

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

Meeting Notes – October 21, 2015

Agenda

1. Cleveland Dam Portal Upgrades
2. SCFP Storage Facility
3. Lynn Valley Reservoir
4. Capilano Water Main Project
 - a) Construction update
 - b) Public Engagement
5. Other Business
 - a) Next meeting date

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** Lynnmour South Inter-River Community Association
- **Lee Gavel** Lynn Valley Community Association
- Eric Muira 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
- **Tegan Smith** Project Manager - External Projects
- Sean Rooney Project Engineer - Engineering Services
- Carolyn Drugge Construction Traffic Management Program Coordinator
- Steve Bridger Section Manager, Engineering Planning and Design
- 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 Director - Major Projects, Water Services Department

- Murray Gant Senior Engineer - Major Projects, Water Services Department
- **Goran Oljaca** Director - Engineering & Construction, Water Services Department
- **Hein Steunenberg** Division Manager - Engineering & Construction, Water Services Department
- **Vanessa Anthony** Program Manager – Public Involvement, Water Services Department
- Alicia Williams Consultation & Community Relations Coordinator - Public Involvement, Water Services Department
- **Steve Billington** Community Liaison Officer - Public Involvement, Water Services Department

Guests:

- **Scott Ellis** Grouse Mountain Resort
- **Bill Lloyd-Jones** Delbrook Community Association
- **Grig Cameron** Area resident

Facilitator:

- **Raymond Penner** the Strategic Action Group

1. Cleveland Dam Portal Upgrades

- this work will be on the entrance portal to the dam located on the downslope side of the original east abutment; the intent is to ensure that this portal is more seismically stable; the purpose of this portal is control of the gradients in the upper aquifer in the east abutment
- the scope of work includes:
 - demolition and removal of existing tunnel entry door, fan and ducting, and electrical panels
 - construction of a new cast in place concrete entry structure
 - construction of a new lock block retaining wall overtop of the new entryway
 - supply and installation of new fan, and associated ducting and electrical panels
 - restoration and clean-up
- construction will take place between October to December 2015
- the contractor is Kingston Construction Ltd.

Discussion

Will this project have any interactive impacts on the water main project?

[MV] The truck traffic for this project will be minimal.

Will there be traffic control for the trucks when they go through the park?

[MV] Yes.

2. SCFP Storage Facility

- this is the facility that we have discussed with CMAC before just north of the filtration plant inlet blending facility; the design will blend with the filtration plant
- this will be pre-fab steel building on top of a cast in place concrete foundation
- construction will take place starting November 2015 and is scheduled to be completed November 2016
- the contractor is Maple Reinders Inc.

3. Lynn Valley Reservoir

- the footprint of the construction site can be seen below



- the contractor is Maple Reinders Inc.
- construction is underway and is expected to be completed by March 2016 and commissioning is scheduled for April 2016

4. Capilano Water Main Project

a. CMAC issues and questions

- CMAC members and guests were invited to submit issues and questions that they would like addressed before or at this CMAC meeting; following are the list of issues submitted and MV's responses:

Construction Update Report - further detail:

- Completion dates for restoration of the road pavement to reasonable vehicle traffic standards with more detail of the progressive stages of this work. The staging of paving seem very lengthy and the state of the roadway pavement north of Montroyal is a particular irritant.
- Completion dates for residential connections with more detail of the progressive stages of this work

- Forward planning dates for the closure of the local detour route along Edgewood and projections of likely impacts/increases to diversion traffic on Sunset and Edgemont/Ridgewood/Highlands/Montroyal

MV response

- in some cases the contractor must remove residential services in order to get the large pipe into the trench but they are retained where possible; there is less disruption to residents if the services remain intact but this also means that the disrupted zone has been extended
- paving is now restored with temporary asphalt Montroyal to Handsworth
- the local detour will now be on Edgewood for about another three weeks and Sunset for the duration; Eldon has too much school traffic in the mornings and lots of people already are using Sunset to Edgemont

Flaggers

- There seems to be a need to clarify responsibilities regarding the deployment of flaggers. It appears that flaggers are being deployed solely at the discretion of Pedre's construction activities and not as a key component of project mitigation and safety in the community. For example, there were some flaggers deployed this weekend on Saturday, a Pedre working day, but not Sunday and none were deployed for the previous two weekends, including the Thanksgiving Holiday when there is significant Grouse Mountain/Cleveland Dam/Nancy Green playing fields traffic.
- Increased traffic on Edgemont, Highlands, and Montroyal is making it increasing difficult to safely enter those roads from side streets.

