

Issues, Comments, Questions and Metro Vancouver Responses

Lions Gate Public Advisory Committee (LGPAC) Phase 2: Meeting # 3

February 2, 2016, 6 pm – 8:30 pm
Norgate Community Elementary School
1295 Sowden Street, North Vancouver, BC



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1. Welcome and Opening Remarks

Andrea Winkler, Program Manager, Public Involvement, Liquid Waste Services, Metro Vancouver (MV), called the meeting to order at 6:04 p.m. and welcomed all to the Lions Gate Public Advisory Committee (LGPAC) meeting.

Ms. Winkler advised that the draft Request for Proposal (RFP) could not be distributed to the LGPAC members prior to the meeting due to the confidentiality restrictions associated with the competitive process.

The objectives of the meeting are to:

- Provide a project update including the procurement process
- Allow LGPAC members to provide input to the Lions Gate RFP
- Provide an update on planned engagement and consultation activities.

Marni Robinson, Facilitator, Context Research, advised that David Knee, Norgate Park Community Association, and Mehran Avini, District of North Vancouver (DNV), are in attendance as guests.

2. Agenda Review

The LGPAC accepted the agenda, as presented.

3. Air Quality Monitoring Station Follow-Up Action from Meeting #2

Diana Sollner, Chair, LGPAC, advised that she and Mr. Knee had a drafted letter to the Superintendent of Schools, expressing the support of LGPAC and Norgate Community Association for the air quality monitoring station being located at Norgate Community Elementary School. There were minor amendments to the draft letter suggested and LGPAC authorized the Chair and Mr. Knee to co-sign the letter, as amended.

4. Project Update: RFQ and RFP Process

Paul Dufault, Senior Engineer, Policy, Planning and Analysis, Liquid Waste Services, MV, reviewed the procurement process and highlighted:

- The competitive selection process:
 - Five responses to the Request for Qualification (RFQ) were received
 - The RFP will be issued at the end of March 2016 to three of the parties that submitted responses to the RFQ (shortlisted proponents)
 - Technical submissions from the shortlisted proponents will be due at the end of November 2016, and pricing information will be submitted two months afterward
 - The success proponent ("Project Co") will be selected in February 2017
- Outline of the Project Agreement and schedules
- Project schedule.

5. Lions Gate RFP: Community Spaces

Matthew Woodruff, Local Practice Architecture and Design, reviewed the community spaces component of the Lions Gate RFP and highlighted:

- Design requirements being prepared, based on the Indicative Design for the LGSWWTP:
 - Publicly accessible spaces
 - Sustainability
 - Education plan
 - Public art plan
 - Community integration plan

6. Lions Gate RFP: Construction Mitigation and Traffic Management

Neil Snowball, AECOM, reviewed the construction mitigation and traffic management component of the Lions Gate RFP and highlighted:

- Project Co will have the primary responsibility for traffic management
- Review of the existing road network in the vicinity of the LGSWWTP
- Elements of the traffic management study: pedestrians, traffic movement, restrictions (timing/activities), parking, cycling and transit
 - Elements of construction impact: mobility and community impacts

7. Update on LGSWWTP Engagement

Lena Zordan, Public Involvement, MV, provided an update on the LGSWWTP engagement activities:

- A newsletter providing a project update will be delivered to the Norgate community
- An Open House will be held at Norgate Community Elementary School on Saturday, February 20, from 2 pm to 4 pm
- Advertisements for the Open House will be placed in the North Shore News and a flyer will be delivered to the Norgate community
- The dates being considered for the Washington State tour of the LOTT and Brightwater wastewater treatment plants are Saturday, March 5, 2016 or Saturday, April 30, 2016

7. Next Steps, Closing Remarks & Action Items

Ms. Zordan reviewed the actions items arising from the meeting.

The meeting concluded at 8:02 p.m.

