

**District of North Vancouver
Community Monitoring & Advisory Committee
Seymour-Capilano Water Utility Projects**

Meeting Notes – January 28, 2015

Agenda

1. Capilano Main No. 9 (Capilano Drinking Water Project)
 - a) Traffic management (Metro Vancouver)
 - b) Grosvenor Traffic Engineer report
 - c) Communications strategy (Metro Vancouver)
2. Seymour-Capilano Filtration Project
 - a) Twin Tunnels Commissioning and Communication Plan
 - b) Lynn Valley Reservoir
 - c) SCFP Storage Building
3. E2 Shaft
4. Second Narrows Tunnel Supply

Attendance (Bolded names indicate attendance)

Community Advisory Committee Members:

- | | |
|-------------------------|--|
| ▪ Lorraine Jamieson | Capilano / Grouse Woods Residents Association |
| ▪ Peter Thompson | Edgemont Community Association |
| ▪ Corrie Kost | Edgemont Community Association |
| ▪ Norm Daniels | Lynnmoor South Inter-River Community Association |
| ▪ Lee Gavel | Lynn Valley Community Association |
| ▪ Dan Ellis | Lynn Valley Community Association |
| ▪ Anne Cockle | Blueridge Community Association |

District of North Vancouver Representatives:

- | | |
|--------------------------------------|---|
| ▪ Mayor Richard Walton | DNV Council |
| ▪ Councillor Doug MacKay-Dunn | DNV Council |
| ▪ Councillor Robin Hicks | DNV Council |
| ▪ Carol Walker | Manager – By-law Enforcement |
| ▪ Steve Ono | Manager – Engineering Services/Deputy General Manager |
| ▪ Sean Rooney | Project Engineer - Engineering Services |
| ▪ Erica Geddes | Transportation Section Manager - Engineering Services |
| ▪ Mairi Welman | Strategic Communications & Community Relations |

Metro Vancouver Representatives:

- | | |
|----------------------|---|
| ▪ Carol Mason | Chief Administrative Officer, Metro Vancouver |
| ▪ Tim Jervis | General Manager - Water Services Department |
| ▪ Frank Huber | Manager - Major Projects, Management Systems & Utility Support Division |
| ▪ Murray Gant | Senior Engineer - Major Projects, Management Systems & Utility Support Division |
| ▪ Steven Lewis | Senior Engineer - Water Services Department |

- **Goran Oljaca** Manager - Engineering & Construction Division
- Hein Steunenberg Senior Engineer - Engineering & Construction Division
- Mark MacConnell Senior Engineer - Engineering & Construction Division
- Andrew de Boer Senior Engineer - Water Services Department
- **Vanessa Anthony** Consultation & Community Relations Coordinator - Public Involvement Division
- **Steve Billington** Community Liaison Officer - Public Involvement Division

Pacific Liaicon and Associates, Inc.

- Jeff Spruston Construction Manager

Guests:

- **Scott Ellis** Grouse Mountain Resort
- **Marc Josephson** Grosvenor Americas
- **Dev Sharma** Grosvenor Americas
- **Peter Joyce** Blunt & Associates
- **Tyler Thompson** Blunt & Associates
- **Grig Cameron** Area resident
- **Bill Lloyd-Jones** Delbrook Community Association
- **Jillian Cooke** Area resident

Facilitator:

- **Raymond Penner** the Strategic Action Group

1. Capilano Main No. 9 (Capilano Drinking Water Project)

a. DNV Committee of the Whole

- MV presented on Jan 12 to DNV council's Committee of the Whole meeting on the issues that would have been created by adding a crew on Capilano Road
- CMAC, DNV engineering and MV's engineering and communications staff were present; a summary of the workshop on this issue was presented and after consideration by Council the clear direction forward was to carry on developing the traffic management strategy with DNV based on a single crew laying pipe on Capilano Road
- a number of traffic management issues outside the construction zone continue to be worked out with DNV traffic engineering, MV engineering, and MV's consulting traffic engineers

b. Traffic Management Strategy

- key focus areas for our traffic management strategy are noted in the following map



- we have our planned start date of mid-August of this year and are working through both the formal Traffic Management Strategy as well as a list of additional or appended items with DNV traffic engineering; our meetings are working out well with DNV traffic staff and the new appointments DNV has made with additional staff are of great help to us in traffic management planning
- Montroyal at Capilano Road: after reviewing traffic analysis it was agreed between DNV, our traffic consultant and MV that an all way stop is preferable and that a signal is not justified by the volumes during or after construction
- Cliffridge issue: during construction on Capilano Road in sections 1 and 2 (north of Montroyal), due to higher volumes having to make the turn there is a need for temporary traffic control; we have added to the TMS the requirement of a flagger at this location to aid turning during the construction period
- at Sunset and Edgemont there was a request to add a four way stop; MV and DNV agreed it would be best to be monitor this intersection during construction on Capilano Road and make

changes if required; we are aware of DNV's upcoming resident meeting on traffic calming on Sunset and I'll be attending in case anything about our project comes up

