

AGENDA

COUNCIL WORKSHOP

Monday, July 10, 2017

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

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COUNCIL WORKSHOP

**5:00 p.m.
Monday, July 10, 2017
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver**

AGENDA

1. ADOPTION OF THE AGENDA

1.1. July 10, 2017 Council Workshop Agenda

Recommendation:

THAT the agenda for the July 10, 2017 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. June 13, 2017 Council Workshop

p. 7-8

Recommendation:

THAT the minutes of the June 13, 2017 Council Workshop meeting are adopted.

2.2. June 19, 2017 Council Workshop

p. 9-12

Recommendation:

THAT the minutes of the June 19, 2017 Council Workshop meeting are adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. TransLink Mayor's Vision and B-Line Update

p. 15-33

File No. 16.8620.40/000.000

Recommendation:

THAT the July 10, 2017 report of the Transportation Planning Technologist entitled TransLink Mayor's Vision and B-Line Update be received for information.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation:

THAT the July 10, 2017 Council Workshop is adjourned.

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MINUTES

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DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 6:22 p.m. on Tuesday, June 13, 2017 in the Council Chamber of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor J. Hanson
Councillor R. Hicks
Councillor L. Muri

Absent: Councillor R. Bassam
Councillor M. Bond
Councillor D. MacKay-Dunn

Staff: Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. J. Gordon, Manager – Administrative Services
Ms. J. Ryder, Manager – Real Estate & Properties
Ms. C. Archer, Confidential Council Clerk
Ms. C. Zarft, Real Estate Coordinator

Also in

Attendance: Mr. John Henrey, Senior Appraisal Consultant, Colliers International

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

3. REPORTS FROM COUNCIL OR STAFF

3.1. Appraisal Workshop File No. 08.3010.01/000

Mr. John Henrey, Senior Appraisal Consultant, Colliers International provided an overview of the property appraisal process.

2. ADOPTION OF MINUTES

2.1. May 16, 2017 Council Workshop

MOVED by Councillor MURI

SECONDED by Councillor HANSON

THAT the minutes of the May 16, 2017 Council Workshop are adopted.

CARRIED

2.2. May 23, 2017 Council Workshop

MOVED by Councillor MURI

SECONDED by Councillor HANSON

THAT the minutes of the May 23, 2017 Council Workshop are adopted.

CARRIED

3. PUBLIC INPUT

Nil

4. ADJOURNMENT

MOVED by Councillor MURI

SECONDED by Councillor HANSON

THAT the June 13, 2017 Council Workshop is adjourned.

CARRIED
(6:29 pm)

Mayor

Municipal Clerk

DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 5:02 p.m. on Monday, June 19, 2017 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 R. Hicks
Councillor D. MacKay-Dunn
Councillor L. Muri

Absent: Councillor J. Hanson

Staff: Mr. D. Stuart, Chief Administrative Officer
Ms. C. Grant, General Manager – Corporate Services
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. R. Danyluk, Manager – Financial Planning
Mr. B. Dwyer, Manager – Development Services
Mr. J. Gordon, Manager – Administrative Services
Mr. L. Jensen, Manager – Public Works
Mr. T. Lancaster, Manager – Community Planning
Ms. S. Dale, Confidential Council Clerk
Ms. N. Foth, Planner

1. ADOPTION OF THE AGENDA

1.1. June 19, 2017 Council Workshop Agenda

MOVED by Councillor BASSAM

SECONDED by Councillor MACKAY-DUNN

THAT the agenda for the June 19, 2017 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

Nil

3. REPORTS FROM COUNCIL OR STAFF

3.1. Future of Community Monitoring Advisory Committee

File No. 01.0470.35/003.000

Mr. David Stuart, Chief Administrative Officer, provided an overview of the history of the Community Monitoring Advisory Committee noting several significant Regional Water Projects such as the Seymour/Capilano Water Filtration Plant, the Seymour/Capilano Water Transmission Tunnels and the Capilano Main No. 9

which have been undertaken with valuable advice from CMAC. Mr. Stuart advised that upon completion of the Capilano Main No. 9 Project CMAC will cease.

Council suggested that due to the success of CMAC, a new Major Infrastructure Coordination Committee be created to focus on monitoring designated major infrastructure projects and provide advice to the District with respect to impacts on the community.

Public Input:

Mr. Peter Thompson, CMAC:

- Acknowledged that CMAC is one of the longest running District committees lasting sixteen years; and,
- Thanked staff for their continued support.

MOVED by Councillor MACKAY-DUNN

SECONDED by Councillor BASSAM

THAT the District modify the terms of reference for and name of the Community Monitoring Advisory Committee in accordance with the May 5, 2017 joint report of the Chief Administrative Officer and the General Manager – Engineering, Parks and Facilities entitled Future of Community Monitoring Advisory Committee.

CARRIED

3.2. Coach House Program Review

File No. 13.6480.30/003.000

Ms. Nicole Foth, Community Planner, reviewed the coach house program since its approval in November 2014 and advised that since adoption the District has approved nine and denied two coach house applications. Ms. Foth noted that the coach house applications that have been more successful and elicited fewer negative neighbour responses than other applications tended to be one-storey and have open lane access.

Ms. Foth discussed the option for creating a two-tier approach to permitting coach houses in the District as follows:

Tier 1 Coach Houses:

- One-storey;
- Lots that are a minimum 50 feet wide;
- Open lanes;
- Applicants would be eligible to apply directly for a Building Permit;
- Would require an amendment to the Single Family zones in the Zoning Bylaw; and,
- The *Coach House How-To Guide* would continue to be used as a best practice design guide for applications.

