

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

Meeting Notes – March 9, 2016

Agenda

1. E2 Shaft Project Update
2. Second Narrows Water Supply Tunnel Project Update
3. Capilano Water Main Project
 - a) Construction Schedule Overview
 - b) Current Regional and Municipal Construction
 - c) Traffic Management
 - d) Noise By-law Variance Request
 - e) Community Engagement
4. Other Business
 - a) Next meeting date

Attendance (Bolded names indicate attendance)

Community Advisory Committee Members:

- **Don 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
- **Tegan Smith** Project Manager - External Projects

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**g 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
- **Stacy Chala** Capilano Suspension Bridge
- **Bill Lloyd-Jones** Delbrook Community Association
- **Grig Cameron** Area resident

Facilitator:

- **Raymond Penner** the Strategic Action Group

▪

1. E2 Shaft Project Update

- the first horizontal drain was successfully completed in late 2015, as part of the Stage 1 test program; after installation was completed, the contractor secured the work site and partially demobilized
- flows and groundwater levels in the lower aquifer continue to be monitored with no adverse effects
- the consultants are reviewing the data and preparing a report which includes the results of the first drain hole and recommendations for drilling additional drain holes; the plan is to remobilize in the spring of 2016 and continue drilling additional drain holes starting in late spring, as part of the Stage 2 production program
- it is anticipated that three (3) holes will be completed in 2016 and up to an addition three (3) more holes in 2017
- similar to the test drilling, a DNV Noise Bylaw Variance Application will be sought to allow for continuous drilling on a 24/7 basis during portions of the Stage 2 work

Discussion

Do you have a plan to contact the six local residents just as you did last time know about the change in schedule.

[MV] Our current plan is to send a letter to the local residences 24 hours before any activity. It seemed that noise was not an issue with the project activity to date as we received no complaints. Our thoughts are that we will likely not have to have a meeting but we will talk to Public Involvement before we decide.

The optics might be good. You did a super job before and now that it's going maybe 18 months longer it might be a good idea to contact them directly.

Approximately what is your timing in spring?

[MV] We have some discussions that need to take place before we know for sure but it's likely that the work will start in June.

[Facilitator] Council will be expecting a letter from CMAC with respect to a noise bylaw variance and you might want to think about what you're timing is in asking CMAC for the letter considering the changes happening within CMAC.

2. Second Narrows Water Supply Tunnel Project Update

- the detailed design phase of the project continues (the contract was awarded late last summer)
- the geotechnical drilling investigation program was completed in early 2016; there are no plans to carry out further drilling investigations
- MV Public Involvement staff are developing a public communications plan for the project, which will be coordinated with DNV and the City of Burnaby
- the current schedule includes completing detailed design by the end of 2017, followed by tendering the general construction contract; construction is scheduled to occur from 2018 to 2022 (approx. 5 year duration)
- regarding disposal of tunnel muck, the plan is to pursue both options of deep sea disposal and on-land disposal through detailed design as was reported to CMAC during the September 23, 2015 meeting
- the total estimated number of vehicle trips to the north shaft site will vary between about 200 to 300 trips per week, depending on construction activity; these figures include all traffic (e.g. highway trucks, crew and material deliveries)

Activity	Status/schedule
Detailed design	Fall 2015 – fall 2017
Geotechnical drilling investigations	Complete
Public engagement program development	Spring - summer 2016
Public engagement program implementation	2017 - 2022
Construction	2018 - 2022

Discussion

The choice of how you dispose of the tunnel muck will make a significant difference to the community.

[MV] If we do the deep-sea disposal the loading would likely take place very close to the site and if we truck it will likely be over the Second Narrows Bridge. We would still have materials delivery even if we use the barge option. The 200 to 300 trucks trips per week would include all traffic. The plan is to revisit the socio-economic impacts of our plans during the detailed design phase.

Does the District have any input into the preferred method of muck disposal?

