

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

Meeting Notes – September 23, 2015

Agenda

1. E2 Shaft Project Update
2. Second Narrows Tunnel Supply Project Update
3. Capilano Water Main Project
 - a) Construction update
 - b) Community engagement
4. 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 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. E2 Shaft Project Update

- since the last update, due to difficult ground conditions, there have been some delays in this project but we are now near completion of the first horizontal drain and will have this completed in the next week or two
- once the hole is drilled, we will be installing a stainless steel screen and then monitor this over the winter to see how it performs
- this was to be the first of three test wells but due to the drilling challenges that we faced, we have decided to install this first one, test it and then determine what the future actions might be
- depending on what our consultants conclude from their monitoring, we will likely make some decisions on this project in Spring

Discussion

Did the new equipment that the contractor needed to use work as hoped?

[MV] They encountered cobble stones which is quite difficult for drilling but with some modifications to their equipment and different techniques, they have been able to proceed and are near completion of the first well.

Have there been any noise issues?

[MV] No, no noise or other public impact issues have arisen.

2. Second Narrows Tunnel Supply Project Update

- we have awarded the detail design contract on this project to Jacobs Associates Canada and they are doing some drilling investigations in the north shaft area

- the drilling program for both the north and south side will take about 2 months to complete and then the analysis and modeling parts of the detailed design will likely take another 1 ½ years

Discussion

Is this a design-build contract?

[MV] No, it will be a design-bid-build contract.

Will the issue of tunnel and shaft waste disposal be dealt with as part of the detail design phase?

[MV] Yes. They will also determine whether we prescribe this or whether this will be left up to the contractor. This will likely be either deep sea disposal or perhaps at an approved landfill site in the Fraser Valley.

What is the size of this tunnel?

[MV] This will be about 6.5 meters in diameter and it will have three water mains in it. The technology will be similar to the tunnel at Port Mann with a soil tunnel and pre-cast concrete rings. This tunnel will be two-thirds in soil and one third in bedrock at the south end.

3. Capilano Water Main Project

a. CMAC submitted issues

- 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:
 - Grouse Mountain - waiting for Electronic Reader Boards to be put in to place as per the signage plan; in particular, looking for the ERB's on Highway 1 EB and WB directing traffic to exit at Westview for Grouse Mountain; the signage plan also calls for Grouse Mountain blue and white detour signs at the West exit for Highway 1 EB and WB to show drivers that they're on the right track; continue to lobby for a Grouse Mountain LT detour sign on Ridgewood EB before Highlands; request rejected by DNV citing that the drivers "natural instinct" would be to head north to get to Grouse Mountain; locals may have that instinct but tourists won't, they just want to follow signs that say Grouse Mountain this way; doesn't have to be a permanent metal installation; Coroplast affixed to a telephone pole would work fine in the same area as the generic orange detour signs

MV response

- *the contractor has engaged a subcontractor to install the ERBs and this work is underway and will shortly be complete on Capilano and on Highway 1, including directions on the best routes to Grouse Mountain and advising of construction closures*
- *we have again forwarded to DNV a Grouse Mountain LT detour sign on Ridgewood EB before Highlands; we have found that some of our assumptions of how traffic would*

respond in this area are not being borne out in reality and we need to make some adjustments; currently there is more traffic on Edgemont than we had anticipated so we are looking at how to modify this

- no one way, one direction SB on Capilano Road after hours and Sundays as of yet

MV response

- *this is now in place*
- would be good to get an estimate as to when the project will be moving south on Capilano Road and the 3 way stop put in place

MV response

- *we expect to be south of Montroyal mid next week and the three way stop will be in place prior to that*
- construction traffic is using the diversion routes (Cliffridge/Glenwood etc.) – understood construction equipment/vehicle traffic would be restricted to Capilano Road

