

From: [Greer, David TRAN:EX](#)
To: [Ahn, Sohee TRAN:EX](#); [Glazer, Brad R HLTH:EX](#)
Subject: FW: INSTPP: Lower Level Road Project
Date: December 3, 2018 9:24:08 AM
Attachments: [Western Lower Level Route Extension Study.pdf](#)
[WLL Route Vol2.pdf](#)

Sohee, Brad

Bowinn sent me this last week. I think PGB did some work on this but I think it was more in the context of [s.13,s.16](#)

[s.13,s.16](#)

Any thoughts or updates on this?

Thanks

DG

From: Ma, Bowinn PREM:EX
Sent: Thursday, November 29, 2018 11:10 AM
To: Greer, David TRAN:EX
Cc: Beale, William TRAN:EX
Subject: INSTPP: Lower Level Road Project

Good morning, David –

I would like to revisit the Lower Level Road Extension Project, which was highlighted as one of the priorities in the INSTPP Report.

From the information I've been able to gather, this project was considered one of a suite of projects that were identified as important for the "Asia Pacific Gateway" program (2008-2009). In 2012, MOTI developed a conceptual alignment and set aside \$25M for the provincial cost share. In 2012 the total estimated cost was about \$90 million before land considerations (the road travels through Squamish Nation reserve).

I've attached some cover pages from relevant reports for reference.

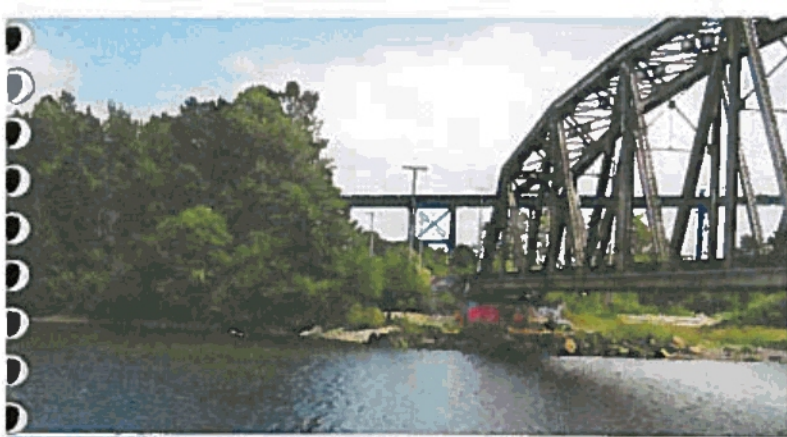
The project apparently stalled out due [s.13,s.16](#) West Vancouver District staff had worked with Helen Berthin and Yongmei Chen at MOTI at the time and Thomas Kwan from Transport Canada.

In our last discussion on this project, MOTI noted that there is no provincial involvement in this corridor, and there didn't seem to be any memory of the work I referenced above. I hope you might be able to use the information I've been able to gather on this topic to renew our understanding of it so that we can discuss further.

In your service,

Bowinn Ma, MLA

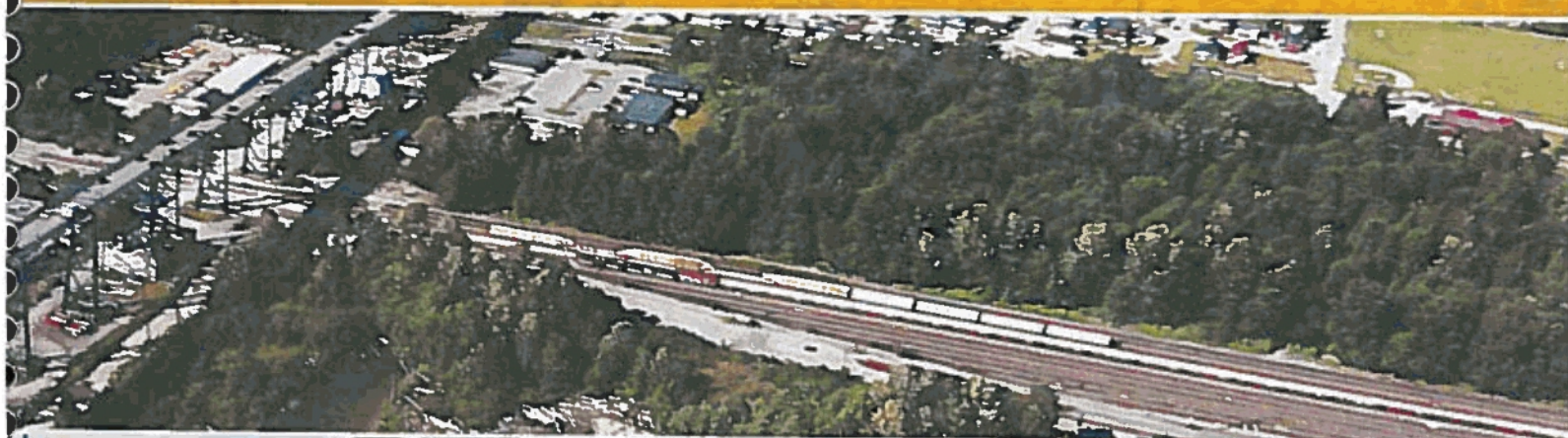
INSTPP working with Hon. Claire Trevena, Minister of Transportation and Infrastructure