- we were asked to see if a traffic circle at Delbrook and Montroyal might be needed; at a recent meeting between all the traffic experts it was agreed that maintaining the four way stop there is best for several reasons:
 - poor sight lines would require acquiring private property to make necessary changes
 - it takes drivers about six months to get used to a traffic circle and that is longer than the time the detour would be in effect; if it was temporary then reverting to the original road layout would take a further six months to re-train drivers again
 - the traffic flows in the area don't require a traffic circle
- our consultant was asked to study this area from just south of Highway 1, through the interchange, north along Westview to the Queens Avenue intersection due to the anticipated increase in traffic to Westview. There are several intersections here:
 - south of Hwy 1 intersection - these two are under MOTH control
 - north of Hwy 1 the off ramp may have left turns impeded by the extra vehicles moving to the right turn lane potentially creating a backup out to the Highway; there is room to add lane capacity in that off ramp and also to adjust signal timing at both of these signals; this could be adjusted and monitored and we will be in discussion with the MOTH as they have jurisdiction over both intersections
 - for Queens at Westview and Westview at 28th as well as the signal governing access to the mall north of the highway we're in discussions with the City of North Vancouver on any possible changes needed to signal timing and these will have to be coordinated with MOTH signal changes to optimize traffic flows through the whole area
- issues with sight lines and parking along upper Highland and Montroyal are currently under review with DNV for outstanding issues there; we have recently learned a crosswalk will be installed at Cliffridge and while these issues are not related to the planned construction, they will assist local residents in the short term, through construction and afterwards
- we will continue to be part of these analyses that DNV determined were needed in the area whether there are issues that come from community concerns or CMAC meetings

Discussion

The work that has been done really depends on the traffic assessment. There were questions asked about those – these were given as hourly rates of traffic. Within the peak hour estimates that were given, I think that the issue will be the peaks within the hour which could then have a domino effect on all the other assumptions that have been made.

[MV] The numbers were developed on looking at peak times in the day and then the numbers were taken as an average over 2-two hour periods. There likely will be peaks within those times. We think that we have captured the worst case scenario and the strategies are based on those scenarios.

If that assumption is not accurate, then the question is what will be done about this?

[MV] This will be why our plans for monitoring will be critical. We think the best we can do in the planning phase is to do our best to predict what volumes will be including drawing on the community perspectives from this committee and DNV community and staff and our traffic consultants. Then the monitoring of our mitigation measures once we start working will be how we stay on top of the

situation. The traffic management strategy is a broad look at what we think the situation will be and then the contractor will be responsible for developing a very specific implementation plan that puts these ideas into practice and then both the contractor and MV will monitor the actual situation and make any adjustments necessary.

[MV] We don't have a detailed answer now about peaks within peaks but we will re-look at this and report back.

My point is also that you should be careful about using absolute numbers rather than ranges which is likely a better way of communicating with the public.

[DNV] You are doing the best you can given the information you have with respect to addressing the various intersections. It is important to recognize that some of the schools are commuter schools, partially driven by the French immersion programs – for example, Cleveland is about 80%. The issue is parents coming from all over the District and so there may be a case to look at shifting or staggering school times. The area around Handsworth in the morning is already extremely congested. Also, while you won't be able to control all the “rat-running”, there are some specific areas that this can be expected. At this time, your plans are lacking that level of detail which will be critical to really have this work as best as possible. Also, there are no crosswalks except at Capilano for students north of Montroyal to cross that street and this will need to be addressed. You should look at a 4-way stop sign at Ranger and Montroyal to decrease the speed of vehicles going down that hill.

[MV] We have been speaking with the PACs and will be speaking to more of them about some of the school related issues.

What is the plan in Edgemont Village?

[MV] The main detour route is to have vehicles mainly on Ridgewood. However the busses coming down Highland cannot make the turn onto Ridgewood the way the intersection is configured and so they will have to come through Edgemont Village. We are looking at this if this intersection can be changed.

Would this also affect large trucks for instance those coming from Grouse Mountain?

[MV] This would depend on the wheel base but our understanding is that this will only involve busses.