MV response

- *this was an error in the dispatching - our contractor is working with a new dispatch company but will address this issue; the intent is that construction traffic will be using Capilano Road and using our parking lot to turn around; if they are blocked from this, they possibly would need to use the current truck routes*
- clarification of the 200M ‘rolling’ construction zone – will the 200M include initial excavation/pipe laying/backfilling/temporary repaving (initial construction between Montroyal and the Capilano/Cleveland Dam has extended to well over 200M (close to 350/400M)

MV response

- *this will be addressed in the presentation later (see notes that follow)*
- hours of work - what is the predicted closure time for access to homes along Capilano Road south of Montroyal during construction; when will we get to know if overnight (8pm – 7am) construction is being contemplated

MV response

- *most residents will have one full day where they won't have driveway access; for a period of approximately 10 days, they will experience more limited access (e.g. waiting for a truck to move to go in or out)*
- *the overnight work will likely not be taking place; when the contractor is working at Eldon, there will be a very deep excavation and it is possible that overnight work will be used*

to expedite this; we will know more after we get detailed construction plans for that area from the contractor

- shuttles seem to be running with very few passengers – is this because there is insufficient awareness (signage/mail drops etc.); why the shuttle bus is travelling down 900 block Canyon instead of along Montroyal – several near misses

MV response

- *we realize that there have been some misunderstandings about the bus routing in the north end of the project; MV and DNV will be meeting to discuss what advice we might provide to Coast Mountain Bus Company with respect to their communication and safety issues*
- safety - the danger of the extra traffic using Canyon and Shirley; the speed of the diverted traffic along both Canyon and Shirley and Cliffridge– can 30 km/hr signs be placed on all streets; the non-effectiveness of the flagger at Montroyal/Cliffridge, and suggestion to change it to a 3-way stop sign

MV response

- *the contractor has added extra signage; the RCMP have advised us that the signage needs to be done in a very specific way to be enforceable and without construction happening on the side streets, we cannot enforce a lower speed limit; we will consider this for side roads that might be considered to be part of the construction site such as Clements*
- *we are investigating the Montroyal/Cliffridge traffic controls and have asked MMM to look at what will be the best way to address*
- hopes that the wonderful new 3-way stop sign at Montroyal/Highland will stay after the Water Main project is done

MV response

- *we have put this in as a temporary measure and the future of this will be a decision of DNV*
- the financial impact on the strip mall – market is down 70% per business owner

MV response

- *this will be addressed in the presentation later (see notes that follow)*
- request for summary of what has been requested and what was done about it

MV response

- *we will be modifying our reporting to CMAC about the issues that arise on this project, perhaps combining this with reporting back after the community meetings but also including the issues coming to the Monitoring Panel*

Discussion

There has been a wheeled front-end loader using the side streets and moving aggregate to the site from the side street.

[MV] This happens when they get too congested on the site but we will remind the contractor to ensure the placement of the aggregate for backfilling is placed in a way to allow this to happen within the construction site.

The tandem dump trucks are still coming down Clements quite regularly.

[MV] We did address this with the contractor today and we will see if new instructions to the dispatcher will change this behaviour.

This morning, there were three tandem trucks lined up on Montroyal Boulevard.

When will Montroyal and Capilano Road north of Montroyal be paved.

[MV] We are hoping that this will be done mid next week and hopefully somewhat south of Montroyal as well.

How much is the project behind schedule.

[MV] We are about 1 week behind schedule right now but are still scheduled to complete the work on Capilano before Christmas.

What is the time between the backfilling of the trench and when initial paving can take place?