Volume 1 – Draft Final Report

Western Lower Level Route Extension Study Stage 2: Conceptual Design Update

June 2014



Prepared for:

Prepared by:



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- B East Tie-in Options – Property Impacts
- C Traffic Modelling and Analysis Figures
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 - D1 Thurber
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 - D3 Buckland and Taylor
 - D4 northwest hydraulic consultants
 - D5 PBX Engineering
- E Draft Design Criteria
- F Overall Corridor – Property Impact Drawings
- G Risks and Benefits Matrices
- H Cost Estimate



Volume 2 – Concept Drawings
Western Lower Level Route Extension Study
Stage 2: Conceptual Design Update

June 2014

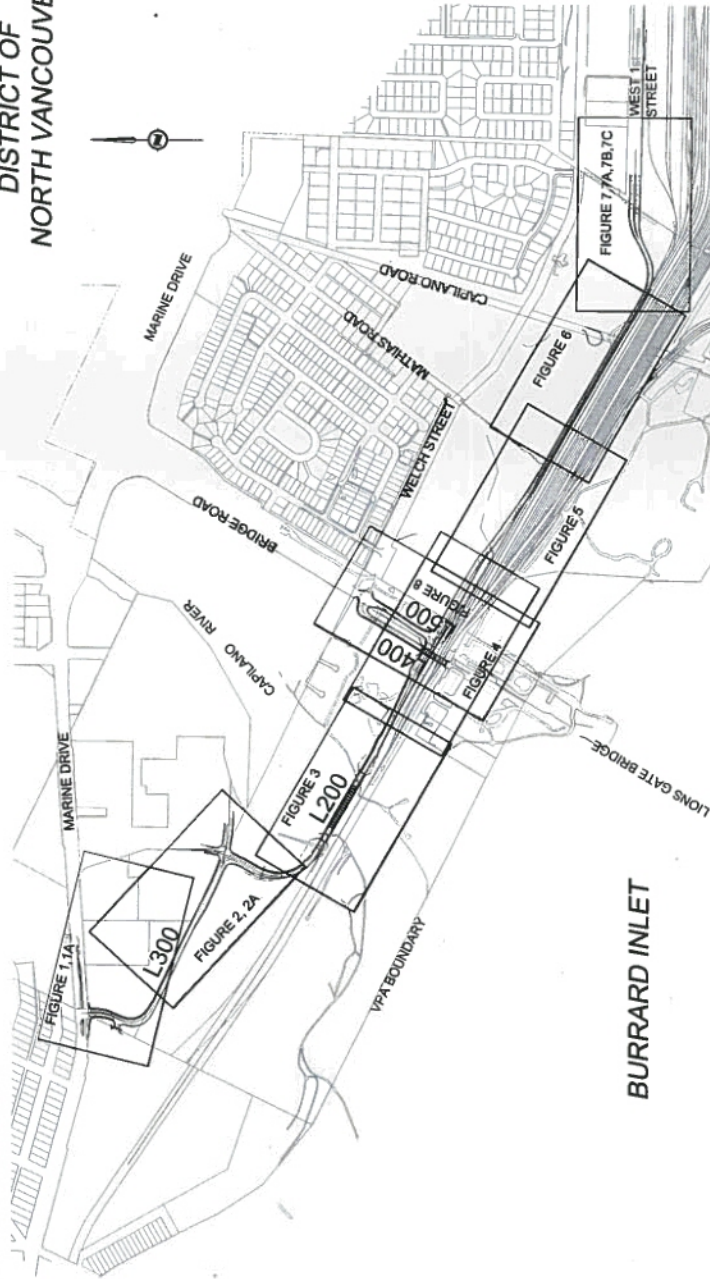


DRAFT WESTERN LOWER LEVEL ROUTE EXTENSION

STA. 200+00 TO APPROXIMATELY STA. 219+00
STA. 300+00 TO APPROXIMATELY STA. 308+00
2.5 km TOTAL

DISTRICT OF
WEST VANCOUVER

DISTRICT OF
NORTH VANCOUVER



KEY PLAN
0 50 100 200m

CONCEPTUAL DESIGN
FOR PLANNING
PURPOSES ONLY

COORDINATE SYSTEM
UTM NAD 83 ZONE 10



DRAWING INDEX

FIGURE 001

KEY PLAN / LEGEND

- PLAN - WEST TIE-IN OPT 1 (PARK ROYAL MALL)
- PLAN - WEST TIE-IN OPT 1A (PARK ROYAL MALL)
- PLAN - WEST TIE-IN OPT 2 (SQUAMISH NATION)
- PLAN - WEST TIE-IN OPT 2A (SQUAMISH NATION)
- PLAN - WEST TIE-IN OPT 1 (PARK ROYAL MALL)
- PLAN - WEST TIE-IN OPT 2 (SQUAMISH NATION)
- PLAN - CAPILANO RIVER CROSSING
- PLAN - BRIDGE ROAD INTERSECTION
