

AGENDA

COMMITTEE OF THE WHOLE

Monday, February 23, 2015

7:00 p.m.

Committee Room, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Richard Walton

Councillor Roger Bassam

Councillor Mathew Bond

Councillor Jim Hanson

Councillor Robin Hicks

Councillor Doug MacKay-Dunn

Councillor Lisa Muri



NORTH VANCOUVER
DISTRICT

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COMMITTEE OF THE WHOLE

7:00 p.m.
Monday, February 23, 2015
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. February 23, 2015 Committee of the Whole Agenda

Recommendation:

THAT the agenda for the February 23, 2015 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. January 12, 2015 Committee of the Whole p. 7-11

Recommendation:

THAT the minutes of the January 12, 2015 Committee of the Whole meeting be adopted.

2.2. January 20, 2015 Committee of the Whole p. 13-16

Recommendation:

THAT the minutes of the January 20, 2015 Committee of the Whole meeting be adopted.

2.3. January 26, 2015 Committee of the Whole p.17-19

Recommendation:

THAT the minutes of the January 26, 2015 Committee of the Whole meeting be adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. Traffic Management

File No.

3.1.1. Construction Traffic Management Program Update p. 23-24

File No.

Memo: Erica Geddes, Section Manager – Transportation

3.1.2. Highway 1 Traffic Patterns
File No.

p. 25-29

Memo: Erica Geddes, Section Manager – Transportation

4. PUBLIC INPUT

(maximum of ten minutes total)

5. RISE AND REPORT

Recommendation:

THAT the February 23, 2015 Committee of the Whole rise and report.

MINUTES

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**DISTRICT OF NORTH VANCOUVER
COMMITTEE OF THE WHOLE**

Minutes of the Committee of the Whole Meeting of the Council for the District of North Vancouver held at 7:06 p.m. on Monday, January 12, 2015 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor R. Bassam
Councillor M. Bond
Councillor J. Hanson
Councillor R. Hicks
Councillor D. MacKay-Dunn
Councillor L. Muri

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. B. Bydwell, General Manager – Planning, Properties & Permits
Ms. N. Deveaux, General Manager – Finance & Technology
Ms. C. Grant, General Manager – Corporate Services
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. J. Gordon, Manager – Administrative Services
Mr. S. Ono, Manager – Engineering Services
Ms. S. Rogers, Manager – Parks
Ms. M. Welman, Manager – Strategic Communication & Community Relations
Ms. S. Carroll, Section Manager, Utility Technical Services
Ms. L. Brick, Deputy Municipal Clerk
Mr. D. Rose, Section Manager – Parks Planning and Design & Development
Mr. S. Loader, Project Engineer
Mr. S. Rooney, Project Engineer
Ms. S. Dale, Confidential Council Clerk
Ms. C. Girard, Parks Planner

Also in

Attendance: Mr. Steve Billington, Community Liaison Officer, Metro Vancouver
Mr. Goran Oljaca, Engineering and Construction Division Manager, Water Services Department, Metro Vancouver
Ms. Vanessa Anthony, Consultation and Community Relations Coordinator, Liquid Waste and Water Services Departments, Metro Vancouver
Mr. Peter Thompson, Chair, CMAC

1. ADOPTION OF THE AGENDA

1.1. January 12, 2015 Committee of the Whole Agenda

MOVED by Councillor MURI

SECONDED by Councillor HICKS

THAT the agenda for the January 12, 2015 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. ADOPTION OF MINUTES

3. REPORTS FROM COUNCIL OR STAFF

3.1. Metro Vancouver Capilano Watermain #9 File No.

Memo: Sean Rooney, Project Engineer

Mr. Steve Billington, Community Liaison Officer, Metro Vancouver, provided an overview of the Capilano Watermain No. 9 installation on Capilano Road. Watermain No. 9 will be installed under Capilano Road from the Capilano Dam to Edgemont Boulevard and replace Metro Vancouver's Watermain No. 4. It was noted that Watermain No. 4 has reached the end of its design life, is in a location which is vulnerable to seismic activity, and located within the Capilano Regional Park.