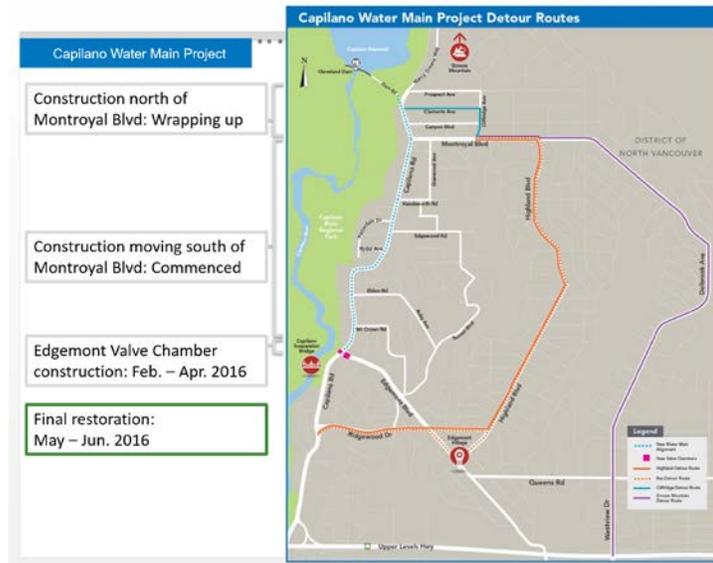
[MV] They are installing a base layer of paving and, south of Montroyal, the plan is to pave to the surface with a long-term, temporary asphalt. In Spring, they will then mill away the existing road surface and do a final paving.

Some of the flaggers who haven't been doing a good job are not very experienced while the ones with experience are doing a very good job. The Montroyal/Cliffridge is a difficult intersection for a flagger.

b. Construction update

Construction progress and forecast

- approximately 26 sections of 20m-long pipe have been installed between Cleveland Dam Rd. and Montroyal Boulevard making the part of the project on Capilano Road 25% complete



- restoration activities are complete to just south of Clements Avenue and Capilano Road north of Clements has re-opened to traffic; all traffic is now being directed to use Clements as part of the Cliffridge detour; we have had a few enforcement issues with people trying to ignore the detour signs
- flaggers remain at Cliffridge/Prospect, Clements/Canyon and on Montroyal to aid children and other pedestrians crossing during school arrival and leaving hours; these will remain until we are finished construction in this area
- pipe laying activities have taken the contractor through the Montroyal Boulevard intersection and south of the Grousewoods Plaza business complex; the road to their driveway is again open, now from Montroyal only, but not paved until next week
- asphalt surface north of Clements Ave. complete; paving will be from just south of Clements through to about Teviot Place
- the project progress and forecast is summarized in the table below

| Activity | Status |
|---|---------------|
| Pipe installation north of Montroyal Blvd. | Complete |
| Pipe installation through Montroyal Blvd. intersection | Complete |
| Road restoration from Clements Blvd. to Dam Rd. | Complete |
| Road restoration from Montroyal Blvd. to Clements Blvd. | In progress |
| Pipe installation north of Teviot Pl. | In progress |
| Teviot Pl. crossing | Upcoming |
| Key Milestones | Date |
| Capilano Road construction complete | January 2016 |
| Edgemont Valve Chamber construction starts | February 2016 |
| Final restoration | May/June 2015 |

Detour routes



- when road restoration activities are complete north of Montroyal Boulevard, the Cliffridge detour route will be decommissioned and traffic will be direct along Montroyal Boulevard to Capilano
- a new local detour has gone into effect for the work zone south of Montroyal; local residents are being directed around the construction using Handsworth Road and Glenwood Avenue
- Metro Vancouver is anticipated to complete work on Capilano Road by January 2016
- the Teviot Place crossing is fast approaching and will soon be blocking that cul-de-sac; the contractor will conduct this crossing work over two to three working days, depending on soil conditions and pipe laying activities; advance notification has been provided to residents advising them to be prepared to move their cars out of the cul-de-sac; there will be a 24-hour notification that the trench is coming

Noise

- we appreciate CMAC for their support of the CWMP Noise Bylaw Variance which was approved by DNV Council; this variance will assist greatly in keeping things moving on site
- BKL, a sound consulting firm, has been hired to conduct sound monitoring for the project; they will be on-site in early October taking baseline noise measurements of Capilano Road and noise measurements of the active

construction site; we will report back on the findings in the October CMAC meeting

Construction zone

- with regards to the 200 metre zone, this message has been attached to our many various communications:

During construction hours of Monday to Friday, 7 am to 8 pm and reduced hours on Saturdays, the 200-metre-long section under construction will be closed to all vehicle traffic.

