

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

Meeting Notes – August 26, 2015

Agenda

1. Capilano Water Main Project
 - a) Noise Bylaw Variance application
 - b) Construction update
 - c) Transit outreach
 - d) Shuttle bus routes
 - e) Community engagement
2. Other Business
 - a) Next meeting

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
- 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
- **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 Steunenber** 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
- **Stacy Chala** Capilano Suspension Bridge

Facilitator:

- **Raymond Penner** the Strategic Action Group

1. Capilano Water Main Project

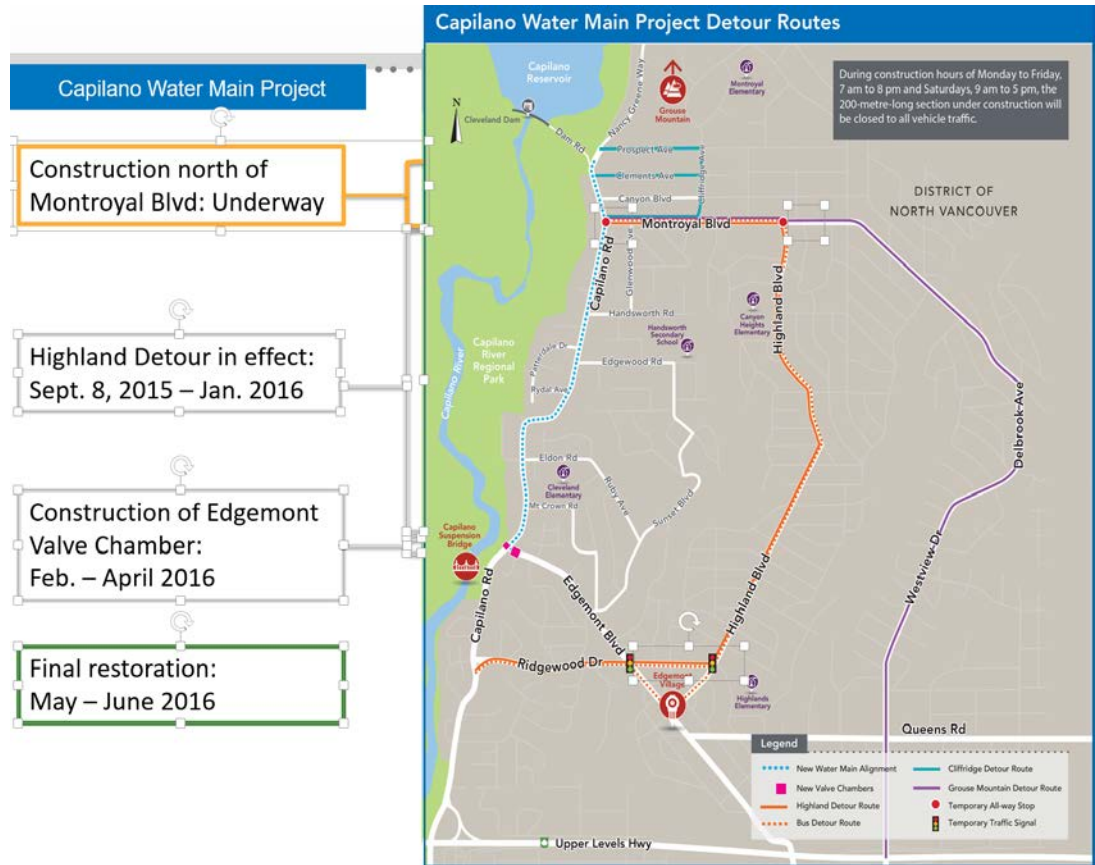
a. Noise Bylaw Variance application

- CMAC was informed that the contractor for the CWMP will be requesting a Noise Bylaw Variance from DNV; a draft memo reflecting CMAC’s initial responses to the items in the application was reviewed and revised at the CMAC meeting
- a final memo was developed at the meeting and was subsequently submitted to DNV – this memo is attached at the end of these meeting notes
NOTE - the memo developed during the meeting was subsequently adjusted in one area based on additional information supplied by MV following the meeting; CMAC members and guests were advised of this change and provided an additional opportunity to make comments on these changes but no further suggestions were made – Raymond Penner

b. Construction update

Construction progress and forecast

- In order to reduce impacts on the community as promised, implementing our plans on the ground has taken longer than anticipated.



