

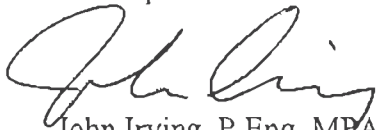


To: Public Works and Transportation Committee
From: John Irving, P.Eng. MPA
 Director, Engineering
Re: Gilbert Trunk Sewer Update

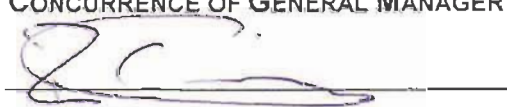
Date: April 3, 2012
File: 10-6060-03-01/2012-
 Vol 01

Staff Recommendation

That the updated alignment for the Gilbert Trunk Sewer upgrade as identified in the attached staff report be endorsed.


 John Irving, P.Eng. MPA
 Director, Engineering
 (604-276-4140)

Att.

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Sewerage & Drainage	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

The existing Metro Vancouver Gilbert Trunk Sewer runs from the Bridgeport Sanitary Pump Station (at Garden City Road and Bridgeport Road) to the Lulu Island Wastewater Treatment Plant via Bridgeport Road, River Road and Gilbert Road, as per the attached map. This main has been in service since 1970 and is the trunk sanitary conveyance for most of the City, including the high density City Centre. There is no redundant system for this main; therefore, it is critical infrastructure for maintaining sanitary sewer service to the majority of the City's residential, commercial, institutional and industrial customers.

In July 2011, staff reported to Council Metro Vancouver's \$97 million plan for replacement of the Gilbert Trunk Sewer over the next five years and the proposed route for the trunk sewer. This report updates Council on changes to the proposed trunk sewer route and Metro Vancouver's proposed public process for the project.

Findings of Fact

Pipeline Route Update

Since the July 2011 staff report to Council, Metro Vancouver received input from the British Columbia Ministry of Transportation and Infrastructure on the proposed trunk sewer alignment. The Ministry expressed a preference for Sea Island Way as opposed to the originally proposed, and Council endorsed, Bridgeport Road alignment. Metro Vancouver accepted the Ministry's comments and amended the trunk sewer route to include Sea Island Way. An updated route for the trunk sewer is provided in Attachment 1 as part of Metro Vancouver's community relations strategy. Staff have reviewed the proposed re-alignment and have concluded that there are no net negative impacts. Therefore, staff recommend that the revised alignment as identified in attachment 1 be endorsed.

Community Relations Strategy

Metro Vancouver has developed a community relations strategy that has been included as Attachment 1. Metro Vancouver's strategy includes:

- Letters to affected residents and businesses, written in English and Chinese;
- On-site construction and information signage;
- The Metro Vancouver web site;
- A Community Liaison Officer;
- A project information line;
- Traffic advisory radio advertisements;
- Neighbourhood public meetings; and
- Meetings with high impact stakeholders.

The project will include four phases and a traffic management strategy will be developed for each phase. It is expected that streets will remain open; however, parking and through traffic may be temporarily restricted to accommodate construction operations.

Metro Vancouver has committed to work closely with the City of Richmond to ensure the impact to residents and businesses is reduced to the extent possible. Input from affected residents and businesses will be considered when determining mitigation measures. Metro Vancouver is committed to providing stakeholders with regular updates on construction progress and mitigation measures to maintain a high level of public awareness regarding the project. Updates will be maintained using a multi-faceted approach that will include:

- Newsletters/notices;
- Metro Vancouver Information Centre (604-432-6200);
- Gilbert Trunk Sewer project web page within the Metro Vancouver website;
- Traffic advisories provided to various media;
- Project information signs placed at strategic locations near construction;
- Advertisements in local news papers; and
- Neighbourhood public meetings if determined necessary by Metro Vancouver.

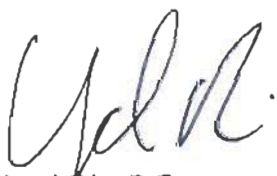
Financial Impact

None at this time.

Conclusion

Metro Vancouver has updated the proposed Gilbert Trunk Sewer Route to include Sea Island Way, as opposed to Bridgeport Road, in alignment with British Columbia Ministry of Transportation and Infrastructure comments on the proposed trunk sewer project. Attachment 1 maps the currently proposed trunk sewer route that includes Sea Island Way.

