

AGENDA

COUNCIL WORKSHOP

Tuesday, February 9, 2016

5:00 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

www.dnv.org

THIS PAGE LEFT BLANK INTENTIONALLY

COUNCIL WORKSHOP

5:00 p.m.
Tuesday, February 9, 2016
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. February 9, 2016 Council Workshop Agenda

Recommendation:

THAT the agenda for the February 9, 2016 Council Workshop be adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. January 25, 2016 Council Workshop

p. 7-11

Recommendation:

THAT the minutes of the January 25, 2016 Council Workshop meeting be adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. Major Projects Update

p. 15-32

File No. 11.5245.30/000.000

Presentation: Gavin Joyce, General Manager – Engineering, Parks and Facilities

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation:

THAT the February 9, 2016 Council Workshop be adjourned.

THIS PAGE LEFT BLANK INTENTIONALLY

MINUTES

THIS PAGE LEFT BLANK INTENTIONALLY

DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop of the Council for the District of North Vancouver held at 6:06 p.m. on Monday, January 25, 2016 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
Ms. C. Grant, General Manager – Corporate Services
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. D. Milburn, Acting General Manager – Planning, Properties & Permits
Mr. J. Gordon, Manager – Administrative Services
Mr. R. Malcolm, Manager – Real Estate and Properties
Ms. L. Brick, Deputy Municipal Clerk
Ms. S. Dal Santo, Section Manager – Planning Policy
Mr. P. Chapman, Social Planner
Ms. S. Dale, Confidential Council Clerk
Mr. F. Donnelly, Research Analyst

1. ADOPTION OF THE AGENDA

1.1. January 25, 2016 Council Workshop Agenda

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT the agenda for the January 25, 2016 Council Workshop be adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

Nil

3. REPORTS FROM COUNCIL OR STAFF

3.1. Reunification Research Strategy

File No. 01.0470.20/001.000

Ms. Charlene Grant, General Manager – Corporate Services, provided an introduction, noting that the purpose of tonight's Council Workshop is to move from the preliminary scoping stage, conducted by the North Shore Reunification Committee, to a phased research strategy to be pursued over Council's term of

office. Ms. Grant noted that several key messages and directions emerged from when Council last considered this topic in the Committee of the Whole meeting on July 27, 2015, summarized as follows:

- There should be only one North Vancouver;
- It is not a quick fix;
- Information is critical but may be elusive;
- Community expectations should drive the mandate; and,
- Progress is possible.

With the consent of Council, Mr. David Stuart, Chief Administrative Officer, advised that the complete Merging Municipalities, Insights on North Vancouver Reunification report will be released to the public.

Mr. Felim Donnelly, Research Analyst, presented the literature review entitled Merging Municipalities – Insights on North Vancouver Reunification. Mr. Donnelly noted that the approach taken was to further understand municipal consolidations as a prerequisite to determining the factors most relevant to the North Vancouver context. From this foundation, some fundamental conclusions were drawn from the comprehensive research including:

- Significant efficiency gains are unlikely;
- Service levels likely won't see dramatic changes; and,
- The major benefits would be realized in planning and transportation coordination.

Mr. Donnelly suggested that the next steps include:

- The study of the Abbotsford-Matsqui merger;
- An evaluation of planning and transportation and shared services;
- A financial metrics investigation; and,
- Citizen engagement.

Council discussion ensued and the following comments and concerns were noted:

- Thanked Mr. Donnelly for the comprehensive presentation;
- Acknowledged that dramatic cost savings to the bottom line may not be the case;
- Questioned if merging would result in unionized wages harmonizing upwards;
- Suggested analyzing the cost efficiencies of consolidating facilities;
- Noted the benefits of consolidating planning and transportation;
- Commented that between the three North Shore municipalities, Bowen Island and Lions Bay, there are 28 members on Council;
- Noted the importance of research being done in a transparent way;
- Endorsed the idea of doing a detailed analysis of the Abbotsford-Matsqui study;
- Opined that amalgamation will not result in job loss as a significant number of municipal employees are eligible to retire in the near future;
- Commented that the District needs the support of the other North Shore Municipalities to move forward;

- Noted that the self-identity of a community is important to its culture; however, it was noted that many residents in the City and District identify themselves as being “North Vancouver” residents;
- Requested that staff report back on planning and operational efficiencies;
- Opined that the benefits of amalgamation will be seen long-term; and,
- Commented that a unified North Vancouver could have a stronger voice regionally.