- the 200 metre section under construction is rarely entirely closed to all vehicle traffic; much of it remains available to the people who live inside that area throughout the day and night
- in the day, if there is something in the way of driveway access, particularly the east side, the contractor's flaggers and site staff park the resident as close as possible to their driveway and assist them if they have items to carry, etc.
- sidewalks are open and while there are sometimes obstructions
- the inaccessible or difficult to access or wait-time concerns are rarely outside 200 metres and our contract allowed for 220 metres
- we realize there is an area of disturbance of the ground that is greater and there are activities outside the 200 metres but these do not impede resident access; restoration has always been a separate item where paving only happens every few weeks so the drivable ground may not be asphalt but compact gravel but it is drivable

Discussion

Right now the construction zone is from Handsworth to Clements. That is about 500 metres. That is not the impression that the community was left with.

[MV] The contractor is making sure the situation works for the residents; we've had hundreds of calls but have only received one complaint about someone feeling they were being delayed by a driveway access problem. We have also received dozens of compliments that we pass along to the contractor about how helpful the crews are and how they've been providing as much access as possible to driveways despite the scale of work.

It is easier to see how the people on the west side are able to be accommodated but the east side seems to be more problematic.

[MV] The east side blockages are obviously longer in duration but the contractor has been trying to accommodate this by making space inside the active construction zone to let residents park as close as possible to their residence and at times, even providing help moving things from a personal vehicle to the residence.

My assumption from the idea of the rolling 200 metre construction zone was that this included the excavation, laying of the pipe and the restoration behind this.

[MV] We realize that many people have that impression but have been very careful to state that the 200 metre zone was for pipe installation and that restoration would follow

that. We see that access to driveways was a prime concern and have focused on keeping that impact zone to 200 metres, even if the temporary surface was gravel.

[MV] The contract states that there is a 200 metre construction zone. The term “construction zone” is not defined any further. The contract also states that there is a 200 metre zone behind the construction zone that can remain unpaved, plus or minus 60 metres. This means that there is a maximum of 460 metres that are unpaved. Once paving takes place, that length will again decrease until the construction proceeds – in other words the area impacted will shrink and grow but is not supposed to grow past the 460 metres.

The restoration work is not keeping up with the installation work. What I see is that some of this work is not being very well coordinated. There is a new water main that is being installed for the District. Every house will need a new lateral connection to this main but nothing happened while that area was under construction. Now there are saw cuts in the sidewalk and the odd crew working on this. To residents – this all seems like they are still in a construction zone. The contractor should be encouraged to pay more attention to the restoration.

[MV] We will point this out to the contractor and encourage him to address this.

[MV] What we have found that the main consideration from the people on Capilano is concern for residential access.

[Facilitator] In addition to encouraging the contractor to address the restoration concern, I hear CMAC advising Metro Vancouver to address the public perceptions around the 200 metre zone through communication efforts.

One other thing to focus on is to get the traffic onto Nancy Greene Way as soon and off of the side streets of Cliffridge, Clements and Prospect. This has been and continues to be a community impact that has lasted much longer than people anticipated.

