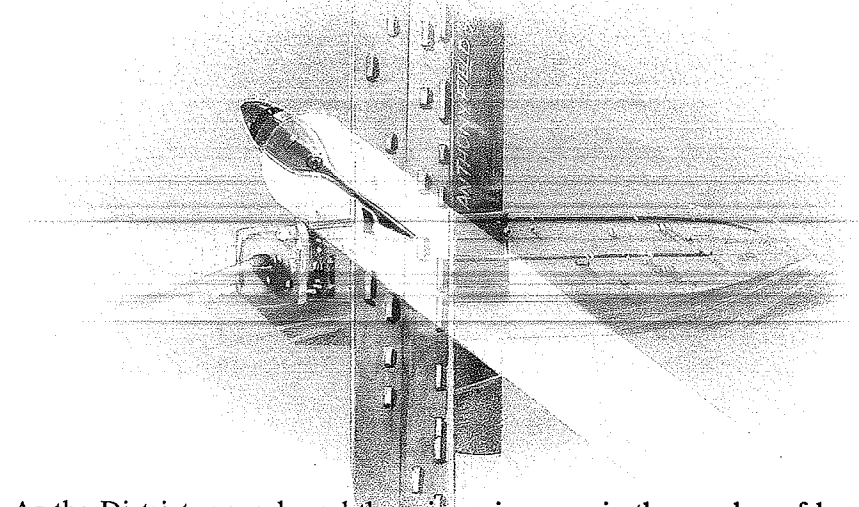




11 TRANSPORTATION & UTILITIES

The existing road system within the District is restricted by topography, historical development patterns, and political boundaries. The District has much of the road network in place right now to handle future growth in most areas, but, some key links have yet to be established and it is important that long term needs be protected through the reservation of appropriate rights-of-way. The District Official Community Plan identifies some possible future routes even though they may not be built for 20, or even 50 years.



As the District expands and there is an increase in the number of local and through vehicle trips, it may be necessary to open up new east-west routes. Long term options for developing other routes should be preserved.

Cross-Inlet traffic will increase with further development of the Seymour area, however, improved access from the District to Vancouver will become available through improvements to the carrying capacity of Highway 1 and the widening of the Second Narrows Bridge. In addition to road network improvements, the Plan recommends improvements to the public transit service and improvements to the pedestrian system.

New development within the municipality is limited to those lands served by the approved water supply systems and sanitary waste disposal systems. West of Lynn Creek, water service is currently provided to a maximum elevation of 320m, while east of Lynn Creek, it currently reaches 150m but has the capacity to service to 350m. This plan does not recommend any further increase to these servicing limits.

To promote health and liveability, as well as to protect the environment and to improve the efficiency of transporting people and free the existing road and bridge network for the movement of goods, a direct rapid transit link to North Vancouver should be actively investigated.



OBJECTIVE 11.1

To provide a system of local and arterial roads designed for the safe, convenient, and efficient movement of vehicular traffic along direct, logical routes of travel.

POLICY 11.1.1 Designate strategically located roads to serve the community as through routes of travel.

POLICY 11.1.2 Work with other land owners south of the railway in establishing an efficient road network to serve the port lands.

POLICY 11.1.3 The existing and presently planned population do not warrant construction of Montroyal Boulevard through to Lonsdale Avenue (The North Lonsdale Plan, 1988). The right-of-way, however, shall be retained to protect long term redevelopment possibilities.

POLICY 11.1.4 Protect long-term options for additional east-west routes.

IMPLEMENTATION 11.1.4.1 Reserve a route crossing Lynn Creek north of Highway 1 near the B.C. Hydro right-of-way, to serve the Capilano College area.

IMPLEMENTATION 11.1.4.2 The need for a further link across the Seymour River as a long term option should be reviewed prior to commencement of any development of the Urban Reserve Lands.

IMPLEMENTATION 11.1.4.3 Reserve the Keith Road road allowance as a very long term option for an additional crossing over the Capilano River south of Highway 1.

IMPLEMENTATION 11.1.4.4 Reserve the Ridgewood Drive road allowance west of Capilano Road as a very long term option for an additional Capilano River crossing north of Highway 1.



OBJECTIVE 11.2

To encourage the establishment of a provincial highway system that adequately serves the needs of the North Shore for inter-municipal, regional, and provincial travel.

POLICY 11.2.1 Encourage the early construction of improvements to Highway 1 to improve service to and within North Vancouver.

