

July 19, 2013

Issues, Comments, Questions and Metro Vancouver Responses

Local Business Meeting *Summary*

Tuesday, June 4, 2013, 4:30 – 6:30 p.m.
iDance Studio
#219 – 1305 Welch Street, North Vancouver, BC



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Executive Summary

The meeting held June 4, 2013 provided local North Shore business owners with an opportunity to offer feedback on the three Build Scenarios for the Lions Gate Secondary Wastewater Treatment Plant (LGSWWTP).

Welcome and Consultation Overview

Jaspal Marwah, Policy Coordinator, Public Involvement, Metro Vancouver (MV) welcomed participants and spoke to them about MV's consultation process to-date including the various committees that have been assembled and the public meetings that continue to be held.

Project Definition and Build Scenario Overview

Fred Nenninger, Project Manager, Wastewater Secondary Treatment Upgrades, MV provided the group with an overview of project objectives, project phases and timeline, an overview of the three Build Scenarios and an explanation of the possible procurement models. He also touched on key areas of concern such as odour control, energy and reclaimed water potential, and integrated resource recovery.

Key concerns raised during the session included:

- Odour control
- An increase in truck traffic related to food waste processing
- Truck traffic during the construction phase
- Massing of the site
- Resilience of the plant to heavy rain, floods, storms, and rising sea levels
- Continued involvement in the process
- Building height.

Wrap-Up

Mr. Marwah thanked participants for their involvement and noted that their feedback, comments and questions are helpful to the technical team and will inform how the process continues to unfold. He advised that MV would host further meetings with the business community in addition to public meetings.

1. Introduction and Agenda Review

Jaspal Marwah, Policy Coordinator, Public Involvement Division, MV, called the meeting to order at 4:39 p.m. He welcomed attendees to the meeting, introduced MV staff in attendance, and informed of the purpose of the meeting to: provide local businesses with an opportunity to offer feedback on the three Build Scenarios for the LGSWWTP.

2. Consultation Overview

Mr. Marwah informed attendees that MV is committed to engaging all stakeholders throughout all phases of the project. Since early 2012, MV has been holding meetings with North Shore councils; the MV Board, Utilities Committee and advisory committees; the public; community groups; and local First Nations. Businesses have been engaged through these processes and also through open houses, public meetings, the Lions Gate Public Advisory Committee (LGPAC), and through the Community Resource Forum (CRF).

3. Project Definition and Build Scenario Overview

Fred Nenner, Project Manager, Wastewater Secondary Treatment Upgrades, MV, provided a presentation titled “Lions Gate Secondary Wastewater Treatment Plant – Project Definition/Build Scenarios Overview”, and discussed:

- Updated Integrated Liquid Waste and Resource Management Plan (ILWRMP)
- Plant location
- Four key project objectives relative to: Secondary Wastewater Treatment, Sustainability, Integrated Resource Recovery (IRR), and Community Integration
- Project Phases and Timeline
 - Project Definition (2012-2013)
 - Design and Construction (2014-2020)
 - Decommission of Old Plant (2021)
- Concept Development and Refinement
- IRR Opportunities
- District Energy Potential
- Reclaimed Water Potential
- Odour Control
- Snapshot of the three Build Scenarios:
 - Build Scenario A: Resource – Resources from Waste
 - Build Scenario B: Community – Strengthening Partnerships
 - Build Scenario C: Natural – Brownfield to Greenfield.
- Procurement Models:
 - Design Bid Build (DBB)
 - Design Build (DB)
 - Design Build Operate Maintain (DBOM)
 - Design Build Finance Operate Maintain (DBFOM).

4. Wrap-Up

Mr. Marwah thanked attendees for their participation noting that their feedback, comments and questions are helpful to the technical team and will inform how the process continues to unfold. He advised that MV would continue to come back to the business community for input.

The meeting concluded at approximately 5:38 p.m.

