

# AGENDA ADDENDUM

*REGULAR MEETING OF COUNCIL*

**Monday, April 7, 2014**

**7:00 p.m.**

**Council Chamber, Municipal Hall**

**355 West Queens Road,**

**North Vancouver, BC**

**Council Members:**

Mayor Richard Walton

Councillor Roger Bassam

Councillor Robin Hicks

Councillor Mike Little

Councillor Doug MacKay-Dunn

Councillor Lisa Muri

Councillor Alan Nixon



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## REGULAR MEETING OF COUNCIL

7:00 p.m.  
Monday, April 7, 2014  
Council Chamber, Municipal Hall  
355 West Queens Road, North Vancouver

### AGENDA ADDENDUM

THE FOLLOWING LATE ITEMS ARE ADDED TO THE PUBLISHED AGENDA

#### 9. REPORTS FROM COUNCIL OR STAFF

##### 9.13 Request for Noise Regulation Bylaw Variance – Fern Street Intermittent Road Closures

File No. 08.3060.20/052.12

*Recommendation:*

THAT Council relax the provision of Noise Regulation Bylaw 7188, which regulates construction noise during the night and weekends, for ITC Residential BC I Inc. and Seylynn Developments LP from April 14 to September 17, 2014.

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COUNCIL AGENDA/INFORMATION			
<input type="checkbox"/> In Camera	Date: _____	Item # _____	
<input type="checkbox"/> Regular	Date: _____	Item # _____	
<input type="checkbox"/> Agenda Addendum	Date: _____	Item# _____	
<input type="checkbox"/> Info Package			
<input type="checkbox"/> Council Workshop	DM# _____	Date: _____	Mailbox: _____



## The District of North Vancouver REPORT TO COUNCIL

April 2, 2014

File: 08.3060.20/052.12

Tracking Number: RCA -

**AUTHOR:** Stephen Bridger – Section Manager, Engineering Planning and Design

**SUBJECT:** Request for Noise Regulation Bylaw Variance – Fern Street Intermittent Road Closures

### RECOMMENDATION:

THAT Council relax the provision of Noise Regulation Bylaw 7188, which regulates construction noise during the night and weekends, for ITC Residential BC I Inc. and Seylynn Developments LP from April 14 to September 17, 2014.

### REASON FOR REPORT:

The Noise Regulation Bylaw prohibits any construction related sound or noise during the night, except if such construction activities would be more disruptive to vehicular traffic during the day.

To minimise disruption to traffic, ITC and Seylynn Developments have applied for a variance to the District's Noise Regulation Bylaw to enable the lifting of structural formwork or "fly table lifts" above Fern Street during the night. This is required for the portion of the building construction fronting Fern Street. Staff support this request because this work is not noisy and night time work will minimise traffic disruption while protecting public safety.

### SUMMARY:

Noise Regulation Bylaw 7188 prohibits construction noise during the night. The Bylaw provides for Council to grant a variance if such construction activity would be more disruptive to vehicular traffic during the day.

For ITC's construction of the Seylynn Village building, it is necessary for their tower crane to lift formwork out of the building and up to the next floor being built. Although ITC's tower crane is located within the Seylynn Village site, along the Fern Street frontage, the formwork must be lifted above Fern Street, and requires traffic to be stopped during the lift for safety reasons.

**SUBJECT: Request for Noise Regulation Bylaw Variance – Fern Street Intermittent Road Closures**

**April 2, 2014**

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Traffic must be stopped in 7 minute intervals within a one hour window, once per week while the lifting occurs. There are 25 levels proposed for the building and construction of Level 6 and above requires weekly movement of structural formwork (i.e. one floor per week). Five “fly table lifts” of 5 to 7 minutes each are proposed to take place within a one hour duration each week. Thus the estimated total closure time is 35 minutes during the weekly one hour period. In between lifts, Fern Street will be open to traffic with assistance of traffic control personnel. No closure will be permitted after 6:00 am or prior to 9:30 pm. This procedure is to be in place until all levels of the building are constructed up to 5 months hence (April 14 to September 17, 2014).

This request is outlined in a letter from ITC dated March 25, 2014 (Attachment #1). The relaxation of the Bylaw will allow the contractor to complete the works in a weekly window between the hours of 9:30 pm to 6:00 am and between Sunday to Wednesday morning.

**BACKGROUND:**

The Seylynn Village development includes significant, potentially disruptive construction such as the new sewer on Mountain Highway and the Keith Road Extension. Allowing the “fly table lifts” to occur at night when traffic volumes are low will minimise traffic disruption.

