

AGENDA ADDENDUM

REGULAR MEETING OF COUNCIL

Monday, July 18, 2016

7:00 p.m.

**Council Chamber, 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



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REGULAR MEETING OF COUNCIL

7:00 p.m.
Monday, July 18, 2016
Council Chamber, Municipal Hall
355 West Queens Road, North Vancouver

AGENDA ADDENDUM

THE FOLLOWING LATE ITEMS ARE ADDED TO THE PUBLISHED AGENDA

9. REPORTS FROM COUNCIL OR STAFF

9.1. Funding Approval for Lynn Valley Road Widening, Safety Improvements and Bike Lane Project

File No. 16.8450.30/013.001

Recommendation:

THAT proceeding with the Lynn Valley Road Widening, Safety Improvements, and Bike Lane Project at a total estimated project cost of \$1.35 million be approved;

AND THAT the Financial Plan be amended in the fall to reflect project funding as outlined in the July 18, 2016 report of the Manager – Engineering Projects entitled Funding Approval for Lynn Valley Road Widening, Safety Improvements and Bike Lane Project;

AND THAT staff be directed to proceed to tender and construction in Fall 2016.

9.3. Revised Spirit Trail Alignment – Central Section

File No. 12.6285.20/506.000

This item has been withdrawn from the agenda.

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AGENDA INFORMATION

- ☒ Regular Meeting
☐ Workshop (open to public)

Date: _____
Date: _____

July 18, 2016

Dept.
Manager

GM/
Director

CAO

9.1

The District of North Vancouver REPORT TO COUNCIL

July 18, 2016

File: 16.8450.30/013.001

AUTHOR: David Desrochers, P. Eng., Manager Engineering Projects

SUBJECT: Funding Approval for Lynn Valley Road Widening, Safety Improvements and Bike Lane Project

RECOMMENDATION:

1. That Council approve proceeding with the Lynn Valley Road Widening, Safety Improvements, and Bike Lane Project at a total estimated project cost of \$1.35 million; and
2. The Financial Plan be amended in the fall to reflect project funding as outlined in this report; and
3. Staff be directed to proceed to tender and construction in Fall 2016

REASON FOR REPORT:

This report is to seek Council commitment to secure the funding required to complete the Lynn Valley Road Widening, Safety Improvements, and Bike Lane Project, and to advise Council of the change in scope. The amount approved in the 2015 Financial Plan was \$717,000.

BACKGROUND:

Travel lanes on Lynn Valley Road are currently too narrow to safely accommodate cyclists. The need for a safe cycling link across Highway 1 and on Lynn Valley Road was first identified in the Bicycle Master Plan, and then confirmed as a priority throughout the Lynn Valley Town Centre consultation process. Attachment 1 shows the current gap in our cycling network along Lynn Valley Road and illustrates the boundaries of this project between Morgan Road and Mollie Nye Way. This project will also tie into the cycling and roadway improvements being delivered in 2017 by Bosa Development at

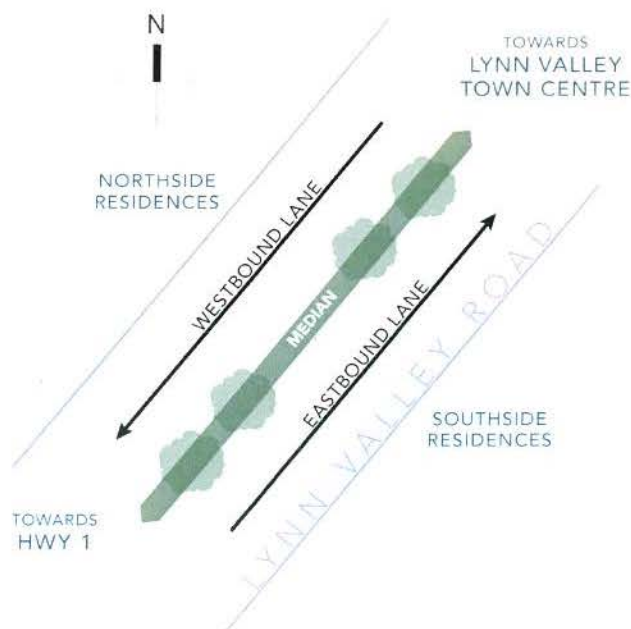


Figure 1: Directional Reference for the Project

the Lynn Valley Interchange with Highway 1.

The scope of this project involves widening three blocks of Lynn Valley Road, replacing and upgrading street lighting and traffic signals, adding a new marked pedestrian-actuated crossing at Kirkstone Rd intersection, and installing new painted bike lanes in both directions between Morgan Road and Mollie Nye Way. A rendering of the project is shown below in Figure 2.