MV response

- an all-way stop is going in at Sunset/Edgemont, then after one week, the flagger will move to Ridgewood/Sunset to aid turns
- we have implemented a temporary "No Parking" on the local detour routes to allow for better traffic flow; when the local detour route is decommissioned, parking will be reinstated
- at a future meeting we will discuss parent drop-off/pick-up for Cleveland Elementary
- we've received comments from CMAC members that some turns and particularly left turns across traffic can be challenging; we realize this is the case and recognize it is the case on potentially 60 street intersections in the area; we cannot accommodate all of these and continue to recommend that drivers may have to opt for right turns to alternate routes

Road Status Signage

- Presently road barriers and 'road closed' signs at Montroyal/Capilano effectively restrict any incentive to access the

small businesses in the small mall although the road is well paved to the mall parking lot. Generally there are 'road closed' signs used when it is more accurate to indicate 'no through road' As the project progresses further down Capilano it would seem essential to know the planning dates to re-open access to portions of the road with the warning that there is 'no through road'

- Original traffic plan called for "one way, one direction" SB after hours and on Sundays until they reached the bend before Eldon and then "one way, one direction" NB afterwards. Why the change in plans?
- ERB's in place on Highway 1 but still no Grouse Mountain directional signage on the off ramps EB and WB after people exit at Westview as per the original plan

MV response

- the temporary shuttle bus 222 is using Eldon/Ruby/Sunset and will continue to do so for the south section loop as long as possible; the shuttle is now working effectively
- with regards to the one-way south bound on Capilano and the changeover, there is no change in plans; also we will have a period of about two weeks when there will be no one-way traffic through the work site after hours due to the trench line crossing through to the other side of the road (west side) as it goes through the S-bend and is quite deep in places; once we can have one-way after hours again, it will be northbound only
- with respect to the comment of the road closure signs, we recognize that the signs should read differently and have instructed the contractor to change them to the suggested wording of "no through road"
- the Grouse Mountain directional signage has to be installed by the Highway One maintenance contractor and is supposed to be going up on the weekend

Discussion

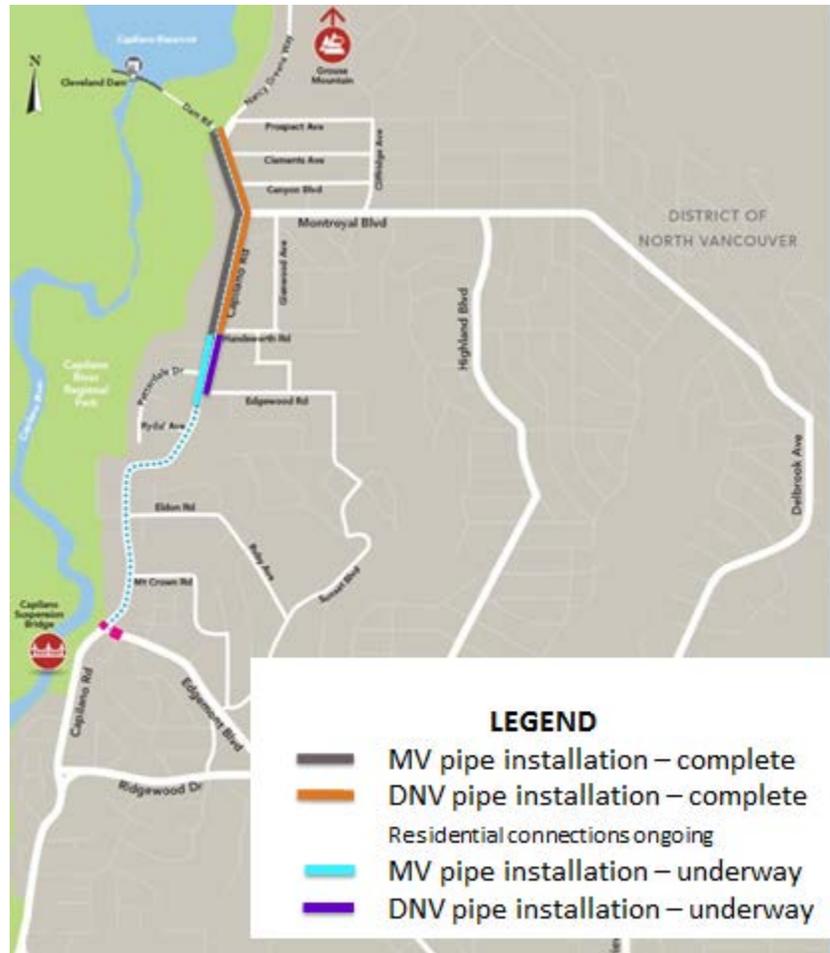
Originally the traffic plan called for one-way south bound on Capilano outside of construction hours until you got to the bend and then after that it was going to be one direction north bound. However, even the one-way south bound is not in effect on the weekends. There is a big sign that says "Road Closed" at the north end and at the south end it says "Do Not Enter". But on the weekends, if you ignore the "Road Closed" sign, you actually can go straight through.

