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

Meeting Notes – January 13, 2016

Agenda
1. Capilano Water Main Project  
a) Construction Update  
b) Community Outreach  
2. Cleveland Dam Portal Upgrades  
3. SCFP Storage Facility  
4. Lynn Valley Reservoir  
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  
- Alf 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  
- David Stuart  
  Chief Administrative Officer  
- 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
Seymour-Capilano Water Utility Projects - Meeting Notes

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- 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

- Lisa Moffat  
  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

- Bill Lloyd-Jones  
  Delbrook Community Association

- Grig Cameron  
  Area resident

- Michael Burak  
  Grosvenor Properties

Facilitator:
- Raymond Penner  
  the Strategic Action Group

1. Capilano Water Main Project
   a. Current Regional and Municipal Construction
      - paving of Capilano from Rydal – Mt. Crown was completed by the evening of Dec. 18; all equipment kept on site was parked in parking lanes at the side of the road to get two lanes of traffic by
      - the temporary pave has held up reasonably well with a couple of exceptions from early paves at Edgewood and Patterdale; these have been patched and the contractor is responsible to maintain this temporary surface through the job site until the final pave in summertime
      - over 2 weeks from December 18 to January 4, the contractor got a lot of municipal service work completed including the replacement of the leaking services north of Montroyal that had been running water up onto the Capilano Road surface
 progress was made on the blowdown drain for the MV main at Edgewood and work continued up from Mt. Crown on the municipal services along this stretch

 the sub contractor team and our contractor’s forces kept up work on the line valve chamber in Capilano Road here across from Edgemont including a concrete pour and placing pipes inside the chamber; most of this work took place in the chamber and did not impede traffic

 two-way traffic on Capilano Road worked fairly well and good skiing weather kept the road very busy with just a few delays for equipment movement and one period of single lane alternating caused by an unforeseen gas repair required at Edgewood; the traffic situation on Capilano over the holiday period did not appear to have any adverse impacts on either Grouse Mountain or on Capilano Suspension Bridge
the contractor has run into a massive concrete block in the path of the new pipeline near Mount Crown; this was unexpected and has led to a delay of several days

upcoming work for DNV includes tying in to existing DNV water mains on side streets, finishing municipal residential service connections and commissioning the municipal water main; there are about 80 remaining water, storm drainage and sewer connections to each property

the new DNV water main has been completed and the water service connection work to the DNV water main alongside the MV main includes work on most of the connecting streets for between 10 and 100 metres to connect the new municipal water pipe into the existing DNV water pipes on those streets

there has been some public frustration with an ongoing problem of temporary water connections that has frozen in the cold weather; the contractor was instructed to find a solution and has installed a free flow at the end of the above-ground pipes that keeps the water moving in the exposed pipes; right now it’s not freezing but we expect to return to freezing temperatures before end of overland piping
while we are completing the work for DNV, two way traffic can be maintained past service connections work 99% of the time; this will occasionally be reduced to alternating one way traffic for safety sake to accommodate construction vehicle movements and deliveries

we have completed the bulk of Metro Vancouver pipe installation – this work is about 95% complete; we have about 10 more pipe lengths to put in and some more difficult pieces getting the pipe across to Edgemont Boulevard where the cross-over valve chamber will be built; this section is likely to take several days

the work on the line valve will carry on to the end of the month and the cross-over chamber work has not yet started; the blow down drain at Eldon Grove is quite a deep excavation but not a very big footprint; this was necessary for us to get across Capilano; there are about two months of work at the current rate of progress, so work on Capilano Road is expected to last into the beginning of March

the work schedule for January is seen in the table below
Capilano Road is blocked daytimes Edgemont to Mt. Crown until water main installation complete at end of month

we will continue work on the municipal service connections through January and February

we will continue work on the line valve chamber into February

northbound traffic on Capilano is open outside work hours again

construction and restoration of the cross-over chamber will result in Edgemont being closed at Capilano for about six months; Capilano will be open to two way traffic through February and on through end of project

we will continue work on the line valve chamber through most of February but it doesn’t impact through traffic

we will continue work on the municipal service connections probably into early March

an aerial view of the Edgemont chambers and piping can be seen in the following diagram

