

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

**Meeting Notes – June 15, 2016**

**Agenda**

1. E2 Shaft Project
2. Second Narrows Tunnel Supply Project
3. Capilano Water Main Project
4. Other Business
  - a) Next meeting date

**Attendance (Bolded names indicate attendance)**

*Community Advisory Committee Members:*

- **Lorraine Jamieson** Capilano / Grouse Woods Residents Association
- **Peter Thompson** Edgemont Community Association
- **Corrie Kost** Edgemont Community Association
- **Norm Daniels** Lynnmour South Inter-River Community Association
- **Lee Gavel** Lynn Valley Community Association
- **Alf Cockle** Blueridge Community Association

*District of North Vancouver Representatives:*

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

*Metro Vancouver Representatives:*

- **Tim Jervis** General Manager - Water Services Department
- **Murray Gant** Senior Engineer - Major Projects, Water Services Department
- **Goran Oljaca** Director - Engineering & Construction, Water Services Department
- **Hein 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:*

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

*Facilitator:*

- **Raymond Penner** the Strategic Action Group

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**1. E2 Shaft Project**

<b>Activity</b>	<b>Status/schedule</b>
Test Drilling: Stage 1 complete	Late 2015
Drilling: Stage 2 – Phase 1 commences*	July 2016 to Late 2016
Drilling: Stage 2 – Phase 2 (If required)	Spring 2017 to Late 2017

- the Stage 1 test program was completed in late 2015; the consultants have completed their review of the data and recommend installing additional drains
- the plan is to remobilize in July 2016 and continue drilling additional drain holes starting in late July or early August, as part of the Stage 2 – Phase 1 production program
- it is anticipated that three (3) holes will be completed in 2016 and possibly up to an addition three (3) more holes in 2017, depending on the results of the 2016 work; approval from the Board may be required prior to proceeding with the Phase 2 work in 2017, since the total value will likely exceed \$5 million
- a request for a Noise Bylaw Variance was submitted to DNV to allow for continuous drilling on a 24/7 basis during portions of the 2016 work; DNV Council approved the variance on May 30, 2016; we appreciate CMAC’s review and endorsement of the variance request

*Discussion*

*Is this turning into a bigger thing than we thought?*

[MV] No it's just taking longer than we thought because of the ground conditions. We have learned a lot in the Stage One program such as drilling methodologies and we built this into the new contract. We expect that this will proceed a lot faster now. We have seen some impact on the lower aquifer so that is promising.

*At the council meeting on Monday Council approved that future Noise Bylaw variances would be approved by senior staff and not have to go to Council with some possibility for appeals in front of Council.*

[DNV] Currently the way the By Law is written is that we require the resolution from Council to provide an exception to the Noise Bylaw but we requested that that authority be delegated to senior staff, specifically to the General Manager of Engineering and the Chief Administrative Officer. This will mean that we won't be required to have a minimum two week process to get approval for an exemption to the

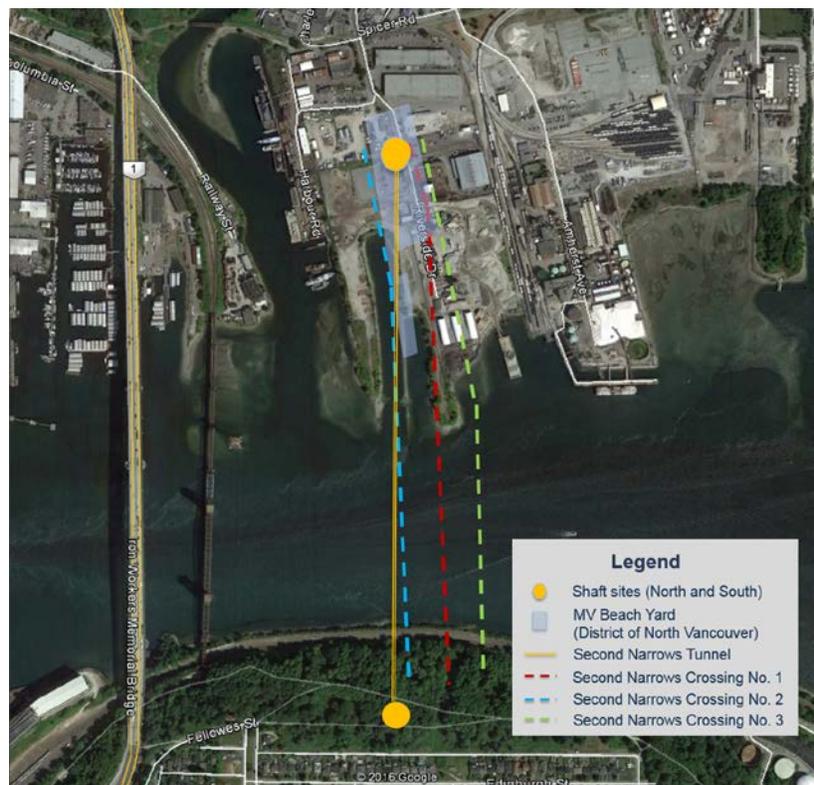
Noise Bylaw. For situations that are complex or where this could have a significant impact on the community, we will be seeking Council direction. The process that we put in place is that Council will be advised of a decision by senior staff for an exemption and Council would have a window of time in which they could request further review.