Metro Vancouver has developed a community relations strategy for the Gilbert Trunk Sewer construction. The strategy includes meetings with stakeholders and a multi-faceted strategy for regularly updating stakeholders.



Lloyd Bic, P.Eng.
Manager, Engineering Planning
(604-276-4075)

LB:lb

Gilbert Road Trunk Sewer

March 30, 2012

Project Overview and
Consultation and Community Relations Strategy



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vancouver

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1. Introduction

a) Project Overview

Metro Vancouver (MV) owns and operates a major trunk sewer in the City of Richmond, which is nearing capacity, and needs to be twinned. A new sewer will be installed to provide increased capacity for future growth. In addition, the majority of the existing sewer will be rehabilitated with a small portion being relocated in order to provide operational redundancy. Together, the two sewers will provide sufficient capacity to service population growth beyond 2061 (see project route map on page 5).

The existing sewer runs from the Bridgeport Pump Station, at Bridgeport Road and Garden City Road, west on Bridgeport Road, south on River Road and south on Gilbert Road to the Lulu Island Waste Water Treatment Plant.

The total length of sewer to be twinned is 9.5 kilometers at a total estimated cost of \$97 million. Due to the size of the project, construction will be phased over the next four to five years. Construction of the first phase, which includes the section between Bridgeport Road and Hollybridge Way, is scheduled for 2012 and 2013.

The City of Richmond has requested that the section of existing sewer located in the dyke along River Road, be relocated rather than rehabilitated. Working with the City of Richmond, Metro Vancouver has determined that the best location for the new sewer is along the abandoned CP Rail right-of-way between Capstan Way and Hollybridge Way (the future location of River Road), where a twin sewer will be installed.

Metro Vancouver staff are currently working with the Ministry of Transportation and Infrastructure to identify the best route between the Bridgeport Pump Station and Capstan Way. Preliminary agreement has been reached on building the sewer from Garden City Way to Sea Island Way to No. 3 Road. Final approval will be subject to the receipt of a detailed design that is acceptable to the Ministry.

b) Community Overview

This project traverses a dense commercial/light industrial area at its northern extent, an area of institutional, municipal and dense residential use in the north-central section, a more single-family-oriented area moving south and into a rural area at the south extent of the overall project.

c) Construction Activities

All areas noted above will be impacted by construction. Activities associated with sewer main installation will include:

- trench excavation
- pipe installation
- backfilling
- valve chamber construction
- traffic detouring and parking restrictions
- increased noise from equipment
- potentially evening and/or weekend work
- restoration.

d) Traffic delays/parking impacts:

There are numerous civic buildings such as a fire hall, hospital and schools which will be impacted by the project. The northern phase of this project is mainly in a railway right-of-way

where there will be only moderate impacts to nearby businesses. However, subsequent phases on Gilbert Road will cause significant traffic delays, and the impact of these will depend on where in the roadway the construction occurs.

A Traffic Management Strategy and Plan will be developed for each phase of this project. It is expected that all streets will remain open during construction, however, parking and through traffic may be temporarily restricted to accommodate the trench and material storage such as pipe, sand and gravel. Pedestrian and bicycle routes may also be temporarily relocated as required and directional signage will be posted in the area.

e) Public Involvement

A responsive approach to informing and receiving input from the affected community is required. This will be achieved through various activities such as:

- letters to affected residents and businesses, written in English and Chinese
- on-site construction and information signage
- the Metro Vancouver website
- a Community Liaison Officer
- a project information line
- traffic advisory radio advertisements
- meetings with high impact stakeholders.

Input from affected residents and businesses is considered when determining impact mitigation measures. In most cases, input received by Metro Vancouver shows that residents and businesses would like to receive regular updates and schedule information.

Metro Vancouver will work closely with the City of Richmond to ensure impacts to residents and businesses is reduced to the extent possible. The commitments to impact mitigation made by Metro Vancouver will be highlighted in communication pieces to the community. Through community dialogue, adjustments to project management will be made to minimize impacts.

This strategy provides an overview of public involvement activities that will be implemented to keep residents informed and provide opportunities for dialogue with the community.

f) Communications Protocol

Prior to the start of construction, Metro Vancouver will draft a Communications Protocol for distribution to Metro Vancouver project staff, the contractor and to City of Richmond staff that provides the following information:

- Brief overview of the project
- Key project contacts
- Project team roles and responsibilities.