5. Issues, Comments, Questions

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

Issue, Comment, Question	MV Response
Odour	
In regard to odour control, both scenarios A and B have food waste coming to the site. How will you handle the odour issues associated with those materials?	Only Scenario B brings food waste to the site. The food waste from the North Shore is processed at a pulping facility where a lot of water is added. It is enclosed in tanker trucks for transport to this plant and is directly injected into the digester tanks so there are no odour issues.
Is Annacis Island primary or secondary treatment?	This will be a completely different plant than Annacis Island, which is an open tank process – so all the odours come from those open tanks.
All of the stores on United Boulevard have their doors closed all the time. I operate a business that has retail customers and so odour is a key concern.	There are examples of four treatment plants on display on the side of this meeting room. These plants are quite close by in the U.S. and we will have a tour next week to study them. Members of the MV Utilities Committee, LGPAC, and the MV Board are going to visit the plants, which have extensive odour control, so that they can see how modern plants operate. All of these plants are located in urban areas.
Regarding the location of the “dirty” processing end across from the light industrial there are a lot of small businesses. On the map the way it is labeled it is heavy industrial. The District wanted more office and higher employment in that area. How does that work with the odour protection?	That end of the site would have to take that into consideration. We do not have access to the street because of the railway. Odours will be contained throughout the whole site. They will be managed regardless of the massing. It is the look of the profile of the design and build that we can architecturally arrange.
Does effluent have an odour when it is discharged?	No. The effluent is clear like water and does not have an odour.

Issue, Comment, Question	MV Response
Traffic	
Would there be other trucks coming/going from the plant?	The only other trucks leaving would be carrying biosolid materials after the treatment process. That is 3-5 trucks per week at the current plant but could double at a secondary treatment plant.
Do you envision problems on the low road with truck traffic? Will there be steps taken to slow the speed on that road?	There is not a lot of truck traffic associated with the plant. The question around speed limit is a question for the traffic authorities.
During construction would the traffic be significant?	<p>During construction there would be need for concrete trucks – probably not much different than the volume you would see if a concrete building was going up.</p> <p>The project has three phases. When we get into the actual design of the plant MV will continue the consultation process and will meet with the community to talk about concerns around construction. MV works with the local municipalities in terms of traffic management and impacts. This is an ongoing process. Clearly truck traffic during construction can have an impact and MV is aware of that concern.</p>
There is an overpass on the south side that shows a road closure. Are you closing that road?	As far as we know, if the overpass is constructed Pemberton will only be open as an emergency entrance.
How much food waste is at Second Narrows? How many tanker trucks go through West Vancouver and North Vancouver currently?	The volume of pulp food waste that would fill the digesters is approximately 30,000 gallons/day of pulp waste. Tankers can hold 6,000-10,000 gallons depending on their size. Right now there are no trucks because we do not pulp and transport the food waste. Potentially it could be 3-5 trucks per day.

Issue, Comment, Question	MV Response
Traffic	
<p>In all three scenarios there is quite a bit of design for public participation, tours, walkways, school groups, etc. which would generate a lot of car and bus traffic. How do business owners feel about generating more public visitations to this neighbourhood?</p>	<p>Responses from other attendees:</p> <ul style="list-style-type: none"> • For my business, that is good because we are a retail store. But will it cut off the traffic to Pemberton? If so, it would kill my business. A lot of us rely on drive-by traffic. • Since they put the Spirit Trail in, there is an increase in traffic, which is great for businesses. West First is very industrial with a lot of trucks and it is dangerous. There is a lot of speeding. I have traffic and safety concerns. If you are going to attract people to this area there is not a lot that can be done to address that. We are businesses. This strip does not cater to that type of clientele – it would on Pemberton, but not this area. • The traffic concern on Pemberton is that it goes too fast. The posted speed limit is 50 but 70 is typical. This could help with that. <p>MV understands the comments on the need to focus on traffic and safety.</p>
Processing Food Waste	
<p>Is “green waste” lawn waste?</p>	<p>No, the idea is that this plant will deal with food waste. Only Scenario B includes processing of food waste, which is done at a solid waste site (currently done at Second Narrows) and then transported to the plant. We would build a processing machine for food waste and then truck it from that facility in tanker trucks for direct injection into the digester at this plant.</p>