Tier 2 Coach Houses:

- Eligible coach houses in the *Coach House How-To Guide* not covered in Tier 1; and,
- The existing Development Variance Permit process would apply to these applications.

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

- Questioned the rationale for denying the two coach house applications;
- Commented on the importance of identifying neighbourhood issues in the early stages of the process;
- Noted that coach houses are an expensive form of alternative housing;
- Spoke in support of the two-tier system;
- Encouraged applicants to engage with their neighbours;
- Noted that there has been a limited number of applications and approvals to date;
- Suggested looking at the impacts and successes of coach houses in other municipalities;
- Opined that lots without open lane access may be more challenging due to neighbours perceiving a greater impact;
- Expressed concern with the costs and time associated with applying for a coach house application;
- Acknowledged that it is hard to develop trends when only nine applications have been approved;
- Commented on the need for more diverse housing options;
- Suggested that the Good Neighbour Policy be revamped to make it a more user friendly document;
- Noted that coach houses allow the ageing population to stay in their neighbourhood;
- Suggested reviewing the two-tier system in one year;
- Suggested requiring a neighbour sign-off prior to application;
- Commented on the element of risk if coach house applications are denied;
- Noted that building coach houses is still significantly less expensive than other types of housing on the North Shore; and,
- Encouraged staff to make the coach house process more streamline.

Public Input:

Mr. Barry Fenton, 2700 Block Byron Road:

- Commented that coach houses provide alternative housing and help to create more affordable housing; and,
- Questioned if the process is too restrictive.

MOVED by Councillor MURI

SECONDED by Councillor MACKAY-DUNN

THAT the June 9, 2017 report of the Community Planner entitled Coach House Program Review be received for information.

CARRIED

4. ADJOURNMENT

MOVED by Councillor MURI

SECONDED by Councillor MACKAY-DUNN

THAT the June 19, 2017 Council Workshop is adjourned.

CARRIED
(6:12 pm)




Mayor

Municipal Clerk

REPORTS

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The District of North Vancouver

REPORT TO COMMITTEE

July 10, 2017
File: 16.8620.40/000.000

AUTHOR: Shazeen Tejani, Transportation Planning Technologist

SUBJECT: TransLink Mayor's Vision and B-Line Update

REASON FOR REPORT:

To provide an update on Phase 1 of TransLink's 10 Year Investment Plan to implement the Mayor's Vision for Metro Vancouver Transit and Transportation, which includes the proposed B-Line service for the North Shore.

BACKGROUND:

The Mayor's Council is comprised of Mayors representing the 21 local governments within Metro Vancouver's transportation service region, plus the Chief Councilor of the Tsawwassen First Nations, and the elected representative of Electoral Area A. The Mayors' Council plays a key role in approving transportation plans, budgets, and projects that are intended to represent the interests of the citizens in the region.

In 2014, the Mayor's Council on Regional Transportation developed '*The 10-year Vision for Metro Vancouver Transit and Transportation*' (Mayor's Vision). It identifies transportation needs for the region and the services and infrastructure required to meet those needs over the coming decade. The Mayors' Vision further outlines actions and policies required to advance the goals identified in TransLink's long-term Regional Transportation Strategy (RTS) and Metro Vancouver's Regional Growth Strategy (RGS).

Through provincial Legislation, TransLink is required to have an approved 10 year investment plan that identifies operating and capital budget and funding sources. TransLink has developed the first (of three) investment plans to implement the Mayors' Vision (see figure 1 below). This first investment plan was approved by the TransLink Board of Directors and the Mayor's Council on Regional Transportation on November 23, 2016.

Implementation of Phase 1 is currently underway and planning efforts are now being turned to Phases 2 and 3.

A full summary of Phase 1 improvements most relevant to the District of North Vancouver (DNV), such as the upgrade of Phibbs Exchange, was presented to Council in an Information Report, dated November 28, 2016 (edoc#3066887).

2 copy attached

















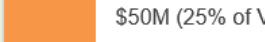








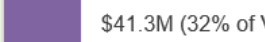

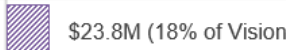

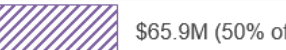
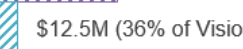