### Seymour-Capilano Water Utility Projects - Meeting Notes

January 13, 2016
the cross-over chamber will start in early February and the main construction is scheduled for completion in April 2016 followed by restoration work; this work hasn’t started but we will have a lot more detail at our next meeting

all work will be on public right-of-way land and we plan to screen the neighbouring houses with either temporary fencing and screening or with steel storage containers to limit visual clutter and help reduce noise; the noisiest phase will be excavating the chamber and that takes about two to three weeks; all the subsequent phases get successively quieter as the structure is formed and work occurs inside it

we have met with the residents on either side to discuss what’s coming up and while they have concerns about living next to a big construction project we have a good communication connection and since both neighbouring houses have their side yards facing the work rather than the front of the house it does reduce impact; the contractor plans to place the steel storage containers as close as possible to blocking

with the delays that we have experienced, we will be asking DNV for an extension of our Noise Bylaw Variance that CMAC previously supported for the work taking place at night inside of the pipeline; the conditions for the variance remain the same, it is only a time extension we need until the main is completely installed

NOTE – DNV has indicated that the original variance passed by Council provides the District Engineer the ability to allow for an extension without this going back to Council; CMAC’s official support is not required; however all CMAC members present at this meeting indicated that they would support this request even though not formally required

Discussion

Will the pipe that comes out of the cross-over chamber on the south side and ties into the existing Capilano Main #4 require an additional excavation?
[MV] Yes, it will require a trench and to expose the existing pipe. We have already removed some trees on that corner.

Will that shut off Capilano traffic?

[MV] No – by then the line valve chamber will be complete and there is sufficient room for us to move the lanes over and have single lane traffic in both directions.

Have there been any complaints related to the original Noise Bylaw Variance?

[MV] Yes, we have had a few. There were some issues with the lights on the generators not appropriately aimed down and some noise complaints with the refueling of the generators. In each instance, the contractor immediately and effectively addressed those issues and we have not had any repeat complaints about those disturbances.

With what you now know of the construction schedule, are you confident that two way traffic will be restored to Capilano Road sometime between January 18-23?

[MV] Yes. One of the construction tasks that we are not entirely certain of how much time it will take is the crossing of Capilano to the cross-over chamber. This pipe will have to terminate in a very exact location in 3-D space to meet up with the connection in the yet unbuilt cross-over chamber. The other component that is more complex is the Y-connection from the main just above the line chamber that is the start of the Capilano crossing. Barring any unexpected challenges on those two components, we are reasonably certain that we can meet that time frame.

You mentioned that there might be some restrictions on Capilano for alternating one way traffic – could you say more.

[MV] These would be related to the municipal connections to private residences and it is expected that there will not be much need for these and they will be only of short duration to ensure safety if a trench extends too far into the roadway and construction equipment needs to move around. We have been told that these situations will be restricted to between 9 a.m. and 3 p.m. and we will be working with the contractor to ensure that there are minimal disruptions to traffic. There will be flaggers in those situation.

b. Traffic Management

- for the next two-to-three weeks, Capilano Road will be closed to through traffic Edgemont to Mt. Crown in the daytime but open to after hours northbound traffic
there are no officially signposted local detours; traffic is being diverted away at Edgemont or Montroyal and Highland is pointed to as a detour; locals now know where to go if they need access to the Sunset area

we have communicated to the schools that drop offs are recommended to circulate via Montroyal

by the end of the month two traffic returns permanently to Capilano Road and by the end of February we will have removed the signal at Highland/Ridgewood, the all way stop at Sunset returns to Sunset stop only, and Capilano/Montroyal is Montroyal stop only