MOVED by Councillor BASSAM

SECONDED by Councillor BOND

THAT the January 25, 2016 presentation of the Research Analyst be received;

AND THAT a research plan be engaged by staff.

CARRIED

Public Input:

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Noted the importance of making the financial status of each municipality transparent to the community.

Council recessed at 6:57 pm and reconvened at 7:00 pm.

3.2. Rental and Affordable Housing

File No. 13.6480.30/003.000

Mr. Dan Milburn, Acting General Manager – Planning, Properties & Permits, reviewed the discussion to date and plan for moving forward, noting that this is the fourth session on Affordable Housing, following the introduction of the Green Paper on November 2, the presentation by Metro Vancouver on December 1 regarding the Metro Vancouver Housing Corporation and the draft Regional Affordable Housing Strategy (RAHS), and the Overview of housing goals and targets on December 8.

Mr. Milburn reviewed the draft goals and strategies which include:

- Expanding the supply and diversity of housing;
- Increasing housing supply along the Frequent Transit Network;
- Ending homelessness in the region;
- Preserving and expanding the rental supply; and,
- Meeting the housing demand estimates for low and moderate income earners.

Mr. Milburn presented the results of a scenario analysis on six various rental and affordable housing tools.

Staff sought Council’s feedback with regards to the draft outline for a District Rental and Affordable Housing Strategy/Action Plan.

Council discussion ensued and the following comments and concerns were noted:

- Opined that discussions regarding Community Amenity Contributions need to happen before making decisions on affordable housing;
- Suggested looking at what tools other cities have used to create affordable housing;
- Suggested referencing the Official Community Plan instead of a ten-year timeframe;
- Opined that the District should focus on low to moderate income earners;
- Commented that affordable housing is a complicated issue;
- Expressed the willingness to provide District land to Metro Vancouver or other non-profit groups to develop affordable housing;
- Expressed concern that affordable housing in the District will be concentrated in one area;
- Commented on the need to preserve existing rental stock;
- Commented on the importance of hearing from the development community;
- Opined that discussion with the community is essential;
- Questioned what level of affordability the District is trying to achieve;
- Commented that a policy needs to be developed in conjunction with District partners;
- Opined that for this to be a successful program the District will have to forgo a significant amount of Community Amenity Contributions;
- Questioned what the ongoing operational cost to maintain affordable housing would be;
- Commented that the cost of land is driving housing prices up; and,
- Suggested the possibility of building affordable housing in the Maplewood area.

Public Input:

Mr. Don Peters, District Resident:

- Opined that the District should focus on low to moderate income earners;
- Commented that it would be helpful to know what the average income is in the District;
- Noted the importance of engaging with the community;
- Urged staff to have discussions with developers; and,
- Noted that one size does not fit all.

Mr. Lyle Craver, 4700 Block Hoskins Road:

- Opined that Lynn Valley has enough rental units.

Staff advised that the discussion on affordable housing will continue at the February 15, 2016 Council Workshop.

4. ADJOURNMENT

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT the January 25, 2016 Council Workshop be adjourned.

CARRIED
(8:28 pm)

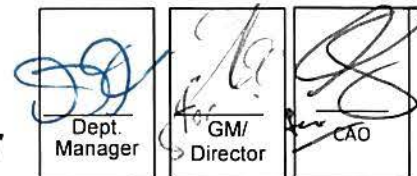
Mayor

Municipal Clerk

THIS PAGE LEFT BLANK INTENTIONALLY

REPORTS

THIS PAGE LEFT BLANK INTENTIONALLY



The District of North Vancouver

INFORMATION REPORT TO COUNCIL

February 2, 2016

File: 11.5245.30/000.000

AUTHOR: David Desrochers, P. Eng., Manager, Project Delivery

SUBJECT: Major Projects Update - February 2016

REASON FOR REPORT:

To provide background information for discussion at Council Workshop on February 9, 2016.