[MV] That sign should not be there after hours and we will address this with the contractor.

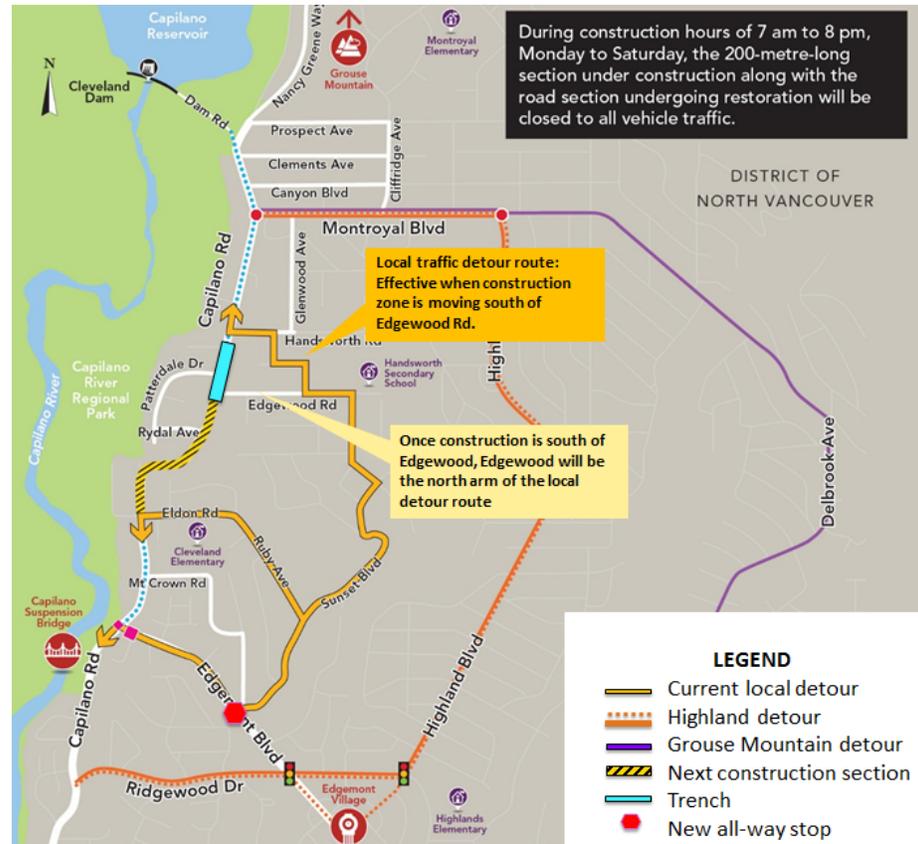
b. Construction Update

Construction progress and forecast

- we are now 50% complete on Capilano Rd. and are on schedule



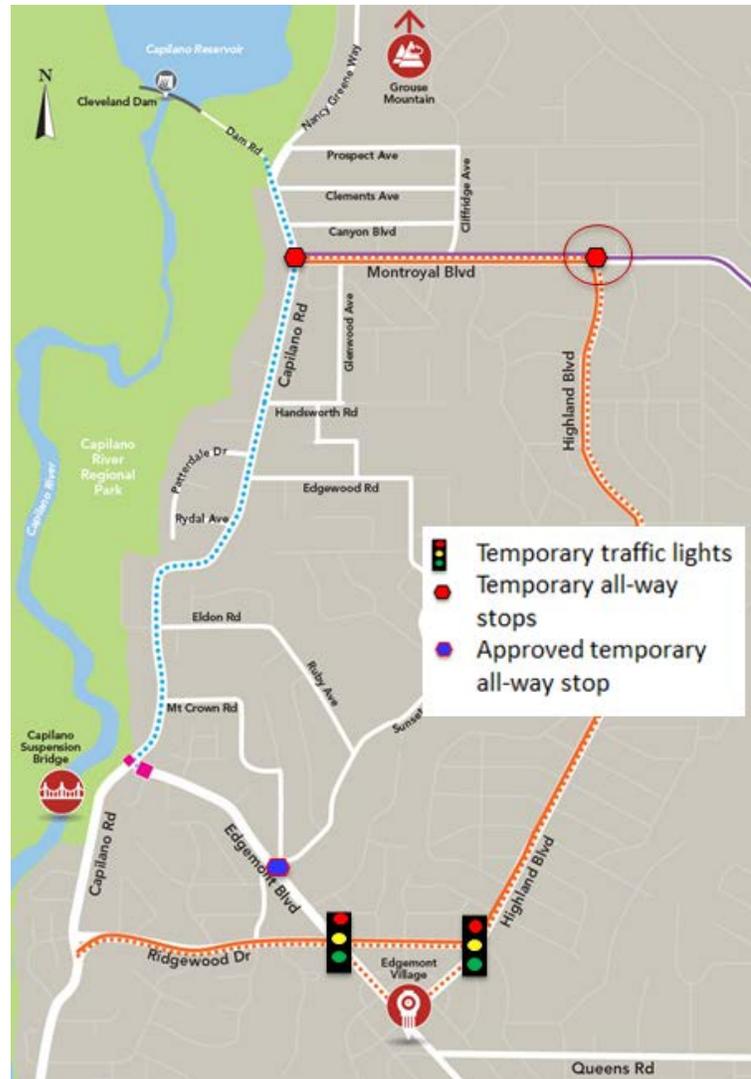
- there are various construction activities carrying on behind the main pipe installation such as connecting each residential lot to the new DNV water main that is being installed alongside the large Metro Vancouver water main
- this smaller scale work does not disrupt access to homes or two-way traffic on Capilano Road outside the main pipe construction zone; residential connections will always necessarily lag behind the mainline pipe installation because they need to be cut across the entire width of the roadway; doing that during mainline pipe installation would hinder through traffic of dump trucks and pipe deliveries so must be completed hundreds of meters behind the mainline pipe installation
- paving north of Montroyal cannot happen until residential connections complete; we are close to that and then the contractor must decide if they want to deal with issues of snow removal and possible water ponding and accommodate that or pave to surface before the final pave planned for later winter or spring
- detail of construction zone can be seen in the following diagram



- temporary paving is complete from just south of Handsworth Rd.; with the restoration complete, the local detour route has switched over and is off Glenwood