Issue, Comment, Question	MV Response
Processing Food Waste	
Where would the food waste be processed? Is 3-5 trucks per week or day realistic for all the food from the North Shore to be processed without having any affect on traffic or any disruption?	All of the trucks with the food waste will continue to go to the Second Narrows food waste and yard waste processing site. You would have to change your collection programs to separate food waste and garbage if there was going to be any material going directly to this plant because this plant would only process food waste. Only those materials in liquid tanker trucks, not garbage trucks, would bring pulp food waste to directly inject it into the digesters at this plant.
Food waste processing and the resulting truck traffic is a concern and we need a realistic picture of whether this will happen or not.	Food waste processing is only in Scenario B. That business case gets compared to Scenarios A and C and the recommendation on which one to put forward is what we are trying to put together for September.
Site Massing and Design	
The scenarios have most of the massing at the Philip end. Is there any other scenario where you shift the massing to Pemberton where there are already buildings? Are you looking at being able to see through the site?	The way that the plant is configured is with the mechanically intensive process and the Philip end tucked under the overpass to keep it concentrated. The less intensive processes and more public processes move towards Pemberton.
You are delivering the food waste to one end of the site. A suggestion is to deliver it to the other end and reverse where you start and finish the processes.	We are fortunate that the wastewater system flows by the site. The closer we can connect to the Philips end then we will not have to run back from the old plant. It is about piping and the tank integration for containment.
How is the massing set up? Can it be separated?	We will try to provide openings through the site to invite people in. That is an architectural design consideration.
What is the height?	Some of the larger digesters are 20 metres. Other parts of the plant may be 10 metres. We are working with the architects who are aware of the massing and understand that we do not want a big long wall.

Issue, Comment, Question	MV Response
Operations and Maintenance Activity	
What sort of maintenance do these plants need? Do they get shut down?	A treatment plant like this would be highly automated. Even the existing plant is controlled from a remote location most of the time except for an operating crew that is there for a 40-hour per week shift. There are regular operators in the plant and maintenance crews to maintain various pieces of equipment but you do not see much in terms of activity. There are no shutdowns.
Plant Resilience	
How will the plant operate when there is heavy rain?	This plant is being designed for the next 100 years and in consideration of future population and wet weather flows.
What if there are more people using more water on the North Shore – what will be the impact?	We might stage the build for the initial 20 years and then build out later as and when needed.
Does the site design include flood control?	The site is fairly low lying. There is some risk in terms of sea level rise in the course of 100 years. We will build above certain elevations to ensure that over 100 years the plant will survive extreme storms and not be flooded.
When it rains really hard there is flooding like crazy at Pemberton and West First. Was that considered in the design?	In talking to the District of North Vancouver they have informed us that they are doing pipe work to eliminate that issue.
Commercial Component	
In one scenario there is commercial included. Who is building it and maintaining it?	Resource Scenario A is the smallest footprint so there could be space available for commercial. The business model would need to be worked out as to leasing, development, etc.
Fit with Community Plans	
The North Shore is doing community plans in three areas. How does this project fit into those plans?	The plant is an industrial site. MV has been told that any development cannot be residential because it does not fit with the plans but commercial may fit in with the plans.

Issue, Comment, Question	MV Response
Timeline	
<p>What is the timeline for selection of a design?</p>	<p>The technical team is bringing forward business cases for each of the scenarios for the consideration of the MV Utilities Committee this month. There will be further process through the summer and more input from the North Shore municipalities and the LGPAC. It will be late September before there is a recommendation made. By year-end a final decision will be made.</p>
Consultation Process	
<p>Will there be more public meetings?</p>	<p>We are going to be following up with specific consultation with the business community and more public meetings as well. MV is keen to build our database of local business contacts. We want to understand your business neighbourhood so that the designers will understand what the impacts could be once we move to design. Any other feedback to staff would be welcomed – we would be pleased to meet with you.</p>
<p>There are three options that have been presented to us, but the decision will be made by a government body that we do not have input into.</p>	<p>All the comments today go back to the elected officials through the MV Utilities Committee and the MV Board for their consideration as they are making their decision.</p> <p>There is more public process throughout all the phases of the project. We need to see what the scenarios cost, how much energy they produce, etc. before we narrow it down to one scenario. Right now we are developing business cases for each one.</p>

Reference Material Distributed to Workshop Participants

1. Lions Gate Secondary Wastewater Treatment Plant Feedback Form

Attendance

Metro Vancouver Resources: Jaspal Marwah (Facilitator) (Policy Coordinator), Fred Nenninger (Project Manager), Marie Griggs (Manager, Public Involvement), Andrea Winkler (Policy Coordinator), Raman Bhangu (Communications Officer), Joy William (Administrative Support).

Recording Secretary: Rae Ratslef, Raincoast Ventures Ltd.