Based on the information we have gathered, it seems that it would be possible to smooth out that intersection to make the turn possible for busses rather than have them going through the Village which would be preferable.

[DNV] We are still looking at this. One of the considerations is that there might not be enough space for both a through lane and a right hand turn lane so if the busses are turning right there, they might cause backups. We need to study this more to determine what will work best.

What is the frequency of busses that will arrive at the Ridgewood / Highland intersection?

[DNV] Every 15 minutes in rush hours and every 30 minutes in off hours.

With that level of frequency, if the busses need to take two lanes to turn right there, that shouldn't be a problem.

Is the Braemar Elementary School off of Evergreen involved in your process?

[MV] We are communicating with them and will meet later.

The two crosswalks at Westview and 28th are heavily used by students going to Larson Elementary and while there are lights and a school crossing guard, there are also lots of incidents of drivers running the lights. You should include Larson in your communications.

[Facilitator] It may be worthwhile to start thinking about a format for letting CMAC know as the construction is underway of how the various mitigation measures are working, if adjustments are made and the result of those as well. This would be useful for CMAC to provide input for areas that may be problematic.

The turn left from Clifford onto Montroyal, even today, is a difficult turn. With the extra detour traffic, this could become even more dangerous. The issue is the speed of cars coming down Montroyal. The steepest part of the hill is between Sherwood and Clifford. This is also something to consider with the idea of a crosswalk across Montroyal at Clifford. This will need to be managed.

[MV] The detour will be in place for 3½ to 4 months. The traffic coming down the hill will be slowed by a stop sign. We also have committed to putting a flag person there for at least the first part of construction north of Montroyal and then we will monitor to determine if it is needed past that.

What is policy of the District with respect to speed humps?

[DNV] We wouldn't put these on Montroyal as that is an arterial road. There is an application to put these on Sunset and this is before Council. The residents on Sunset generally are in favour and surrounding residents not so favourable. From a technical perspective it makes sense as cars are speeding on that stretch of road.

[DNV] We know that plans rarely survive implementation. If something has been missed with your transportation plan, what is the turnaround time to fix it, particularly if there is a safety risk?

[MV] The time to fix something will depend on the problem. We will be building into the contract a figure for flag person hours rather than location and durations. These people can be assigned wherever they are needed. That would be a very quick way of dealing with something in hours.

[DNV] It will be important to ensure that we have highly trained flag people.

While some projects might have alternate routes, here the routes are quite fixed. The controls are stop signs, signals and flag persons. Your ability to make quick changes will depend on your ability to monitor and change the intervals at each of the control points.

[DNV] We also have to consider that there is MOTH and the City of North Vancouver and it will be important to ensure integration.

[DNV] We hold regular coordinating meetings with the City. MOTH sometimes attend and we have open communication with them.

I still feel that it would be worthwhile to test the traffic management strategy before the construction, including activating all the street closures and detour routes.

[MV] One of the dangers of this is that it would signal to the public that we have started the project or at least cause considerable confusion.

[DNV] We would get a lot of criticism if we even have a lane closure with no apparent activity and it wouldn't be acceptable to something as major as shutting down Capilano Road and forcing detours without activity that justifies it.

[DNV] The firehall on Montroyal serves 18,000 people with 4 minute response time and there is a challenge to do this during peak traffic times even now. They will need to have a major contingency plan during the construction.

Also the timing of the bus that takes students to Handsworth is critical. All the busses on the North Shore also have their schedules coordinated with the Sea Bus schedule. Translink needs to be involved so that they anticipate these changes.