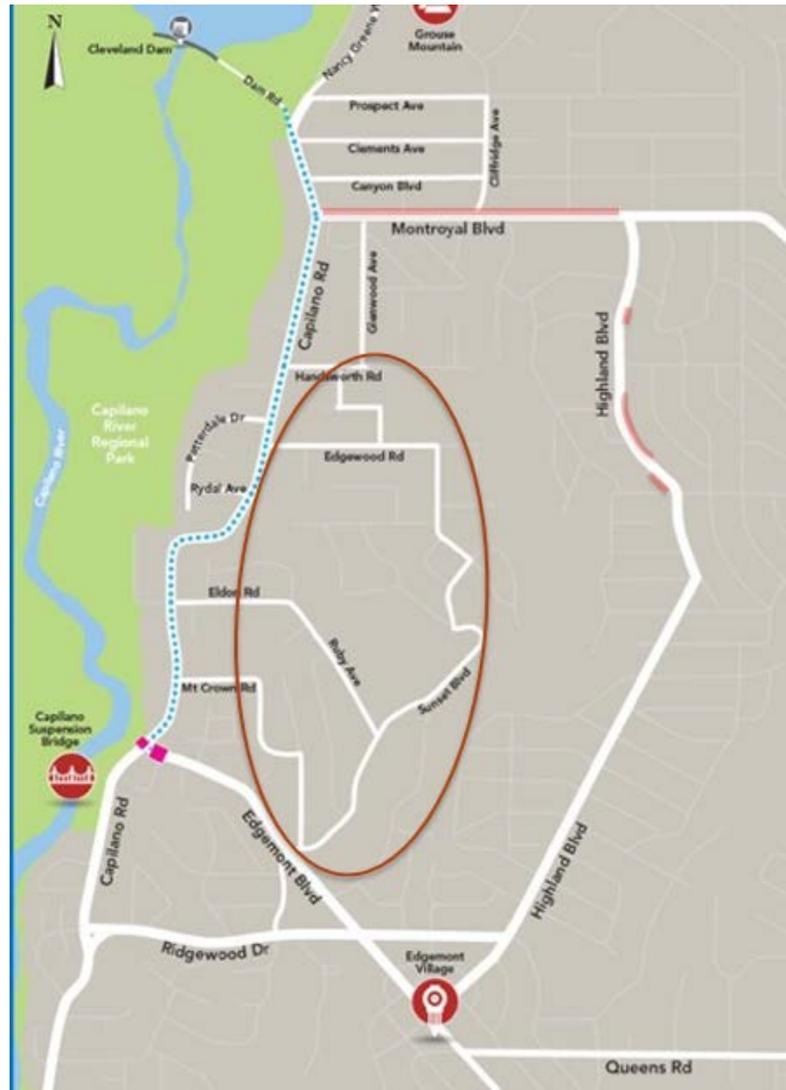
Traffic

- MV is committed to community safety and the RCMP have been a wonderful resource; at our community meetings MV heard some great feedback on what has been working for the community and what has not been working
- the traffic management plan is being constantly adjusted; actions taken to date, include improvements to signage, removal of parking in areas and the installation of traffic controls



- Metro Vancouver continues to receive input on traffic issues in the area and is conducting or recently completed a number of studies to support certain improvements including:
- installation of a temporary all-way stop at Sunset Blvd. – approved and to be installed as soon as possible
 - altering the timing of new traffic lights on Ridgewood Dr.
 - assessment of pedestrian and motor vehicle safety at Cliffridge and Montroyal Blvd.
 - Highland/Montroyal intersection is working effectively with many positive responses from area residents and no negative comments received; changes include:
 - centre line stop sign removal
 - replace with amber flashers on permanent stop signs

- move centre line to right (north) slightly on Montroyal (shown)
 - move Highland centerline slightly to west
- we have moved forward on several parking changes as seen in the following diagram



- the parking removal that we were considering along Highland has been done; this was done to improve sight lines as people approach the bends along Highland and allows room on the roadway for larger vehicles to pass in a few spots that were a bit tight while we have so many more buses and larger vehicles sharing this roadway
- Montroyal parking removals in place on north side for duration of work on Capilano
- the temporary parking removals in the oval area are associated with temporary local traffic detours

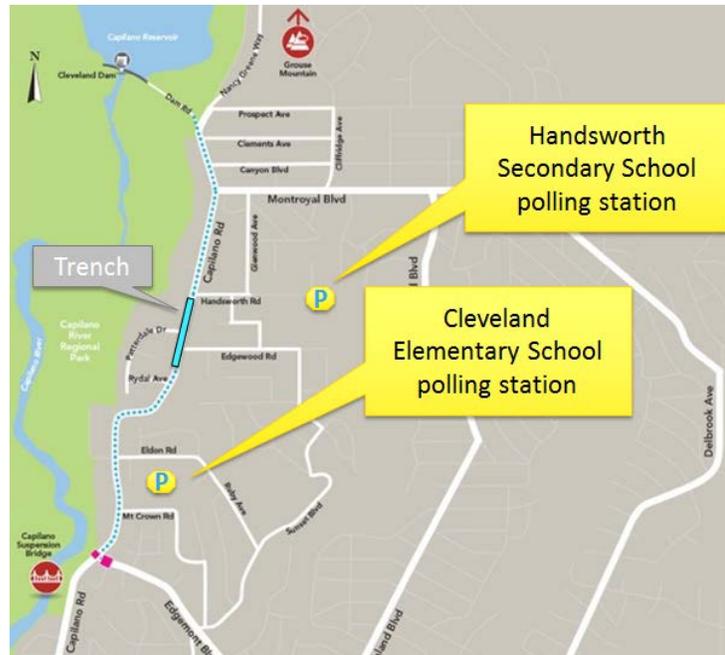
- the number of flaggers has been reduced to the number originally in the contract (10)