Mr. Billington highlighted the following:

- The pipe would be placed in 200 metre sections;
- Local traffic will be maintained for residents adjacent to the construction with local detour routes;
- Single lane traffic will be one direction only on weekdays between 8 pm and 7 am and on Sundays;
- There will be shuttle buses operating on either side of the construction zone taking transit riders to connection points on Ridgewood or Montroyal to join the regularly-scheduled Coast Mountain buses;
- During construction sidewalks will remain open to pedestrians and dismounted cyclists at all times; and,
- In conjunction with the District of North Vancouver, Metro Vancouver will add new improvements such as sidewalk upgrades and a bike lane on Capilano Road.

At a previous meeting, Council questioned if two crews working at the same time could reduce the overall time that the project interfered with Capilano Road traffic. Mr. Billington advised that the impact of two crews would be too great because of the heavier truck traffic and increased difficulties in local access as well as the inefficiencies of two major construction operations working so close together.

Mr. Billington noted that construction would commence in August 2015 and run to the third week of April 2016 with Capilano Road having closures for approximately 3.5 months through the fall.

Mr. Peter Thompson, Chair, CMAC, commented that the Capilano Watermain project is not the largest project in the District of North Vancouver but will have the greatest impact on the community.

Council commented on the importance of communicating to the public that all businesses will be open during construction. Mr. Billington advised that Metro

Vancouver has been working with the District of North Vancouver's Communications team to coordinate messaging and cross-posting on websites.

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT the presentation of Metro Vancouver regarding Metro Vancouver Capilano Watermain #9 be received for information.

CARRIED

Council recessed at 7:51 pm and reconvened at 7:53 pm.

3.2. Seylynn & Bridgman Parks Conceptual Master Plan and Report

File No. 12.6100.01/092.000

Councillor BOND returned to the meeting at 7:54 pm.

Ms. Carolyn Girard, Parks Planner, advised that the purpose of the Seylynn and Bridgman Parks Conceptual Master Plan is to guide the revitalization of the parks by recommending improvements to the natural environment and park amenities to support existing and future recreation activities.

Ms. Girard noted that the planning was accomplished through a comprehensive design and public engagement process guided by the following objectives:

- Respond to the anticipated growth of the Lower Lynn Town Centre;
- Provide innovative design features and elements inspired by the dynamic interface between the natural landscapes and the urban environment;
- Increase access and connectivity within, between and to the parks, with consideration for active transportation, universal design, parking and service access;
- Improve opportunities for recreation, play, art and cultural events;
- Improve safety and security in the parks;
- Increase opportunities for nature appreciation, interpretation, education and stewardship;
- Provide the opportunity to enjoy Lynn Creek while protecting the sensitive ecosystem;
- Provide opportunities for dog use that respect the ecological sensitivity; and,
- Protect and enhance creek, riparian and forest habitats.

Ms. Girard highlighted the following elements of the Conceptual Master Plan:

- Creek access will be formalized and habitat protection fencing will be installed along the length of the creek to keep people and dogs on trails;
- The forest and riparian areas will be expanded and enhanced;
- Features will be installed where necessary to minimise storm water flows in sensitive areas and to help improve baseline water flows and water quality;
- A new hierarchy of connecting paths will be built in the parks, including the upgrading and resurfacing of existing paths;
- The proposed alignment of the Spirit Trail extends on the east side of Lynn Creek from the proposed Crown Street Bridge through Seylynn Park to the path under the Keith Road Bridge;

- The existing playground in Bridgman Park will be upgraded and expanded with new features and a new playground, including water play features, will be built in Seylynn Park;
- New park benches and picnic tables will be installed along paths and at gathering areas;
- Open grass areas will be provided for informal gatherings and unprogrammed uses;
- An event space will be provided in Seylynn Park to accommodate community gatherings;
- A field suitable for diverse activities including sports, special events and informal play will be provided in Seylynn Park;
- The existing skate park in Seylynn Park will be resurfaced;
- The parking lot in Seylynn Park will be removed and replaced with angle parking along Hunter Street that will accommodate 45 vehicles;
- The parking lot in Bridgman Park will be reconfigured to provide 35 parking spaces;
- A new park building, with washroom facilities, will be constructed at a central location in Seylynn Park;
- A consistent system of directional, identification and regulatory signs will be installed throughout the park, including kiosks at key staging areas;
- Although not a Master Plan element, Keith Road Bridge will be rebuilt with improvements for pedestrians, cyclists and vehicles;
- Crown Street Bridge, a new pedestrian and bike bridge aligned with Crown Street and connected to the south end of Seylynn Park, is proposed;
- Hunter Street Bridge, a new pedestrian and cyclist bridge from the end of Hunter Street to Bridgman Park, is identified as optional in the Master Plan;
- A viewing deck will be built on the east bank;
- A potential community space/facility will be considered in a nearby location in the Town Centre, to be integrated with new development;
- The transition from natural park to urban centre will be accomplished through tree-lined promenades along Hunter Street and Mountain Highway;
- An entrance plaza to Seylynn Park will act as a gateway from the urban centre;
- Opportunities for temporary and permanent public art will be made available at park entrances and at gathering areas;
- There will be a raised platform in the event space that will serve as a picnic shelter and/or stage for community events; and,
- A community garden will be constructed at the north end of the open space in Seylynn Park.