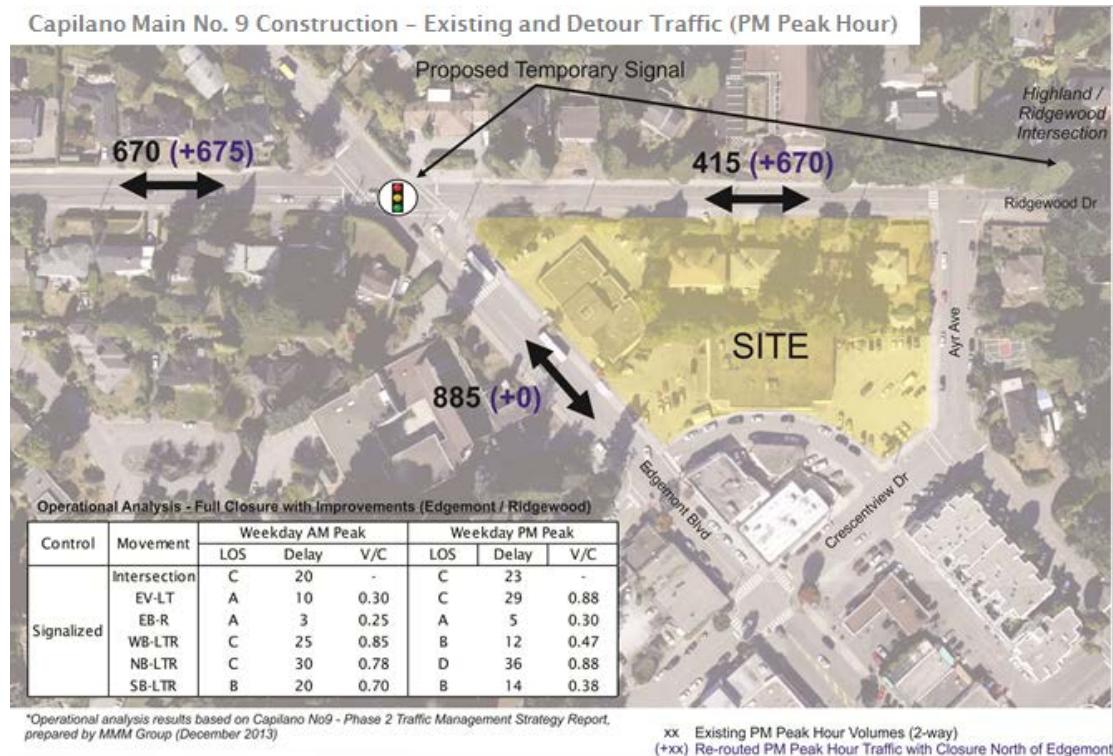
We need to ensure anyone who is already involved or will be involved in building construction projects in this area are notified and informed of the traffic management plans and how these might impact their projects.

[MV] We are involved with Coast Mountain with respect to the shuttle bus and adding busses so that they can maintain their schedules. One of our key stakeholder groups are the emergency responders and we have been having productive communication with them about their ability to respond inside, near and adjacent to the construction zone.

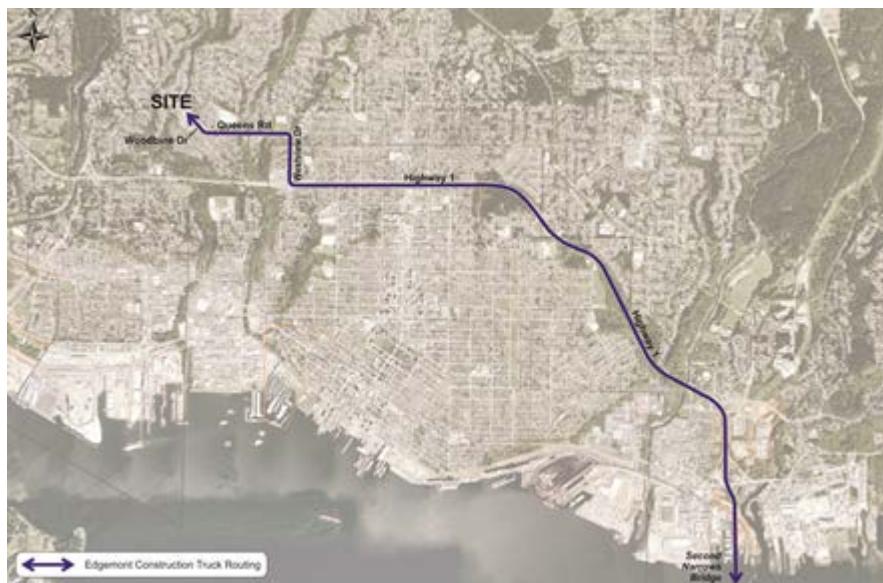
[DNV] Our two new Project Coordinators, Carolyn Drugge and Daniel Ciparelli, will be working on coordinating traffic for any of the development projects in the District so there is information being shared with respect to the restrictions that will occur with this project.

c. Grosvenor Traffic Engineer report (Bunt & Associates Engineering)