- with the Cliffridge detour route decommissioned, MV and it's contractor have removed flagger staff north of Montroyal and reassigned to other locations; flaggers are positioned to encourage safety, allow pedestrians to cross safely, and to smooth traffic as much as possible; at Cliffridge we have a flagger for morning and afternoon school times; at this time of peak traffic volumes they also assist motorists
- flaggers are no longer working outside of construction hours; this change was put in place starting two weeks ago; the rationale behind it is that out of town

tourist numbers are declining; we have increased the main detour signage and made it easier to see with lit message boards, most locals are familiar with the traffic routines as they are now and now that we are working south of Montroyal the detour route taking out-of-area visitors to Grouse Mountain is quite straightforward

- we realize this makes some left turn locations challenging and drivers may have to opt for right turns to alternate routes where possible or face longer wait times; we have limited flaggers despite having many more flaggers on this job than other similar-sized projects
- we invested considerably in extra flaggers when we had the hybrid detour involving streets north of Montroyal; we feel that the commitment in the community was to have more than the usual number of flaggers and that they would be deployed on a needs basis decided by the project's Traffic Monitoring Panel which includes DNV staff, the RCMP, MV staff and traffic management professionals from our traffic engineer and the contractor; the decision has been to pull back from certain areas in order to best serve more critical areas elsewhere
- there was also the decision that traffic volumes have declined with the onset of cooler weather and so we are not prepared to have flaggers work outside construction hours
- we realize the signage changes have helped direct traffic, we have noted from observing traffic and have also had no incidents indicating the need for interventions outside the working hours
- we have heard from many on Capilano Road that outside the trench work area, turns are very easy now because of the lighter traffic so this is a situation that has been faced by those on Capilano for a long time and the streets now affected by heavier volumes will see those return to normal in a few weeks
- to ensure people could easily get to their polling stations on voting day and to Handsworth for advance polling, Metro Vancouver worked with the contractor and Elections Canada to:
 - improve way-finding signage to the polling stations for voting day
 - open Edgewood for limited traffic October 19
 - ensure sidewalks along Capilano Road remained open
 - educate volunteers and Elections Canada staff on way-finding in the area should they get questions; to that end we provided the Electoral Officer for this voting area with a script their staff could use to aid them in understanding the construction areas and be able to describe to voters or those aiding others to get out to vote in finding their way



- our contractor's representatives also agreed to be available as emergency contacts to Elections Canada officials on Election Day in case anything unexpected occurs and limited access points in any way; there were no problems

Discussion

There is a section on Highland where it appears that there is no parking allowed on the west side as well.

[DNV] There is one location where a house is being demolished and that is where the parking has been temporarily halted.

There seems to be very little progress on any restoration work even north of Montroyal where all the service connections have already been completed. It is also very difficult to drive on this section as there are lots of obstructions like the manhole covers that stick up from the surface. The pressure seems to have come off the contractor to do the restoration.

[MV] We will speak to the contractor about this to see what we can do to speed up that element of the work.

This is not a new concern as it was brought up at the last CMAC meeting. Also, it seems that these would be different workers than those involved in the pipeline installation. Who has the power to make this happen?

[MV] One of the issues is that the DNV main that is being put in has to be completed to a certain length and then flushed before the tie-ins can be done. We will ask our on-site inspector to look into this to see what the cause is for the delay and then determine how to address this issue.

It would be good if the progress reports that you post each week had additional detail on the various phases - installation of the MV main, installation of the DNV main, household tie-ins and restoration to a driveable standard and then final restoration - that are

required for each segment and the status of each – scheduled completion date, forecast completion date and actual completion date. This would provide the community with a lot more specifics of what the disruptions are and when they can be anticipated to be over for their area.

The perception of the project which is now occupying half of the total length is that there is no completion of anything. People in the community are complaining that no one ever said that it would be taking as long as it is because there doesn't seem to be completion.

The construction zone seems to be using the whole road from Eldon to Cleveland Dam.

[MV] We will look into better reporting on this. Also, there are also always unexpected things that happen on big projects and there have been those on this. While we have dealt with these challenges successfully, as a result, we have loosened the focus on the restoration. Now that we have dealt with these other issues, we are in a better position to put additional focus on the restoration.

Lots of people do not know that the project complexity increased with the addition of the DNV water main, even if this is a longer term benefit to the community to have both of these being done at the same time. This should be part of the communication that goes to the whole community, not just this committee.

In all the communication with CMAC, we never got the impression that you would have this amount of work spread so far out along the road. If we didn't understand that then it is very clear that you need to do something more in communicating this with the community.

[MV] We will review our communication materials to make sure that this is clear.