SUMMARY:

Several topics will be brought forward on February 9, 2016 for discussion, focussing on Project Delivery Office and Major Projects. Topics include:

1. Project Delivery Office
2. Phibbs Exchange
3. Philip Overpass
4. North Shore Transfer Station
5. Keith Road Bridge
6. Montroyal Bridge
7. Capilano Watermain
8. Lynn Valley Underpass

A briefing note outlining these projects is attached.

Respectfully submitted,


David Desrochers, P. Eng.

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev. _____ <input type="checkbox"/> Development Services _____ <input type="checkbox"/> Utilities _____ <input type="checkbox"/> Engineering Operations _____ <input type="checkbox"/> Parks _____ <input type="checkbox"/> Environment _____ <input type="checkbox"/> Facilities _____ <input type="checkbox"/> Human Resources _____	<input type="checkbox"/> Clerk's Office _____ <input type="checkbox"/> Communications _____ <input type="checkbox"/> Finance _____ <input type="checkbox"/> Fire Services _____ <input type="checkbox"/> ITS _____ <input type="checkbox"/> Solicitor _____ <input type="checkbox"/> GIS _____ <input type="checkbox"/> Real Estate _____	External Agencies: <input type="checkbox"/> Library Board _____ <input type="checkbox"/> NS Health _____ <input type="checkbox"/> RCMP _____ <input type="checkbox"/> NVRC _____ <input type="checkbox"/> Museum & Arch. _____ <input type="checkbox"/> Other: _____

**Major Projects Update
February 09, 2016**

Purpose of the February 9th Workshop

At the February 9th, 2016 Council Workshop, staff will provide Council with an overview of the newly established Project Delivery Office and an update on the major infrastructure projects that the District is working on with the exception of the Highway #1 interchanges that will be addressed on February 16, 2016.

This briefing package includes a short update on each of the key topics for discussion, as follows:

Project	Project Manager
Project Delivery Office	David Desrochers
Philip Overpass	Stephen Bridger
Keith Road Bridge	Tyler Thompson
Montroyal Bridge	Brian Counihan
North Shore Transfer Station	Steve Ono
Phibbs Exchange	Erica Geddes
Capilano Water Main	Tegan Smith
Lynn Valley Underpass	Tyler Thompson

Council will hear about other important major projects at the following workshop sessions:

- **Lower Lynn Interchanges** is scheduled for **February 16th**; and
- **Construction traffic management** and **Centracs signal software** are scheduled for **March 8th**.

DNV Project Delivery Office

Description

The Project Delivery Office (PDO) was established by the General Manager of Parks, Facilities and Engineering in March 2015 with the goal of improving the quality and delivery of projects implemented in the District and leveraging opportunities presented through development and through senior government infrastructure implementation to obtain infrastructure contributions that fulfill the ultimate vision of the OCP and other community plans.

The purpose of the Project Delivery Office is to lead, facilitate, and support the delivery of complex projects that have multiple stakeholders.

Gradually, a team was set up within the Engineering Projects and Development Services Department. The team received interim staffing through secondments in 2015 and more secure staff resources are planned in the 2016 budget. The PDO is developing improved methods of project delivery including clearly establishing a project manager, delegating more to staff, and increasing internal information flow at the District.

In recognition of the number of major projects coming to and initiated by the District and a need to build project management capacity across the organization, the District trained several staff in best practices for project management in 2015. Several of the projects that are underway in the municipality are not led by the Project Delivery Office but the Project Delivery Office offers assistance with team building, stakeholder engagement, and project management protocols.

Organizational Chart



The role of PDO depends on the type of project being delivered. Early involvement and full stakeholder engagement means advocating for the right design and project support framework including appropriate financing and human resources. A major goal of the PDO for all projects is to manage the impact of the project on District resources.