[Facilitator] In the past CMAC has played a role in providing a perspective from the community on these kinds of requests. What will happen in the future?

[DNV] We don't expect any change unless there is a larger change to CMAC which is possible

## 2. Second Narrows Tunnel Supply Project

- pictured below is an aerial site plan



- the contractor site office location is being restored and by the end of June will be seeded with grass and all fencing removed; restoration of landscaping in the boulevard areas continues along the route outside the areas being paved

- MV Beach Yard – pre construction site plan



- this site plan shows different areas in MV's Beach Yard operations yard; the blue hatched area is the area that needs to be cleared to allow construction and staging for construction of the north shaft and tunnel access
- the red hatched area is the current MV Water Services Operations area and will be retained throughout construction of the tunnel project
- the green hatched area will be retained by MV's Water Services Construction and Operations groups and will include areas designated for facilities that need to be relocated from the blue area in advance of the tunnel contractor mobilizing to the site; some of these facilities include pipe coating, and valve testing and storage
- the work required to relocate the Water Services facilities to this area will commence this summer and will be completed in 2017; this will allow sufficient time to tender the tunnel construction, which is scheduled to commence in 2018; all of the work will be carried out on MV property and will require minor and occasional delivery of materials; it is estimated that between 5 and 10 vehicle trips per day will be required during this pre-construction phase of the work
- the pink arrows on the plan indicate the access and egress points during tunnel construction; the egress point onto Harbour road is currently being discussed with District staff and will require the temporary removal of between about 10 and 40 parking spaces to allow safe egress of tunnel construction vehicles

#### *Discussion*

*Is it Allied Shipping staff using those parking spots?*

[MV] We're not sure - right now we're looking into who is using those spots. We are also looking at alternative parking.

*How are you going to be managing the access and egress in front of the transfer station where there is considerable amount of traffic right now?*

[MV] We are going to be taking over the current recycling area and will move that facility probably across the road.

[DNV] The plan is to have any queuing that takes place on Metro Vancouver property and not on District streets.

*What is the size of the tunnel?*

[MV] The total will be 1.1 km long at about 6.5 m in diameter - this will allow us to install all three pipes in the tunnel. The plan is to take all of the muck from the north shaft and the tunnel out of the north shaft. We are currently developing a traffic management plan for that.

*Have you made a decision that this will be truck disposal?*

[MV] We're still looking at both trucking and sea disposal options. One of the options we're looking at together with District staff is that there is a barge facility right next to the Beach Yard. It is Lehigh Cement's facility so we are looking if might be able to be made available for our project. Disposal at sea is an accepted practice but there is quite a permitting process so our consultants are currently going through the permitting process to leave that option open for us.

*That would be a significant mitigating factor as far as the community is concerned.*

*Is one of the options to take trucks across the Ironworkers Memorial Bridge?*

[MV] That is part of the traffic management plan in the Preliminary Design.

*Generally in that area the road system is convoluted. Harbour Road is hardly defined as a road but it is considered a District road. With all the work by Metro Vancouver and work on the Transfer Station, I'm wondering whether the District has a master planning process for this area in general.*

[DNV] I'm not aware of any significant plans to change the road network down there south of Dollarton Highway. Also, it is our expectation that the work on the transfer station will take place before the tunnel construction starts.

*One of the things that CMAC has been doing is bringing together the impacts from various construction projects that have different time frames and different agendas and it seems like this is a prime opportunity to have a coordinated approach.*

*This is also an area where people from the community get mixed into industrial traffic and it's not a good situation.*

*What is the expected duration of the tunnel construction?*

[MV] We expect it to be between four and five years.

*Another consideration is that the residential population around the new mall is really increasing right now and the traffic will continue to increase.*

[DNV] There is a planning process for the Maplewood Town Centre area but I'm not sure if that includes making any changes to the new road network south of Dollarton Highway.