[DNV] Not at this point. Our preference would be the deep-sea disposal. Where we might get involved is the highway use permitting for issues such as trucks queueing on the road.

What is the diameter of the tunnel?

[MV] It will be between 5.7 and 5.8 m metres.

Is the tunnel flooded after you complete it?

It will be backfilled with concrete outside of the steel water mains.

Will all the muck come out on the North Shore side?

[MV] All of the muck from the entrance shaft on the side of the tunnel will come out on the North Shore. We're not sure yet about whether we can use a raised bore approach for the south shaft.

What will happen with the existing crossings?

[MV] Two of them are nearing the end of their lifespan and one still has serviceable years left so the plan is to add a valve chamber for that main to serve as a back up.

Where will such a valve chamber be located?

[MV] Very close to the north shaft within the Beach Yard site.

What is the depth of the tunnel

[MV] The final depth hasn't been determined yet but will likely be between 50 and 70 metres, about 30 metres below the bottom of the inlet which would put it below the depth of soil liquefaction which could happen during a seismic event.

Who are the consultants on this project?

[MV] Jacob's and Associates are tunneling consultants and Golder Associates are doing the geotechnical work.

Even though it's early, if the trucking option is selected, has any consideration been given to stockpiling the tunnel muck on the Beach Yard site and then hauling outside of rush hours?

You also need to consider that there is a blending point to move over to the curb lane where the trucks come out onto Dollarton Highway and slow moving trucks coming in there would cause major problems at any time of the day.

[MV] As part of the predesign we will have our consultants look at the actual traffic patterns. Also the 300 trips would not all be big trucks.

When you talk about public involvement for this project who are you considering involving?

[MV] We will work with the both Burnaby and the District to determine who should be consulted.

Will the trucks be dump trucks with a pup behind?

[MV] We haven't determined what the trucks might be like except that we do have requirements in terms of diesel emissions.

Pup trucks would mean fewer trips.

All of these considerations sound like they would become part of your socio-economic analysis.

When do you think this will start?

[MV] We are hopeful that it will start early 2018 there will be some prep work on the Beach Yard site prior to that

3. Capilano Water Main Project

a. Construction Schedule Overview

➤ Work Schedule – March

Sunday	Monday	Tuesday 1	Wednesday 2	Thursday 3	Friday 4	Saturday 5
[Green bar from Sunday to Monday]						
6	7	8	9	10	11	12
[Green bar from Sunday to Monday] Complete watermains/re-open Capilano Road						
13	14	15	16	17	18	19
[Green bar from Sunday to Monday] Begin restoration (sidewalks, landscaping)						
20	21	22	23	24	25	26
[Green bar from Sunday to Monday] [Yellow bar from Tuesday to Friday]						
27	28	29	30	31		
[Green bar from Sunday to Monday] [Yellow bar from Tuesday to Thursday]						

[Yellow bar] Regular hours [Green bar] Sundays and holidays – no work

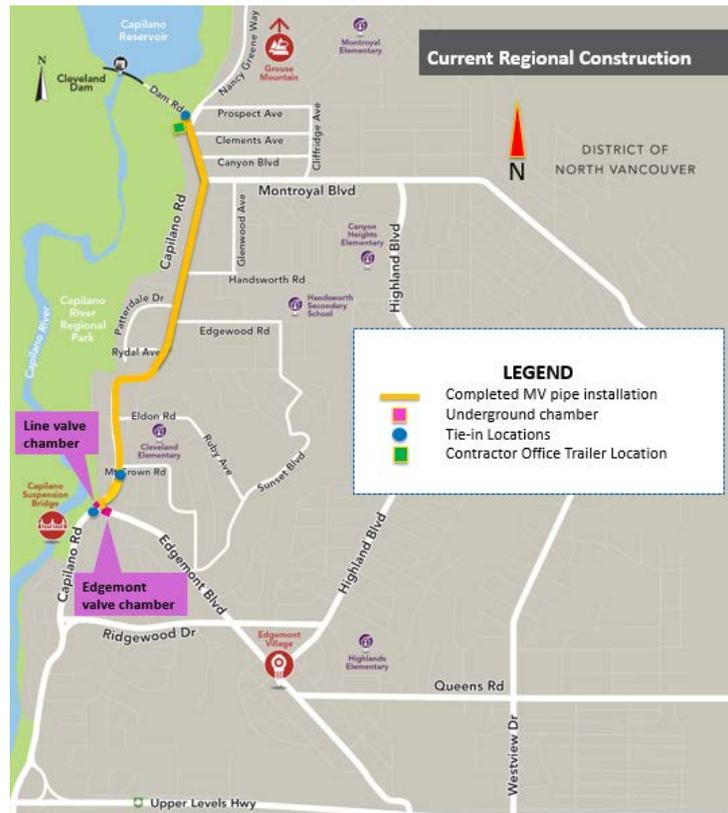
- repairs on sewer connections along Capilano Road, work on remaining service connections, and Line Valve Chamber will be ongoing through March