8. Issues, Comments, Questions

The following table summarizes MV's responses to questions and concerns provided by attendees, organized by topic, throughout the meeting:

Issue, Comment, Question	MV Response
Request for Proposal	
Where will potential uses for the roof be included in the Project Agreement?	There will be minimum design requirements for the roof (e.g. load bearings) included in the RFP. This will allow maximum flexibility for the ultimate use of the roof.
Will the equipment to deal with the waste in the plant be defined in the RFP? The community will want recourse if the process requirements are not met.	The design specifications will include the fixed processes but the proponents will be free to identify the equipment that would be utilized to meet the specifications.
Do unsuccessful proponents receive any compensation?	The unsuccessful proponents are paid \$500,000 each. The cost to prepare a proposal is generally in the millions.
How does the piping to the plant fit into the RFP?	MV has issued a separate RFP with respect to the conveyance and the pump station. The piping will utilize a traditional procurement model (i.e. design/bid/build). We expect to award the contract in April 2016.
Where will the main connector be located on 1 st Street? Will there be a conflict with the traffic on the Philip Avenue overpass?	The main connector will be located in the vicinity of Philip Avenue and 1 st Street. The exact tie-in location will be determined in consultation with the DNV, and traffic impacts will be considered.
What are the commercial opportunities for the waste?	<p>There are ongoing discussions to purchase the effluent heat generated. We will include the heat pump in the RFP and make a decision on whether to proceed at financial close. There must be a customer for the effluent heat in order for it to make financial sense to proceed.</p> <p>We are looking at the recovery of phosphorus and will make a decision to whether to proceed based on the revised business case.</p> <p>High quality biosolids will be produced for beneficial use including gravel pit reclamation, fertilizing rangeland, hayfields and forests.</p>

Issue, Comment, Question	MV Response
Community Spaces	
There was a previous request for a tower. Has this been included in the RFP?	An observation deck on top of the building is included in the design requirements. The deck is intended to provide unobstructed views of the cycle of water in the region.
Will the requirement that public art and education be “inspiring and engaging” be defined? These are subjective words and cannot be measured.	There will be significant content in the RFP around specific requirements. They must be measurable in order to be enforceable. We want to stimulate the imagination of the proponents in responding to the requirements.
Will there be specialty consultants to evaluate the educational and public components of the submissions?	There are specialized consultants for both those areas that will be involved in the evaluation.
Will the concerns of the Norgate community regarding parking and traffic impacts caused by the education audiences be addressed?	<p>The core education activity will be for school children who will arrive by bus. There will be a space adjacent to the front door that fits two buses so there will be no traffic impact from that audience.</p> <p>The second group will be individuals who are walking, cycling or driving by the LGSWWTP. There will be a small number of parking spaces and bike racks available for them.</p> <p>The third audience is those who will be taking a virtual tour, so they will never physically visit the LGSWWTP.</p>
If the public art and education programs are successful, it could become a tourist attraction.	We are considering the trade-offs between space for parking and space for people.
There may be a bus route on 1 st Street by the time the construction is complete. Seaspan is talking to TransLink about implementing a bus route to provide transit service for their growing workforce.	Comment noted.
Will there be elevators?	Yes, and there will be an extra elevator to the roof.
Will there be an opportunity for an on-site public coordinator?	There will be space to accommodate a public coordinator but this is a MV staffing decision.