Next steps include:

- Council approval in principal;
- Communicate approved plan to the public;
- Strategize plan implementation; and,
- Continue discussions with sport users.

Council commented on the Seylynn & Bridgman Parks Conceptual Master Plan as follows:

- Stated that Hunter Street Bridge is a priority;

- Requested the chip yard be relocated;
- Concerned with the shortage of parking;
- Suggested residents park at Inter-River Park;
- Commented that the sport field should be maintained to sport field standards but used as a passive field; and,
- Commented that there is not a need for two playgrounds in such close proximity.

MOVED by Councillor MURI

SECONDED by Councillor HANSON

THAT staff report back with information regarding further modifications to the Seylynn & Bridgman Parks Conceptual Master Plan.

CARRIED

4. PUBLIC INPUT

5. RISE AND REPORT

MOVED by Councillor MURI

SECONDED by Councillor MACKAY-DUNN

THAT the January 12, 2015 Committee of the Whole rise and report.

CARRIED
(8:56 pm)

Mayor

Municipal Clerk

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**DISTRICT OF NORTH VANCOUVER
COMMITTEE OF THE WHOLE**

Minutes of the Committee of the Whole Meeting of the Council for the District of North Vancouver held at 5:06 p.m. on Monday, January 20, 2015 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor R. Bassam
Councillor M. Bond
Councillor J. Hanson
Councillor R. Hicks
Councillor D. MacKay-Dunn
Councillor L. Muri

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. B. Bydwell, General Manager – Planning, Properties & Permits
Ms. C. Grant, General Manager – Corporate Services
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. B. Dwyer, Manager – Development Services
Mr. J. Gordon, Manager – Administrative Services
Ms. J. Paton, Manager – Development Planning
Mr. A. Wardell, Director – Financial Services
Ms. S. Dal Santo, Section Manager – Planning Policy
Ms. E. Geddes, Section Manager - Transportation
Ms. S. Vukelic, Confidential Council Clerk

1. ADOPTION OF THE AGENDA

1.1. January 20, 2015 Committee of the Whole Agenda

**MOVED by Councillor MURI
SECONDED by Councillor BASSAM**

THAT the agenda for the January 20, 2015 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. ADOPTION OF MINUTES

3. REPORTS FROM COUNCIL OR STAFF

3.1. Pace of Development

File No.

Mr. Brian Bydwell, General Manager – Planning, Properties & Permits, provided an overview regarding the current pace of development in the District.

Mr. Bydwell explained that there was extensive community collaboration and engagement during the process leading up to adoption of the District's Official Community Plan. This community engagement process helped to identify issues

within the community, regional growth pressures and global environmental issues.

Mr. Bydwell mentioned that the Official Community Plan provides for a population increase to 105,000 residents by 2031; the OCP framework plans for 10,000 new units and 20,000 new residents.

Since adoption of the OCP in 2011 Council has approved 2739 units; Mr. Bydwell provided statistics for Land Use Applications in the District based on a four year total from 2010-2014. He noted:

- 1637 units have moved through the rezoning process;
- 321 units have completed the development permit process;
- 579 units have completed the building permit process and are currently under construction; and,
- 392 occupancy permits have been issued in the previous four years.

Staff advised that there are currently 2150 units which are undergoing land assembly, pre-application and the application process.

Mr. Bydwell noted that staff project that 2752 units will be built in the District by the end of 2019 and another 4674 units by the end of 2024.

Mr. Bydwell provided a summary of The North Vancouver Multi - Family Residential Market research study conducted by Urban Analytics, the research suggested that the North Vancouver residential housing market is one of the steadiest and least volatile markets in Metro Vancouver with sophisticated investors and is sensitive to pricing levels.

Mr. Bydwell mentioned that Land Use Applications derived from the Official Community Plan create the conditions for better transit services, improved local transportation infrastructure, a vibrant local economy and promote community renewal.