➤ Work Schedule – April

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday 1	Saturday 2
[Green bar from Sunday to Monday]						
3	4	5	6	7	8	9
[Green bar from Sunday to Monday] [Yellow bar from Tuesday to Saturday]						
10	11	12	13	14	15	16
[Green bar from Sunday to Monday] Complete restoration of sidewalks and muni service connections						
17	18	19	20	21	22	23
[Green bar from Sunday to Monday] [Yellow bar from Tuesday to Saturday]						
24	25	26	27	28	29	30
[Green bar from Sunday to Monday] [Yellow bar from Tuesday to Saturday]						

[Yellow bar] Regular hours [Green bar] Sundays and holidays – no work

b. Current Regional and Municipal Construction



- the water mains are now complete but there are some sewer connection repairs still being done; approximately 30 of the 180 total municipal connections did not pass inspection and require repair; work on this will continue throughout March and will involve backhoe-sized equipment digging in the roadway
- Capilano will be open to two-way traffic on Friday with the possibility of an occasional exception with the municipal work that may lead to brief alternating one-way traffic situations
- sidewalk restoration will include replacing sidewalks where they've been damaged and some changes on intersections with curb bumps and ramped access
- the municipal work in April will include completion of all the connections to the side streets for the municipal water main as well as all the changes for residents over to the new District water service; this will require coordination with each homeowner to bleed the air in their line out first; the municipal tie-ins will be taking place mostly off of Capilano Road; most of this work will be north of Edgewood
- we also have to tie in the new District main to the existing District water system
- after the end of April there will be no further work on Capilano until the paving work which we are anticipating will take place in July
- municipal work included a 10 inch watermain, connections for all of the services to that municipal main and municipal sewer pipes and storm drains; this was all done under one contract together with the regional main
- the excavation for our line valve chamber has been backfilled up to the edge of the wall so that we can increase the road width and prepare for paving; there is still work taking place inside of the chamber
- the work on the crossover chamber has now been delayed until November due to delays we encountered in installing the main down Capilano and not being able to meet the schedule from our operations department to be prepared for peak demand season during the summer
- the contractors office situated in the park will be removed and the area returned to park use this spring

Discussion

My understanding is that your plan is to open Edgemont Boulevard when you open Capilano until November but I see that you have left an excavation there

[MV] The pipe is installed but it still needs to be commissioned. This requires a pressure test and the contractor wants to make sure that the valve functions under high-pressure before they cover the exposed end of the pipe. The contractor is in the process of applying to the district for a variance on their highway use permit that would allow them to leave the excavation open while the pressure testing takes place which is period of approximately three weeks. We have found out that they were planning on seeking a permit which would result in the Edgemont Boulevard intersection closed at

Capilano. We have advised them that to get approval they need to ensure that Edgemont Boulevard traffic has access Capilano.

What is the pressure being used for the test

[MV] It will be in the area of 150 to 170 psi which is much higher than the operating pressure will be.