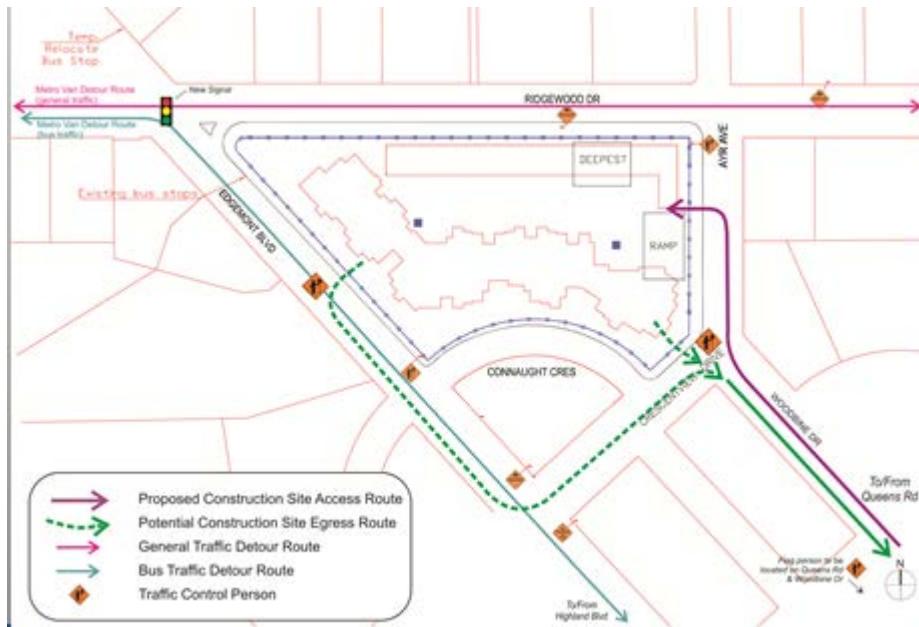
- Bunt & Associates Engineering have prepared a preliminary construction traffic management plan for Grosvenor's proposed mixed-use development at Edgemont Village that addresses construction vehicle access and construction traffic generation during the excavation and shoring stages for Grosvenor's site
- the Capilano Water Main Construction detour routes for general vehicles and buses, with general traffic directed to travel to/from Capilano Road along Ridgewood in front of the Grosvenor property via Highland Boulevard and Montroyal Boulevard, and buses directed to travel to/from Capilano Road along Ridgewood and along Edgemont Boulevard via Highland Boulevard and Montroyal Boulevard will have significant bearing on the level of traffic along Grosvenor's development site frontage, particularly on Ridgewood where there will be a significant increase in general vehicle traffic during the water main construction works
- the following graphic highlights some of the key traffic volume information from the Metro Vancouver Traffic Management Strategy as it relates to Grosvenor's site



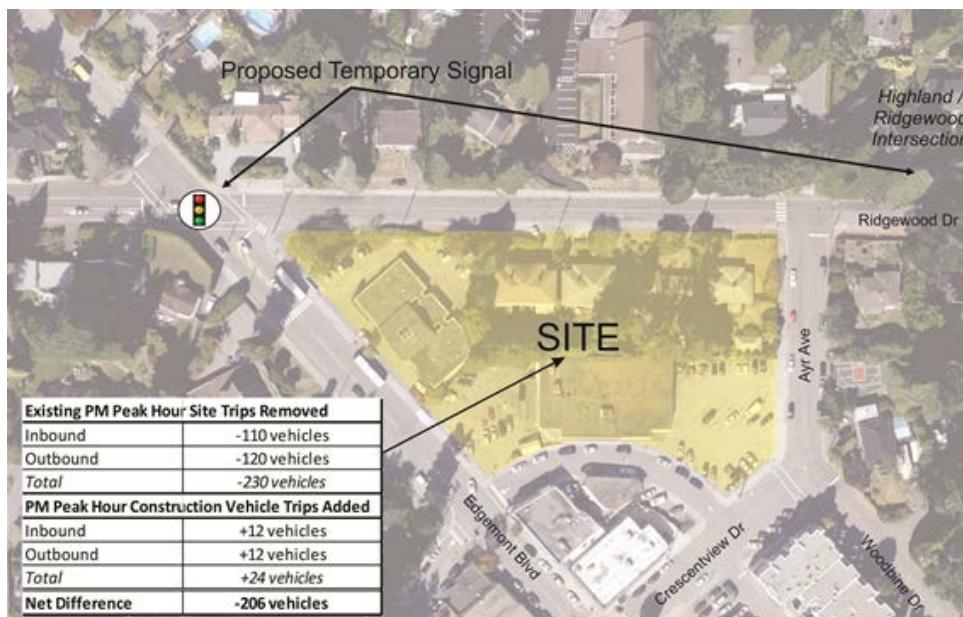
- the vehicle volumes shown are the 2-way PM peak hour traffic volumes for existing conditions, shown in black, with the additional traffic re-routed through the area along Ridgewood with the proposed detour route, shown in brackets
- the level of traffic increase expected is significant with a doubling of traffic on Ridgewood west of Edgemont, and a more than 150% increase in traffic along Ridgewood east of Edgemont in front of Grosvenor's site
- as part of the mitigation measures to minimize the impacts with the additional construction detour traffic, temporary traffic signals have been proposed at the intersections of Ridgewood and Edgemont, and at Ridgewood and Highland that would help improve traffic operations during construction of the Capilano Water Main
- the table shown indicates the expected traffic operations at Ridgewood and Edgemont from the Metro Vancouver study with the traffic signal in place; as indicated, the overall performance of the intersection would be within acceptable levels even with the added traffic
- the graphic below highlights the proposed construction truck routing for the Grosvenor development with trucks traveling to/from the Second Narrows Bridge via Westview Drive, Queens Road, and Woodbine Drive to access the site during the excavation and shoring stages of the construction process