Mr. Bydwell noted considerations for monitoring the pace of development which include the need to monitor a progress plan towards the OCP vision, goals and objectives.

Council Discussion:

Mayor WALTON left the meeting at 5:52 pm and returned at 5:53 pm.

Council discussion ensued and the following concerns were noted:

- Concern regarding the effect of development on the traffic in North Vancouver;
- Concern with the bridge traffic going to and from the District during peak traffic periods;
- Concern regarding the District's growth rate being below the average of other cities;
- That the cause of traffic issues may not be with the traffic. More information is required to identify the problem before making a decision on a solution;

- Concern with the amount of single family homes being torn down and being replaced with larger homes;
- Council noted that single family homes will diminish and be replaced with alternate forms of affordable housing for a variety of residents; and,
- Concern was expressed regarding construction vehicles blocking the roads and the employees working on the construction sites adding to the traffic congestion throughout the North Shore.

Councillor HICKS left the meeting at 5:58 pm and returned at 6:02 pm.

Councillor BASSAM left the meeting at 6:02 pm and returned at 6:07 pm.

Council discussion ensued and the following suggestions were noted:

- The possibility of mobility pricing for high traffic arteries through the District;
- That building timelines for town centres should be published for residents to view;
- That staff efforts be allocated to the Maplewood area for economic development with a focus on creating new jobs and bringing in new residents to the area;
- That development is important for young families and the North Shore school system;
- The importance of following the Official Community Plan;
- Staff to provide information regarding statistical figures be provided in numbers and not percentages;
- That staff use a strategic approach to managing all the construction projects on the North Shore;
- Adding more connector roads through the District that run east to west;
- That staff provide a map of all the current status of developments in the District; and,
- The importance providing a variety of housing options for residents.

Staff noted that 98% of building permits issued are for demolition and re-build.

Staff advised that preliminary development applications are public information and quarterly reports are provided for residents regarding the current applications in the District.

Staff advised that providing the public with a map of current developments is difficult to compute as developments by private owners start a varied times.

4. PUBLIC INPUT

Mr. Doug Curran commented on:

- Commented on the traffic issue in the District; and,
- Expressed importance of the Official Community Plan.

Mr. Bruce Town commented on:

- Commented on the affordability of the North Shore for future residents.

5. RISE AND REPORT

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT the January 20, 2015 Committee of the Whole rise and report.

CARRIED
(7: 46pm)

Mayor

Municipal Clerk

**DISTRICT OF NORTH VANCOUVER
COMMITTEE OF THE WHOLE**

Minutes of the Committee of the Whole Meeting of the Council for the District of North Vancouver held at 7:07 p.m. on Monday, January 26, 2015 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor M. Bond
Councillor J. Hanson
Councillor D. MacKay-Dunn
Councillor L. Muri

Absent: Councillor R. Hicks
Councillor R. Bassam

Staff: Mr. B. Bydwell, General Manager – Planning, Properties & Permits
Mr. J. Gordon, Manager – Administrative Services
Ms. S. Dal Santo, Section Manager – Planning Policy
Mr. P. Chapman, Social Planner
Ms. S. Dale, Confidential Council Clerk

1. ADOPTION OF THE AGENDA

1.1. January 26, 2015 Committee of the Whole Agenda

MOVED by Councillor MURI

SECONDED by Councillor MACKAY-DUNN

THAT the agenda for the January 26, 2015 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. ADOPTION OF MINUTES

2.1. December 8, 2014 Committee of the Whole

MOVED by Councillor MURI

SECONDED by Councillor BOND

THAT the minutes of the December 8, 2014 Committee of the Whole meeting be adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

With the consent of Council, Mayor Walton altered the agenda as follows:

3.2. Naming Selection Criteria and Procedures Policy

File No. 13.6440.01/000.000

Ms. Sarah Dal Santo, Section Manager – Planning Policy, advised that the Place Naming Committee is an inter-departmental committee with representatives from Fire Protection Services, Parks, Transportation Planning, Permits and Planning, and one Council representative. The Committee has a mandate to coordinate, for Council’s consideration, the selection of suitable names for streets, plazas, parks, open space, facilities and other civic property in the District.

Ms. Dal Santo highlighted the following elements of the policy:

- Overall procedures and general selection criteria;
- General use of honourific names;
- Engagement process;
- Decision making and approval process; and,
- Specific procedures and criteria.