What is the timeframe this testing will take place in?

[MV] It will be in the next three weeks because they have to fill the main, pressurize it up and then leave the pressure long enough to ensure that the main is able to withstand this pressure.

Is the plan to leave this excavation open after the testing is done?

[MV] It's not clear yet what exactly will happen but what will have to take place this to ensure that Edgemont Boulevard traffic is accommodated.

Is a contractor proposing alternating single lane traffic on Capilano during this test?

[MV] No just on Edgemont for the three weeks.

When you learn what exactly is going to happen at that intersection will you be advising people in that immediate area?

[MV] Yes.

I get concerned when I hear the term two-way traffic on Capilano Road. You have so much work still going on.

With all the additional work taking place you have pretty well exhausted the goodwill of the community in that area. Have you done anything to reach out to those people such as apologizing for not doing what you promised to do. Nothing was done concurrently, it was all done consecutively - one action took place and then you came back and dug it up and did something else.

It's been a major construction zone while for three months. At first it was going to be a 200 metre zone but it wasn't done that way. We owe the community an apology.

[MV] We have sent out an update and are planning some type of a meeting. I think we need to give people an opportunity to express their feelings about what's happening and give us a chance to explain the logic behind the temporary paving and our timing.

It's very rough and I've even heard of people having damage to their vehicles in that area.

[MV] We've heard that where there are patches that some of those potholes reappeared just from the vibrations of the heavy trucks and buses. Also the section at the north end is the older part of the temporary paving and it's had many cuts across it to make the municipal service connections.

It is vital from the day that you open Capilano to two-way traffic that Pedre visually sweeps the road on a daily basis to address any potholes. We want to entice people to use Capilano and not avoid it because it's such a difficult driving surface To say that we've restored two-way traffic on Capilano Road could be a misnomer if nobody really wants to use the road.

[MV] That's a fair point that we haven't really considered that people may actually avoid Capilano even though it's open.

Once it's open you will have thousands of cars a day going up to Grouse Mountain and with that amount of traffic the temporary pavement will break down in no time.

[MV] It's Pedre's responsibility to be addressing the temporary pavement and maintaining it and up to them to be monitoring. It has to be done to standard.

[Facilitator] We've heard over time that it is the contractor's responsibility to be doing this. What we've been hearing from the community is that what the community is expecting to be done in terms of standard is not the standard that is actually being met and there's a gap there. At least four consecutive CMAC meetings this issue has come up and it does not seem to have been addressed. Whoever it is that needs to make Pedre take that responsibility and act on it on a regular basis needs to step up.

[MV] We will take this advice away and discuss it internally to determine what needs to be done to improve the monitoring.

[MV] We need to take the responsibility because it's our job to be monitoring Pedre. Now that the construction is completed what I'm thinking is we will probably team up with the District of North Vancouver's inspector and put something in place for monitoring and marking out spots that need attention rather than just leaving it to Pedre to do what they think needs attention.

Frequency of monitoring and addressing road concerns is also an issue.

[DNV] A limitation the District has is that the District does not have a contractual relationship with Pedre so what we've been doing is relying on our Bylaw Officers issuing infraction notices. We've told Pedre that we would withhold their highway usage permit until they paid these fines. We finally got them to pay the fines. The contractual relationship Pedre has is with Metro Vancouver so it is up to Metro to be the enforcer of the contract and to make it really clear what the standard is. Also since the slippage in the schedule, there doesn't seem to be the same coordination in the communication pieces that have been going out. This last piece of communication that went out without being coordinated caught us all off guard and we can't have that happening. What's happening now is that the disgruntled residents are starting to get to our Councillors This makes me concerned about this Noise Bylaw variance request going to Council because they're getting residents calling and we're losing credibility along with Metro staff. Communication pieces need to be credible. For instance, if we say two-way traffic but people are sitting in their car in alternating one-way traffic our credibility will take a hit. We need to make sure that we tell people that there will be delays and it still is a construction zone and that there will be single lane, alternating traffic in some locations and why this is so.