Figure 2: Lynn Valley Road from Morgan Rd to Mollie Nye Way
(Looking East towards Lynn Valley Town Centre)

Some key design highlights and safety improvements include (directional references provided in Figure 1):

- Widening the roadway and relocating the eastbound curb and sidewalk adjacent to the Southside residences;
- Adjusting driveways, resident access stairs, and retaining walls as necessary to accommodate the widening;
- Installing new hand rails where necessary along the edge of sidewalks where new retaining walls are built;
- Removing and renewing three blocks of planted median;¹
- Installing painted bike lanes at least 1.8m wide in both directions;
- Adjusting three intersection layouts at William Ave, Kirkstone Rd and Mollie Nye Way including the addition of a new marked pedestrian-actuated crossing at Kirkstone Rd intersection;

¹ During construction, the median will be removed to facilitate construction and keep traffic flowing. Many of the existing trees, shrubs and plants in the current median are in poor or very poor condition and are at the end of their lifespan. The median will be replaced and replanted following construction.

- Relocating and upgrading bus stops;
- Upgrading street lights to LED systems along both sides of Lynn Valley Road
- Installing new wayfinding signage and pavement markings;
- Adjusting and modifying storm system elements and third party utility manholes (BC Hydro and Telus);
- Transitioning to future cycling facilities within the provincial jurisdiction (westbound lane at Morgan Road towards Highway 1 Interchange area).

This project is expected to improve the quality of the road for all users and provide a safer cycling connection into and out of the Lynn Valley community. It will also improve satisfaction among taxpayers who cycle or would like to cycle. Lastly, it provides a cycling connection between the Lynn Valley Town Centre and Lonsdale Regional Town Centre.

In 2017, Bosa Development is expected to deliver the roadwork and cycling improvements at the Lynn Valley Road interchange with Highway 1. By delivering the Lynn Valley Road Widening, Safety Improvements, and Bike Lane Project in 2016, the District can be sure cycling facilities are provided between Lynn Valley Town Center and the City of North Vancouver.

ANALYSIS:

This project was endorsed by Council in 2015 and was included in the 2015 Financial Plan at a cost of \$717,000. This estimate was considered a preliminary estimate of *construction only* for the Lynn Valley Road Bike Lane Project.

Since then, the Project Team has developed a comprehensive project budget to include all costs related to this project. There have also been some changes and refinements to the project scope that have added cost as the project moved through detailed design.

The total cost of the Lynn Valley Road Widening, Safety Improvements, and Bike Lane Project is \$1.35 million.

Some of the additional project costs that have been included are:

- Electrical and environmental consulting fees to produce new traffic signal and street lighting designs, arborist reports, and nesting surveys;
- Property negotiator fees to draft restoration agreements with the impacted residents and to negotiate permission to enter documents as required;
- External legal survey to layout and determine property boundaries; and,
- Construction contingency increased to 15%.

Some of the more significant construction scope changes are outlined below:

- The South side of Lynn Valley Road has been widened as much as possible in an effort to maximize bike lane widths in both directions. This has resulted in additional construction of retaining walls, resident access stairs, and safety railings that were in a deteriorated state at the edge of public property;

- Three blocks of planted medians between Morgan Road and Mollie Nye Way will be removed to ease traffic management during construction. The existing median trees are at the end of their service life and are in poor condition. A new median will be constructed after the road is widened and this will include new trees, landscaping, and irrigation systems, as well as a new concrete maintenance strip around the perimeter of the medians to ensure safety of Parks staff as they maintain the median next to traffic;
- The additional road widening and median removal has resulted in additional tree clearing requirements along the South side of Lynn Valley Road;
- The traffic signals and street lighting are being upgraded to LED systems on both sides of Lynn Valley Road;
- A new marked pedestrian-actuated crosswalk will be installed at the Kirkstone Rd intersection; and,
- Additional restoration and landscaping costs adjacent to private property frontages have now been included.

These additional items have been reviewed by DNV staff and are deemed accurate and required for the scope of this project. These changes to scope have been made to capitalize on construction in the area and to provide additional upgrades as efficiently as possible on this stretch of Lynn Valley Road.

Staff considered permanently removing the median to save costs. However, the median provides needed separation of the left turn bays allowing efficient vehicle travel along this busy roadway. Additionally, Parks has identified the median as a gateway into the Lynn Valley Town Centre. The trees that will be planted once the median is replaced (at a minimum ratio of 2:1) are consistent with the Lynn Valley Design Guidelines, and support a unified and integrated urban design approach along this roadway corridor.