Successes and Challenges:

Projects under the leadership of the Project Delivery Office are complex. Some of them have big budget like the Keith Road Bridge and others are multi-agency like Capilano Water Main or the Highway 1 Interchanges. The number and scope of projects that are arising from senior government funding and development opportunities as well as DNV infrastructure projects provide significant challenges from a public acceptance point of view.

Critical success factors for all projects include the excellent management of:

- Stakeholder engagement
- Construction traffic in the municipality
- Environmental impacts
- Parks access
- District utilities infrastructure
- District property assets
- Coordination with development and 3rd party utilities

Phibbs Transit Exchange

Project Description

The need for improvements to Phibbs Exchange has been identified as a high priority in both the District's Transportation Plan and in TransLink's North Shore Area Transit Plan. The project will improve bus operational efficiency and enhance the experience for users, with the goal of increasing transit ridership. Phibbs Exchange has also been identified as a gateway to the new Lynn Creek town centre.

A solution has been developed with TransLink and MOTI that is consistent with planned changes to the adjacent Highway 1 interchange. The project includes relocation of the highway off-ramp, enlargement of the exchange area, better pedestrian and cycling access, drainage improvements and upgraded customer amenities, making this a key gateway to the new Lynn Creek town centre.



Budget

A 30 percent detail design has now been prepared, with an estimated cost of \$19 Million. It is expected that TransLink and the provincial Ministry of Transportation and Infrastructure will both contribute to funding this project. There may be benefits to the District to consider partnership funding for this project and or to facilitate contributions from the federal government or other sources. No commitments have been made.

Schedule

Once the funding is in place for this project, it is expected that final design would begin immediately. The earliest expected construction date would be 2017.

Stakeholder Engagement

The design was reviewed by two advisory committees in the fall of 2015: the Transportation Consultation Committee (TCC) and the Advisory Committee on Disability Issues (ACDI). If and when the next design stage proceeds, additional consultation would be considered.

Successes and Challenges

A successful upgrade to Phibbs Exchange will:

- Consider the input of various stakeholder groups
- Improve the customer experience and provide a feeling of security to passengers
- Improve lighting and weather protection
- Integrate the Exchange into the Lynn Creek Town Centre and be coordinated with adjacent re-development projects
- Improve storm water retention
- Improve access to and from the Exchange for all modes of transportation (driving, cycling and walking)
- Be consistent with plans to improve the adjacent Highway 1 interchange (Main Street and Dollarton Highway interchange)

Philip Overpass

Project Description:

The Phillip Overpass is being built to connect truck traffic to the industrial waterfront lands without rail interruption. Construction of this link from 1st St. to McKeen Ave. is approximately 80% complete.

Budget

The project is currently within the budget (\$24.6M) and cost overruns are not anticipated. Note that the District's financial contribution for construction remains at 1% of the project costs.

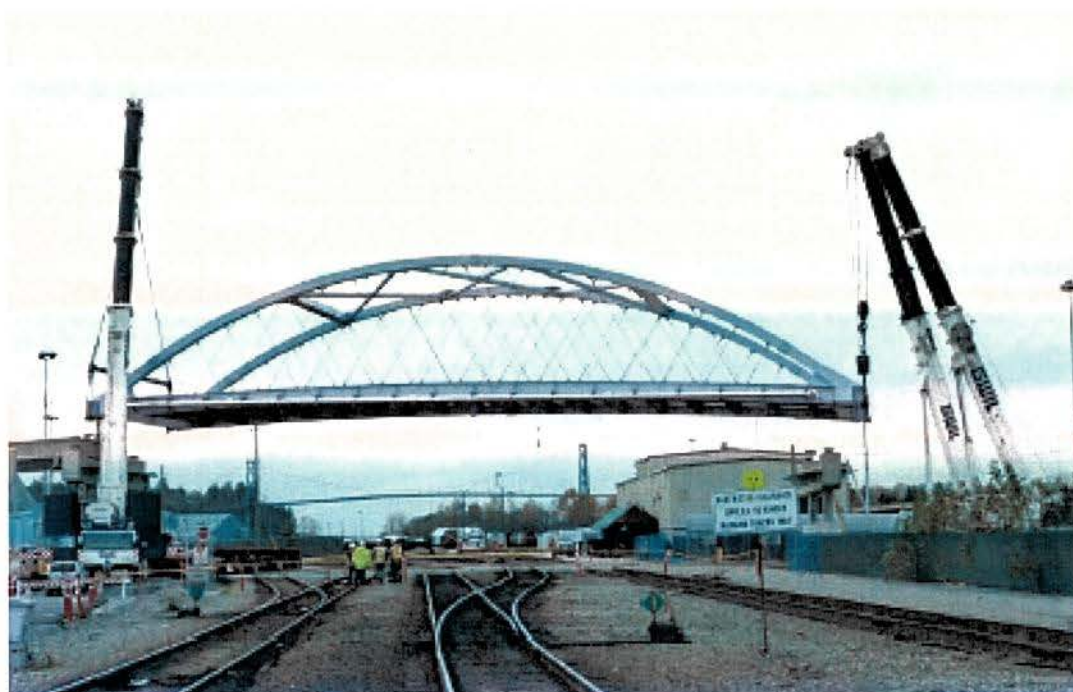
Schedule and Milestones:

The Substantial Completion date for the project is March 31, 2016 and the bridge opening is currently scheduled for early June 2016.

Successes and Challenges:

This project has multiple stakeholders (CN Rail, BC Rail, BC Ministry of Transportation and Infrastructure, Transport Canada, Kinder Morgan, Squamish Nation, and DNV). With project management being outsourced, the impact to District staff resources has been minimized.

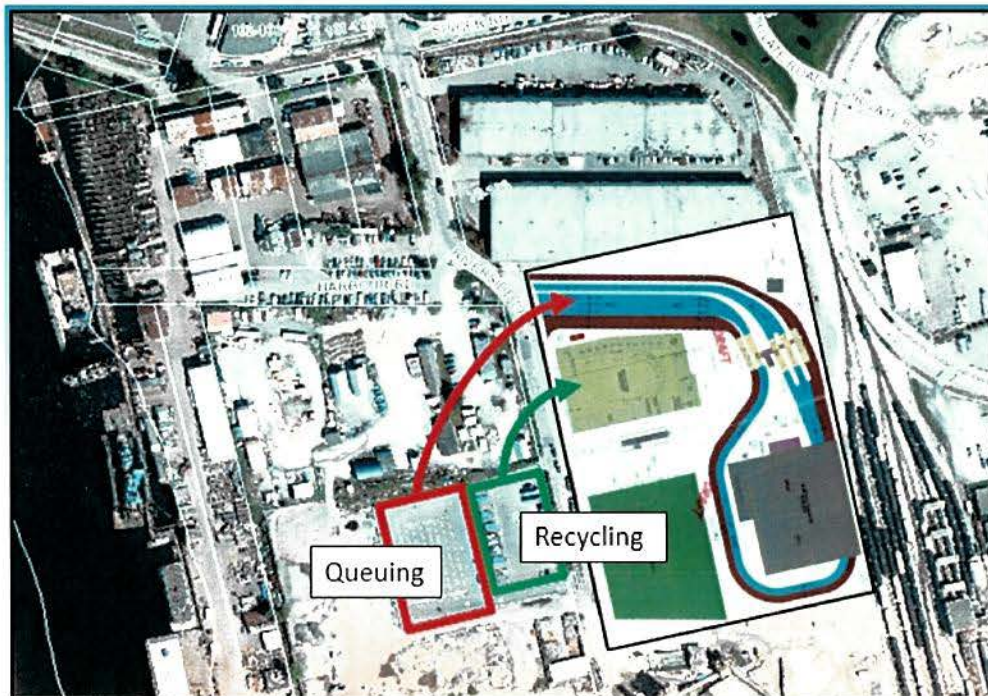
3rd party utility works are complete and with the placement of the main span and girders complete, weather remains the biggest risk to the schedule.