DNV will retain the Highland/Montroyal all way stop in order to monitor it as well as the Ridgewood/Edgemont signal
by mid-February we will start to decommission the use of Highland and Westview/Delbrook as detour options; this will include all sign changes and intersections adjustments; our traffic consultants, MMM, will head the decommission of the detour routes and we will be able to report on that further next meeting

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from Jan 4 to the end of the month buses will continue to detour on Eldon and to Ruby to Sunset; some residents don’t like the CMBC route choice as it puts buses on streets they haven’t used before; the PAC members were not happy that a bus is going right by the school but there is only a bus every 15 minutes so while students are arriving at the school, there generally is only one bus

232 travels to Capilano Road and to Ridgewood or vice versa to and through the Village; the 247 and 236 use the detour and travel straight down Capilano past Ridgewood

when Capilano Road is complete all the buses return to Capilano Road but the 232 that used to use Edgemont will not be able to pass through the construction area of the cross-over valve chamber at Edgemont and Capilano so that bus will continue further south to Ridgewood; we have our traffic management consultant studying that intersection as the turn radius for the southbound 232 is a problem right now
Discussion

In the area of Mount Crown and Edgemont, the roadway is extremely congested with construction equipment and supplies. This makes it very difficult to drive in this area. When you get finished with the Capilano pipe installation, will the contractor remove this?

[MV] Yes we will be using the area immediately to the east of the cross-over chamber and the public area around that for construction lay-down and storage.

Will pedestrians and cyclists be able to use Edgemont to get to Capilano during the Edgemont closure?

[MV] Yes, we will be installing a temporary sidewalk separated from the construction site with a safety fence. Cyclists will be able to walk their bikes through that area.

[MV] We will do that.

Once the two way traffic is restored on Capilano, will the temporary three way stop disappear at Montroyal as well as all the detour signage?

[MV] Yes, we will take away all the detour signage. DNV has requested that we maintain the signal at Ridgewood and Edgemont in the post detour period so that they
can assess the need for this following the construction. The four-way stop at Ridgewood and Edgemont will turn back into a two-way stop. We are working with our traffic management consultant to develop a plan of just how all of this will unfold and to ensure that this is as safe as possible.

*I like the two-stage process with the first happening when Capilano is open to two-way traffic and then the second phase when the other phase is completed.*

*What feedback have you had from the community with respect to the temporary bus route along Ruby and onto Eldon?*

[MV] It is mixed. Some people are happy that the bus is close to Capilano Road and others not very happy that the bus is on a road that doesn’t normally have busses.

*I hear that traffic will not be able to drive through Edgemont until May. In all of your communications to date, you have been indicating that the cross-over chamber will be completed in 3-4 months but now we are hearing that the road closure is likely to be at least until June before restoration is completed. It is really important to ensure you provide more accurate updates to address this expectation of the public.*

[MV] There are two milestone dates. One is when we get the water system operational after the construction of the chamber. After that we have to put the last of the walls up, installing the roof and getting the road work done. From a traffic point of view, there will be another month or so of Edgemont being closed to through traffic.

[MV] We have two audiences – one of those who will be impacted by construction noise and the other by the road closure. We will make sure that our communications are as accurate in terms of what we are projecting for the road being open.

*A lot of the community discussions have been around the idea that Capilano Main #9 will be complete before some of the other projects, such as the Grosvenor project, will get started. This means when traffic can go along Edgemont to Capilano.*

[MV] We have been clear that a major milestone is when the Capilano pipeline work completion is done as this will change the Capilano traffic flow. But when that is done, then we start this second phase and this will look different and have different impacts.

*I understand that from a traffic management perspective but from a community perspective, this just changes where the construction happens and yet will continue to have significant impacts.*

*Will there be adequate signage in Edgemont Village to direct people to Capilano access?*

[MV] Yes, this will be thoroughly signed to point to alternative routes to Capilano as well as to indicate that Edgemont Road is closed. We will also be advising people who live in this section of Edgemont that they are “local traffic” and that they can access their local roads from Edgemont.