- our traffic management plan will change as the development proceeds with concrete pouring and this could have an impact on truck routing, however at this time this is the proposed routing to/from the site
- key to the construction vehicle routing is to ensure construction vehicles do not use the detour routes identified in the Metro Vancouver study so as to avoid putting additional pressure onto the network, particularly along Ridgewood, and Edgemont; this routing is also considered the most direct to the site from Highway 1 and the Second Narrows Bridge minimizing impacts to the local road network
- a more detailed look at the proposed construction vehicle access shows that construction vehicles would use Woodbine Drive to Ayr Avenue to access the site from the east side via Queens Road as shown in the following diagram



- depending on the on-site routing could either exit to the west onto Edgemont Boulevard and head back to Woodbine via Crescentview, or exit the site at the southeast corner directly onto Woodbine and back to Highway 1 via Queens Road
- the preferred egress from the site would be at the southeast corner directly onto Woodbine Drive as this would avoid Edgemont Boulevard altogether, however this would be dependent on vehicle maneuverability on site; this proposed routing avoids having construction trucks traveling on the Capilano Water Main detour route on Ridgewood Drive
- the graphic below highlights the change in traffic volume generated by Grosvenor's site from its current active uses including the grocery store, medical-dental office, and residential units to its construction traffic generation during the excavation and shoring stages



- there will be a total of around 230 two-way vehicle trips removed from the street network, and around 24 construction vehicle trips added to the street network resulting in a net reduction of more than 200 vehicles during the PM peak hour of construction; there will be slightly less traffic on the network than the traffic projected from the Metro Vancouver study which would have included the site's active uses, and results in overall less traffic in the area and reduced pressure at key points, including Edgemont and Ridgewood
- in summary:
 - Capilano Water Main detour traffic has been rerouted to Ridgewood and more than doubles PM peak hour traffic volumes – however this is mitigated with a temporary traffic signal at Edgemont and Ridgewood
 - the traffic detour for the Capilano Water Main construction is anticipated to be completed by January 2016 and could result in a worst-case scenario of two month overlap with Grosvenor's excavation and shoring stages
 - the proposed construction vehicle routing utilizes the most direct connection to Highway 1 at Westview Drive, and keeps construction vehicles away from the detour route, and limits the use of Edgemont Boulevard
 - the construction site will generate a total of around 25 trucks during the AM and PM peak hours during excavation and shoring stages which amounts to around 1 vehicle every 5 minutes in the inbound and outbound directions; we don't have the information for the trucks for concrete pouring at this point but the 25 truck estimate will be more than adequate as trucks can't be filled fast enough to meet that target so this is a conservative estimate; also, the concrete pouring will not be overlapping with the road closures unless there is a delay in the Capilano Water Main project
 - given the high level of traffic activity associated with the site's current active uses, there would be an overall net reduction in site vehicle traffic of more than 200 vehicles during the PM peak hour from the road network further reducing pressures at key locations with the Capilano Water Main detour

Discussion

Will you be using cranes that are internal to the site or will you be using external, truck mounted cranes? With other construction projects in the District, the biggest disturbance is when the pumper trucks and the concrete delivery trucks are occupying traffic lanes.

[Grosvenor] We likely will be placing two internal tower cranes on the site. We haven't yet determined where the concrete pump trucks will be located but at this time, this work will be taking place after the Capilano Water Main project. Where there will be overlap is the shoring and excavation component.

When will the demolition start?

[Grosvenor] That will be dependent on the permitting process.

Have you any sense of what the impact on traffic will be from the displacement of those that are on site or who shopped there?

[Grosvenor] Likely some of that traffic will continue to be going to and from Edgemont Village and some will likely be going further away. We recognize that some portion of the 200 vehicle reduction that we are projecting for our site by itself could still show up in the Village.