[MV] We have been stressing to the Principal of the contracting company the importance of getting south of Montroyal and past the strip mall. We are doing what we can to push them to get past this area.

c. Traffic & safety

Supporting local businesses

- at the Community Meeting Metro, we heard two things about the Grousewoods Plaza businesses - compensation request and further assistance with signage and direction finding for customers
- the issue of compensation is a challenging issue for Metro Vancouver; we sympathize with the predicament these small operators face and understand clearly it's a matter of their livelihood and take that seriously; to that end we've had several meetings about this and as the staff level receiving the input at the public meeting, we've elevated this issue to senior management. and have requested their advice and clarification on Metro Vancouver policy and have appealed at our highest levels for possible solutions; that is not yet resolved
- with respect to signage and direction finding , Metro Vancouver wants to support these local businesses and has started responding to this by:

- asking our contractor to install new high visibility “Businesses Are Open” signs at either end of the project alignment. These have to be made yet
 - moving signs we already made to some better locations as suggested in the community meeting
 - adding a key message about “Supporting your local businesses” to all new communication materials
 - featuring the “Businesses Are Open” message on the ERB’s and on the project web page; the ERB’s are up now
 - sending tweets about “Support local businesses during construction”
- our contractor takes the sandwich boards out and back every day to the point where the local detour is closest to the businesses right now
 - we are using these businesses to cater our events for the project when possible and the contractor has been encouraged to support them and their workers are supporting them where possible
 - at the Community meeting there was a call to support by residents from a resident and this was warmly received and we have seen that many of the high school students patronize these businesses at lunchtime
 - we have also pushed the contractor and they put in two pipes a day for two days in a row to move 80 metres as they went past the Grousewoods Plaza location and will re-establish their access right away and pave next week which will significantly improve the situation there because traffic will be on Montroyal all the way to Capilano with close access and can drive south on Capilano to their driveway to their parking lot

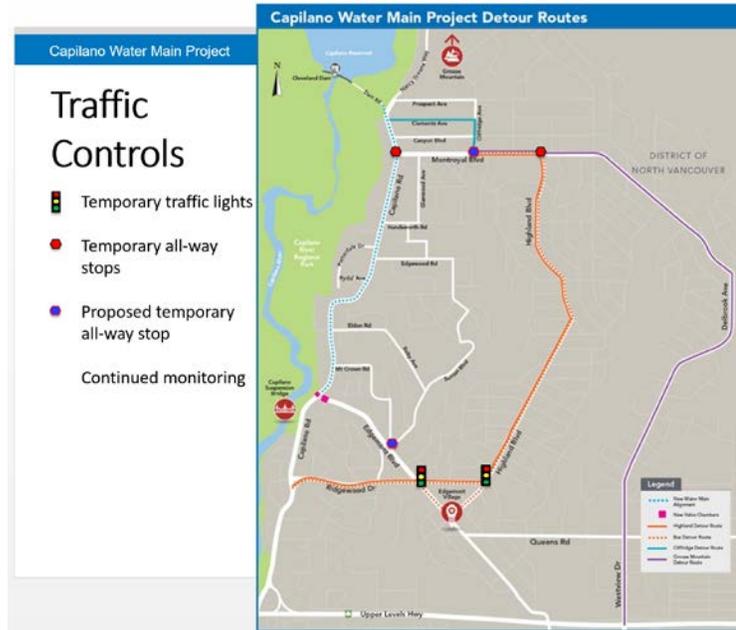
Local access

- with the advice of the DNV Fire Department, a foot access bridge was designed and placed at Teviot Place; this innovation was conceived by the contractor in response to DNV fire department request to allow fire fighters, as the first responders to 911 for emergency health as well as fire calls, to move between the nearest place they can drive a pumper truck to and the cut-off cul-de-sac
- the bridge has fence welded on the sides to prevent falls as emergency personnel move back and forth over the trench and can take the weight of any number of persons
- there is a light tower with generator on standby next to it and the firefighters can start it if they attend to shed light on the area; there are fences at the ends to prevent casual access but these are easily removed by the firefighters attending