- we are now well underway and the contractor (Pedre Contractors Ltd.) s making good time; construction has started on Capilano Road north of Montroyal Blvd.
- the Cliffridge detour is in effect and working as anticipated
- in the weeks to come, the following activities will take place on site:
 - Pedre will complete the section north of Montroyal Blvd.
 - Pedre will cross Montroyal Blvd. and start work on the next segment
 - CMBC is implementing the bus detours starting Sept. 8 regardless of our progress

Parking adjustments



- no change on Highland Blvd.
- northside spaces on Montroyal Blvd. to be removed
- additional two spaces on Montroyal Blvd., west of Highland Blvd., to be removed
- monitoring will be ongoing and adjustments made if required.
- notification will be provided to affected residents in advance of the restrictions
- there will be no changes to the “centre line”
- a temporary curb bulge will be added on Montroyal at Highland heading east to ensure that only single lane traffic will be reaching the intersection at the same time

Traffic signals

- MV has installed the two temporary traffic signals:
 - Ridgewood Drive and Edgemont Boulevard
 - Ridgewood Drive and Highland Boulevard
- these have been installed as temporary traffic controls for the duration of construction; traffic studies have indicated that a permanent traffic signal is warranted at Ridgewood and Edgemont but not at Ridgewood and Highland – this will be a decision for DNV following the construction period whether the Ridgewood and Edgemont signal will remain after construction
- schedule
 - electrical testing: complete
 - installation completion: August 27th.
 - flash period: 72 hours prior to being active; this will flash red for all directions and continue to operate as a 4-way stop during this period to get people used to there being new traffic controls
 - operational: Sept. 8

Traffic Monitoring Panel

- members include:
 - Metro Vancouver - Steve Billington, Community Liaison Officer
 - District of North Vancouver - Tegan Smith, Project Manager
 - Pedre Contractors Ltd. - Rebecca Huggins, Traffic Management Representative
 - MMM - Amy Choh, Traffic Engineer, PEng.
 - Ministry of Transportation and Infrastructure - Jesse Morewood, Traffic
 - RCMP - Sgt. Bryce Petersen
 - Coast Mountain Bus Company - Ken Chow, Transit Planner
 - City of North Vancouver - Daniel Watson, Transportation Planner
- the monitoring panel has met once and is working as anticipated; those at the table were the right people and the process allows for the team to be responsive in dealing with traffic issues

- meetings held weekly during the Cliffridge detour and daily during the Highland detour for two weeks and as required thereafter

Discussion

You will be using Clements as a detour for the first week of school. Lots of students will be walking up Cliffridge, crossing Clements and going up to Montroyal School from September 8-15. There will also likely be a lot of traffic of parents driving their children in that area. You will need to have a good presence of traffic management in that area for that time including flag people and RCMP.

[MV] We had anticipated that at the start of school the traffic would be on Montroyal and not on Clements. We know that students walk on Clements on both sides but there is only one sidewalk on Cliffridge and that is on the east side so there will be students crossing Cliffridge. Our contractor is aware of that and they are planning to have crossing points with flaggers.

Are flaggers on duty on Sundays? The traffic is just as busy on Sundays as other days and with the diversions, it is difficult to make some turns and there were no flaggers on-site.

[MV] The flaggers are supposed to be present on Sundays and outside of construction hours through the times that busses are running. We will check into this.

Traffic seems to be going through the detour area as fast as they travel on Nancy Greene Way.

[MV] We have had some complaints of excessive speed and have discussed this at our Traffic Monitoring Panel. The RCMP representative has indicated that they will be increasing patrols in this area. Also, our contractor has added signage for a 30 kph construction speed zone to remind people to watch their speed in this area.

To the east of Highlands on Montroyal, there still is parking on the south side fairly close to the corner. This seems to be something worth looking at considering the additional traffic.

[MV] This intersection was looked at and we will continue to monitor this to see if additional changes might be required.

[DNV] Our traffic staff have looked at this and did remove some parking spots and trimmed some of the hedges to improve sight lines. We try to balance the issue of sight lines and providing parking opportunities for residents.

What happened to the gateway entry for Edgemont Village when the traffic signal equipment was installed at Ridgewood and Edgemont?

[DNV] We have this in storage in our Works Yard. We are anticipating that this intersection will change somewhat following the construction so are not yet sure of what the placement will be for this signage.

It is important to remember that this is gateway signage for the Village and needs to be at the entry.

[DNV] Our streetscape designer is aware of this and will be working with us on the design of the intersection and how signage can best work in that area. This intersection is also the location of two major developments that will have an impact on how the intersection design will develop. When we are ready to do this design, we will have a period of public input to address this question.