**EXISTING POLICY:**

Under Section 6(b) of Noise Regulation Bylaw 7188 Council may, by resolution, relax the regulation that prohibits construction noise during the night and on weekends when such activities would be more disruptive to vehicular traffic if carried out during the day.

**ANALYSIS:**

The Fern Street closures will be closely monitored and should traffic problems develop the actual timing of the works within the allowable hours may be subject to change. Specific conditions will be outlined in the Highway Use Permit and a Traffic Management Plan (TMP).

ITC has indicated the relocation of the “fly tables” will not cause a significant amount of noise and management of the traffic in the area will be the primary source of noise.

**Timing/Approval Process:**

Approval by council is required as early as possible.

**Concurrence:**

ITC and Seylynn Developments have been granted permission by MOTI regarding the highway exit impacts and an email communication for this is included in Attachment #1.

**Financial Impacts:**

None anticipated.

**Liability/Risk:**

Limited risk to the District provided adequate traffic management protocols are followed.

**SUBJECT: Request for Noise Regulation Bylaw Variance – Fern Street Intermittent Road Closures**

**April 2, 2014**

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**Social Policy Implications:**

Complaints from residents or commuters may occur.

**Environmental Impact:**

None anticipated.

*for S* 

Stephen Bridger, P.Eng.  
Section Manager, Engineering Planning and Design

<u>REVIEWED WITH:</u>	<u>REVIEWED WITH:</u>	<u>REVIEWED WITH:</u>	<u>REVIEWED WITH:</u>
<input type="checkbox"/> Sustainable Community Development	<input type="checkbox"/> Clerk's Office	External Agencies:	Advisory Committees:
<input type="checkbox"/> Development Services	<input type="checkbox"/> Corporate Services	<input type="checkbox"/> Library Board	<input type="checkbox"/> _____
<input type="checkbox"/> Utilities	<input type="checkbox"/> Communications	<input type="checkbox"/> NS Health	<input type="checkbox"/> _____
<input type="checkbox"/> Engineering Operations	<input type="checkbox"/> Finance	<input type="checkbox"/> RCMP	<input type="checkbox"/> _____
<input type="checkbox"/> Parks & Environment	<input type="checkbox"/> Fire Services	<input type="checkbox"/> Recreation Commission	
<input type="checkbox"/> Economic Development	<input type="checkbox"/> Human resources	<input type="checkbox"/> Other: _____	
	<input type="checkbox"/> ITS		
	<input type="checkbox"/> Solicitor		
	<input type="checkbox"/> GIS		



March 25, 2014

**North Vancouver District**

355 West Queens Road  
North Vancouver, BC, V7N 4N5

Attn: Nelly / Alex  
Via email:

**Re: Seylynn Building C – Fly Table Schedule (Noise Variance Application)**

Due to the requirement for structural progression the use of formwork “fly tables” will need to be implemented beginning with the L6 Structure. Due diligence and Public Safety Concerns will require the temporary closure of Fern Street. The closure on Fern will take place in the early morning hours on Monday, Tuesday or Wednesday weekly, from the hours of 5:00 am to 6:00 am. The exact day of the week cannot be determined due to Statutory Holidays and interrupted or unpredicted conditions on site.

ITC and Seylynn Developments have contacted the Ministry of Transportation regarding the intended closure of the Right Turning Lane off of Highway No. 1. The MOT has accepted the intended closure during the above noted hours (see attached email) and indicated traffic volumes are at a subdued level during the 5:00 am to 6:00 am timeframe. The Ministry of Transportation will require a CMS board be placed 800 meters back from the off ramp indicating the Right Turning Lane is closed and the detour route to enter the District of North Vancouver is Main Street. The closure of the Right Turning Lane will be for the full one hour duration as the CMS board cannot be switched on and off to allow intermittent traffic flow.

Fern Street East Bound and Fern Street West Bound will be subject to intermittent closures. There are a total of 5 “fly table lifts” that will take place in the one hour duration. Each “fly table lift” will take 5 to 7 minute’s total. This leaves a window of approximately 5 minutes where traffic can be routed through the working zone and any back log can be cleared. The traffic study of Fern Street completed by Howes Technical Advantage Ltd. Indicates subdued traffic flows during the 5:00 am to 6:00 am timeframe.

Work during these hours will require a noise bylaw variance from the District of North Vancouver. The closure is required during the 5:00 am to 6:00 am time as it will cause the least impact to the public and traffic flows. The intended operation of relocating the “fly tables” will not cause a significant amount of noise, traffic patterns in the area will generate more noise than the work being proposed. The requested variance would be required from April 14, 2014 to September 17, 2014.

Regards,  
ITC Residential BC I Inc.