What is the typical procedure for the typical tie-in?

[MV] In advance of the disruption of the existing DNV water main, we first provide an overland service. After this is sterilized and pressurized to the houses, we cut the existing main and replace this. After that section is replaced and sterilized, possibly days or even weeks later, there is a brief delay, a matter of hours or even less, while we complete the tie-in to the residence. When we do this final step, each resident is communicated with directly about the timing with sufficient warning that they can be prepared.

The information on TransLink's web site does not have the new 222 shuttle service route so this is difficult for anyone trying to wayfind.

[MV] We have communicated this to Coast Mountain but they have not updated their website. There was also some wrong information on their alternate stop signage when we changed over the detour routes but that was corrected. We will follow up again about the website.

Have you found out anything about the situation at Eldon where you had mentioned that you may have to have a very deep excavation?

[MV] We have done some soil investigation to learn more about the specific conditions that we might face with a deep excavation. We have also been looking at the possibility of having our main go over top of the existing main. There was one utility that we thought would cause us a conflict but we have learned that particular utility has been decommissioned. However we need to have sufficient support on the top of the main that we get from having fill on top in other parts. It is possible that we will be able to

have a design such as a slab on top of the main that would provide the protection required but we have not made any final determination of this yet. This aspect of the contract was separated from the rest of the work so from a contractual standpoint, a change would be relatively simple.

[DNV] From a District standpoint our key concern is the integrity of our infrastructure and community impact, while always important, is still a secondary concern. We will be working closely with Metro Vancouver on this to come up with the best solution.

I was bothered by the cost-driven explanation of the decision around the number and timing of flaggers rather than this being primarily safety driven. During the communication phase, the message to the community was clearly that this is how traffic would be managed and flaggers were a significant part of that. For instance, it will be very difficult for one flagger to function outside of Canyon Heights School – lots of people also make right hand turns there and two flaggers are complimentary in that area. The commitment in the mitigation was that flaggers would be used and it wasn't based on cost.

[MV] When we looked at this project, we determined that we would need more flaggers than our normal projects of this scale. Based on our early investigation and planning, we arrived at the figure of 10 flaggers and one dedicated traffic supervisor and built this into the contract. When we had the Highland detour where we had many restricted turns and increased traffic as well as lots of children in the area, we hired additional flaggers to take care of this “hybrid” situation. Now we are back to a situation where we have all the regular detours in place that we had anticipated along with the changes in parking and traffic controls. If we continued to have the additional 6 flaggers, this would be a considerable cost that in our estimation is not required. What we have done is to involve the Monitoring Committee to identify where the best locations are for the 10 flaggers as identified in the contract.

[MV] While money is important, safety is more important and we don't want to compromise safety at all. A typical project like this might have 3 or 4 flaggers but we decided with this project that it would be much better to have 10. We did discuss this with CMAC and the locations that were thought to be where flaggers would most contribute to safety, including 2 “floaters”. We recognized the safety issues with the “hybrid” detour situation and that is when we hired additional 6 flaggers to address those concerns – it did cost extra but safety came first. We are now back to the original route and have gone back to the contracted number. Our consultants have also told us that this is sufficient. We will take back your concern about Canyon Heights School and ask our consultants and the Monitoring Committee to review the possible need for an additional flagger there.

Does the stretched construction zone have any implications for flaggers?

[MV] The flaggers are needed for the detour route so the stretched construction zone would have a decreased need for flaggers though we want to ensure that residents in that zone still are able to safely access their driveways and Capilano.

Flaggers are absent on the weekends so it appears that flaggers are present to suit the construction but not to address the issues that the detour routes still cause even if construction isn't taking place. Who is making these decisions?

[MV] There is a group of us that discuss where flaggers will be and we agreed that we would not have flaggers outside of construction hours. There has been a drop in the

traffic with the change in the season and the need for flaggers has decreased. During construction hours, with the increase in construction traffic on Capilano, we do feel that flaggers are still needed. Our commitment to the school was that while the detour was in place we would have 2 flaggers and we believe that now that that traffic is more used to how the detours work, that there is less need.

You are on record of advising the community that there would be flaggers outside of construction hours so what will your position be if there is an accident? The problem is that there are surges of traffic. For instance, this morning there was a situation of an excavation taking place for a house on Montroyal and the truck was right across the street causing a major traffic tie-up.

[Facilitator] Metro Vancouver has committed to taking back the question of where safety might be compromised with the removal of flaggers and I am assuming with these comments that this would include the question of flaggers outside of construction hours.