What is happening at the intersection of Westview and Queens?

[MV] This is a DNV controlled intersection. We will be monitoring this and one of the possibilities is using signal timing changes if this is required to better address traffic flows.

Where will you be installing the traffic information signage to direct traffic to Grouse Mountain?

[MV] There will be some on Highway 1 and some on Capilano Road to advise of the construction and the detour routes. They will be activated for the beginning of the detours on September 8.

c. Transit outreach

- CMBC’s transit outreach program has started
 - signage installation complete
 - services changes are online
- street teams starting September 3, 2015 will be at the following transit hubs:
 - Granville St. at Georgia St.
 - Hamilton St. at West Georgia St.
 - (outside Burrard SkyTrain Station)
 - Phibbs Exchange
 - Edgemont Village
 - Lonsdale Quay
 - Grouse Mountain Skyride
 - Montroyal Blvd. at Belvedere Dr.
 - Cliffridge Ave. at Montroyal Blvd.
- information is available online at www.translink.ca

Capilano Rd. Bus Detours
 Beginning Monday, Sept. 7, 2015 until Spring 2016

Restricted access to Capilano Rd. between Ridgewood Dr. and Montroyal Blvd. for water main construction. The construction area will move locations during the project duration.
 Visit metrovanvancouver.org/CapilanoWaterMain for exact location and project status.

Legend

- 232 Detoured Route 232 Grouse Mountain
- 236 Detoured Route 236 Grouse Mountain
- 247 Detoured Route 247 Upper Capilano/Vancouver
- 222 Detoured Route 222 Edgemont Village
- Construction zone
- Working roadblock

These bus routes will be detoured off Capilano Rd. and onto Highland Blvd:

- 232 Grouse Mountain/Phibbs Exchange
- 236 Grouse Mountain/Pemberton Heights/Lonsdale Quay
- 247 Upper Capilano/Vancouver

To access affected Capilano Rd. bus stops, passengers can transfer to shuttles operating on either side of the construction area. Shuttles cannot pass through construction and will return to their original location, picking up passengers on the way back.

- 222 NB Capilano Road/Edgemont at bus stop #54359 for northbound travel along Capilano Road
- 222 SB Capilano Road/Montroyal at bus stop #54298 for transfer from the #232 and #236 for Southbound travel along Capilano Road
- 222 SB Capilano Road/Montroyal at bus stop #54297 for transfer from the #247 for Southbound travel along Capilano Road

For more information, visit translink.ca/servicechanges or call 604.953.3333

TRANS LINK

d. Shuttle bus routes

- shuttle bus routes are shown in the diagram below



- the shuttle busses (No. 222) have been arranged and will run in loops north and south of construction zone; these busses are now running
- two terminus points for 222 have been determined
 - Montroyal Blvd. at Belvedere Drive
 - Highland Blvd. At Woodbine Drive
- information about the shuttle bus was published on Aug 24 and can be found online

Discussion

The community was never told that the shuttle bus will be taking the loop on Clements and back to Montroyal. My understanding is that this will be starting at 6 am and running every 15 minutes until 12:30 am the following morning. This will turn Clements from a residential street to a major transit corridor. My concern is about the size of the bus and for the way the street is currently used by area children.

[MV] The shuttle busses are about half of the size of regular busses. The selection of Clements was CMB's decision and they don't ask us. The operators are professional drivers and are familiar with this area; if there are any issues that arise with this route or how the busses are operating, we will take this up with either CMB or the RCMP depending on what the issues might be.

[Facilitator] Is there a specific plan for communicating the information details to the residents on Clements that you now know?

[MV] Now that we know, we can communicate this to these residents.

The 222 South may be overwhelmed by Handsworth students who sometimes even overwhelm the current busses that are twice the size of the shuttle. Sometimes CMB stacks the busses on this route right now to address this demand. Do you know if they have any plans with the shuttles to address this?

