

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

Meeting Notes – December 21, 2016

Agenda

1. Noise Bylaw Exemption
 - a) E2 Shaft Replacement Project
 - b) Cleveland Dam Drum Gate Resurfacing Project
2. SCFP Storage Facility (project completion)
3. Capilano Water Main Project - Edgemont Valve Chamber construction
4. 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
- Alf Cockle Blueridge Community Association

District of North Vancouver Representatives:

- Councillor Doug MacKay-Dunn DNV Council
- Councillor Robin Hicks DNV Council
- Carol Walker Manager – By-law Enforcement
- Steve Ono Manager – Engineering Services
- **David Desrochers** Engineering Services
- **Erin Moxon** Project Manager - External Projects
- Carolyn Drugge Construction Traffic Management Program Coordinator

Metro Vancouver Representatives:

- Tim Jervis General Manager - Water Services Department
- **Murray Gant** Senior Engineer - Major Projects, Water Services Department
- **Goran Oljaca** Director - Engineering & Construction, Water Services Department
- Hein Steunenber Division Manager - Engineering & Construction, Water Services Department
- Nermine Tawfik Acting Program Manager – Public Involvement, Water Services Department
- Amrit Dhatt Community Liaison Officer - Public Involvement, Water Services Department

Guests:

- **Bill Lloyd-Jones** Delbrook Community Association

Facilitator:

- **Raymond Penner** the Strategic Action Group

1. Noise Bylaw Exemption

a) E2 Shaft Replacement Project

- the work that had been planned to be completed this Fall will need to continue longer than we had anticipated
- this delay has resulted in the need for a by-law variance extension to the end of June 2017 which should provide us a bit of a buffer for how long we actually think this will take – we actually are hoping to complete the work in March or April
- the need for this results to the requirement during critical parts of the drilling when certain elements of the lower aquifer are encountered and without continuing to work, the drill casing could become stuck and possibly other impacts that would compromise the drill hole
- we have not received any noise complaints during this work to date as the noise levels are less than background
- we are asking for CMAC's support for this by-law variance extension

Discussion

How long do the holes take to drill?

[MV] Including a monitoring period after the hole is drilled, each hole takes approximately 1 month.

The work seems to be going better than when you first started.

[MV] Yes, the new drill is larger and the work is proceeding faster now. We also are using threaded casings rather than welded which also helps.

Will the noise increase in the spring?

[MV] No, it will be quite consistent.

[Facilitator] I will prepare a letter indicating CMAC's support based on this information and the show of support of those CMAC members in attendance and forward this to the District.

b) Cleveland Dam Drum Gate Resurfacing Project

- as previously reported to CMAC, the drum gate resurfacing project was not completed as planned in 2016 and will need to be restarted in 2017
- we have had meetings with the contractor to discuss lessons learned from the work to date and are planning on restarting this project in late summer with the intent on completing this by the end of November
- we currently have a noise by-law variance for 24 hours per day between Monday and Saturday; we would like to add Sundays as well as a result of our

review of the work done to date to add to our comfort of being able to finish the job in 2017

- we are asking for CMAC to support our request for this noise by-law variance

Discussion

Will you still need to ensure that the water stays low enough in the reservoir to be able to complete the work and will this impact the water supply at all?

[MV] We have been discussing this issue with Operations. Our intent is to keep the lake full to the end of June which is when most of the snow should have melted. The contractor will be re-installing the scaffolding in August. Depending on the summer and fall precipitation, we can pump this to the filtration plant and use as much Capilano water as possible. If we have too much water, this isn't an issue at all.

[Facilitator] The noise by-law variance that you are requesting is for the conditions that you are anticipating. If these conditions change, would you come back to CMAC to further advise this committee?

[MV] Yes.

What is the source of noise for this project?

[MV] Basically the equipment needed to run the de-humidifiers inside the enclosure so that we can control the conditions for the resurfacing application. When this work was being done this year, we didn't have any noise complaints.

Is there any grinding?

[MV] No, just sandblasting. The sand blasting that took place this year was quite involved but the remaining work is not as detailed. While we didn't have any noise issues with the compressors for this work, we are also investigating the use of powering the sand blasting equipment from the energy recovery facility but we have to confirm this as do-able.

[Facilitator] I will prepare a letter indicating CMAC's support based on this information and the show of support of those CMAC members in attendance and forward this to the District.