[Facilitator] In the past, CMAC's focus has been commenting on Metro projects and Metro has always taken the discussion into consideration in their planning. What will be happening with respect to the District hearing some of the comments that CMAC is making now about this area?

[DNV] Definitely as District staff, we are hearing what is being said and will be considering what we might need to do with respect to these comments.

*I'm concerned that with the increasing amount of traffic in this area that the risks are also going to be increasing and I don't see that this is being addressed.*

*Will you be using a boring machine for the tunnel that also puts in the liner?*

[MV] Yes the tunnel boring machine will put in pre-cast concrete sections as it bores. Two thirds of the tunnel will be in soil and one third will be in sandstone.

*How will the precast units be coming in?*

[MV] We will consider the possibility of using the barge facility - that would be our first priority but it will depend on how the barge facility is currently being used and how we might be able to fit in our needs with Lehigh's.

*Will you also consider staging delivery and stock-piling on site?*

[MV] That is a good idea and we will pass that on to our consultants.

*What is the budget for this project?*

[MV] The construction budget is approximately \$380M but as we go through Detailed Design, we will be looking at this figure more closely.

*How does this project compare to the Port Mann tunnel project?*

[MV] This tunnel is 6.5 meters in diameter while the Port Mann tunnel is 3.5 meters. However the size of this tunnel is in the realm of transit tunnels.

### **3. Capilano Water Main Project**

#### **a. Current Status**

- thank you for your support of the Noise Bylaw variance application - it was approved by DNV Council on May 30
- current status of project is focused on restoration works



- the contractor site office location is being restored and by the end of June will be seeded with grass and all fencing removed
- restoration of landscaping in the boulevard areas continues along the route outside the areas being paved
- some additional sidewalk repair has been assigned to the contractor just north of Mt. Crown on the west side; this is underway and will be complete in a few days but has added to the scheduled time we had allowed for this work; there is now a continuous sidewalk on both sides of Capilano Road; there are a few areas with ongoing sidewalk replacement, currently most of that is north of Clements on the west side of the road
- installation of and connections to a DNV flowmeter chamber just south of Mt. Crown will be completed July 1-15
- the Line Valve Chamber roof is poured and backfill will happen mid-month; work will continue inside the structure for several weeks after the backfill; there are no public impacts from this work
- boulevard restoration landscaping repair is continuing around the paving work so as to limit disruptions

**b. Remaining work - Paving - May - July**



- the paving company has been very efficient and is managing traffic well; this traffic management is coordinated through the contractor; in coordination with DNV, we were able to move the schedule up by several weeks and start in May
- paving is being done in four sections
- traffic flows are working well according to our plan
- sections A and B have the base paving complete; you may have noticed a bump at the centre line in section A; this is a result of a DNV design change and will be levelled before the final lift will be placed
- section B, between Montroyal and Edgewood had base paving completed June 2
- section C needed a few trench repairs and was started on June 13 and will take about two weeks to finish base paving, depending on how much work must be done to restore the base gravel; the methodology there has changed a bit with one side of the road being ground off and base paved before the other side of the road is ground off; this results in through traffic always being on asphalt
- when all sections have base paving, the final lift of paving and line painting will occur between 8pm and 7am over 5 nights during a two-week period and

the granted bylaw variance will allow that work at night; the final lift of paving work is planned for mid July

- during final lift paving, bus pickup will be impacted in the area being paved; drop offs will be by request outside active paving area
- the detour route along Ridgewood, Highland and Montroyal will be retained through to the end of paving work then decommissioned in accordance with DNV requests for retaining some controls which will be turned over to DNV
- when asphalt grinding on Capilano Road is taking place, southbound traffic is being detoured to Highland, northbound traffic is maintained on whichever side of the road is not being actively worked on and buses are allowed through on their once-per-15-minute schedule
- bus traffic is working well; brief stops about every 15 minutes allow southbound buses to pass through; after hours there is two way traffic
- intersections remain open as much as possible with flagger direction at all intersections during the pave
- where active paving or other work interferes with sidewalks or crossings, flag persons and signage direct foot and bicycle traffic if cyclists have to dismount

#### *Discussion*

*The paving section A, only the south-bound lane is paved. The contractor has ground down the north bound lane but has re-compacted the road bed. What is the plan for that?*

[MV] The section north of Montroyal had improvements to the road base done when they rebuilt the road after digging all the trenches. So that area is ready for a final paving. However we now have been directed by the District to change the crown of the road to improve water shedding. That change came in since the contractor had completed the other work and now they will have to go back to ensure that both sides of the road are appropriately profiled.