North Shore Transfer Station

Project Description

Metro Vancouver is planning to reconfigure the North Shore Transfer Station due to the construction of a new Metro Vancouver water supply tunnel under the Second Narrows. The proposed reconfiguration will replace the existing queuing yard which was originally built to alleviate some of traffic queues along Riverside Drive with a new vehicle queuing yard in the main NS Transfer Station site. The Recycling services will also be accommodated on the site.



Budget:

This project is being funded by Metro Vancouver and there is no direct financial impact to the District.

Schedule and Milestones

Metro Vancouver anticipates to tender construction of the NS Transfer Station reconfiguration in March of 2016 with completion near the end of 2016.

Successes and Challenges:

In response to the District's concerns, Metro Vancouver will incorporate the following items into their design:

- Separate queues inbound and outbound for Municipal/Commercial and Public customers for both municipal solid waste and green waste/organics drop off.
- Opportunity for residents to recycle separately from Municipal Solid Waste drop off.
- Continuation of the practice of no vehicle queuing on the municipal roadway.

- Gradual elimination of reliance on flag persons for directing customers to the inbound driveways once they become familiar with the new configuration.
- Continuation of peak time variable pricing to reduce inbound queues

The reconfiguration will create a more compact and efficient footprint for Metro's solid waste operation on the North Shore

Keith Road Bridge

Project Description

Replacing the current 2-lane bridge that is at the end of its design life with a new 5-lane crossing will provide a key piece of the Lower Lynn transportation network.

After 9 months of construction, the Keith Road Bridge construction project is now 40% complete. The progress to date indicates the project will be completed on time (Fall 2016) and within budget (\$14.5 M).

The first half of the new bridge is currently being constructed to the south of the existing Keith Bridge. In March, traffic will be shifted to the new bridge, the old bridge will be demolished and the second half of the bridge will be built where the old bridge was located.

The collaborative working relationship between District Staff, The Contractor (B&B Heavy Civil Construction Ltd.), and the Contract Administrator (Hatch Mott Macdonald) has allowed the project to progress smoothly without Contractor claims for additional costs to date. Public tolerance for the project remains intact and we have received few serious complaints so far. This is directly related to proactive approach to construction traffic management and communications (see below).



Budget

Project Budget: The total budget for this project is \$14.5M. \$12.7M has been allocated with the final \$1.8M coming from the 2016 capital budget. Expenditures are going as planned.

Schedule and Milestones:

Keith Road Bridge Project Milestones	
Description of Work	Date
Mobilize to Site	May 22, 2015
Launching of Steel Girders (first half of bridge)	Nov 30, 2015
First Half of Bridge Open to Traffic	March 2016
Demolition of Existing Keith Bridge	March 2016
Launching of Steel Girders (second half)	May 2016
Completed Bridge Open to Traffic	Aug/Sept 2016
Trail Connections Complete	August 2016
Substantial Completion	September 2016

The biggest risk to schedule is coordinating third party utility construction. This coordination is required for BC Hydro, Telus, Shaw, Fortis Gas, and Fortis Energy.

Successes and Challenges

The success of this project is due to cross-departmental teamwork which is predicated on clear communication.

Traffic Management:

Because of the critical connection this bridge provides, traffic management is a top priority. Replacing this major east/west transportation link while keeping it open to traffic is a challenge and some traffic impacts are anticipated throughout the construction window

To ensure public safety, the existing trails under Keith Bridge and the Bridgman Park Parking Lot have been closed since construction began. Park users are being encouraged to use Inter River Park or Seylynn Park for the duration of the project.

3rd Party Utilities:

Coordination of 3rd party utility construction is this project's biggest risk to the schedule.

Environmental Monitoring:

To date there have been no significant environmental incidents on site as a result of construction. Some trees in both Bridgman and Seylynn Parks were affected by last summer's drought conditions and last fall's windstorms.

Communications

Excellent support from DNV's Communications team for stakeholder communication is a key component of the project's success to date. Weekly staff meetings and proactive messaging have been instrumental in keeping the public aware of progress and any anticipated traffic delays.

As part of a public outreach initiative, we have donated trees and logs to both Lynnmour and Highlands school for use in educational programs. The logs donated to Highlands will also be used to construct an outdoor playground this Spring 2016.