2. SCFP Storage Facility (project completion)

- the construction of the new storage facility within the compounds of the SCFP in the District of North Vancouver is now complete; construction started in January this year and completed in November
- the facility was built to store chemicals and equipment needed for daily operations of the SCFP, including storing of motors, valves, and pipes required for plant maintenance; in addition, it will also store recyclables and garbage from the plant and from the Lower Seymour Conservation Reserve
 - 7.5 m x 15 m. - storage of recyclables and garbage from LSCR and SCFP; bins and dumpsters will mirror those at the North Shore Recycling Depot; this includes an air exhaust system equipped with an odour filter

- the construction of the EVC started on December 12, 2016 and current activities happening in the area include:
 - excavation work, which will last through to the end of the year
 - demolition of the existing valve chamber and removal of existing pipes
- shoring will also take place this month and will be complete in mid-February 2017; concrete pour and construction of the chamber walls and roof are scheduled for February and March next year
- the contractor's hours of work remains to be within the DNV's bylaw hours
- there will be no work on December 26 and 27 in lieu of Christmas Day and Boxing Day as well as January 2nd in lieu of the New Year; excluding those dates, all other days will be business as usual

Discussion

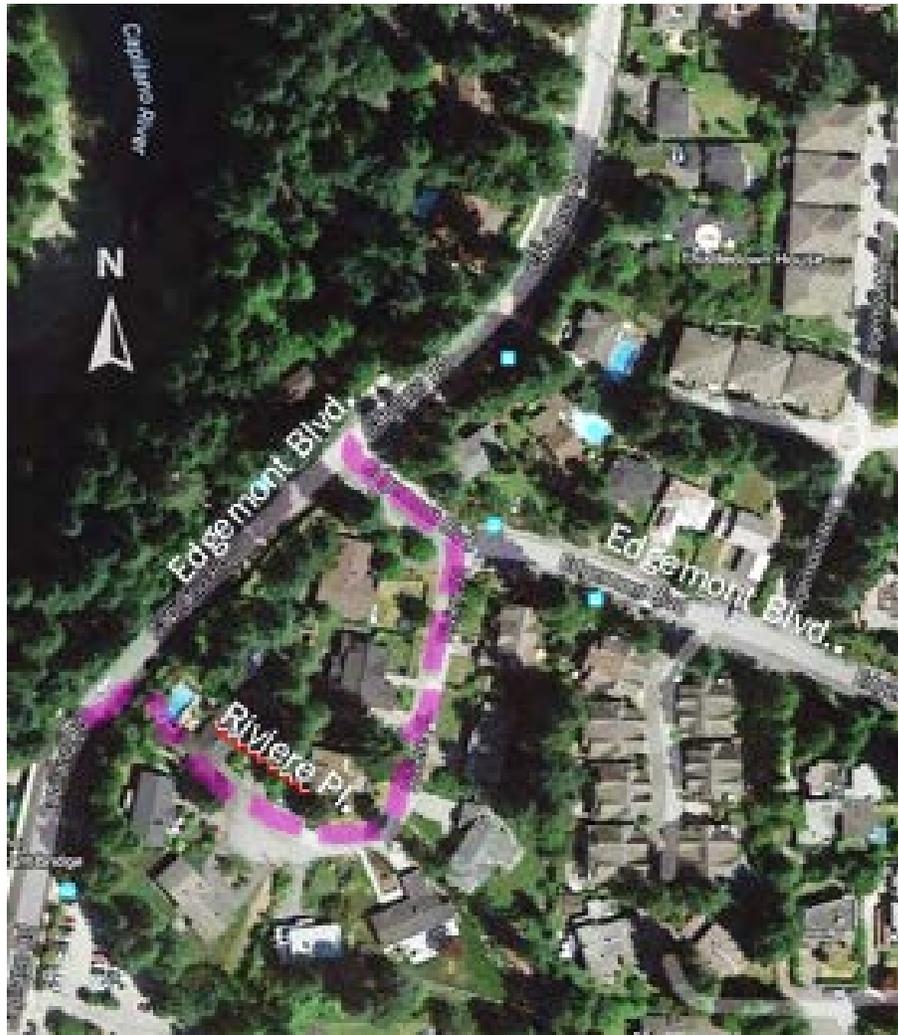
The road surface between Mount Crown and Edgemont is very poor and is deteriorating with the weather.