It's very important to not misrepresent what's happening on Capilano Road.

[MV] We recognize the March break was very important for Grouse Mountain and we also recognized that there would be impacts on our schedule but that it was and is very important to the community to get two-way traffic back on Capilano. We recognize that there will be ongoing work and that that will have an impact. We have sent out all the information but we can't make people read what we send out so we understand that not everyone who is impacted is fully informed.

[DNV] What we are saying is don't overpromise and don't misrepresent. The messages that were being put out before were frank and straightforward. Don't say that it is going to be two way traffic and then take that away from people.

[MV] In terms of possible maintenance maybe one of the possibilities is that the District staff could repair the potholes and send us a bill at Metro and then we will deal directly with the contractor on the financial end of things.

[DNV] We could look at that possibility and get back to you on that.

That might be a good way to build up some of the goodwill in the community. Until a couple of months ago the community was basically quite accepting of this project and then things haven't gone so well for the last few months.

[Facilitator] Perhaps Metro Vancouver and the District could approach North Shore News to see about getting a piece in the paper that is quite frank and explains what is going on why it has happened in terms of the delay in the schedule and the kind of work that is expected in the schedule. The North Shore News is one of the more widely read publications and might help get the information out more widely Metro Vancouver's own communications.

[MV] We could look into that.

Opening of two way traffic is really crucial for Grouse Mountain and what we are hoping is that the road closures are sporadic and occasional not daily occurrences where sections are being dug up and then refilled and then dug up again. There really needs to be daily vigilance to ensure that the road surface is being maintained to standard until the final paving in July.

It's also important to address the public's perception of completion for instance in terms of paving sidewalk work and other restoration activities. As much as possible these should take place in a concurrent approach.

c. Traffic Management

- Highland will be signed as an alternate route through August paving will take place during the hotter summer months
- until the paving is complete, we will be maintaining the signals and stop controls that are in place
- the traffic control decommissioning plan is ready but implementation of that will be deferred until the end of summer
- there has been community interest and various opinions as to the future of some of the traffic controls; we will be continuing to coordinate with the District on this work

Discussion

Whatever you do with the signage it is important to understand that tourists can easily get confused. We share the traffic concerns with Grouse Mountain and so were hoping that you make any of the detours signage very clear so that tourists coming to either Grouse Mountain or the Capilano Suspension Bridge are not deterred.

[DNV] We will be working with our traffic consultants in terms of appropriate signage. We do not want to have people that want to use Capilano Road to think that they

cannot use it. What we need to do is balance the fact that Capilano Road may be frustrating for some people and that Highland will provide a viable alternative route.

d. Noise By-Law Variance Request

- Extended work hours Saturday 7am – 8am
- Overnight generators, dehumidifiers and pumps 24/7
- Permission to pour concrete overnight on one occasion
- Line painting overnight for approx. one week

Discussion

NOTE – following the discussion of the Noise By-law Variance, an initial decision was made to provide CMAC with an updated request letter in the days following the CMAC meeting; subsequent to that, the decision was made that this request will be delayed until closer to the time the construction activity will be taking place

e. Community Engagement

- Metro Vancouver is continuing to work hard to keep the community abreast of project impacts, progress and milestones through newsletters, door hangers, emails, face-t-face and the project web page

Tactic	Topic	Schedule
North Shore News advertisements	Traffic pattern changes: Capilano Road open to all traffic	March 2016
Radio traffic advisory	Traffic pattern changes: Capilano Road open to all traffic	March 2016
Community Meeting	Project update	Spring 2016
Newsletters and door hangers	Construction progress, local detours and utility interruptions	Ongoing
Web updates and tweets	Construction progress and schedule	Ongoing

NEXT MEETING

The next CMAC meeting will be Wednesday, April 13, 2016 (5:00-7:00 pm) at the DNV District Hall Meeting Room B.