*With respect to the traffic light at Ridgewood and Highland, given all the construction that will be taking place in this area, does it make sense to retain that?*

[DNV] We have looked at this and our current thinking is that the traffic volume doesn’t warrant keeping it and it probably is better served with a four-way stop.

*When the time comes at the Sunset-Edgemont intersection, rather than a “local access” sign, maybe a “no access to Capilano Road” would be a better sign to deter people from experimenting on whether they can get through.*
c. Community Engagement

- Our notifications included a detailed pre-Christmas notice about not only the two week holiday period but a reminder of what was upcoming in January as we returned to Capilano Road for a few weeks to finish the mainline pipe installation.
- Metro Vancouver is continuing to work hard to keep the community abreast of project impacts, progress and milestones through newsletters, door hangers, emails, face-to-face and the project web page.
- MV will be placing an advertisement in the NSN advising of the Capilano Road re-opening when the date has been confirmed.
- A traffic advisory will also be distributed on the morning of the publication.

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2. Cleveland Dam Portal Upgrades

- the location of the Cleveland Dam portal is down the road by the dam and just beside the pump station
- there were concerns about the stability of the slope surrounding the portal and this project involved a retaining wall to stabilize the slope in that area and rebuilding the portal entrance
- this was a small project which is now complete and which had no public impacts

3. SCFP Storage Facility

- the location for the filtration plant storage building is just north of the filtration plant
- we now have a building permit from DNV; the contractor has mobilized as of the beginning of this week and some action is starting to take place on the site
- the construction will take approximately 12 months; some of the work has already been done off-site

Discussion

Will this impact the summer parking which uses this area and is usually over-capacity?

[MV] During the summer, parking will be impacted. We will work with the contractor to see exactly what area will be used and we will get back to you about this.

What will the backside of the building look like as this is the introduction to the whole Seymour Conservation Area?

[MV] The building architecture matches the existing filtration plant building, including the cladding. This will have a berm and landscaping with trees.

NOTE – the following illustrations were previously presented to CMAC

Top view showing surrounding landscaping - September 24, 2013

North facing wall showing cladding - December 4, 2013
North facing wall with artists rendering of landscaping - December 4, 2013

4. Lynn Valley Reservoir

➢ The construction site for the Lynn Valley Reservoir is located north and slightly to the west of the filtration plant; the layout of the site is seen in the following illustration.

➢ The contractor will not impact the existing access road to the parking lot; they will use the existing trailers that are in front of the filtration plant as their offices and storage area and they are accessing the site from the filtration plant, using the road inside the filtration plant fence.

➢ Construction is well underway and is expected to be completed June 2016 with commissioning July 2016.

➢ The contractor for this project is Maple Reinders Inc.

5. Other Business

Discussion

We haven’t had any specific information on the Lynn Valley water main project.
[MV] We are in discussions with the District on this. We were planning on doing preliminary engineering design in 2016 which would give us the information that we could pass on to CMAC. Right now we don’t know what this potentially will involve. Following that was supposed to be detailed engineering design and get into construction by 2018. However, the District has other projects that will have some big impacts on the community, including the highway interchange and we have been looking at how to ensure that the community is not overwhelmed with too many big projects happening at once.

[Facilitator] CMAC is in a transition phase right now and the District is considering how CMAC or potentially some variation of the role that CMAC has been playing might work with these large construction projects, including the Lynn Valley water main. I think further discussion of this project is likely best left until DNV determines how best to proceed.

[DNV] There is a lot of work along Lynn Valley Road as well such as the widening of the road near the Bosa project. All of these projects will need to be integrated so they don’t interfere or infringe on each other.

[DNV] We have learned so much from the Capilano Water Main project that will be beneficial in these coming large projects.

NEXT MEETING

The next CMAC meeting will be Wednesday, February 10, 2016 (5:00-7:00 pm) at the DNV District Hall Meeting Room B.