[MV] I will follow up on this. Our inspector and DNV's are supposed to be on top of this so I will check with what is happening.

Perhaps the frequency that this is inspected should be reviewed as well.

c) Traffic Management Plan

Pedestrian access path



- Metro Vancouver has been working closely with the DNV to implement a shortcut for pedestrians to walk safely and efficiently to the village using a shortcut via a cul-de-sac pathway at Riviere Place
- pedestrian signage has been installed to safely direct people to the access path and we have also installed lighting along the pathway between Capilano Road and Riviere Place
- since the path has been promoted as a shortcut to the village, people have been using it – mostly visitors of the CSB wanting to go the village, and by parents and students taking this path to school
- there have been no issue regarding this pathway and only positive feedback has been received from the Parent Advisory Committee

Cyclists

- Metro Vancouver has been working closely with the DNV to accommodate cyclists in the area; as a direct response to cyclists feedback, we have adjusted our Transportation Management Plan with the following changes:

- relocating the northbound “Dismount” sign along Capilano Road to the north sidewalk of Edgemont Boulevard; this is for cyclists heading west to Capilano Road
- adding a “Cyclist Detour Ahead” sign for northbound traffic to direct cyclists to use the Riviere Place access path
- adding “Single File” sign to go along with the “Share the Road” sign for cyclists choosing to continue along Capilano Road



REFERENCES:

- cyclists need not dismount while riding on the gravel trail between Capilano Road or on Riviere Place but are legally required to dismount on the Edgemont north sidewalk to rejoin Capilano Road

Shuttle Service to Bus 232

- Metro Vancouver’s shuttle service for bus 232 began on November 15th; the shuttle service picks up passengers along the normal Bus 232 route on Capilano Road
- it is available during the weekdays from 5:30 AM to 7:30 a.m. and on Sundays from 7:30 - 9 a.m.
- during the first week, the shuttle serviced 64 passengers; as of December 19, we’ve recorded 271 pick-ups and drop-offs along the serviced area
- additional stops were added along Ridgewood Drive upon passenger requests

- when asked, our drivers confirm that the shuttle will continue to be in operation during snow days
- we have only received very positive reviews from both shuttle drivers and passengers that use this service

d) Public Involvement

- we held a high-impact stakeholder meeting on November 17, 2016 at the Edgemont Village Library; the purpose of this meeting was to discuss upcoming construction with residents living near the construction site.
- we invited 35 residents in the area and 12 were in attendance; 2 staff from DNV and 2 from CMAC also joined the meeting
- major themes of discussion were about pedestrian safety, noise, and schedule
- parents raised concerns relating to the safety of school children walking to and from Cleveland Elementary on Mount Crown Road; as a direct response, we've enhanced our TMP so that it is safer for pedestrians, including:
 - adding a second flagger when we anticipate truck traffic on Edgemont/Riviere Place
 - "No Public Parking Beyond This Point" signage on Edgemont and Sunset to reduce congestion
 - installed a "No Parking except for residents" on both sides of Riviere Place to enhance pedestrian and cyclist safety
- in a request made by the Cleveland Elem Parent Advisory Committee, we presented at their meeting on Nov 29, 2016; approximately 20 parents were in attendance with school administrative staff and School Board members
- we presented several slides outlining current and upcoming work, including impacts affecting the school and the community as well as mitigation measures we have in place
- there were many questions with emphasis on bus re-routing, pedestrian safety, schedule for restoration, and parking restrictions in the area
- the collected feedback was taken into consideration, along with those concerns from our high-impact stakeholder meeting; as a result, our TMP was adjusted to accommodate these concerns
- the PAC will coordinate directly with CMBC regarding comments about bus re-routing

Discussion

The high-impact stakeholders appeared very knowledgeable about this project and the issues.

Were the parents at the school satisfied with what has been put in place?

[MV] Basically yes. There was been one occasion when the bus left Handsworth Secondary but was full when it got to Cleveland Elementary and so those students had to wait longer to get on the next bus. We have contacted CMBC as well as some parents have contacted them to try to ensure that this doesn't happen again. This issue

is really out of Metro Vancouver's ability to directly impact but we are working with Handsworth to see if there is anything they might be able to do to help this situation by perhaps encouraging their students to take a different bus.

NEXT MEETING

The next CMAC meeting will be Wednesday, March 1, 2017 (**5:00-7:00 pm**) at the DNV District Hall Meeting Room B.