	Entire 10-Year Vision	Phase One Approved / Underway	Phase Two Working Assumptions	Phase Three Remaining Investments
Bus Service 	 25% increase 11 new B-Lines	 10% increase 5 new B-Lines	 6% increase 2 new B-Lines	 9% increase 4 new B-Lines
SeaBus Service 	<ul style="list-style-type: none"> 1 new <u>SeaBus</u> 10 min peak frequency; all-day FTN service (every 15 mins or better) 	<ul style="list-style-type: none"> 1 new <u>SeaBus</u> 10 min peak frequency; all-day FTN service (every 15 mins or better) 		
HandyDART Service 	 30% increase	 15% increase	 7% increase	 8% increase
SkyTrain & West Coast Express (WCE) 	<ul style="list-style-type: none"> 114 Expo/Millennium Lines cars 22 Canada Line cars 10 WCE cars + locomotive 	<ul style="list-style-type: none"> 28 Expo/Millennium Lines cars 22 Canada Line cars 5 WCE cars + 1 new locomotive Upgrades to Expo/Millennium & Canada Line stations 	<ul style="list-style-type: none"> 86 Expo/Millennium Line cars (including Broadway Extension) Upgrades to Expo/Millennium & Canada Line stations 	<ul style="list-style-type: none"> 5 WCE cars Upgrades to Expo/Millennium & Canada Line stations
Major Projects 	<ul style="list-style-type: none"> Millennium Line Broadway Extension Surrey-Langley Rapid Transit Pattullo Bridge Replacement 	<ul style="list-style-type: none"> Pre-construction on Broadway Extension Pre-construction on Surrey-Newton-Guildford LRT Design for Pattullo Bridge Replacement 	<ul style="list-style-type: none"> Construction of Broadway Extension Construction of Surrey-Newton-Guildford LRT Construction of Pattullo Bridge Replacement Pre-construction on Surrey-Langley LRT 	<ul style="list-style-type: none"> Construction of Surrey-Langley LRT
Major Roads Network (MRN) 	<ul style="list-style-type: none"> MRN expansion: 1% annual increase + one-time 10% increase  MRN upgrades: \$200M  MRN seismic: \$130M	<ul style="list-style-type: none"> MRN expansion: 1% annual increase + one-time 10% increase  \$50M (25% of Vision)  \$32.5M (25% of Vision)	 \$40M (20% of Vision)  \$26M (20% of Vision)	 \$110M (55%)  \$71.5M (55%)
Walking & Cycling 	 Regional Cycling \$131M  Walking Access to Transit: \$35M	 \$41.3M (32% of Vision)  \$12.5M (36% of Vision)	 \$23.8M (18% of Vision)  \$10M (29% of Vision)	 \$65.9M (50% of Vision)  \$12.5M (36% of Vision)
Transit Exchanges 	13 new or expanded transit exchanges	3 updated transit exchanges, in addition to 2 exchanges as part of Surrey pre-construction work	2 upgraded transit exchanges	6 upgraded transit exchanges
		Phase One investments dependent on enabling legislation for new regional development fee	Working assumptions as of Feb 2017	Subject to refinement after Phase Two development

Figure 1: Mayor's 10-Year Vision. The red highlighted area indicates where planning efforts are currently focused.

Transit Improvements: B-Line Service

A suite of transit improvements are planned for municipalities across the region. A notable improvement to transit on the North Shore will be the implementation of a B-Line service, one of five in the region, by 2019. This B-Line service will provide frequent transit levels of service between Dundarave in West Vancouver and Phibbs Exchange in North Vancouver, serving key centres in the Marine/3rd/Main Corridor. Extension of the B-Line to Maplewood is contemplated in coordination with current planning for the Maplewood area.

The implementation of a B-Line service is supported in various regional and local policies.

- Official Community Plan (OCP) (2011)
Supported by the goal to have 35% of District resident trips by walking, cycling or transit by 2030.
- DNV Transportation Plan (2012)
Identifies Marine Drive as a desirable rapid transit corridor, though alternative routes may need to be explored.
- North Shore Area Transit Plan (ATP) (2012)
Calls for rapid and frequent transit in the medium and long term and increased network productivity by allocating transit services to match anticipated demand. The ATP is aligned with the DNV's OCP Network of Centres concept.
- Regional Growth Strategy, *Metro 2040* (2011)
Focuses on land use policies to guide development and to support the efficient provision of transportation, infrastructure, and critical infrastructure.
- Regional Transportation Strategy (RTS) (2013)
A strategy outlining the region's 30-year, long –term vision in support of Metro 2040. The Mayors' Council adopted the RTS to guide the development of the first 10-years of the Vision.
- Mayors' Council Vision for Transportation
Calls for 200km of "B-line or better" corridors, which includes Dundarave to Phibbs Exchange via Marine Drive and Main Street.

Marine-Main Frequent Transit Corridor Study


DNV STAFF has been collaborating with TransLink, Metro Vancouver, City of North Vancouver, District of West Vancouver, Squamish First Nations and Ministry of Transportation and Infrastructure staff since spring 2016 on the Marine-Main Frequent Transit Corridor Study.

This conceptual study has recently been completed on potential service options for the Marine – Main corridor. This study examines opportunities for long term higher levels of service along this B-Line corridor and is envisioned to build off of the proposed B-Line service for implementation of rapid transit over the longer term. The study evaluates a range of transit services, provides a short-list of options based on key evaluation criteria, identifies phasing considerations, and proposes elements of a monitoring program.

NEXT STEPS

Staff will continue to work with the identified partners to examine opportunities and identify a path forward for Council's consideration at a later date.

Respectfully Submitted,



Shazeen Tejani
Transportation Planning Technologist

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

The District of North Vancouver

INFORMATION REPORT TO COUNCIL

November 28, 2016
File: 16.8620.40/000.000

AUTHOR: Ingrid Weisenbach, Transportation Planner

SUBJECT: TransLink's 10-Year Vision, Phase I (2017 - 2026 Investment Plan)

REASON FOR REPORT:

Below is a summary of elements relevant to the District from TransLink's *Phase One of the 10-Year Vision, 2017 – 2026 Investment Plan* (investment plan).

BACKGROUND:

Previously the Mayor's Council on Regional Transportation developed the 10-year Regional Transportation Vision:

As a region, we maintain our global position as one of the best places in the world to live because we meet our transportation needs in a way that simultaneously enhances the health of our people and communities, economy, and environment.