Council provided feedback on the Naming Selection Criteria and Procedures Policy as follows:

- Commented that names should not be limited to ten letters;
- Commented on the sensitivity of the naming selection; and,
- Requested that Council consider honourific names before the community input process.

MOVED by Councillor MURI

SECONDED by Councillor BOND

THAT it be recommended to Council:

THAT Council approve the Naming Selection Criteria and Procedures Corporate Policy as attached in the January 12, 2015 report of the Section Manager – Policy Planning entitled Naming Selection Criteria and Procedures Policy.

CARRIED

3.1. Accessible Design Policy for Multi-Family Residential Development

File No. 13.6440.01/000.000

Ms. Sarah Dal Santo, Section Manager – Planning Policy, provided an update on the Accessible Design Policy for Multi-Family Residential Development. Ms. Dal Santo advised that the proposed new policy was developed through an interactive approach with substantive revisions in response to stakeholder feedback. This draft policy builds on the strengths of the existing Adaptable Design Guidelines and provides additional clarity and consistency with the BC Building Code. It replaces the previous multi-tiered approach with an updated, streamlined and simplified approach based on basic and enhanced accessible design elements. The policy provides direction on the percentage of units that need to comply in order to guide the consistent application of accessible design measures. It also introduces a tracking sheet to allow the District to monitor the implementation of the new guidelines.

Council commented on the Accessible Design Policy for Multi-Family Residential Development as follows:

- Commented on the demand for accessible designed units due to the District's aging demographics;
- Commented that the units may appeal to everyone but can be adapted for those in need;
- Noted that accessible design units could be a challenge due to the small unit sizes in the District;
- Acknowledged the expense of retro-fitting;
- Suggested concentrating on making the surrounding grounds of the building accessible;
- Requested staff report back on the financial implications of accessible design units;
- Discussed the challenges of townhouses due to the topography of the District; and,
- Suggested accessible design units be in town centres which are geographically flat.

MOVED by Councillor MURI

SECONDED by Councillor MACKAY-DUNN

THAT it be recommended to Council:

THAT Council approve the Accessible Design Policy for Multi-Family Residential Development as attached in the January 12, 2015 joint report of the Section Manager – Policy Planning and Social Planner entitled Accessible Design Policy for Multi-Family Residential Development.

CARRIED

4. PUBLIC INPUT

Nil

5. RISE AND REPORT

MOVED by Councillor HANSON

SECONDED by Councillor MURI

THAT the January 26, 2015 Committee of the Whole rise and report.

CARRIED
(8:20 pm)

Mayor

Municipal Clerk

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REPORTS

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Briefing Note
North Vancouver District Council
Committee of the Whole Meeting February 23, 2015

Construction Traffic Management Program Update

This briefing note provides progress to date on the implementation of the Construction Traffic Management Program that was initiated by Council in July of 2014.

In the first 6 months the program has accomplished several milestones:



1. Establishing program goals:
 - North Shore-wide view of activities that affect traffic
 - Providing clear terms and conditions for permitted activities
 - Providing up-to-date information to the travelling public
 - Providing comprehensive communication about activities to staff and other jurisdictions for planning and operation needs
2. Strengthening Highway Use permitting system by cutting processing time in half and providing clear terms and conditions has resulted in more utilities getting Highway Use Permits. This means we have a better understanding of the activities on our streets and are better able to prevent conflicts and take advantage of opportunities.
3. Building capacity in the development community is a key part of ensuring compliance with Highway Use Permits. To this end we have:
 - Revised language in Engineering Servicing Agreement to:
 - Highlight the importance of coordinating activities that impact the community including traffic with other projects in the area
 - Reinforce that developers are required to provide adequate off-street parking for workers and trades

- Require a sizable Traffic Management deposit (\$50K to \$100K range) emphasizes the importance of proactive traffic management
 - Applied the fees for occupying the public right of way. Although this results in increased revenues our primary aim is to minimize the amount of public space (boulevard, sidewalk, and roadway) occupied by a development's site including trailers, materials, and sedimentation tanks, etc.
 - Developed an escalating fee to be applied when development sites are not in compliance with Highway Use Permits. This enforcement tool will allow the District to ensure compliance in a short period by applying a significant and incrementally increasing fee for non-compliance. Current plans are to bring this to Council for consideration in March.
4. Coordination of projects to minimize impact to the community and the travelling public is the cornerstone of the program:
- Providing staff with information about activities and serving as a central hub of information has increased organizational capacity for coordination of street activities.
 - Providing information about all projects on the North Shore regardless of jurisdiction results in a more complete picture of the road network.
 - Helping developers and third-party utilities understand the broader landscape sets expectations about what is and is not possible *early* in the process has been key to avoiding conflicts.