Private Property Acquisitions

The private property acquisitions were resolved in a timely manner and didn't impact construction. The property negotiations have been completed for some time but we continue to build and maintain positive relationships with each of the homeowners adjacent to the project site. This involves letter drops and face-to-face discussions about upcoming work around their properties.

Montroyal Bridge

Project Description

The existing bridge on Montroyal Boulevard crossing Mosquito Creek was built in 1955 and is at end of its service life. Replacement is being fast-tracked to eliminate the risks of damage or collapse as the bridge is under capacity and in poor condition.

In meeting current design standards, the new bridge will provide a minimum of 75 years of service and will include two vehicle lanes with bike lanes and sidewalks on both sides of the structure. This will result in a bridge 5.8m wider than the existing. Road widening to accommodate these additions will extend from Skyline Drive to Glencanyon Drive. The most cost effective solution is a 35m (approx.) clear span over Mosquito Creek and trail resulting in safer travel for all users and a better trail experience. Eliminating piers with a clear-span structure will also mitigate the risk of debris-flooding.



Budget

- Approved 2015 Budget \$1.5M
- Total Project Estimated Cost \$4.6M
 - New Bridge:
 - 35m clear-span bridge with 75 year design life
 - Increased width to accommodate vehicles, cyclists, and pedestrians
 - Improved trail experience
 - Roadworks:

- Widening and tie-in to existing road network
- Traffic Management:
 - Provide a 2-lane temporary bridge to avoid months of single-lane alternating traffic and provide adequate crossing for emergency response. Rejected alternatives include a single lane temporary bridge at a slightly lower cost or closing the crossing altogether and detouring again along Highland/Delbrook to Edgemont/Queens.

Schedule and Milestones

Date	Milestone
April 2016	Preliminary Design and Cost Estimate
Spring 2016	Enter Design Build Contract
Late Spring 2016	Construction Commencement
Winter 2016	Construction Completion

Successes and Challenges:

This project has many challenges including a very constrained site and stakeholders with opposing concerns and priorities. Achieving the right design for this space and neighbourhood without negative impacts to the schedule budget or quality is the initial challenge.

Critical success criteria include:

- Uninterrupted service for emergency responders
- Excellent traffic management
- Meets capacity needs
- Meets seismic standards
- Improved safety for all users (vehicles, cyclist, pedestrians)
- Improved integration with park/trail
- Coordination of traffic management with Capilano Water Main Project

Capilano Water Main Project Update

Purpose of the Project

Since August 2015, Metro Vancouver has been constructing the Capilano Water Main Project which includes replacing an aging water main, installing new valve chambers and connecting the new main to the existing system. The new 2-metre diameter regional water main is being installed from north to south along Capilano Road between Cleveland Dam and Edgemont Boulevard. The pipe installation will be completed within the coming weeks and then, Edgemont Boulevard will be closed east of Capilano Road until June while the crossover chamber is built. This project has enabled the DNV to advance some key infrastructure improvements.

Schedule

Date	Milestone
August 2015	Construction begins
Winter 2015/Spring 2016	Major work on Capilano Road completed Highland Blvd Detour removed
Late Spring 2016	Cross over valve chamber at Edgemont Blvd and minor works continuing
Summer 2016	Road restoration and final paving
End of 2016	DNV pedestrian and cycling connections implemented

Successes and Challenges

- **Communications with residents and business** has gone well and expectations have been managed.
- CMAC input was valuable especially during the planning stages.
- **DNV's environmental regulations** were effective in protecting waterways, trees, and habitat.
- **DNV secured funding from Metro** for:
 - Installing the District's 300mm diameter water distribution main and services on Capilano Road.
 - Capilano Rd Sidewalk installation (west side from Eldon Rd to Rydal Ave).
 - Design of Highland Boulevard safety improvements, including bike route and crosswalk upgrades before the road is repaved in 2017.
 - Sidewalk widening on north side of Colwood Drive at Highland Boulevard.
 - Capilano Road bicycle route via Paisley Ave (signage and markings).
 - Signage and curb let-downs to help pedestrians and bicyclists access east-west trail connections
- **Highland Detour was effective** in managing traffic.