As mentioned for the Capilano Water Main project traffic numbers, it would be beneficial in your projections and communications that you use a range rather than a specific number.

Currently there are many people in the area that walk to the Super Value site who will now drive and that number is not seen in your projections.

I am unclear whether there will or will not be an overlap with the water main project.

[Grosvenor] The worst case will be a two month overlap but most likely there will be no overlap.

You may find it problematic taking your construction trucks out south on Woodbine and then trying to make a left hand turn onto Queens. This traffic should go through the Village so you have a traffic light at Queens.

[Grosvenor] A lot of these details will depend on a number of factors in our review with DNV including our approach, soils in various parts of the site and others. While we want to avoid impacting businesses in the Village, the intersection issue is a significant consideration.

d. Communications strategy

- our comprehensive Community Relations plans now and ongoing through the construction period are shown in the chart below:

Timeframe:	January 2013 – January 2015	February 2015	March – August 2015	August 2015 – February 2016	February 2016 – April 2016	May-June 2016
Project Activity:	Project planning and design	Project planning and preparation	Project preparation	Construction – Pipe Installation	Construction – Valve Chamber	Project complete and final restoration
Community Outreach and Engagement Activity:	Initial outreach and stakeholder meetings	Community Meetings with local area residents and businesses	Public Meeting and ongoing community engagement	Public Meeting and ongoing community engagement	Ongoing outreach and community engagement	

- our stakeholder meeting schedule is:

1. North Shore emergency services	January 12, 2015	✓
2. Capilano Suspension Bridge	January 19, 2015	✓
3. Canyon Heights Church	January 22, 2015	✓
4. Upper Capilano area schools	January 26, 2015	✓
5. Capilano Salmon Hatchery	January 27, 2015	✓
6. Grouse Wood Plaza businesses	February 5, 2015	
7. Edgemont Village Businesses Association executive	February 12, 2015	
8. Grouse Mountain Resorts	February 26, 2015	

- the NS emergency services meeting was very insightful and has given us information we needed to take to the other stakeholders
- the Suspension Bridge was pleased to hear of the shuttle bus service and feels their greatest impact will be ensuring traffic for them gets through the Ridgewood intersection and we'll work with DNV engineering to ensure we do all we can for them

- Canyon Heights Church will not be greatly impacted due to being right at Montroyal so they will always have traffic moving past them as part of the detour routing
- we met with all the schools in the Upper Capilano area as well as their PAC representatives, and Safe Routes Advocates for Safe Routes to Schools.
- our community and public meeting schedule is:

1. Community Meeting	February 24, 2015
2. Community Meeting	February 25, 2015
3. Community Meeting	February 26, 2015
4. Community Meeting	March 2, 2015
5. Community Meeting	March 3, 2015
6. Public Meeting	March 25, 2015
7. Public Meeting	September (TBC)

- a series of five local resident meetings will start at the end of February and wrap up before Spring Break; these are to target specifically those living along the Capilano Road corridor and on the cul-de-sacs that will have some period of limited access; we'll discuss property access issues, emergency responder protocols and traffic management for those individuals as well as an overall introduction to the project; this series of meetings will involve facilitated breakout sessions with subject matter experts to help residents really get into the issues, get a good understanding of what they individually face, and get the answers they need; each meeting will have a maximum of 30 residents in attendance so that there is a lot of opportunity for face-to-face time
- after Spring Break we have a broader reaching public meeting in the more common open house style with a project presentation and opportunity for engagement between our staff and those who either couldn't make the earlier five meeting series or those outside the Capilano Road corridor; invitations to that meeting will be more widely directed in order to reach those who live along the detour routes for instance; as well as any business or community member who was unable to meet with us earlier or those just generally interested in the project
- throughout the period up to and through the construction period our public communications include a variety of ways to communicate such as hand delivered notices and project updates, tweets, website updates, and project signage geared to drivers and to pedestrians; we met with DNV's communications team and are working closely with them to coordinate our efforts in areas such as messaging and cross-posting on our websites; we also will meet directly with stakeholders from this planning stage all the way through to project completion

Discussion

The stakeholder meetings that I attended were very good and seemed to be very well received.

What were the issues that came up in your meeting with Grousewoods Plaza businesses.

[MV] There were language issues and the hours are quite varied. As a result, we have met with one of the businesses who in turn has helped bridge the language issues. We will be meeting with more of the

businesses with his help and he will help with translation. For those who can't attend that meeting, we will continue to look at ways to reach out to them as well. We have been advising them for over a year that this project will be happening.