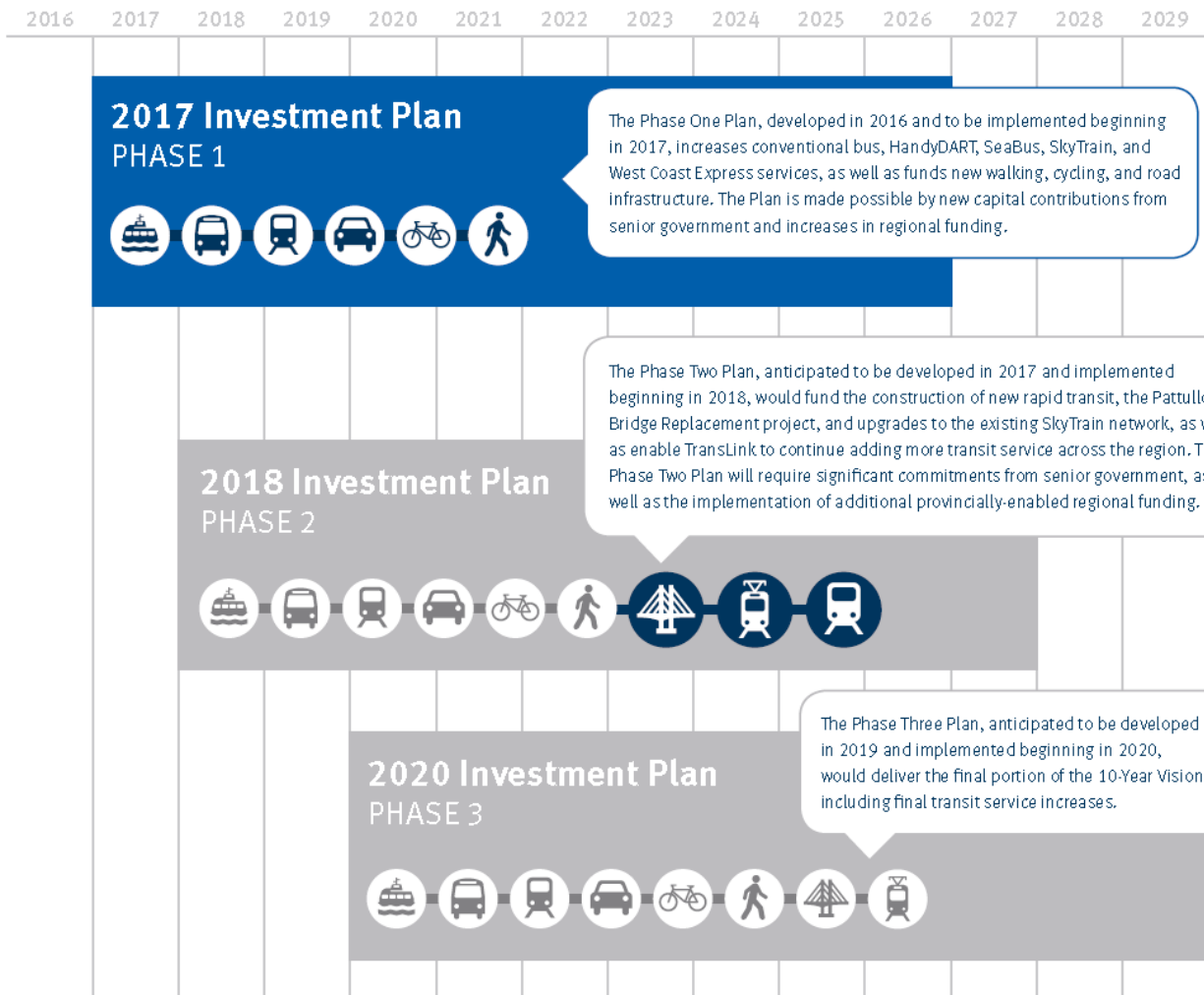
TransLink developed the first (of three) investment plans to implement the 10-year vision (see Figure 1 below). This first investment plan was recently approved by the TransLink Board of Directors and the Mayor's Council on Regional Transportation on November 23, 2016.

The investment plan identifies the projects and programs that would be implemented in the short run (2017 – 2019). As well, the plan identifies two possible strategies to fund the proposed projects and programs.

Region-wide, the 10-Year Vision proposes to increase annual transit service hours from 6.3M to 7.3M by 2026. The investment plan includes a 10% increase in bus service, representing 40% of the bus service expansion identified in the 10-Year Vision.

Figure 1: Phase 1 of 3 to Deliver the 10-Year Vision

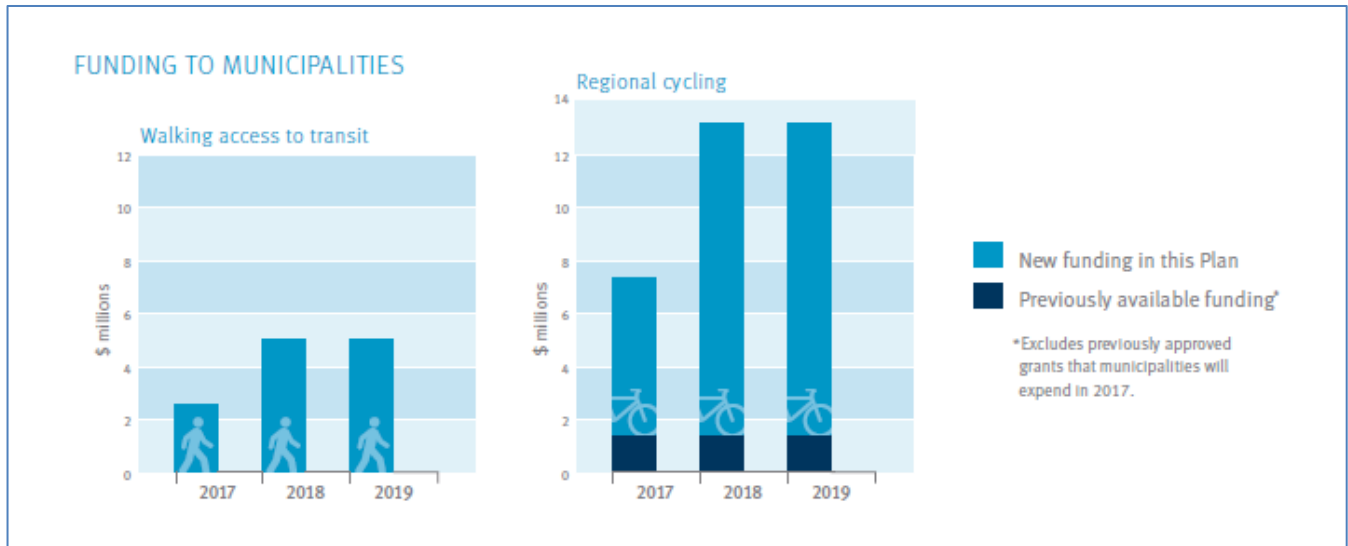
(Source: Investment Plan, Page 5)