IMPLEMENTATION 11.2.1.1 Encourage the B.C. Government to make improvements to the Main Street and Fern Street interchanges.

IMPLEMENTATION 11.2.1.2 Encourage the B.C. Government to improve lane capacity north of Second Narrows Bridge.

IMPLEMENTATION 11.2.1.3 Encourage the B.C. Government to improve access and provide a Freeway interchange to Highway 1 from Mountain Highway.

IMPLEMENTATION 11.2.1.4 Encourage the B.C. Government to add two additional lanes to Second Narrows Bridge, preferably for "High Occupancy Vehicle" use.

IMPLEMENTATION 11.2.1.5 Encourage senior levels of government to improve Highway 1, Mountain Highway and Fern Street interchange.

POLICY 11.2.2 Work in cooperation with the B.C. Government and other jurisdictions in the early completion of an east-west, low level road system adjacent to the port.



POLICY 11.2.3 Provide increased access to the eastern half of the District of North Vancouver.

IMPLEMENTATION 11.2.3.1 Encourage the B.C. Government to build an overpass over Highway 1 connecting Mount Seymour Parkway to Keith Road.

IMPLEMENTATION 11.2.3.2 Encourage the B.C. Government to increase the capacity of the Seymour River crossing on the Dollarton Highway.

IMPLEMENTATION 11.2.3.3 Work with the B.C. Government and others to realign Dollarton Highway.

OBJECTIVE 11.3

To encourage the provision of a comprehensive public transit system serving all developed areas of the North Shore.

POLICY 11.3.1 Work with provincial and regional authorities in guiding public transit policy.

POLICY 11.3.2 Encourage increased use of public transit.

IMPLEMENTATION 11.3.2.1 Provide lighted bus stops with shelters, and connecting footpaths, for the users of public transit.

IMPLEMENTATION 11.3.2.2 Review options for "Park and Ride" facilities as part of the local area planning program.

POLICY 11.3.3 Investigate the possibility of extending rapid transit to the North Shore.

POLICY 11.3.4 Support more specialized public transportation services within the community and metropolitan region.

IMPLEMENTATION 11.3.4.1 Encourage B.C. Transit to increase specialized transportation services (DART) for the disabled on the North Shore.

IMPLEMENTATION 11.3.4.2 Encourage North Vancouver taxi companies to provide special taxis capable of transporting the disabled.



OBJECTIVE 11.4

To establish efficient footpath and cycle routes within the municipality.

POLICY 11.4.1 Expand the sidewalk and footpath system to connect: bus stops; community facilities; retail and business districts; and, to provide safe pedestrian routes within neighbourhoods and between neighbourhoods.

IMPLEMENTATION 11.4.1.1 Review and expand Council's present sidewalk Policy 3-19.

POLICY 11.4.2 Provide for easy wheelchair access to the footpath system.

POLICY 11.4.3 Provide, where safe and practical, separate cycle lanes along major routes.

OBJECTIVE 11.5

To support the provision of efficient railway service to the port and the community.

POLICY 11.5.1 Work in cooperation with other agencies in establishing grade separated road access to port facilities.

OBJECTIVE 11.6

To support the provision of marine transportation serving Indian Arm.

POLICY 11.6.1 Facilitate public access to Indian Arm through continued provision of public wharves and commercial moorage facilities.

OBJECTIVE 11.7

To support the provision of direct air services to the North Shore.

POLICY 11.7.1 Investigate the provision of an all-weather heliport on the waterfront.



OBJECTIVE 11.8

To limit development within the municipality to those lands adequately served by approved water supply systems and sanitary waste disposal systems and transportation networks.

POLICY 11.8.1 Restrict the development of residential, institutional, and commercial accommodation to only those lands served by the municipal utilities, or, a separate water supply and sanitary waste disposal system approved by the North Shore Union Board of Health.

OBJECTIVE 11.9

To construct and operate water distribution, sanitary sewer, and drainage systems that safely and reliably serve the community on a cost effective basis.

POLICY 11.9.1 Maximize the use of existing public works and utilities through the progressive staging of development.

POLICY 11.9.2 Provide sufficient capacity in the design of public works and utilities to accommodate the needs of future growth.

POLICY 11.9.3 Provide water service from the main municipal utility to a maximum elevation of 320 metres (1,050 feet) west of Lynn Creek and to a maximum elevation of 350 metres (1,150 feet) east of Lynn Creek.