The trees on the South side of Lynn Valley Road were inspected by a certified arborist and many of them are in poor or very poor condition. We can expect to remove up to 80 trees during construction but we will do everything we can to reduce the impact on trees near the South edge of the sidewalk and the retaining walls. By following careful construction practices, we hope to be able to retain about 20% of those 80 trees.

The total project cost is \$1.35 million but DNV staff has secured \$612,000 in grant funding. Staff are requesting the remaining amount be secured from the appropriate reserve funds (Streets DCC Reserve: \$738,000).

TIMING/APPROVAL PROCESS:

Staff are bringing this project forward ahead of the capital budget approval process in order to proceed with tender and complete construction of this Project prior to the end of this Fall 2016. Construction duration is estimated to be 2 months.

The Project Team has the staff capacity in place to delivery this project by the end of 2016. The design is now complete and the project is ready to tender in July 2016. The

project team recommends approval of this Project for 2016 completion.

There are three main risks to the project if it is not approved now and constructed in Fall 2016.

1. **Grant Expiry:** The current approved grants are dependent on delivering bike lane improvements before December 31st, 2016. If construction is delayed, DNV will run the risk of losing all grants for this project (totalling \$612,000).
2. **Construction Traffic Management:** There are two other upcoming major projects in the Lynn Valley area that will impact the two primary routes serving Lynn Valley – Mountain Highway and Lynn Valley Road. The BOSA Lynn Valley Road Interchange improvements will be completed in 2017 and the MOTI Mountain Highway Interchange Project begins later this year and continues until Fall 2017. It is ideal to complete this road widening and bike lane project ahead of these other two projects beginning.
3. **Inclement Weather:** the majority of this project involves concrete work and paving, and delaying would risk pushing the project into periods of inclement weather. Weather could pose a risk to the quality of the project as concrete and paving is more likely to crack in wet environments and freezing temperatures.

District staff have worked closely with the Communications Team and have a Communications Plan in place that will be executed once the project is approved by Council.

FINANCIAL IMPACTS:

Staff have revised the project scope and cost estimate to arrive at a total project budget of \$1.35 million. Grants have been secured to fund 45% (\$612,000) of the budget with the remainder funded by Streets DCC reserve (\$738k for increasing roadway capacity and associated safety improvements as identified for Lynn Valley Road in the Streets DCC bylaw).

The 2015 Financial Plan included a placeholder budget of \$717,000. The scope changes and improvements as described in this report increased the project budget by \$633,000 and Council approval is necessary to secure the funding to successfully complete the project this year.

Because the Streets DCC fund is currently depleted, the Project will borrow the necessary funds from the Infrastructure Reserve until the Streets DCC Reserve can be replenished over the next few years.

Note: tendering of some recent projects has shown the industry is fairly busy resulting in higher construction costs. Should construction costs for this project come in high creating a need for additional project funds, then staff will provide Council another update in the fall.

CONCLUSION:

The District is ready to proceed with the tendering of the project pending Council approval.

Respectfully submitted,

David Desrochers, P. Eng., Manager, Engineering Projects

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

Attachment 1: Lynn Valley Road Widening, Safety and Bike Lane Project – Morgan Road to Mollie Nye Way

Connecting our Bicycle Network

BEFORE:

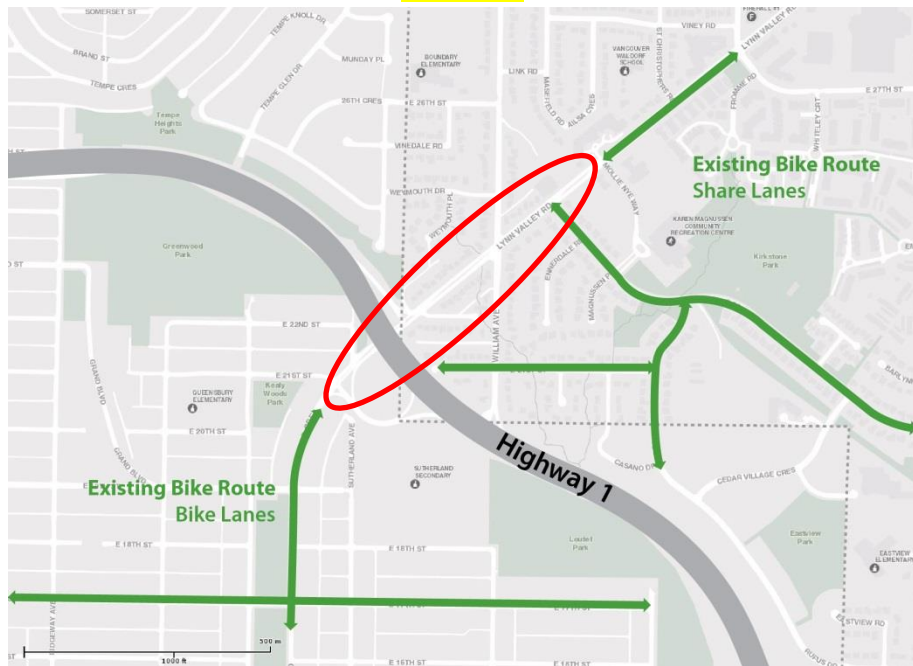


Image 1: Current gap in cycling facilities

AFTER

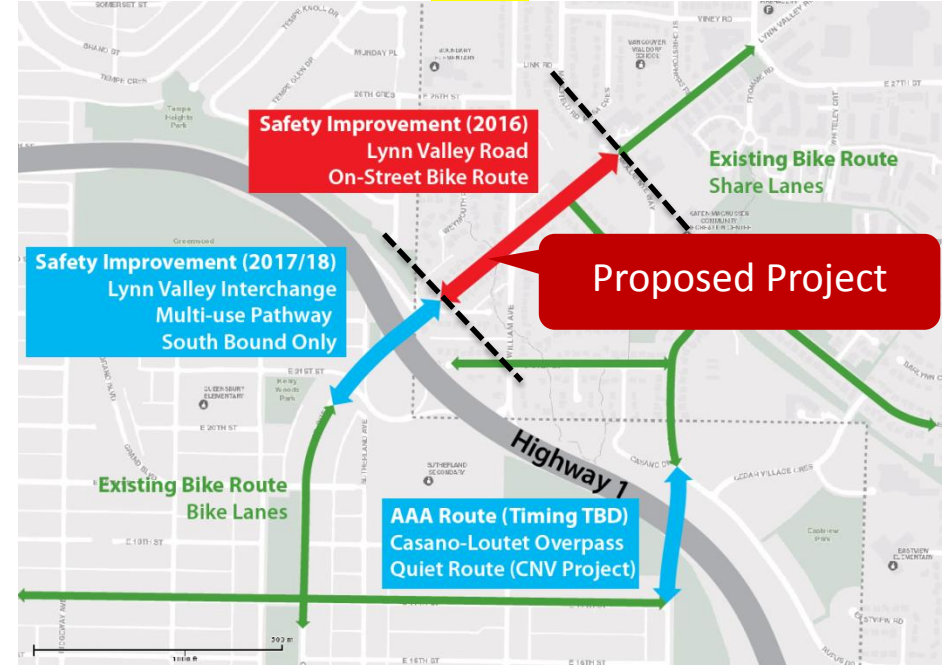
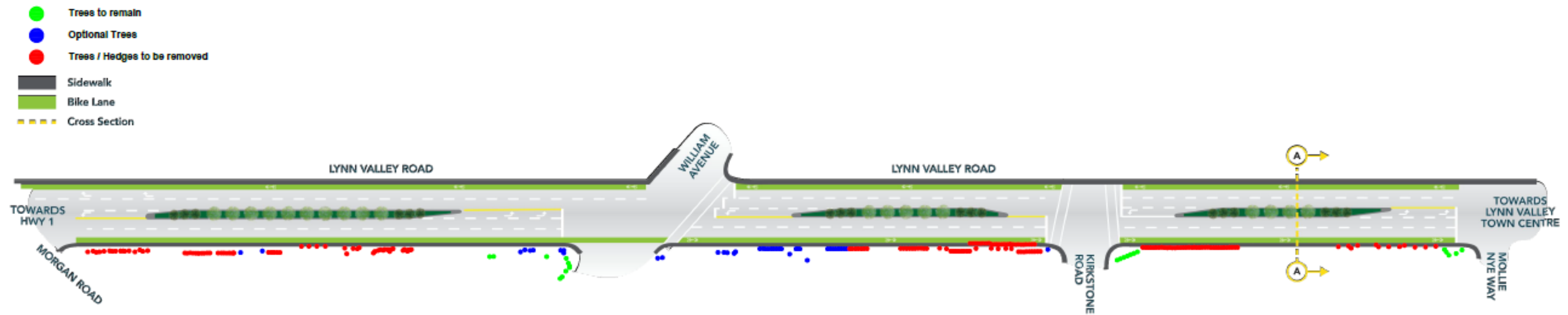


Image 2: Proposed connections after implementation

Attachment 2: Construction Completion Plan View of Lynn Valley Road (Morgan Rd. to Mollie Nye Way)