Issue, Comment, Question	MV Response
Will members from the community be invited to participate in the committee to select the public art?	It has not been decided at this time. The committee will likely be formed in 2017.
Will the DNV have to provide a building permit?	<p>The DNV will issue both a development permit and a building permit. Project Co will be responsible for securing both permits.</p> <p>We are currently working with the DNV on the requirements of those permits.</p>
Could the cut-off road at the foot of Pemberton be used for parking?	The footprint of the plant includes the cut-off road at the foot of Pemberton. The plan is to locate some parking spaces on the road right-of-way. The DNV has been supportive of this.
Funding	
What if federal funding is not provided?	<p>The MV Board's position to date has been that it requires senior government funding to proceed with the project.</p> <p>Once the contract is awarded, it is no longer eligible for federal funding. The construction contract for the plant will be in the order of \$500 million.</p>
Will the timelines be met despite the fact that funding has not been announced?	The timelines are very tight with respect to meeting the secondary treatment regulations. We are working diligently to meet the timelines while keeping the project eligible for funding.
Construction Mitigation and Traffic Impact	
What are your metrics regarding the vibration impacts?	There will be a precondition survey and investigation done to determine the zone of impact.
Will there be time restrictions on pile driving?	<p>It will be based on the DNV noise bylaw.</p> <p>The more we restrict the hours for pile driving, the longer it will take to complete.</p>

Issue, Comment, Question	MV Response
Was there noise monitoring done of the pile driving during the construction of the Philip Avenue overpass? There was very little noise impact on the Norgate community.	MV will circulate the noise monitoring report.
Trucks are not permitted on Westview Drive so they cannot be detoured to that street.	Comment noted.
Will the access road on the south side of the plant be operational before the construction commences? It could be utilized by construction vehicles and could reduce the impact on 1 st Street.	The road cannot be built until the excavation is complete.
There was not a significant impact to pedestrian and cyclist traffic on 1 st Street while the Philip Avenue overpass was being built. The majority of the community impact resulted from cars utilizing Welch Street.	Comment noted.
When will 1 st Street be extended to take traffic off of Welch Street?	<p>This is a Provincial project and the timelines are not known.</p> <p>MV would like the pipe to be located on the extension of 1st Street. It would be preferable if it could be done at the same time.</p>
When Welch Street and 1 st Street are blocked, drivers utilize 15 th Street and we do not like that.	<p>There are other projects in and around the area. DNV considers the compound effect of the projects when considering the traffic mitigation plans.</p> <p>MV will be asking Project Co to present their traffic mitigation plan to the public prior to the commencement of the construction.</p>
What mechanisms will be utilized to enforce compliance with MV's metrics?	Much of the enforcement is done by the DNV with regard to bylaws. There are mechanisms, such as weekly reviews, that could be used to enforce the contract.
Many contractors ignore resident complaints and it is very frustrating.	Project Co will provide a Community Liaison Officer to respond to and work with the community.

Issue, Comment, Question	MV Response
Enforcement must be done in a timely way, especially when it concerns noise.	The contract language is quite strong and MV can withhold payments to enforce compliance. MV could require that Project Co have a Community Liaison Officer that residents would contact regarding complaints. This has been successfully used in other projects where there are significant construction impacts. Under the procurement arrangement, the financiers become another party that can exert influence on Project Co to perform.
Could a noise monitoring station be located across the street to provide an objective measurement of the noise impacts?	It is more important to monitor whether they are working outside of permitted hours. It is easy to monitor hours of operation. There may be situations, such as large concrete pours, where out of hours operation will be required.
Port Metro Vancouver has introduced a sound monitoring system on the Lower Level Road that could be considered for usage during the LGSWWTP construction.	Comment noted.

Attendance

LGPAC Members: Diana Sollner (Chair), Richard Hancock (Vice-Chair), Dan Bizzotto, Jason Black, Victor Elderton, John Jensen, Arlene King, Rene Kormos, Derek Lunden and Jan Timmer

Guests: David Knee (Norgate Park Community Association), Mehran Avini (North Vancouver District)

Metro Vancouver Resources: Tina Chui (MV), Paul Dufault (MV), Tanya Melanson (MV), Neil Snowball (AECOM), Andrea Winkler (MV), Matthew Woodruff (Local Practice Architecture and Design) and Lena Zordan (MV)

Process Facilitator: Marni Robinson (Context Research)

Recording Secretary: Carol Lee (Raincoast Ventures Ltd.)

Glossary of Terms and Acronyms

Project Co	Design-Builder (builder of the plant)
RFP	Request for Proposal
RFQ	Request for Qualification