  
Grant Myles  
Sr. Project Manager



## Grant Myles

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**To:** Grant Myles  
**Subject:** FW: No.1 HWY - District of North Vancouver

Hi Grant,

Thanks for the email.

This traffic management plan looks fine. Please move the CMS board back to the guardrail flare about 800m west of the current location. Make sure the CMS is turned on/off at the time of the opening / closing. Traffic volumes for right turn WB Fern street will be low at 5am-6am, I don't see any concerns for a 1 hour right turn weekly closure for 5 months.

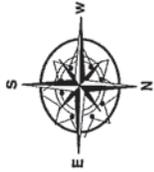
Please send me an updated schedule when you know your first start date, but the closure is approved. I'll be away around April 14th but [Ernst.Boeder@gov.bc.ca](mailto:Ernst.Boeder@gov.bc.ca) will be filling in for me. Cc him on the correspondence.

Best,

Jesse Morwood | Area Manager  
Ministry of Transportation and Infrastructure | Squamish  
Ph: 604.312.4530 | Fax: 604.898.4376  
[Jesse.Morwood@gov.bc.ca](mailto:Jesse.Morwood@gov.bc.ca)

For current road conditions: [www.DriveBC.ca](http://www.DriveBC.ca)

	Regulatory Speed Limit	50 Km/hr	60 Km/hr	70 Km/hr	80 Km/hr	90-100 Km/hr
1a	Trailer length for lane closure	35 (1:10)	55 (1:15)	75 (1:20)	90 (1:25)	110 (1:30)
1b	Trailer length for shoulder work on a road 10% or more	5	8	10	12	15
2	Minimum distance between cones or tubular markers	10	10	10	10	10
3	Minimum Margent between	30	60	90	120	150
4	Distance between construction signs	40	60	80	100	150