[MV] Until we get to Montroyal, they will be operating both shuttles south and conversely, as we get to the bottom of the construction project, they will operate two to the north. Any overcrowding issues are issues that CMB will need to address.

e. Community engagement

Communication update

- Metro Vancouver has been communicating with affected residents during mobilization and construction
- the first Community Meeting, formerly referred to as Community Working Group, is scheduled for Sept. 16 at Canyon Heights Church. Notification will be sent the week of Aug. 31 and people are being asked to register online
- Metro Vancouver will continue to communicate on a regular basis through twitter, hand delivered notifications, emails to the project database and the project web page

Tactic	Topic	Schedule
Fact Sheet No. 3	Managing Construction Impacts	Distributed
Local Access Passes	Access to Capilano Road for local residents	Ongoing
Rack Card	Detour route between Grouse Mountain and Capilano Suspension Bridge	Distributed
Community Meeting	Bi-weekly meetings starting	September 16
Newsletters	Construction updates, traffic pattern changes (local and Highland Detour), notice of restricted access, etc.	Ongoing
Door Hangers	Driveway blockage and water service interruptions	Ongoing
Twitter (MV and DNV)	Construction updates and traffic pattern changes (local and Highland Detour)	Ongoing
Email	Construction updates, traffic pattern changes (local and Highland Detour), notice of restricted access, water service interruptions	Ongoing
Webpage (MV and DNV)	Construction updates and traffic pattern changes (local and Highland Detour)	Ongoing

Media Relations Update

- our focus has been with North Shore News and radio stations

Tactic	Topic	Schedule
Advertisements & Articles	Advertorial	August 9, 2015
	Front page feature	August 16, 2015
	Traffic pattern changes: Highland Detour	September 6, 2015
	Traffic pattern changes: Capilano Road open to all traffic	Early 2016
	Project completion	June 2016
Radio Traffic Advisory	Traffic pattern changes: Highland Detour	September 8, 2015
	Traffic pattern changes: Capilano Road open to all traffic	Early 2016
	Project completion	June 2016

- Metro Vancouver's proactive media strategy was a success
- another media publication will be in the Sept. 6 North Shore News and will be accompanied by a CMBC advertisement regarding transit detours associated with the Highland Detour Route and Capilano Road closure

Community Events

Upcoming Events	Schedule
Edgemont Village Movie Night	Aug. 28, 2015
Metro Vancouver's Coho Walk	Sept. 13, 2015

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Discussion

The North Shore News article indicated that people who are not local are encouraged to stay away from this area. This is a problem for Grouse Mountain and is not the message that was intended to go out.

[MV] Our advertorial was clear about this and we had been clear with the reporter about ensuring non-local people would not be discouraged by the detour route from going to Grouse Mountain and were disappointed to see it reported the way it was but we will reinforce this message with them.

There is information about the project on the District's website and a linkage to Metro's website but this District information is very difficult to locate. Can this be improved to bring this information to the opening page?

[DNV] We will work with our communications people to do this.

I would like to commend Metro on the initial implementation of the detours and traffic management and how responsive you have been to our concerns. On behalf of both Grouse Mountain and Capilano

Suspension Bridge, what are the contractor's plans with respect to the Christmas break? Schools are out on December 18 and back on January 3 and this is a critical time for both of us.

[MV] The contractor has plans for ensuring that their equipment is "out of the way" during that time but we will have to wait until closer to that time to get the specifics of what this will look like.

Right now it looks like there is not very much room for both pedestrians and cyclists to move through the construction zone.

[MV] The contractor must keep at least one sidewalk open at all times and, when possible, both sides. Right where they are working, they are crossing the road so this has caused restrictions to one side and the other side is impacted by the surface water supply that is in place to ensure residents have potable water while their normal service is interrupted by the construction. We have asked the contractor to ensure that they have clear barriers in place so that cyclists do not try to ride through the actual construction zone as well as to have measures in place to get cyclists to dismount while they are on the sidewalk as they are required to in any event.

NEXT MEETING

The next CMAC meeting will be Wednesday, September 23, 2015 from 4:45-6:45 pm at the DNV Hall, Committee Room. PLEASE NOTE THAT THIS TIME IS 15 MINUTES EARLIER THAN NORMAL DUE TO ROOM RESTRICTIONS AT DNV MUNICIPAL HALL.

M E M O R A N D U M

To: Raymond Chan, District of North Vancouver
From: Raymond Penner
the Strategic Action Group (CMAC Facilitator)
Subject: CMAC input re Capilano Water Main Project Noise Bylaw
t: Variance
Date: August 27, 2015
CC: Steve Ono, Tegan Smith (District of North Vancouver), Goran
Oljaca, Hein Steunenber (Metro Vancouver)
CMAC members
CMAC Guests

Please accept this memo with regard to CMAC's perspective on Metro Vancouver's request for support in their pending application to the District of North Vancouver for a Bylaw Variance for the Capilano Water Main Project. An extensive consultation process lasted more than a year as key project features and impacts were examined and presented to CMAC, DNV Council at Committee of the Whole meetings, MV sponsored community meetings, presentations at Community Association meetings and small group targeted residents meetings.