*Coming out of the side roads in that area, there is quite a bump coming onto Capilano. You might want to advise the community as to what is happening there and when.*

[Facilitator] Are there signs there?

*Yes, there are bump warnings but nothing that indicates why this is happening.*

[MV] We have just had this discussion with the District's Road Engineer given the time period and they indicated that we should cone the centre line to restrict passing and then to provide ramps where there are these bumps.

[Facilitator] In our last CMAC meeting, you reported that the work repairing household water and sewer connections was still taking place. Has this work been completed?

[MV] All the trench work has been completed and there is still some work in paving area D just above Edgemont Boulevard where Fortis needs to move a gas line. We are hoping that this doesn't cause any delays but this will depend on Fortis.

*Do you have a sense of how much traffic is actually using Capilano? It seems Montroyal and Highland still have a lot of diversion traffic.*

[MV] The signs are still in place on Highway 1 advising people headed to Grouse Mountain to use Westview. Motorists heading up Capilano, for instance to the Capilano Suspension Bridge can and are using that route but when they head south, there are detoured around active paving areas. The local detour signs have been removed and we have a lot less out-of-area traffic on those streets.

*How long does it take to clear a bus through?*

[MV] Traffic is held up for less than a minute south bound and longer for north bound.

*With respect to changes to the traffic management, in particular intersections, I recall that there was a commitment to consult with the community ahead of any final decision. Has anything been put into place to do this?*

[DNV] I am not sure of where this was left when Tegan left but we have been hearing from the community with different perspectives. I believe that the approach that is being taken is to consider what we have heard from the community as well as national standards for traffic control.

*I think that there is an expectation in the community that there would be more public discussion than what you are indicating and if so, this should be done quite soon.*

[Facilitator] Earlier comments by the District indicated that there would be a need to wait until the construction was over on Capilano to see what the post-project traffic was prior to moving forward on this.

[DNV] We will take note of this and report back to CMAC at the next meeting what the District's plans are on this.

*You may not get agreement at a public meeting on these intersection controls but hopefully you will at least get understanding rather than a decision that seems to be made without this type of discussion.*

**c. Schedule**

	2016												2017					
	2 <sup>nd</sup> Quarter			3 <sup>rd</sup> Quarter			4 <sup>th</sup> Quarter			1 <sup>st</sup> Quarter			2 <sup>nd</sup> Quarter					
	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June			
DNV Service Connections	█	█																
Sidewalk Restoration	█	█	█															
Boulevard Restoration		█	█	█														
Road Base and Permanent Paving			█	█	█													
Detour Decommissioning						█												
Crossover Chamber at Edgemont Blvd.									█	█	█	█	█	█				

- sidewalk restoration is nearing completion
- boulevard restoration will continue to the end of the month and this includes restoring the office trailer area at the park
- no change to the planned dates for the Edgemont valve chamber

**d. Public Involvement Activities**

Product	Topic	Quantity
Advertisements	Notice of construction and detours	5
Newsletters	Change in local detours and general updates	25
Door hangers	Local access passes, driveway restrictions, service interruptions and temporary parking removal	6
Fact sheets	Project overview, traffic management and construction mitigation	4
Web updates	Construction progress and schedule	20+
Tweets	Project Updates	10
Signage	Information, "Businesses Are Open", way-finding, directional	14+
Community and public meetings	General updates	12
Stakeholder meetings	Project introduction and progress updates	50+
CMAC	Project updates	10
Council meetings	Project updates to DNV Council	5

- actively involved in extensive community outreach throughout
- Fact sheet #4 was distributed recently to approximately 4000 area homes; a newsletter introducing the paving went out to a similar number while approximately 400 homes at a time get an announcement of each new paving section
- following the last CMAC meeting we had a seventh community meeting that 67 residents attended and we had a good Q&A
- 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
- we will continue to be in regular contact with major stakeholders that are most impacted by this work
- we plan to hold a community BBQ event in late summer

*Discussion*

*With respect to changes to the traffic management, in particular intersections, I recall that there was a commitment to consult with the community ahead of any final decision. Has anything been put into place to do this?*

[DNV] I am not sure of where this was left when Tegan left but we have been hearing from the community with different perspectives. I believe that the approach that is being taken is to consider what we have heard from the community as well as national standards for traffic control.

**NEXT MEETING**

The next CMAC meeting will be Wednesday, September 14, 2016 (**5:00-7:00 pm**) at the DNV District Hall Committee Room.