The investment plan also proposes significantly more funding for walking to transit and cycling projects in the region as illustrated in Figure 2 below.

Figure 2: Funding to Municipalities for Walking & Cycling

(Source: Investment Plan, page 14)



SUMMARY:

Below are items most relevant to North Vancouver from the investment plan along with notes where information is provided.

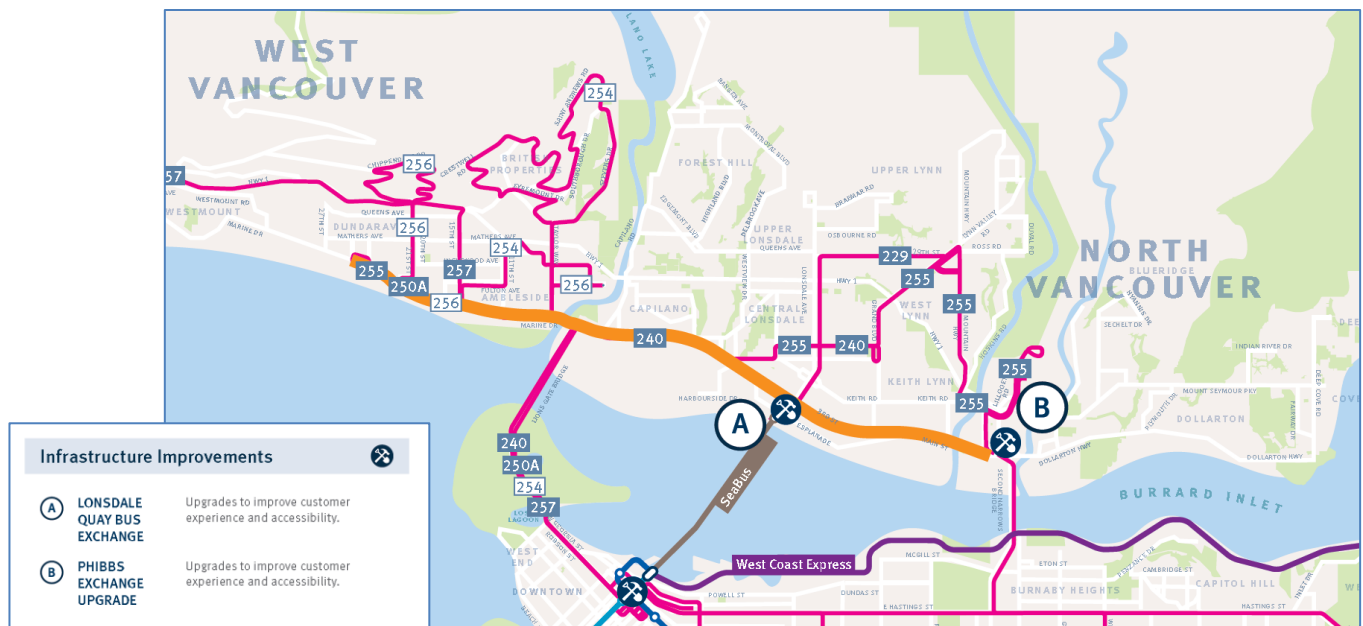
I) TRANSIT

Figure 3 below provides an overview of the transit improvements for the North Shore.

(Not shown on the map but included in list of improvements below is transit route 130.)

Figure 3: North Shore Transit Improvements

(Source: Investment Plan maps, <http://tenyearvision.translink.ca>)



A) NEW B-LINE SERVICE – MARINE DRIVE FROM DUNDARAVE TO PHIBBS

- Proposed new service for Marine Drive between Dundarave – Phibbs Exchange.
- 'Implement B-Line service by 2019...'
- 'Service would run 15 mins or better every day of the week, throughout the day and into the evening; and up to every 10 mins during the weekday peaks.'

B) SEABUS & LONSDALE QUAY BUS EXCHANGE

- In 2017, service would increase to every 15 minutes, throughout the day, every day of the week.
- Procure one new Seabus (exact timing not indicated but funding from federal/provincial Public Transit Infrastructure Fund is shown in 2017 and 2018)
- Once additional vessel has been delivered and commissioned, increase service to every 10 minutes during peak hours.
- Seabus service hours would increase approx. 1,000 hours in 2017 and 2018 (to a total of 12,000 service hours) and 2,000 in 2019 (to a total of 13,000 service hours).
- Lonsdale Quay transit exchange upgrade.