The underlying principle was accepted by DNV Council, CMAC, Metro Vancouver and community members was that there would be unavoidable community impacts as a result of this project but that construction opportunities and activities must be balanced with minimizing and mitigating those community impacts within reasonable cost parameters.

Key community issues/approaches developed during the consultation process included:

- The rolling 200m construction zone was deemed to provide a feasible operational area and condensed the impact area for residents along Capilano and adjacent roads.
- 24/7 construction operations were not contemplated because of the need to provide community respite from construction activity/noise/dislocation.
- Concurrent working from both ends of the pipeline was assessed, evaluated and rejected as the potential benefit did not merit the significantly increased community impact generated from extending the length of road closure and adding increased construction traffic in the residential community.
- Using a Saturday work day was deemed beneficial to shorten construction period.
- Providing a rest day on Sunday was deemed a vital respite day for the community.
- Maintaining single lane through-road access outside the daily construction period was deemed beneficial to the community and the commercial businesses.
- Small group meetings established the special requirements for residents on Capilano Road and adjacent roads accessed solely from Capilano Road
- Communications protocol and linkages were established with DNV Fire Department, RCMP, health care providers and other key organizations.

Metro Vancouver has informed CMAC that the contractor is applying to DNV Council for a Noise Bylaw Variance. Following are the areas where variances are being sought and CMAC's response to these items.

Noise Bylaw Variances being requested

1. Extended work hours on Saturdays from 7 am to 8 pm, if required

CMAC comments re this item

- In general, CMAC and guests are supportive of the work conditions allowing the project to be completed in as short a time as possible. CMAC supports this need for the purpose of actually laying one section of pipe per day and allowing the site to be left in a safe state for opening the road following work hours. CMAC encourages this provision to be used with respect to completing the project as quickly as possible. Also, it will be important to communicate to the nearby residents when any such extended working hours will be taking place.

2. Generators for power and pumps to run 24-7

CMAC comments re this item

- CMAC was also informed that generators for power and pumps will be required to run 24-7 to dewater the trench. CMAC suggests that rather than shrouding being placed around the generators and pumps to reduce noise at the contractor's discretion, that shrouding is mandatory and that the sound levels with such shrouding are kept at a level low enough to not cause disruption to adjacent residents and to meet the decibel levels set by DNV. CMAC also asks that the Contractor be encouraged to work with residents to negotiate the use of household power rather than utilize fuel-powered generators.

3. Extended work hours beyond 8 pm, if required

CMAC comments re this item

- CMAC understands that emergency situations may arise that require extended hours. However there is no support for a "blank cheque" approach for the Contractor to utilize any such extensions for the purpose of speeding up the project. Should such an emergency arise, unless this is of less than ½ hour, it is imperative that the Contractor communicate with all the adjacent residents to inform them of the situation and anticipated extension prior to undertaking extra work hours. Any extensions beyond 8 pm and the emergency reason for those must be reported to DNV to ensure that there is oversight on this should this request be granted. The principle of balancing construction opportunities with minimizing and mitigating community impacts must be maintained.

4. Overnight work (8 pm – 7 am) where the pipe passes roads intersecting with Capilano Road, if required.

CMAC comments re this item

- In general terms, CMAC is not supportive of overnight work on this project. However CMAC has been informed that there is one intersection at Eldon and Capilano where the construction challenges may require overnight work to address access and safety issues. CMAC asks that the Contractor be encouraged to plan the work, if at all possible, so that this overnight work is not required. In the event that overnight work at this location is unavoidable, it is imperative that prior communication take place with all residents within the noise-receiving area to advise them of the need for and timing of such activity as well as to advise DNV and CMAC that this work will be taking place. The Contractor's communication must happen as soon as the Contractor is aware that such a situation is unavoidable.

5. Possible use of equipment that exceeds noise bylaw limits. To be used only during regular work hours when required.

CMAC comments re this item

- CMAC supports this request with limited application of vacuum trucks for exposing utility services between 8 am and 5 pm, Monday to Friday.

CMAC appreciates the continued effort that Metro has made to find ways to undertake this significant project in ways that have avoided, minimized and mitigated, to the extent possible, the disruptions to the community. CMAC also appreciates the value that District Council and staff place on the perspective provided by CMAC in these matters.

Sincerely



Raymond Penner
Facilitator, DNV Community Monitoring and Advisory Committee