- PLAN - MATHIAS SECTION
- PLAN - CAPILANO SECTION
- PLAN - EAST TIE-IN OPT 1 (ACID BUILDING)
- PLAN - EAST TIE-IN OPT 2 (SQUAMISH NATION)
- PLAN - EAST TIE-IN OPT 3 (SQUAMISH NATION)
- PLAN - EAST TIE-IN OPT 4 (FOLLOWING RAIL LINE)
- PLAN - BRIDGE ROAD OVERPASS CONCEPTS

PROFILE 1-3

PROFILE L200 - VALRE

PROFILE 4

PROFILE L300 - WVR

PROFILE 5

PROFILE L400 & L500 - BRIDGE ROAD AND UNDERPASS

TYPICAL 1

TYPICAL SECTIONS - VALRE

TYPICAL 2

TYPICAL SECTIONS - WVR

TYPICAL 3

TYPICAL SECTIONS - BRIDGE ROAD AND UNDERPASS

ABBREVIATIONS

WESTERN LOWER LEVEL ROUTE EXTENSION
WEST RING ROAD

VALRE
WVR

DRAWING LEGEND

EXISTING

- SECTION/DISTRICT BOUNDARY
- PROPERTY LINE
- PAVEMENT
- EDGE OF GRAVEL
- EDGE OF WATER
- DITCH, CREEK OR STREAM CENTER
- WATER PIPE
- SANITARY PIPE
- STORM / CULVERT PIPE
- FENCE
- RAIL TRACKS CENTRE LINE

PROPOSED

- CONTROL LINE
- PAINTED YELLOW LINE
- PAINTED SOLID WHITE LINE
- PAINTED DASHED WHITE LINE
- PAINTED DOTTED WHITE LINE
- FENCE
- RETAINING WALL
- CONCRETE PAVEMENT BARRIER
- PAVEMENT EDGE
- TOE OF SLOPE / DITCH EDGE
- BACK OF SLOPE
- BACK OF CURB
- R.O.W. LIMIT
- RAIL TRACKS CENTRE LINE
- TYPICAL SECTION
- DRAWING REFERENCE

FIGURE 001

From: [Ahn, Sohee TRAN:EX](#)
To: [Greer, David TRAN:EX](#)
Cc: [Middleton, Cindy TRAN:EX](#); [Glazer, Brad R HLTH:EX](#)
Subject: RE: INSTPP: Lower Level Road Project
Date: December 3, 2018 12:42:00 PM
Attachments: [UBCM Note West Vancouver - WLLRE \(Aug 2018\) final.docx](#)

For discussion this afternoon.