C) PHIBBS EXCHANGE UPGRADE

- Plan notes 'Upgrades to improve customer experience and accessibility' for existing transit exchange at Phibbs.
- No details provided regarding timing in the plan (but funding from federal/provincial Public Transit Infrastructure Fund is shown in 2017 and 2018).

D) ROUTE 130 – METROTOWN / HASTINGS / KOOTENAY LOOP / CAPILANO UNIVERSITY

- Increase weekday peak service, increasing frequency up to every 6 mins.
- Increasing frequency on Saturday evenings up to every 12 mins (compared to every 15 mins today).
- Implementation expected in 2017.

E) ROUTE 229 – LYNN VALLEY TO LONSDALE QUAY VIA 29TH AND LONSDALE

- 'Add more trips in the weekday p.m. peak, weekend afternoons and evenings, increasing frequency to every 20 mins (compared with every 30 mins today).'
- 'Add more trips after 9p.m. all days, increasing frequency to every 30 mins (compared with every 60 mins today).'
- Implementation expected in 2018.

F) ROUTE 240 – 15TH STREET TO VANCOUVER VIA MARINE DRIVE

- 'Add more trips when buses are very crowded: during weekday peaks, increasing frequency up to every 7 mins; and on Saturday afternoons, increasing frequency to up to every 8 mins.'

- Implementation expected in 2017
- G) ROUTE 255 – DUNDARAVE TO CAP U VIA 15TH, LYNN VALLEY & MOUNTAIN
 - ‘Add more trips during the weekday a.m. and p.m. peaks – increasing frequency to every 20 mins (compared with every 30 mins today).’
 - Implementation expected in 2017.

II) WALKING & BICYCLING

The following items are programs with associated funding that are for the entire region.

A) WALKING: PROGRAM FUNDING

- New program.
- Provides \$12.5M in new regional funding.
- To be used for pedestrian infrastructure around transit, such as new sidewalks, pedestrian crossings, and other pedestrian safety improvements, to enhance and expand pedestrian access to transit.
- Performance-based selection process.
- Projects will be cost-shared with municipalities.
- (Note: Not in the plan specifically but applications may be due, at the earliest, in Feb. 2017 for 2017 funding.)

B) BICYCLING: PROGRAM FUNDING

- Existing program with an increase in funding.
- Provides \$29.8M in new regional funding in addition previously committed funds.
- To be used on such projects as new bike lanes and multi-use paths, to improve the regional cycling network and bicycle-related facilities.
- Performance-based selection process.
- Projects will be cost-shared with municipalities.
- (Note: Not in the plan specifically but applications may be due, at the earliest, in Feb. 2017 for 2017 funding.)

III) ROADS – REGIONAL MAJOR ROAD NETWORK PROGRAM (MRN)

The MRN designated roads in the District are Capilano Road, Marine Drive, Lower Mountain Highway, Main Street, Mount Seymour Parkway, Dollarton Highway and Riverside Drive or portions thereof. (See Figure 4 below for a map.) MRN roads within the District total 42.38km.

Figure 4: MRN Roads within DNV

(Source: TransLink website, <http://www.translink.ca>)



The following items are MRN programs with associated funding that are for the entire region.

A) MAJOR ROAD NETWORK OPERATIONS, MAINTENANCE AND REHABILITATION (MRN – OMR)

- One-time expansion of the length of the MRN in 2018 (2,370 lane km to 2,657 lane km).
- New roads to be selected for MRN designation through performance-based selection process.
- Annual 1% increases to keep pace with network changes.
- Funding to be distributed among municipalities based on lane-km of MRN in their jurisdiction.

B) MRN NEW INFRASTRUCTURE

- 'Provide \$50M in new regional funding from 2017 through 2019 for MRN infrastructure upgrades, such as projects that improve the safety, local and regional connectivity, and efficiency of the MRN.'
- Performance-based selection process.
- Projects will be cost-shared with municipalities up to 50%.


C) MRN NEW STRUCTURES

- 'Provide \$32.5M in new regional funding from 2017 through 2019 for rehabilitation and seismic retrofit of MRN structures, such as bridges, retaining walls, and culverts.'
- Performance-based selection process.
- No mention of cost-sharing requirements.

Respectfully submitted,

Ingrid Weisenbach
Transportation Planner


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 _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> NVRC _____
<input type="checkbox"/> Environment _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Facilities _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Human Resources _____	<input type="checkbox"/> Real Estate _____	



Mayors' Vision and B-Line Update

July 10, 2017 – District of North Vancouver

translink.ca



Contents

- **Mayors' Vision**
- **Phase 1 of the Investment Plan and Beyond**
- **Marine-Main B-Line**

2



Context – linking land use and transportation planning

- The 10-Year Vision is an opportunity to fulfill our shared objectives outlined in:
 - Metro 2040
 - Regional Transportation Strategy
 - North Shore Area Transit Plan / Marine-Main Frequent Transit Corridor Study
 - OCPs, Neighborhood Plans
 - Strategic Transportation Plans;
 - 10-Year Vision and the Phase One Investment Plan



3

TRANS LINK

The 10-year Vision is our Regional Blueprint for Multimodal Transportation Investments

- Welcome **1 million more people** and **500,000 more jobs** in the next 30 years
- Maintain **gateway competitiveness** and Canada's strongest economy
- Advance **environmental policy objectives**