Open communication will be the responsibility of the project team:

- Metro Vancouver technical staff and site inspector
- Metro Vancouver's Public Involvement Division
- Metro Vancouver's Community Liaison Officer
- City of Richmond staff.

g) Communication with City of Richmond

The Metro Vancouver project manager will communicate regularly with City of Richmond staff and City of Richmond staff will be requested to assist with the following activities:

- Review and approval of technical documents including permits, variances, etc.
- Review and provide feedback on the Consultation and Community Relations Strategy
- Attend bi-weekly project site meetings
- Attend planning meetings at Metro Vancouver in advance of possible neighbourhood public meeting(s)/open house(s)
- Advise the Metro Vancouver project manager of any issues related to current work
- Respond to inquiries/comments from the public regarding municipal traffic issues, municipal water/sewer main installation, and other City issues.

2. Consultation and Communication Activities

Metro Vancouver provides a variety of opportunities for affected community members to learn more, offer input and ask questions about the project before, during and after construction. Discussions and meetings with affected stakeholders are conducted when necessary and allow for face-to-face interaction with the community.

The following communications activities have been selected to provide information and opportunities for the affected community to ask questions and offer input on this project. These activities are the responsibility of Metro Vancouver staff unless otherwise noted.

- a) **Newsletters/notices** are distributed to the impacted community throughout the project and will be in English and Chinese, including:
- Fact sheet describing the project
 - Pre-construction newsletters to notify the community of upcoming work
 - Update newsletters during construction to advise of changes and impacts
 - Utility interruption notices (if necessary)
 - Driveway blockage door-hanger notices (if necessary)
 - Post-construction newsletters to advise the community of the restoration schedule and thank them for their patience during construction.
- b) The **Metro Vancouver Information Centre** (604-432-6200) supports project community relations by:
- Receiving calls from the public and providing general information about the project or by forwarding technical inquiries to appropriate staff as outlined in the Communications Protocol.
- c) The Public Involvement Division will create a **Gilbert Road Trunk Sewer project web page** within the Metro Vancouver website that will provide up-to-date project and contact information.
- d) Metro Vancouver's **Media Relations Division (Corporate Relations Department)** will provide traffic advisories to various media regarding major road closures/crossings.
- e) **Project information signs** will be placed at strategic locations near the construction area to inform the surrounding community of current and upcoming work.

- f) A **Community Liaison Officer (CLO)** has been assigned to this project and will be most involved when construction is closer to residences and businesses along Gilbert Road. The Metro Vancouver CLO will support project community relations by:
- Visiting the construction site and nearby residents and businesses on a weekly basis
 - Obtaining input from those affected by the construction
 - Providing updates to those affected by construction
 - Tracking issues, input, questions and complaints from the community.
- g) **Advertisements** will be placed in local English and Chinese newspapers as needed, particularly during major closures of roads or public spaces.
- h) **Neighbourhood public meeting(s)** will be held if determined necessary by Metro Vancouver staff and will provide an opportunity for community members to discuss the project, their concerns and the potential impacts. Neighbourhood public meetings will likely not be held during the first phase of the project as the work is located in a primarily commercial/light industrial area and will have minor impacts to the community. Metro Vancouver may, however, hold a neighbourhood public meeting or open house for future phases in which construction will be located in a dense residential area of Gilbert Road, as well as a more residential-oriented area moving south and into a rural area at the south extent of the overall project.

Meetings will be attended by Metro Vancouver engineering and public involvement staff. Municipal staff will be requested to attend to speak to issues under their jurisdiction (e.g. city water mains, traffic management, etc.).