Customers for the Capilano Heights Chinese Restaurant come from a wide area. Have you spoken with them about how this might affect them?

[MV] They have seen a lot of construction across from them and they may not have a sense of the scope of this project but we have and will continue to communicate with them about this project.

[Facilitator] For your public meetings, considering that people may be thinking of selling their homes during the construction period, perhaps there should be some outreach to the local real estate companies who will be more aware of who these people might be. You might also consider how to get information out to contractors involved in home building and renovation, perhaps connected to the permitting process.

[DNV] We are providing this information already.

Edgemont Community Association has a meeting scheduled for February 4 and we are already getting questions about this project. So we are anticipating to respond to these questions with a high level overview. It would be great if MV could attend.

[MV] We'll be there.

2. E2 Shaft

- the contractor mobilized to the site in July 2014 and started to drill the first of the potential 3 drain holes; progress has been slower than anticipated due to ground conditions and that there is less bedrock and more soil which takes extra time
- during the drilling, the contractor encountered cobbled stone and that has required a number of modifications to the drilling method and contributed to the slow progress; in November, there was a determination that a different approach would be required and demobilized from the site and have been modifying the equipment
- we anticipate to restart drilling in a few weeks time; the drilling will likely continue through the spring and summer of 2015; when the drilling starts, it will be day shift only but there will be a requirement to go to 24 hour drilling at some point, depending on soil conditions
- to date there have been no noise complaints

Discussion

If the conditions are different than anticipated, is the solution still the same?

[MV] Yes, we are trying to get to the aquifer but are not quite there yet. Once there, we can set our well screen and will have more information about how this will work.

The 24 hour drilling always raises some concern.

[DNV] The plans for noise mitigation and monitoring was quite thorough.

Does the previous Noise Bylaw variance still apply with the delay that you have?

[MV] We are looking at what is required to extend this. Our noise monitoring for the work that has taken place and at the top of the slope, the noise is about the same as background conditions.

[Facilitator] If you require a letter from CMAC for an extension, let us know as soon as possible.

3. Second Narrows Tunnel Supply

- the preliminary design is completed and we have issued an RFP to a short-listed group of proponents for detail design and construction engineering; this closes late February and then we will evaluate and make recommendations
- we anticipate starting detailed design in the second quarter of 2015; this will take between 18 and 24 months to complete; construction is scheduled to start in 2017 and will take 4-5 years to complete
- from the preliminary design work, we have some information on what we anticipate for truck traffic; access to the site will be similar to the access to the waste transfer station - Highway 1, Dollarton Highway, Amherst and Spicer to access the Beach Yard; vehicle trips to and from the site will vary during the construction and is projected to be between 200-300 trips per week, based on 2 shifts per day and 5 days per week; this includes workers going to and from the site as well as trucks
- parking requirements will be within the designated site; for some equipment, such as the tunnel boring equipment, there will likely be some need for extra traffic controls for short durations

Discussion

Has the waste disposal issue been determined?

[MV] The consultants' recommendation is to load the tunnel spoils onto a barge and do deep sea disposal but that will be looked at in more detail during detailed design. Typically this is left to the contractor to decide so we might not have more information during detailed design. The vehicle traffic numbers provided are done with the assumption of land disposal at an approved site, perhaps in the Fraser Valley – this would be a “worst case” society.

[MV] We are having discussions with Port Metro Vancouver and there are some possibilities of some infilling that would provide a win-win situation for the tunnel spoil disposal.

4. Seymour-Capilano Filtration Project

a. Lynn Valley Reservoir

- the tender has been issued and we expect responses in a month and then we will need a few weeks to evaluate; once awarded, it will take approximately a month for them to mobilize; we expect that the contractor will be ready to start work approximately May 2015; the work is expected to take about 10 months

b. SCFP Storage Building

- the contract documents are with the Purchasing Department and we hope that this will be issued in the next few weeks; we are anticipating the contractor for this project will be on site around June 2015

Discussion

Will there be any controls for public access – walkers and bikers – at these sites?

[MV] For the Lynn Valley Reservoir, we are keeping the trailers that have been used for the tunnel contractor on site. We will be looking at the possibility of having direct access from the reservoir site to the filtration plant site.

There is also the truck traffic on the Rice Lake Road.

[MV] The waste disposal from excavation work will be similar to what was done for the tunnel project up the Seymour Valley.

Road control is still critical as this area has become quite popular.

[MV] We will check the documents to make sure that this is addressed.

NEXT MEETING

The next CMAC meeting will be Wednesday, March 18, 2015 from 4:30-6:30 at the DNV Hall, Committee Room.