Sohee Ahn
250-507-7932

From: Greer, David TRAN:EX
Sent: December 3, 2018 9:24 AM
To: Ahn, Sohee TRAN:EX <Sohee.Ahn@gov.bc.ca>; Glazer, Brad R TRAN:EX <Brad.Glazer@gov.bc.ca>
Subject: FW: INSTPP: Lower Level Road Project

Sohee, Brad

Bowinn sent me this last week. I think PGB did some work on this but I think it was more in the context of **s.13,s.16**

s.13.s.1

Any thoughts or updates on this?

Thanks
DG

From: Ma, Bowinn PREM:EX
Sent: Thursday, November 29, 2018 11:10 AM
To: Greer, David TRAN:EX
Cc: Beale, William TRAN:EX
Subject: INSTPP: Lower Level Road Project

Good morning, David –

I would like to revisit the Lower Level Road Extension Project, which was highlighted as one of the priorities in the INSTPP Report.

From the information I've been able to gather, this project was considered one of a suite of projects that were identified as important for the "Asia Pacific Gateway" program (2008-2009). In 2012, MOTI developed a conceptual alignment and set aside \$25M for the provincial cost share. In 2012 the total estimated cost was about \$90 million before land considerations (the road travels through Squamish Nation reserve).

I've attached some cover pages from relevant reports for reference.

The project apparently stalled out due **s.13,s.16** West Vancouver District staff had worked with Helen Berthin and Yongmei Chen at MOTI at the time and Thomas Kwan from Transport Canada.

In our last discussion on this project, MOTI noted that there is no provincial involvement in this corridor, and there didn't seem to be any memory of the work I referenced above. I hope you might be able to use the information I've been able to gather on this topic to renew our understanding of it so that we can discuss further.

In your service,

Bowinn Ma, MLA

INSTPP working with Hon. Claire Trevena, Minister of Transportation and Infrastructure

UBCM BRIEFING NOTE

MUNICIPALITY/ REGIONAL DISTRICT:	District of West Vancouver
ISSUE 3:	Opportunities for collaboration and the Province's support and assistance to advance the Low Level Road extension project

ISSUE 3: Opportunities for collaboration and the Province's support and assistance to advance the Low Level Road extension project

SUMMARY

- The proposed Western Low Level Route Extension (WLLRE) was one of the five projects identified in the 2008 North Shore Trade Area Study.
- The proposed project, which would provide a continuous east-west low level road for the north shore between West 1st St. and Marine Drive, has been on hold since 2009 due to lack of partner funding commitments and limited benefits to the transportation trade network accessing north shore port terminals.
- Due to the limited benefits WLLRE provides for the north shore transportation trade network, TRAN is no longer actively advancing WLLRE as a priority project in support of north shore trade development.
- The recently completed Integrated North Shore Transportation Planning Project (INSTPP) led by MLA Ma identified an alternative Low Level Road connection between West 1st St. in North Vancouver and Marine Drive in West Vancouver to address east-west mobility and congestion issues on the north shore.
- TRAN will continue to work with north shore municipalities, First Nations, TransLink and other stakeholders to assess projects identified in INSTPP to address transportation challenges and road congestion on the North Shore in an integrated manner.

BACKGROUND

- In 2008, the North Shore Trade Area study (NSTA) was completed as part of Canada's Asia-Pacific Gateway and Corridor Initiative under the direction of Transport Canada. The study included participation from TRAN, Port of Vancouver and other stakeholders.
- The WLLRE was one of five projects jointly committed to in an agreement-in-principle signed by the Province, Canada, and other stakeholders on March 27, 2009. WLLRE would provide a continuous east-west Low Level Road for the North Shore, connecting West 1st Street in the District of North Vancouver and Marine Drive in the District of West Vancouver.
- The proposed road extension would enable development on Squamish First Nation (SFN) lands including the 22.7 hectare Pacific Environment Center (PEC) site south of the CN rail tracks (see map in Attachment 1).
- TRAN, Canada, Port of Vancouver and other funding partners completed four of the five projects (Philip Ave Overpass, Low Level Road Re-alignment, Neptune/Cargill Grade Separation and the Brooksbank Ave Underpass).
- WLLRE has been on hold since 2009 due to significant funding shortages and contaminated site issues on the PEC site. The Province initially committed \$50 million (\$45 million capital

funding and \$5 million BC Rail land) to WLLRE; however the total project cost was estimated at \$144.6 million, and no additional partners committed funding for the project.