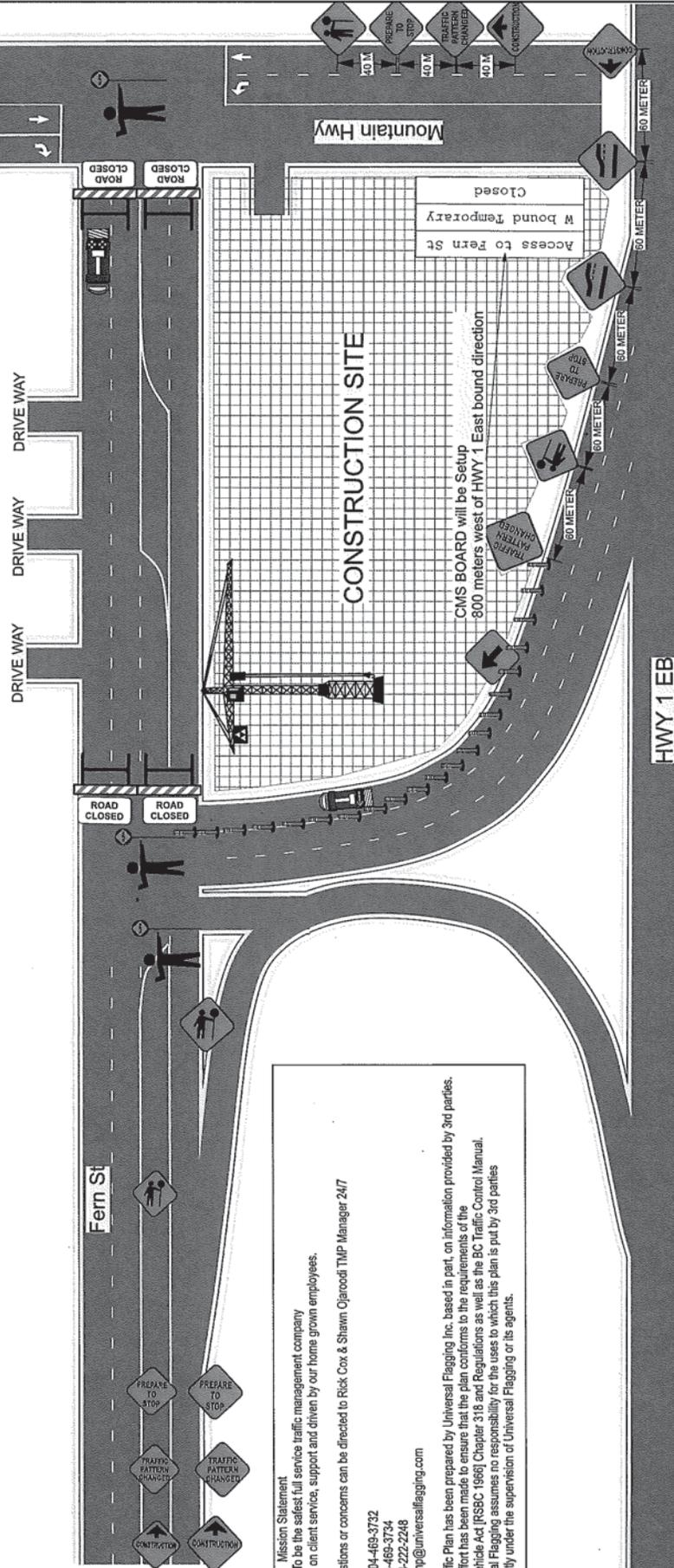


**Universal Flagging**  
TRAFFIC CONTROL

Date: 17-03-2014 Author: SHAWN OJAROODI Project: ITC CONSTRUCTION /CRANE LIFT  
tmp: 001

**Comments:**  
 -Temporary closedown East and West directions on Fern Temporary  
 -Five 5-7 min temporary closure in an hour ( Once a Week for 5 Months )  
 -Traffic Pattern will be changed just Temporary

TCP's will assist pedestrians and traffic in and around work zones.  
 -Advance Warning signs may be located upstream of what is indicated  
 -Please refer to M.O.T. Manual for all terms and distances related to traffic control.



**Mission Statement**  
 To be the safest full service traffic management company focused on client service, support and driven by our home grown employees.

Any questions or concerns can be directed to Rick Cox & Shawn Ojaroodi TMP Manager 24/7

Office: 604-469-3732  
 Fax: 604-469-3734  
 Cell: 778-222-2248  
 Email: tmp@universalflagging.com

This Traffic Plan has been prepared by Universal Flagging Inc. based in part, on information provided by 3rd parties. Every effort has been made to ensure that the plan conforms to the requirements of the Motor Vehicle Act [RSBC 1986] Chapter 318 and Regulations as well as the BC Traffic Control Manual. Universal Flagging assumes no responsibility for the uses to which this plan is put by 3rd parties not directly under the supervision of Universal Flagging or its agents.

# Memorandum

**To:** Grant Myles, ITC Construction Group  
**From:** Donna Howes, P.Eng., Howes Technical Advantage Ltd.  
**cc:** Brian Wallace, P.Eng., BWW Consulting  
Sasson Nikserescht, Seylynn  
**Date:** March 26, 2014  
**Re:** **Seylynn Development: Traffic Data Fern Street**

This Memorandum provides a short summary of the data available for Fern Street to support the application for road closures for the Seylynn Development.

The request was to provide traffic data on Fern between Mountain and Highway #1 for the period between 5-6am.

The Transportation Study for the Seylynn Development (BWW Consulting July 2012) did not include counts that started at 5am. The Peak hour counts are shown in Exhibit 1.