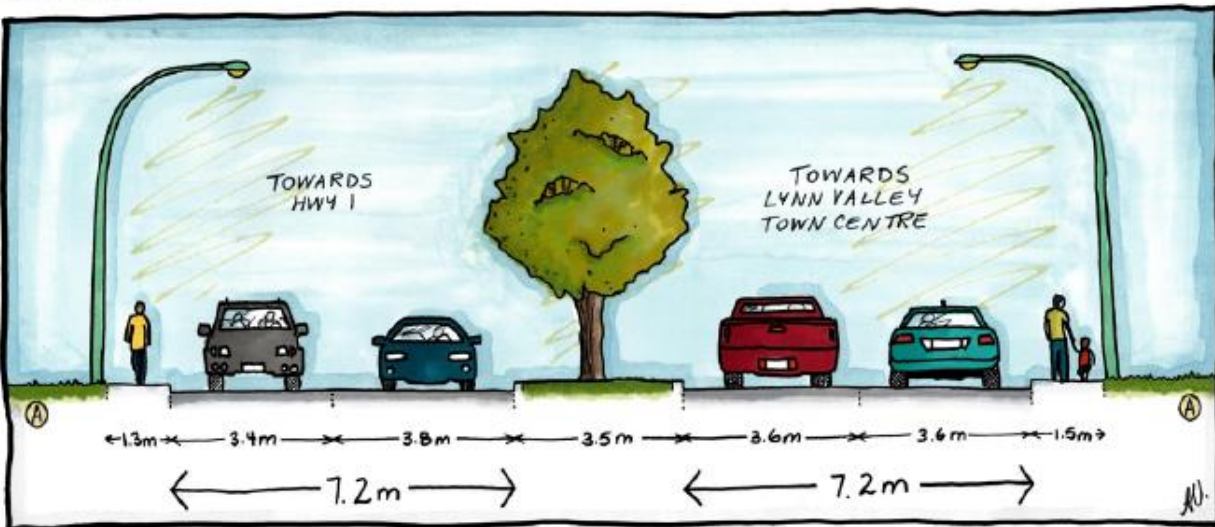
* Please note: Removing or maintaining ‘Optional Trees’ or hedges is partially dependent on the construction zone, the root zone, and the current health of the trees.



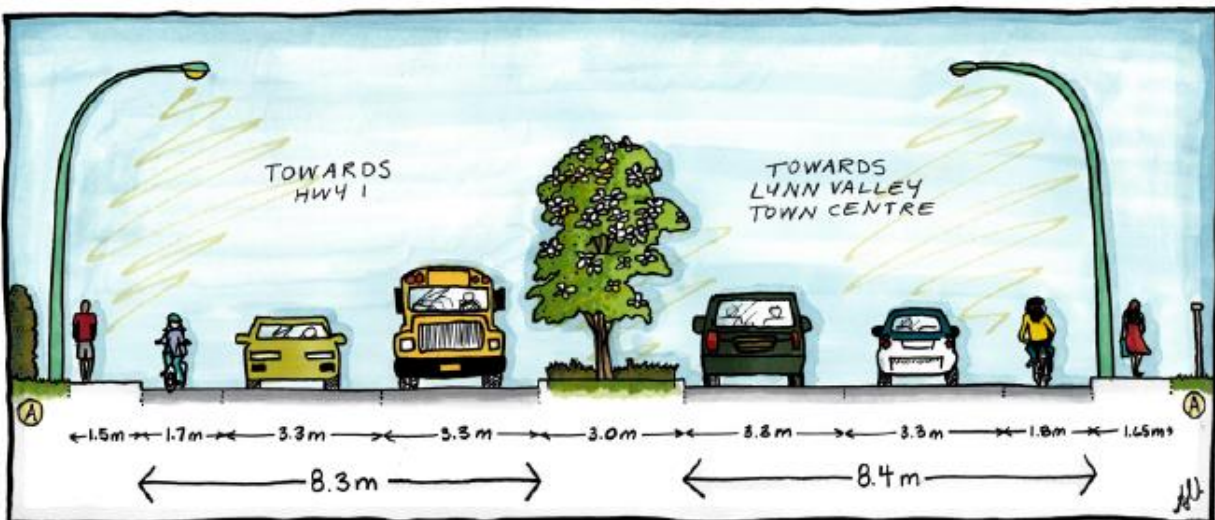
Attachment 3: Cross Section of Lynn Valley Road Before and After

Lynn Valley Road Widening Safety Improvements and Bike Lane Project

BEFORE:



AFTER:



Cross Section A-A

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