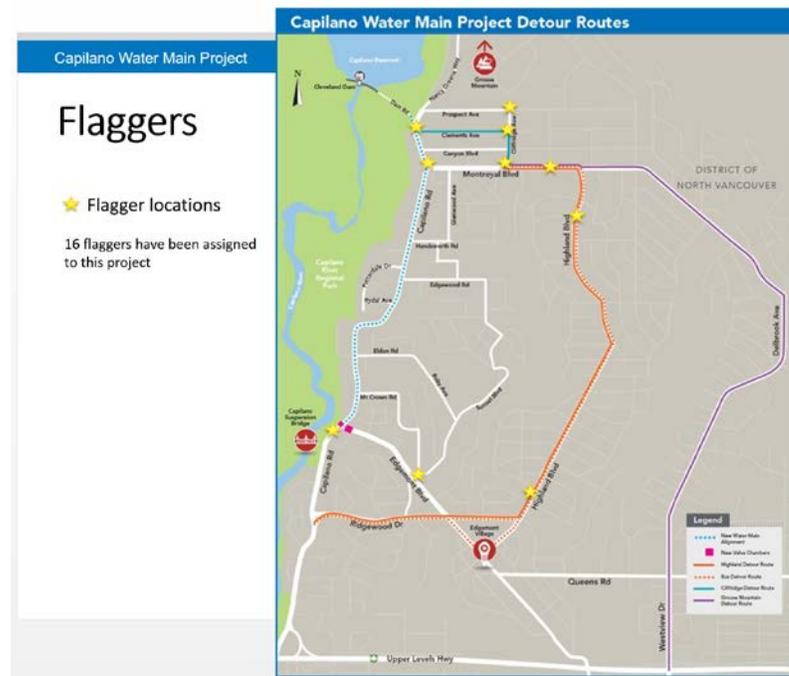
Traffic management

- the Traffic Monitoring Panel meetings have been working great with issues being raised, decisions being made and solutions being implemented
- one way after hours traffic, as per the contract, is now established; this will likely not be possible in a couple of locations further south

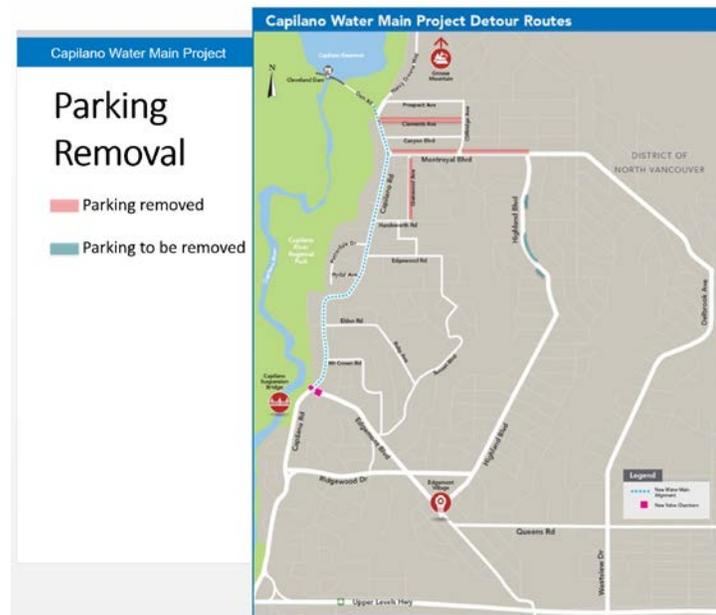
- the new traffic control measures put in place are performing well; light timing at Ridgewood Dr. and Edgemont Blvd. is being revisited and our traffic engineering contractor, MMM, is requesting just now and adjustment to assist with wait times



- MV has been asked to monitor Highland and Edgemont for school traffic related turns and Montroyal and Ranger for left-hand turns and line of sight; our traffic engineers are addressing these issues
- MMM will be conducting a traffic analysis to see if an all-way stop at Sunset and Edgemont is required; if the data supports this, MV will apply to the DNV for what's called an installation warrant; we expect this to be the case and have the contractor in place with the necessary signs, etc. to react very quickly; there is a flagger stationed there currently
- it has also been proposed that an all-way stop be placed at Montroyal and Cliffridge; MV will explore options to have MMM include this in their scope of work
- 16 flaggers have also been stationed around the project area, some locations have more than one flagger, to encourage safety, allow pedestrians to cross safely, and to smooth traffic as much as possible