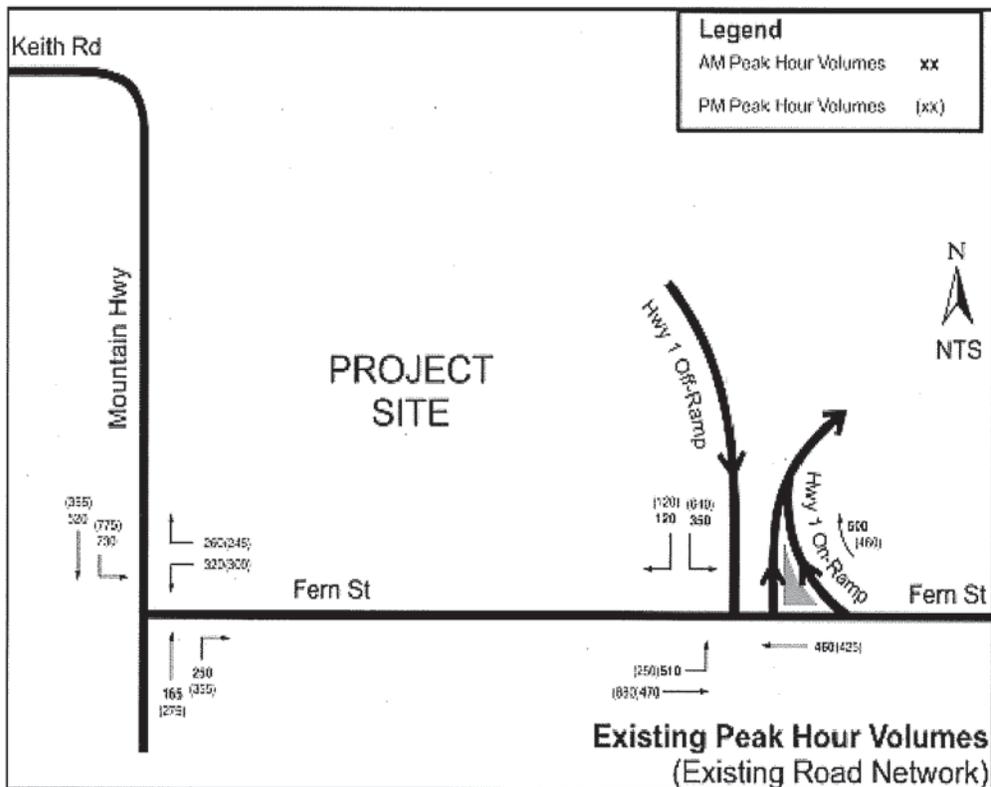


Exhibit 1: Peak Hour Volumes

Data was provided by MoT for the intersection of Fern and Highway #1 for July 2011. This data has been reviewed and there is 24 hour data collected at 15 minute intervals.

The morning traffic for Tuesday July 12, 2011 has been graphed in Exhibit 2 which shows the build-up of traffic in the peak hour.

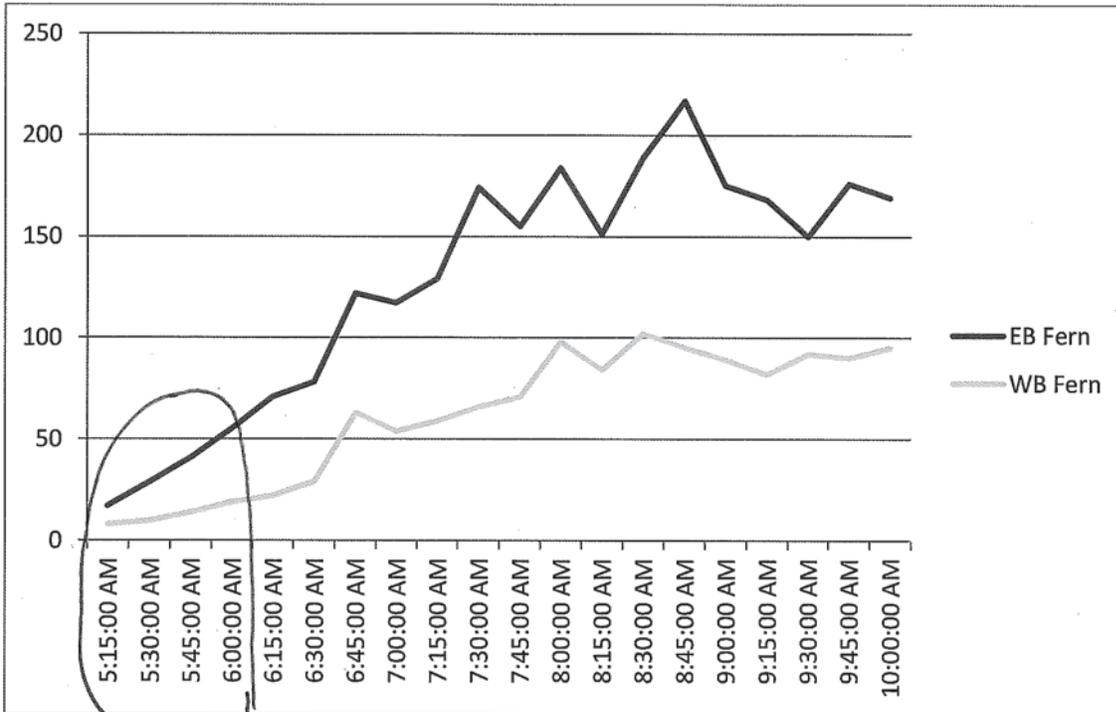


Exhibit 2: Fern Street between Mountain and Highway #1, MoT data - July 12, 2011

The 5-6 am period represents approximately 17% of the total peak hour traffic on Fern Street. Based on the time of year, the data was reviewed and compared with the peak hour data used in the Transportation Study.

FERN STREET (between Mtn and Hwy#1)	EB	WB
Peak hr: Transportation Study, 2012	980 v/h	580 v/h
Peak hr: MoT , July 12, 2011	749 v/h	379 v/h
% diff	76%	65%
5-6am: MoT 2011, July 12, 2011	<del>142 v/h</del>	<del>51 v/h</del>
5-6am: MoT 2011, July 12, 2011 <i>adjusted</i>	<del>189 v/h</del>	<del>78 v/h</del>

*52 v/h      20 v/h*

The data was also reviewed for Wed and Thurs and the values are approximately the same. Monday traffic is generally lighter.