- s.13,s.16

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s.13,s.16 and in consideration of the limited transportation trade network benefits WLLRE would provide, TRAN is no longer actively advancing the WLLRE project.

Integrated North Shore Transportation Planning Project:

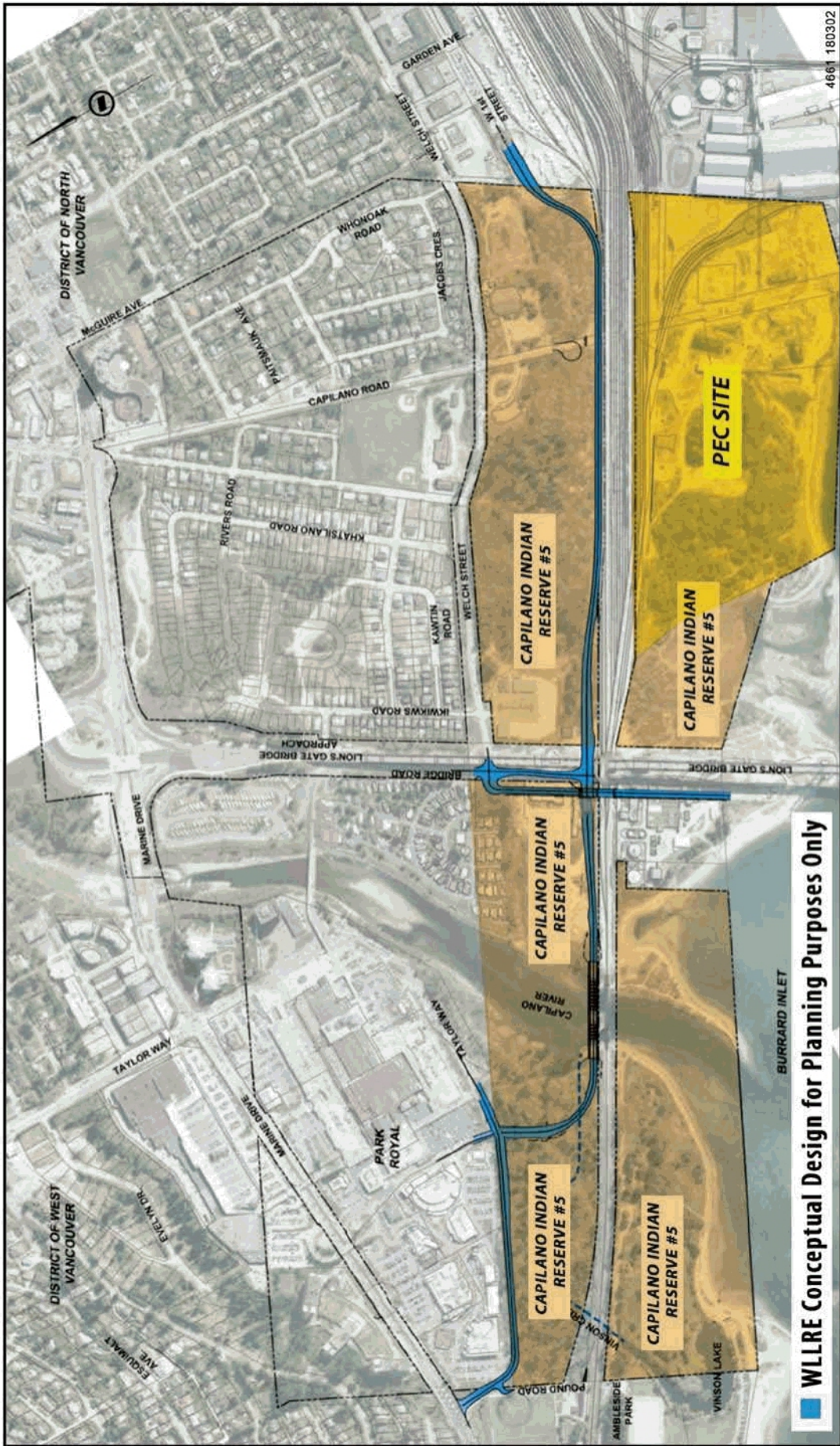
- In January 2018, MLA Bowinn Ma (North Vancouver-Lonsdale) convened the Integrated North Shore Transportation Planning Project (INSTPP), which includes participation from Canada, the Province, TransLink, the District of North Vancouver, City of North Vancouver, District of West Vancouver, Squamish First Nation and Tsleil-Waututh First Nation.
- The INSTPP final report, issued in August 2018, identified a number of recommended actions with respect to improving transportation connections on the north shore, including improvements to transit, pedestrian and cycling facilities as well as road improvement projects such as the proposed Low Level Road extension between West 1st St. in North Vancouver and Marine Drive in West Vancouver (see map in Attachment 2).
- The proposed Low Level Road extension would improve connectivity for local and regional traffic travelling within and between north shore municipalities and First Nations communities, and potentially reduce congestion on major east-west routes on the north shore such as Marine Drive (a portion of which is owned by TRAN near Lions Gate Bridge).
- The WLLRE and Low Level Road extension have similar alignments, but the project drivers for the proposed INSTPP Low Level Road extension identified by West Vancouver relate more to reducing congestion and community connectivity for local traffic on the north shore versus the NSTA study objectives of advancing projects that support trade growth.
- In this context further work is required to confirm costs, benefits and beneficiaries, and funding partners for the proposed WLLRE or Low Level Road extension. TRAN staff participated on the INSTPP staff working group and will continue to work with area municipalities and First Nations on the WLLRE and Low Level Road extension concept and other projects identified in the INSTPP final report.

