roughly ten times that of the afternoon peak hour. In addition, some 4 or 5 tractor trailers would come to the site daily, with access from Grandview Highway, one of the city's designated truck routes.

The City's transportation policies require that the impacts of new development be mitigated, that overall street capacity not be increased, and that sustainable transportation modes, i.e. walking, cycling, and riding transit, be given priority over the private vehicle. The consultant has recommended measures to lessen the impact of the new traffic and improve safety while serving the site's needs. These include addition of a left turn bay on Grandview at Cornett Road (being renamed Natal Street) and a traffic signal at this intersection. The left turn bay would involve a minor widening of Grandview Highway to match the overall 24-metre width of the blocks to the east and to the west. Overall capacity would not be increased because the controls on capacity lie at the arterial intersections to the east (at Boundary Road) and west (at Rupert Street). The consultant identified that delays will increase for Grandview traffic, particularly in the off-peak direction; however, these would be worse without the left turn bay, and accidents would be expected to increase. The signal is necessary to avoid site traffic shifting eastward to use the signal at Skeena Street and Grandview - this is already well-used by Costco traffic and would become congested should the traffic from the applicant's site be added. The new signal also affords a safe crossing opportunity for those pedestrians needing to cross Grandview Highway going to or from Falaise Park.

The applicant has made an effort to support sustainable transportation, as well as may be expected for the uses planned. Landscaped setbacks and sidewalks will be generously provided around the site, including a bike hub at the northeast corner of the site. A major dedication of land is being made in order to daylight a city block of Still Creek, and that delighting, including a pathway along the edge and other associated work, is being provided by the applicant. The dedication also permits the extension of Cornett Street westward to link up with Bentall Street, facilitating the movement of all transportation modes. Eventual extension further west will allow connection with Rupert Street, with its rapid transit station and other transit services. A Transportation Management Plan (TMP) will encourage improved reliance on walking, cycling, riding transit, and carpooling. Finally, the parking provision has been reduced to less than what normally would be required, as a result of greater reliance on walking, biking and transit. The reduced parking complements expected features of the TMP, such as an Employer's Transit Pass program, carpool promotion, and a home delivery option for items purchased which are too heavy or bulky to transport on foot or by bicycle.

**Analysis of the GHG associated with the proposed amount of traffic and evaluation of the project's overall environmental impacts.**

Regarding impacts on greenhouse gases, the applicant's transportation consultant has forwarded the following statement - 'A detailed assessment of the GHG emission impact of the project has not been conducted. However, analysis of existing Canadian Tire stores in the neighbouring municipalities of Burnaby, Richmond, and North Vancouver indicates that many Vancouver residents presently travel outside the city to the newer stores of the type proposed for the Grandview site. These are longer trips of up to several kilometres in length that would be replaced by shorter distance trips with reduced GHG emissions. As well, the project is located adjacent well traveled arterial traffic routes and many of the trips into the project will be drawn from traffic already "passing by" the site.' Staff appreciate that a general reorganization of how Canadian Tire serves Vancouver is in progress, with large new stores opening and some smaller stores closing. While a significant amount of trips may indeed be "repatriated", the new stores may stimulate further comparison shopping trips, such that it is very difficult to conclude to what extent, if at all, there would be reduced trip mileage.

In conclusion, this application, provided it meets all the requirements stipulated, will have a number of sustainable features including a greenway and a Transportation Management Plan, and should not create adverse neighbourhood traffic impacts. It is not clear whether the creation of larger scale retail stores would increase traffic in the city as a whole. There is much debate on this topic, and staff do not feel they have sufficient information to give a definitive answer.

Tom Timm, P.Eng.  
General Manager/City Engineer

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