Over the next 6 months of the program we expect to further develop tools, increase coordination capacity, and report back to Council seeking approval of bylaw amendments that will strengthen our ability to regulate street activities.

1. Launch a public web site that will provide relevant information about current and up-coming projects on arterial and collector streets. It will also feature traffic camera views of major corridors and other key locations. This is expected for testing in March 2014.
2. Request Council consideration of escalating fee designed to achieve compliance with Highway use Permits. This would allow the District to apply a Special Highway Use Permit fee every 12 hours that a development site is not in compliance with their Highway Use Permit. The proposed fee structure would see a cost of \$1500 for the first occurrence, \$3000 for the second occurrence, \$5000 for the third occurrence and those thereafter. This is the most stringent fee structure in the region and provides the District an incremental method to gain compliance before resorting to a stop work order.
3. Provide a wider range of traffic cameras available to staff and the public
4. Refine and strengthen policies and procedures for project coordination and for enhanced communication across jurisdictions and with the public.



Approved by:

Manager	GM	3.1.2 CAO
<i>[Signature]</i>		<i>[Signature]</i> acting

Briefing Note: Highway 1 Traffic Patterns
February 23, 2015 Committee of the Whole

Concern has arisen about the congestion patterns that have developed recently on Highway 1 near the Ironworkers Memorial Bridge. This note provides background information about:

- the progress of work underway to review the Highway 1 traffic operations,
- information about Highway 1 traffic patterns near the bridge, and
- a summary of the District of North Vancouver’s current plans for improving east-west connectivity across Highway 1.

Based on this, staff will also recommend that:

- (1) Staff continue to work with the Ministry of Transportation and Infrastructure to identify the cause of recent congestion and to advance the Lower Lynn Interchanges Project; and
- (2) A review be conducted of the east-west connection strategies outlined in the current Transportation Plan, with consideration given for advancing projects if needed.

Highway Operations Review

The Ministry of Transportation and Infrastructure has engaged a consultant to review Highway 1 traffic operations. The study is needed to identify the cause of significant congestion along Highway 1. After the problem has been identified and quantified, the study would generate mitigation measures.

We understand this work should be generally completed by June of 2015, although preliminary information may be available before June.

Highway 1 Traffic Patterns

While the Ministry’s consultant completes their work, staff have been investigating traffic patterns based on publically available data from the Ministry’s permanent traffic counter at the south end of the Ironworkers Memorial Bridge.

Overall Trends

Currently, on average over 120,000 vehicles cross the Ironworkers Memorial Bridge on weekdays. On the weekends, closer to 100,000 vehicles cross daily.

Weekdays and weekends are illustrated in FIGURE 1 for the years between 2008 and 2013, along with the average for both combined (labelled 'All Days'). As shown, the total number of vehicles crossing the bridge has not been increasing in recent years.

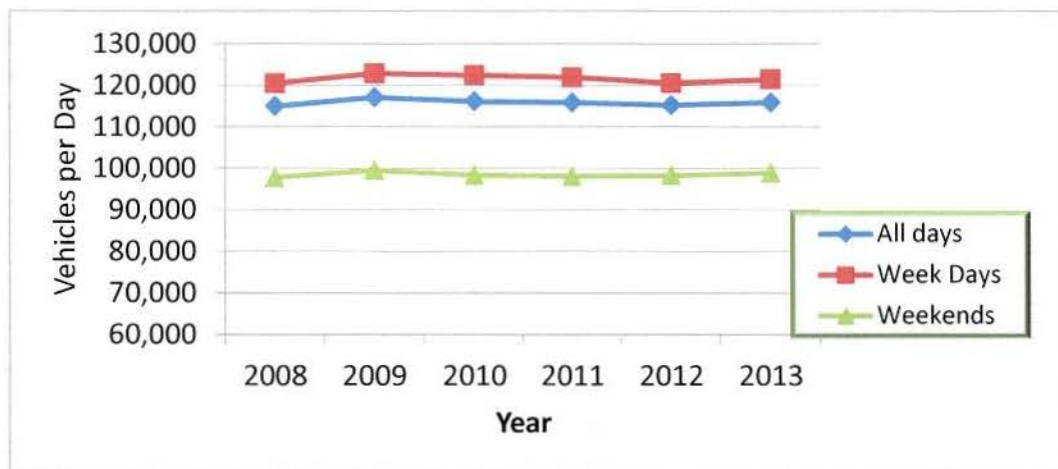


FIGURE 1 Average Annual Daily Traffic over Ironworkers Memorial Bridge

Note: 2014 not fully available yet.