ATTACHMENTS

1. Map of Proposed Western Low Level Route Extension conceptual alignment (2009)
2. Map of INSTPP Proposed alignment for Extension of Low Level Road (2018)

Date: September 5, 2018

Attachment 1: Western Lower Level Route Extension and PEC Site boundary map



Date: September 5, 2018

Attachment 2: INSTPP Proposed Extension to Low Level Road



From: [Greer, David TRAN:EX](#)
To: [Ma, Bowinn PREM:EX](#)
Cc: [Beale, William TRAN:EX](#); [Ahn, Sohee TRAN:EX](#)
Subject: RE: INSTPP: Lower Level Road Project
Date: January 29, 2019 1:46:50 PM
Attachments: [UBCM Note West Vancouver - WLLRE \(Aug 2018\) final.docx](#)

Hi Bowinn,

Sorry for the delay, I thought I had sent this UBCM note to you, but looks like I didn't, my apologies.
Not sure if you have already seen this note.

s.13,s.16

Sohee may have more to add?

There may be some value to look at this project in the future with the lens of integrated transportation development planning. i.e.: are there connections to various modes etc)
Happy to chat about that.

David

From: Ma, Bowinn PREM:EX
Sent: Tuesday, January 29, 2019 1:14 PM
To: Greer, David TRAN:EX
Cc: Beale, William TRAN:EX; Ahn, Sohee TRAN:EX
Subject: RE: INSTPP: Lower Level Road Project

Good afternoon, David – I'm wondering whether you have any updates on this project and if we can reconnect on it.

In your service,

Bowinn Ma, MLA

INSTPP working with Hon. Claire Trevena, Minister of Transportation and Infrastructure

From: Greer, David TRAN:EX
Sent: Friday, November 30, 2018 8:58 AM
To: Ma, Bowinn PREM:EX <Bowinn.Ma@gov.bc.ca>
Cc: Beale, William TRAN:EX <William.Beale@gov.bc.ca>; Ahn, Sohee TRAN:EX <Sohee.Ahn@gov.bc.ca>
Subject: RE: INSTPP: Lower Level Road Project

Hi Bowinn,

Thanks for this. I will investigate further and give you a call

I know there was some activity on this in regards to ^{s.13,s.16}
^{s.13,s.16} if I'm remembering things properly.