- based on community feedback and due to traffic volumes outside normal work hours on detour routes associated with the construction of the Capilano Water Main project, Metro Vancouver has elected to add new flagger locations and increase their working hours:
 - *Cliffridge and Montroyal* - a flagger to be in place from 7am to 10:30 pm 6 days a week and 9 am to 10:30 pm on Sundays; we expect this to continue for about 2 weeks or until our construction is entirely south of Montroyal
 - *Edgemont and Capilano* - a flagger to be in place from 7 am to 10:30 pm 6 days a week and 9 am to 10:30 pm on Sundays; this is to aid with controlling entry to Capilano Road for local traffic only; we expect to keep this up for at least the next couple of weeks.
- we are reviewing the signage at Ridgewood to divert more traffic headed to Grouse Mountain
- parking has been removed or is being considered for removal in the areas marked



- this will allow more room on the roadway for larger vehicles to pass in some places where the sightlines are not great or the one side of the road doesn't allow quite enough room for larger vehicles to pass, such as along Montroyal

Discussion

The screening process for Capilano traffic northbound was supposed to be at Ridgewood and Capilano. Now the through traffic is not being screened until Edgemont.

[MV] The difficulty was that by screening at Ridgewood, we would be interrupting the flow of traffic to Capilano Suspension Bridge and that is a considerable amount. However we have an issue when people continue past there and then face the sign of local traffic only and then they have to turn on Edgemont. We have raised this with our Monitoring Panel but haven't yet involved MMM, though we may have to get their advice.

One of the things that you might do to encourage visitors to Grouse Mountain to turn at Ridgewood is to adjust the signage there. Currently there are two signs there, one for Capilano Suspension Bridge and one for Grouse Mountain, which is the lower one. If you raise the Grouse Mountain sign to the top, this might help raise the visibility. Right after the intersection, there is an additional Capilano Suspension Bridge sign with an arrow that indicates to keep going straight for that destination.

[MV] One of the difficulties is that unless drivers are already in the right hand lane as they come around that corner, they would have difficulty changing lanes right there.

Maybe you could consider segregating traffic further south.

Since Clements became the detour route, we have been plagued with speeding vehicles.

[MV] They have increased the radar speed enforcement in that area in the last few days. The RCMP have been very supportive for this project.

d. Community engagement

- MV continues to provide regular updates on local detours, restricted access, construction progress and utility disruptions; these include:
 - hand-delivered notifications, email and web updates and tweets from @MVRoadWork
 - a booth in Capilano River regional as part of the Coho Walk on September 13; there were more than 900 people at that event
 - an article regarding the noise bylaw variance appeared in the North Shore News on September 18th
- our first Community Meeting was held on September 16th at the Canyon Heights Church; there were 75 attendees including representatives from the RCMP, DNV and CMAC; most questions were traffic related and how the project impacts small businesses; CMAC has been provided a summary of the issues raised; our next meeting will be September 30th at 6:30 pm and also held at the Canyon Heights Church
- MV staff will be taking part in the Edgemont Village Family Movie Night on September 25th by speaking to residents about the project as they arrive to the event

NEXT MEETING

The next CMAC meeting will be Wednesday, October 21, 2015 from 5:00-7:00 pm at the DNV Operations Centre.

PLEASE NOTE – The Operations Centre front door is locked and someone will be there to let you in up until 4:55 so it will be greatly appreciated if you plan to be early. After that time, you can text me (do not phone as I will not answer calls during the meeting) at 604-250-1217. I will not answer the text but will ask someone to open the door for you. Thanks in advance!!

Future meeting dates:

- Wednesday, November 18
- Wednesday, December 16