Earlier records show that the average daily traffic volume ('All Days') was approximately 107,000 in 1996, compared to 116,000 in 2013. This is a total increase of 9 percent over 17 years, or about 0.5 percent each year.

Daily Variation

The traffic data has also been examined to determine variation from day to day and from hour to hour. For example, in one afternoon rush hour in September 2011 (before the recent congestion), traffic varied by as much as 1,500 vehicles from day to day. However, in September 2014 (during the recent congestion) hourly traffic varied up to 2,500 vehicles from day to day. This preliminary look at traffic variation may indicate less predictable travel times.

Directional Split

Other patterns have been changing over the decades. For example, District records indicate that in 1976, 63 percent or almost two-thirds of all vehicles were headed south during the morning rush hour weekday in April. Now, morning rush traffic is generally even between the northbound and southbound directions.

Over this 38-year span, morning northbound trips increased significantly. The reason for this change is not explained by the data, but may be a result of more people working on the North Shore while living south of Burrard Inlet.

Preliminary Analysis of Congestion

Staff have been observing the Highway 1 southbound traffic over the last two months using cameras and traffic maps (Google). Initial indications are that:

- southbound queues are present on the North Shore when traffic on the Bridge traffic is moving freely, indicating that the southbound issue may be occurring on the North Shore;
- southbound congestion appears to start around 3:30 pm each weekday; and
- ramp traffic at either the Lillooet Road (formerly Fern Street)/Mount Seymour Parkway interchange and/or at the Main Street/Dollarton Highway interchange may be involved.

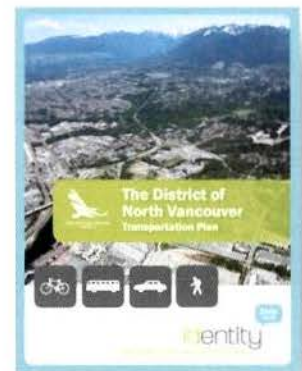
District of North Vancouver Plans

The public is concerned about recent Highway 1 congestion, particularly as it affects the ability of residents to travel east-west across Highway 1. There has also been some public questions as to whether there is a plan in place.

East-West Connection

The issue of east-west connectivity was indeed identified as a key issue in the District's Transportation Plan (adopted by Council 2012). The Plan identified improvement strategies as shown in FIGURE 2, including:

- Working with the Ministry of Transportation and Infrastructure to improve the **Lower Lynn Interchanges**, by separating bridge-bound traffic from local traffic and constructing a new overpass between East Keith Road/Lillooet Road and Mount Seymour Parkway;
- A new municipal east-west road between upper Mountain Highway Keith Road north, parallel and north of Highway 1 (known as **North Service Road**);
- A new east-west **road between Barrow Street and Spicer Road**, south of and parallel to Main Street;
- Improving **pedestrian and cycling connections** in four locations (upgrade to path along Lynn Creek under Highway 1, new pedestrian and cycling bridge over Highway 1 on Crown Street alignment, upgrade to existing Main Street cycling route and a new crossing of Seymour River between Barrow Street and Spicer Road); and
- Strategies to facilitate transit access on the roads leading to and from **Phibbs Exchange** and an improvement to Phibbs Exchange to encourage transit use.