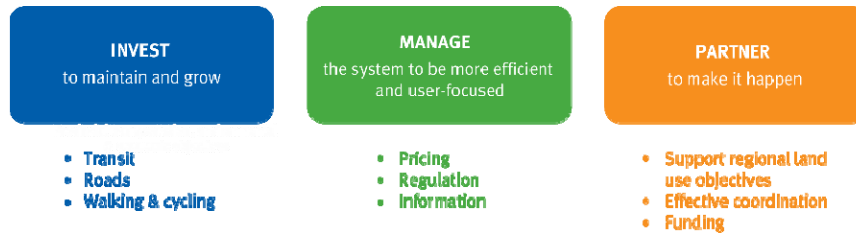


- **New buses** to expand bus service by 25%.
- **New SkyTrain cars.**
- **Station and bus exchange** upgrades.
- **New rapid transit** in Vancouver, Surrey & Langley.
- **New SeaBus**, with service every 10 mins.
- **80% more NightBus**
- **\$200M** for walking & cycling, w/ **2,700km of new bike lanes**
- **\$330M** for **upgrades and seismic investments** of roads

4

TRANS LINK

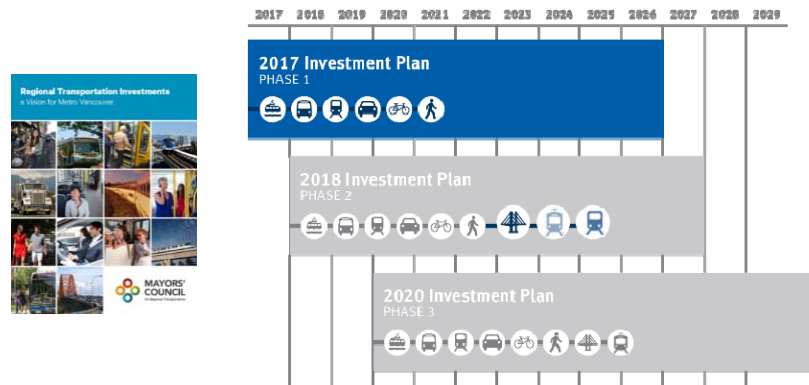
10-Year Vision for improving transportation across Metro Vancouver



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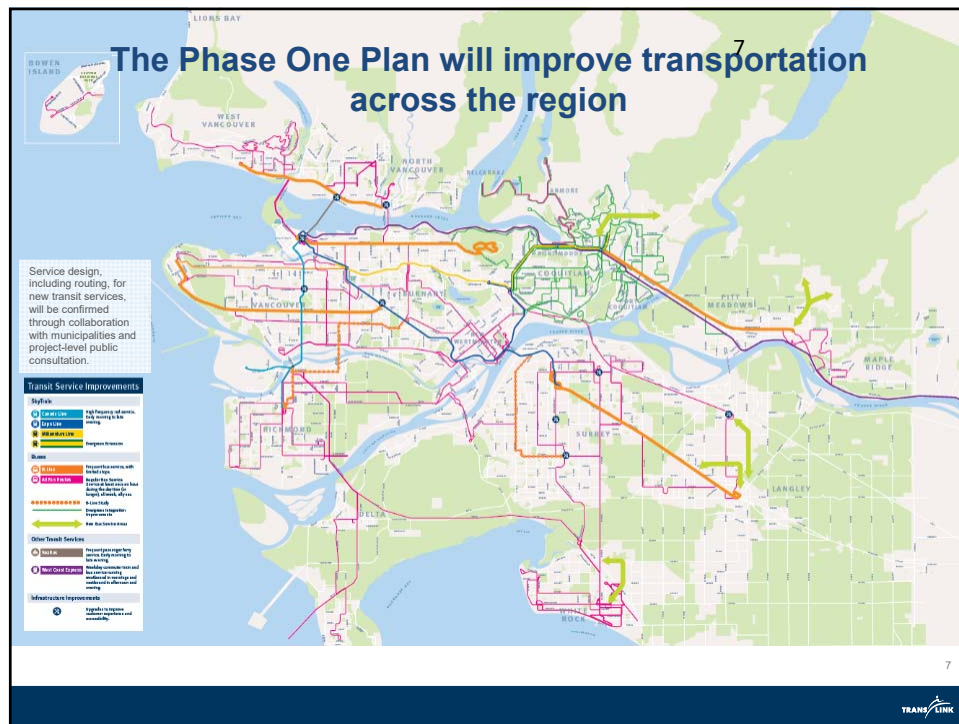


2017 Investment Plan is Phase One of Implementing the 10-Year Vision



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North Shore: Phase 1

2017/2018

- Focus on enhanced hours of service to address bus overcrowding
- SeaBus – increased to every 15-minutes until 9pm everyday (May 19th 2017)

2019

- New B-Line: Marine-Main Corridor
- SeaBus – new vessel and increased to every 10-minutes at peak periods
- Facility upgrades (Phibbs Exchange, Lonsdale SeaBus terminal and exchange)

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Bus and Rail Service Improvements are Region-wide