We had brought up the concern months ago about potential for residential construction along the detour route as being potential causes of concern and would have hoped that the District would be addressing this through building permit conditions.

[DNV] The District is not able to stop the building permit but we can try to control the use of the roads through our Highway Use Permit. This is successful some times and not at other times but we do have a person who is familiar with all of the residential construction projects and follows up on these situations in this area. We also have escalating fines as a management tool and can also issue stop work orders if someone is using the road in a non-permitted manner.

What happens if someone ignores a stop work order or considers a fine as just the cost of construction?

[DNV] Our control person will remain on site until the obstruction is removed and if necessary an RCMP officer is called. Also, the fines escalate quite rapidly as an incentive to comply. So far, most of the contractors have also been very cooperative in getting their own flaggers to help address traffic at their immediate site when needed.

[MV] In the cases that have come up so far in this project, the District's actions have led to a stop in the problem.

[MV].

Noise Variance Request

➤ Metro Vancouver's contractor, Pedre Contracting Ltd., is requesting a Noise Bylaw Variance for the following:

- **Activity** -Pipe lining repair – access from various locations along Capilano Road south of Eldon
- **Hours** - 24 hours per day, Monday - Saturday
- **Related works addressed in the original Noise Bylaw Variance**
 - *operations of compressor for sandblasting and painting*
 - *two fans (intake and exhaust)*
 - *dehumidifier*

- *traffic diversions*
 - **Relevant activities for this application**
 - *small crews on site, underground*
 - *lighting of certain entry locations*
 - *internal pipe sandblasting*
 - *internal pipe lining*
- crews require internal pipe lining sandblasting and paint repair work as they progress through the southern section of the alignment; work will take place within the installed pipe except crew departures
- MV does not anticipate noise to be generated by this work that could be heard above ground
- MV is looking for CMAC's support to request a variance at the November 9th DNV Council Meeting

Discussion

How is the pipe lining repair being done now without the Noise Bylaw Variance that you discussed in place?

[MV] Since there is a fair amount of space between the front end of the construction and the pipe lining work, the two work areas can be separated by a gasket but this will not be possible as the work move further south.

How long would you need the Noise Bylaw Variance to be in place?

[MV] Likely the last 6 weeks of the project.

Would this be every night?

[MV] Likely it would be episodic as the crews likely would not want to be working every night. It is more likely that there would be one crew that would work 6 nights a week.

How far is the lining crew away from the welding crew?

[MV] Approximately a few hundred metres. The access points are about 300 metres apart.

What will the noise factor be with the conditions in your request?

[MV] We feel that the noise itself of the work inside the pipe will go unnoticed but the hours of work are outside of the Bylaw area.

Perhaps there should be some specifications in the request that crews entering and leaving will be respectful of the need to be quiet.

c. Community engagement

- to help engage kids with what's happening in their backyard, Metro Vancouver has hired DreamRider Productions to perform at Capilano area elementary schools; DreamRider is a theatre-style education group specializing in environmental awareness and conservation

- DreamRider will be delivering a mad-cap play called H2Whoa! in November at 3 of the 4 elementary schools; students will learn where their water comes from, ways to conserve it and how the work in their neighbourhood ties into a larger system for the region
- Metro Vancouver continues with the Capilano Water Main Project Community Meetings
- outreach activities are ongoing with regular updates being provided through hand-delivered notifications, email and web updates and tweets from @MVRoadWork
- the face-to-face opportunities have been very well received among residents and businesses

Discussion

What is the general theme of the issues that come up at the Community Meetings?

[MV] People are not happy with the increased traffic on their local streets.

I live about half way up Delbrook and the traffic hasn't increased that much.

We live right above the dam and leave and return from our place at least 4 times a day and I have been very pleased with the signage and the impact is way less than I anticipated.

Will there be a change in the location of the Community Meetings as you work further south?

[MV] The church has worked well as a location and we will be keeping this as the venue as long as these meetings are still required.

NEXT MEETING

The next CMAC meeting will be **Tuesday, November 17, 2015 from 4:45-6:30 pm** at the DNV District Hall Committee Room.

PLEASE NOTE – Normally we meet on Wednesdays but the meeting needed to be changed to accommodate Metro's previously scheduled Community Meeting. Also, the time slot is advanced 15 minutes for our start and we will end slightly early to accommodate a following meeting.