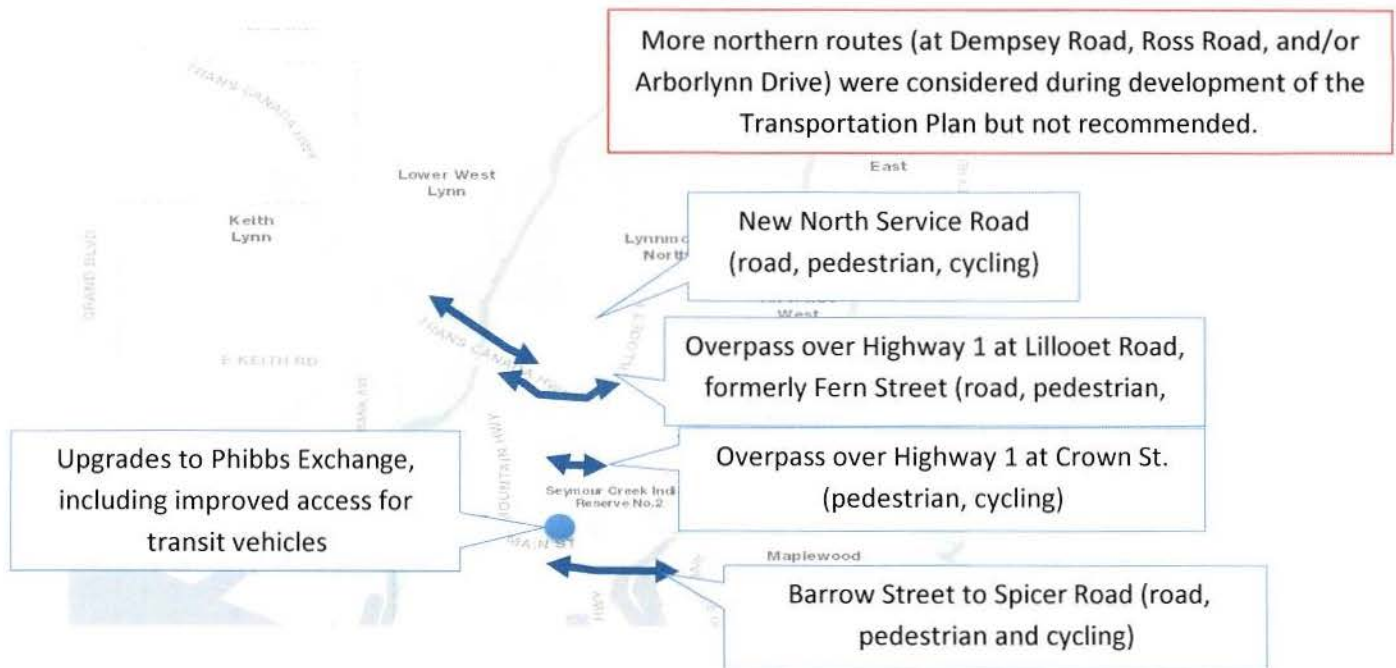


FIGURE 2 Illustration of East-West Connection Plans

Progress to Date

At the time of the adoption of the Transportation Plan, priority projects were identified. Work has started on the majority of these priority projects.

Several of the key transportation improvements have been made possible because of opportunities and funds made available by development. Examples include:

- (1) **East Keith Road Extension** – made possible by acquiring land from Seylynn development and paid by development charges;
- (2) **Keith Road Bridge Replacement** – 50 percent funded by Development Cost Charges;
- (3) **Phibbs Exchange** (now in design) – TransLink interest triggered by plan for Lower Lynn Town Centre as a frequent transit development area; and
- (4) **Lynn Valley Road Interchange** – additional southbound lane funded by Bosa development.

Conclusions

Progress has been made in implementing changes to address mobility issues. Until the east-west connections identified in the District of North Vancouver’s 2012 Transportation Plan are fully in place, congestion near the bridgehead may continue to be an issue.

A key priority of the District's Transportation Plan has been collaboration with MOTI on the highway interchange design and the District has been engaged in this important planning initiative for the past few years. As well, the Ministry has initiated a comprehensive review of Highway 1 operations to determine the cause of recent congestion and to develop a plan of action. Staff hope to have better information in the next few months. In the meantime, a preliminary review of the Highway 1 traffic volumes over the Ironworkers Memorial Bridge indicates that:

- Traffic volumes over the Bridge are not increasing overall;
- Traffic variability may be resulting in unpredictable conditions;
- Traffic changes may be related to employees or workers now travelling to the North Shore during the day; and
- A traffic change that appears to start around 3:30 pm near one of the Lower Lynn interchanges may have created the recent variable congestion.

At this time, staff recommend that:

- (1) Staff continue to work with the Ministry of Transportation of Infrastructure to identify the cause of recent congestion, along with strategies to improve operations and to advance the Lower Lynn Interchanges Project; and
- (2) The east-west connection strategies outlined in the current Transportation Plan be reviewed, with consideration given for advancing projects if needed.

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