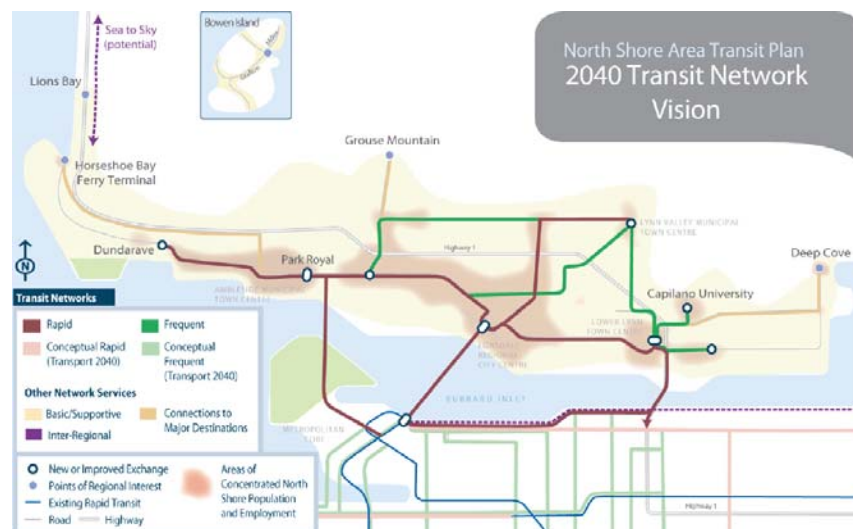
Bus service increases by municipality	% increase in bus service hours	Distribution of expanded service	% of regional population
Burnaby / New Westminster	5%	5%	12%
Delta / Tsawwassen First Nation	11%	2%	4%
Maple Ridge / Pitt Meadows	63%	15%	4%
North Shore	14%	14%	8%
Richmond	8%	6%	8%
Surrey / Langley / White Rock	15%	30%	27%
Tri-Cities / Anmore / Belcarra	9%	7%	9%
Vancouver / UBC / UEL	6%	21%	27%
The entire region	10%	100%	100%

Rail service increases by line	% increase in rail service hours	Distribution of expanded service
Expo/Millennium Lines	14%	82%
Canada Line	46%	16%
West Coast Express	11%	2%
The entire region	20%	100%

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North Shore Area Transit Plan



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Completing the 10-Year Vision for Metro Vancouver Transit & Transportation

	Entire 10-Year Vision	Phase One Approved / Underway	Phase Two Working Assumptions	Phase Three Remaining Investments
Bus Service	25% increase 11 new B-Lines	10% increase 5 new B-Lines	6% increase 2 new B-Lines	9% increase 4 new B-Lines
SeaBus Service	• 1 new SeaBus • 10 min peak frequency; all-day FTN service (every 15 mins or better)	• 1 new SeaBus • 10 min peak frequency; all-day FTN service (every 15 mins or better)		
HandyDART Service	30% increase	15% increase	7% increase	8% increase
SkyTrain & West Coast Express (WCE)	• 114 Expo/Millennium Lines cars • 22 Canada Line cars • 10 WCE cars + locomotive	• 28 Expo/Millennium Lines cars • 22 Canada Line cars • 5 WCE cars + 1 new locomotive • Upgrades to Expo/Millennium & Canada Line stations	• 86 Expo/Millennium Line cars (including Broadway Extension) • Upgrades to Expo/Millennium & Canada Line stations	• 5 WCE cars • Upgrades to Expo/Millennium & Canada Line stations
Major Projects	• Millennium Line Broadway Extension • Surrey-Langley Rapid Transit • Pattullo Bridge Replacement	• Pre-construction on Broadway Extension • Pre-construction on Surrey-Newton-Guildford LRT • Design for Pattullo Bridge Replacement	• Construction of Broadway Extension • Construction of Surrey-Newton-Guildford LRT • Construction of Pattullo Bridge Replacement • Pre-construction on Surrey-Langley LRT	• Construction of Surrey-Langley LRT
Major Roads Network (MRN)	• MRN expansion: 1% annual increase + one-time 10% increase MRN upgrades: \$200M MRN seismic: \$130M	• MRN expansion: 1% annual increase + one-time 10% increase \$50M (25% of Vision) \$32.5M (25% of Vision)	\$40M (20% of Vision) \$26M (20% of Vision)	\$110M (55%) \$71.5M (55%)
Walking & Cycling	Regional Cycling: \$131M Walking Access to Transit: \$35M	\$41.3M (32% of Vision) \$12.5M (36% of Vision)	\$23.8M (18% of Vision) \$10M (29% of Vision)	\$65.9M (50% of Vision) \$12.5M (36% of Vision)
Transit Exchanges	13 new or expanded transit exchanges	3 updated transit exchanges, in addition to 2 exchanges as part of Surrey pre-construction work	2 upgraded transit exchanges	6 upgraded transit exchanges

Phase One investments dependent on enabling legislation for new regional development fee

Working assumptions as of Feb 2017

Subject to refinement after Phase Two development

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Marine-Main B-Line

- Shared objective: “High quality frequent transit service to support the town and village centres along the corridor”
- Two processes:
 - Marine-Main Frequent Transit Corridor Study
 - Phase 1 B-Line implementation



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B-Line Implementation

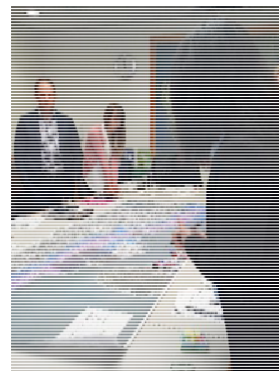
- Routing and stop locations
- Station infrastructure and customer amenities (information, shelters, etc.)
- Operational requirements (e.g. layover space)
- Frequency and span of service (confirm service levels)
- Transit Priority measures and right of way segregation
- Branding and marketing



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Collaboration and Coordination

- Working together:
 - District of West Vancouver,
 - District of North Vancouver,
 - City of North Vancouver,
 - Squamish Nation,
 - MoTI,
 - Metro Vancouver, and
 - TransLink
- Coordinating land use and transportation



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Next Steps

- All parties have a role in maximising the success of the B-Line:
 - Continuing collaboration on land use and transportation
 - Maximising space and removing constraints along the route
 - Working towards the longer term vision
- Next Council visit in the Fall
- Ongoing Monitoring

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Questions?

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