Talk soon,
David

From: Ma, Bowinn PREM:EX
Sent: Thursday, November 29, 2018 11:10 AM
To: Greer, David TRAN:EX
Cc: Beale, William TRAN:EX
Subject: INSTPP: Lower Level Road Project

Good morning, David –

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In your service,

Bowinn Ma, MLA
INSTPP working with Hon. Claire Trevena, Minister of Transportation and Infrastructure

From: [McConnell, Jeffrey TRAN:EX](#)
To: [Ahn, Sohee TRAN:EX](#)
Subject: FW: MLA Ma Meeting - INSTPP recommendations
Date: January 30, 2019 4:19:50 PM
Attachments: [274852 Western Lower Level Route Extension \(WLLRE\) final.docx](#)

Hi Sohee,

I'd like to touch base with you on INSTPP next week – Tuesday or later in the week. I spoke with Elena Farmer from our Lower Mainland District on this today, and I can fill you in more on the context for this.

I've also attached a briefing note we did last year on the Western Low Level Route Extension, which this branch did a report on back in 2014.

Thanks,

Jeff

From: Farmer, Elena TRAN:EX
Sent: January 30, 2019 10:14 AM
To: McConnell, Jeffrey TRAN:EX <Jeffrey.McConnell@gov.bc.ca>
Cc: Halwani, Lina TRAN:EX <Lina.Halwani@gov.bc.ca>; Grisewood, Catherine L TRAN:EX <Catherine.Grisewood@gov.bc.ca>
Subject: RE: MLA Ma Meeting - INSTPP recommendations

Hi Jeff,

Are you able to provide me with a copy of the 2014 report. MLA Ma was the one who brought it to my attention.

Catherine, can you setup a time for a call with Jeff to discuss INSTPP.

Thanks,
Elena

Elena Farmer
A/District Manager, Transportation
Lower Mainland District | South Coast Region

Ministry of Transportation and Infrastructure
1500 Woolridge Street, Coquitlam, BC V3K 0B8
P: 604-527-2272 C: 604-219-4900
E: Elena.Farmer@gov.bc.ca

From: McConnell, Jeffrey TRAN:EX

Sent: January 30, 2019 9:04 AM

To: Glazer, Brad R TRAN:EX <Brad.Glazer@gov.bc.ca>; Farmer, Elena TRAN:EX <Elena.Farmer@gov.bc.ca>

Cc: Halwani, Lina TRAN:EX <Lina.Halwani@gov.bc.ca>

Subject: RE: MLA Ma Meeting - INSTPP recommendations

Hi Elena,

I'd be happy to participate in a call on this. Just so you know, MP Terry Beech's office asked the ministry for the 2014 report on Western Low Level Road conceptual options, so I provided them with the report. I believe this is the same report you reference in your note below.

Thanks,

Jeff McConnell

Project Director

Integrated Transportation Planning Branch

Ministry of Transportation and Infrastructure

Office: (778) 698-9463

Mobile: (250) 886-3214

From: Glazer, Brad R TRAN:EX

Sent: January 30, 2019 8:45 AM

To: Farmer, Elena TRAN:EX <Elena.Farmer@gov.bc.ca>

Cc: Halwani, Lina TRAN:EX <Lina.Halwani@gov.bc.ca>; McConnell, Jeffrey TRAN:EX <Jeffrey.McConnell@gov.bc.ca>

Subject: RE: MLA Ma Meeting - INSTPP recommendations

Hi Elena,

Thought I should let you know that **s.22**
s.22 so I'll ask Jeff to follow up.

Thanks Elena,

Brad

From: Farmer, Elena TRAN:EX

Sent: January 29, 2019 4:52 PM

To: Glazer, Brad R TRAN:EX <Brad.Glazer@gov.bc.ca>

Cc: Halwani, Lina TRAN:EX <Lina.Halwani@gov.bc.ca>

Subject: MLA Ma Meeting - INSTPP recommendations

Hi Brad,

Last week Lina and I met with MLA Ma and one of the topics that was discussed was the Integrated North Shore Transportation Planning Project (INSTPP) report and how the ministry was progressing with implementing the recommendations of the report. I am not sure how familiar you are with the INSTPP report and have provided the link for your reference: <https://www.instpp.ca/>. Both Thomas Chhun and Ed Storm were a part of the Staff Working Group that developed the INSTPP report.