Lynn Valley Road Underpass

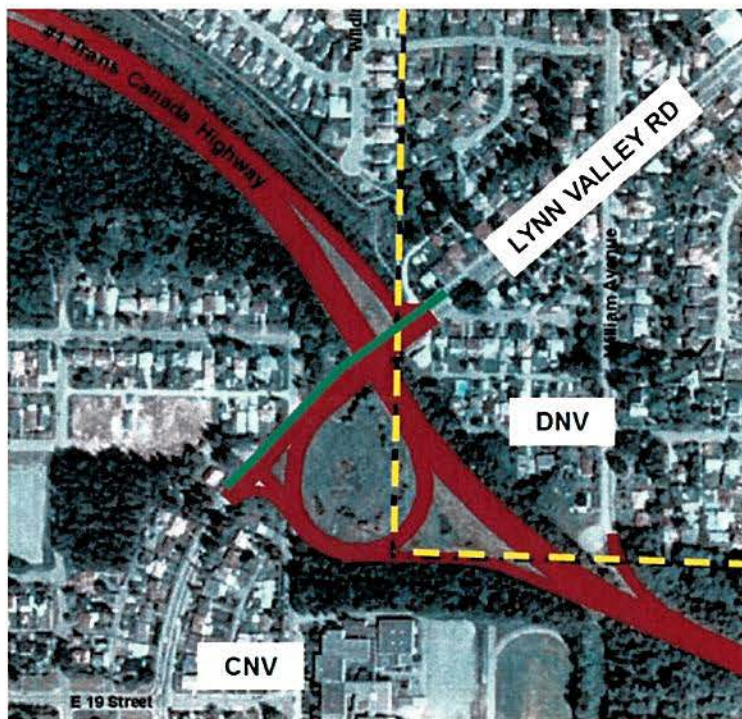
Project Description

This project includes the construction of an additional southbound vehicular travel lane and facilities for pedestrians and cyclists at the Lynn Valley Road interchange with Hwy 1. Such improvements are to be located between the existing west pier and the overpass abutment. This also includes any changes necessary to roads, sidewalks, services, or utilities to accommodate this construction.

The Lynn Valley Road Underpass improvement project is a rezoning requirement of the BOSA development in the Lynn Valley Town Center (1175 Lynn Valley Road).

This is a DNV-initiated project, being constructed within the municipal boundary of the CNV, all of which is within MOTI jurisdiction. See map.

The green line on the map represents the proposed project location; the yellow dashed line delineates the municipal boundary; and the red area represent MOTI jurisdiction.



Budget

Bosa is responsible for the costs associated with these works. At rezoning, the preliminary estimate for these construction works was \$1.6M.

Schedule

Scheduling of the project design and construction is solely the responsibility of Bosa.

The project must be:

- financially secured (likely through a Servicing Agreement) prior to issuance of the first **building permit**
- completed and accepted prior to **occupancy** of any building or structure on the lands.

Successes and Challenges

The multi-jurisdictional nature of the project is likely to result in a rigorous approval process. The intrusion of the roadway into City of North Vancouver park land in the south-west quadrant could mean additional time spent on the project design and approval. The District will work with the City of North Vancouver and MOTI to develop a design acceptable to all parties. Additionally, several stakeholder groups will be consulted on the design of the project to ensure user acceptance.

To date, there have only been conceptual design discussions with Bosa and no formal submission has been made yet. MOTI has been receptive to the design intent so far and will continue to be engaged in the project.

Success criteria for the project include:

- Approval of design by MOTI, the City of North Vancouver, and the District of North Vancouver
- Minimal disruption during construction, including on municipal roads
- Improved conditions for southbound traffic, particularly to by-pass queues leading to the eastbound Highway lanes
- Improvements to pedestrian and cycling facilities through this transportation corridor with connections to both CNV and DNV cycling projects on either side
- Same or reduced collision risk for all users (including pedestrians and cyclists)
- Public acceptance of project plan and recognition of project benefits