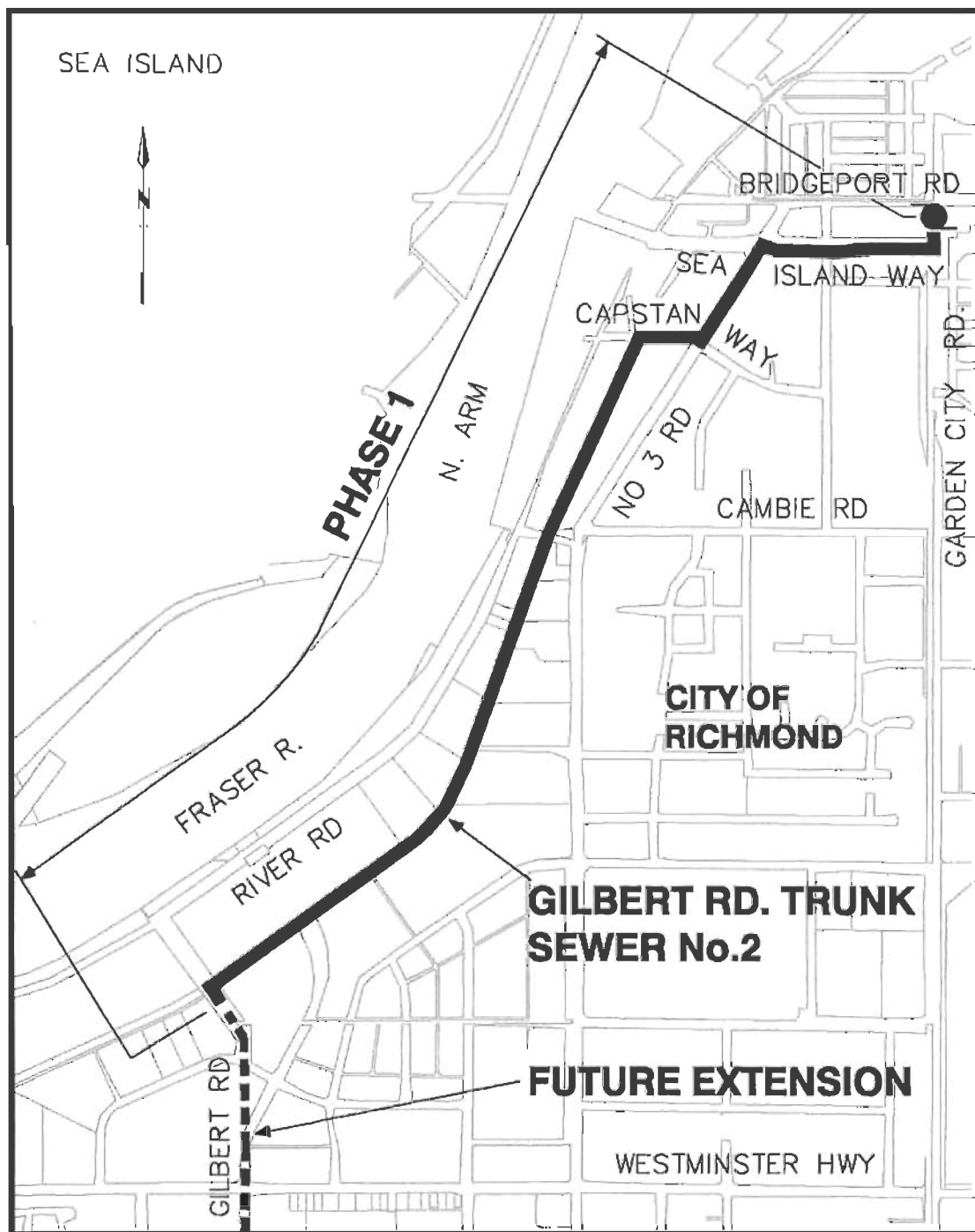
3. Evaluation

Evaluation is an ongoing process to better serve the needs of the affected community members while at the same time demonstrating openness to feedback. Throughout the various construction stages, Metro Vancouver will receive input from the community, project team, site inspector, CLO, municipal staff, and other interested parties.

Input will then be summarized and Metro Vancouver will review the effectiveness of its activities in meeting the consultation and community relations objectives listed in section two of this document.

Feedback from residents and businesses, project team members, municipal staff and other stakeholders will ensure that the consultation and community relations process is transparent and responsive to community interests.

4. Gilbert Road Trunk Sewer Route Maps



GREATER VANCOUVER SEWERAGE & DRAINAGE DISTRICT
GILBERT RD. TRUNK SEWER No.2 - PHASE 1

SCALE: 12,500

KEY PLAN

GJ/04/2012
X-002

Gilbert Road Trunk Sewer Project Overview and Consultation and Community Relations Strategy