One of the recommendations that the Province has been identified to lead is related to the Lower Level Road connecting Marine Drive to the west and West 1st Avenue to the east, and evaluate the feasibility of the east-west Barrow-Spicer connection underneath the Second Narrows Bridge. If I understand correctly, this work was part of the Gateway portfolio and there was an alignment study done in 2014. Unfortunately momentum on this work **s.13,s.16** however, MLA Ma indicated that **s.13,s.16** is open to this and would like to see this work renewed as part of INSTPP and as such I wanted to engage you in the discussion.

MLA Ma is in the process of getting this going again and at the last Steering Committee meeting in mid-December, Maryann Booth (Mayor of West Vancouver) was identified as the convener for "INSTPP 2.0". She is currently developing the new TOR and reconvening the Steering Committee in early March. MLA Ma has also connected with Ray Fung who will be looking to get the working group back together.

I think it would be good to connect to discuss this further. Let me know when you have some time and I will arrange a call.

Regards,
Elena

Elena Farmer

*A/District Manager, Transportation
Lower Mainland District | South Coast Region*

Ministry of Transportation and Infrastructure

1500 Woolridge Street, Coquitlam, BC V3K 0B8
P: 604-527-2272 C: 604-219-4900
E: Elena.Farmer@gov.bc.ca



BRIEFING NOTE FOR INFORMATION

DATE: March 8, 2018

PREPARED FOR: Silas Brownsey, Assistant Deputy Minister, Partnerships Department, Ministry of Transportation and Infrastructure

ISSUE: Western Lower Level Route Extension (WLLRE) update

SUMMARY:

- WLLRE was one of the five projects identified in the North Shore Trade Area (NSTA) study and jointly committed to in an Agreement in Principle (AIP) signed by the Province, Canada, and other stakeholders on March 27, 2009.
- The \$144.6 million WLLRE project has been on hold since 2009 due to a significant funding gap.
- WLLRE gained importance as [s.13,s.16](#)
[s.13,s.16](#)
-
-

BACKGROUND:

In 2008, the NSTA study was completed as part of Canada's Asia-Pacific Gateway and Corridor Initiative under the direction of Transport Canada. WLLRE was one of the five projects jointly committed to in an AIP signed by the Province, Canada, and other stakeholders on March 27, 2009. WLLRE would provide a continuous east-west Low Level Road for the North Shore, connecting West 1st Street in the District of North Vancouver and Marine Drive in the District of West Vancouver and enable development on Squamish First Nation (SFN) lands including the 22.7 hectare PEC site south of the rail tracks. (see map in Appendix 1).

[s.13,s.16](#)

WLLRE has been on hold since 2009 due to significant funding shortages and [s.13,s.16](#)
[s.13,s.16](#). The Province committed \$50 million (\$45 million capital funding and \$5 million BCRC land) to WLLRE; however the total project cost was estimated at \$144.6 million, and no additional partners have committed funding for the project. [s.13,s.16](#)
[s.13,s.16](#)

s.13,s.16

DISCUSSION:

s.13,s.16

While the WLLRE project does not fulfill PGB's transportation trade criteria, WLLRE is a potential road network solution to address North Shore traffic congestion. In January 2018, in an effort to deal with the transportation challenges and road congestion on the North Shore, North Vancouver-Lonsdale MLA Bowinn Ma launched the Integrated North Shore Transportation Planning Project (INST Planning Project). The INST Planning Project brings together representatives from the City of North Vancouver, the District of North Vancouver, the District of West Vancouver, the federal government, TRAN, and TransLink to develop a transportation plan for the North Shore. The first meeting of the INST Planning Project Steering Committee was held on January 31, 2018. With the launch of the INST Planning Project, WLLRE may be raised as a possible solution to transportation challenges and road congestion on the North Shore, as WLLRE is envisioned in community development plans for all three North Shore municipalities (District of West Vancouver, District of North Vancouver and City of North Vancouver) and the SFN.

SFN also supports WLLRE because it is crucial to SFN's long term land use and development plans. SFN has developed a master plan to explore opportunities to develop 11.5 million square feet of residential and commercial development in the Park Royal village in West Vancouver – the Ambleside Waterfront package. WLLRE would have provided access between the proposed residential development near Park Royal and SFN lands adjacent to Lions Gate bridge.

Attachments (1)**PREPARED BY:**

Polly Vaughan, Research Officer
Pacific Gateway Branch
(778) 698-1707

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INITIALS

Appendix 1: Western Lower Level Route Extension and PEC Site boundary map

