

REPORT

Engineering Services and Parks and Recreation

To:	Mayor Johnstone and Members of Council	Date:	February 13, 2023
From:	Lisa Leblanc Director of Engineering Services	File:	01.0185.20 (Doc#2221832)
	Dean Gibson Director of Parks and Recreation	Item #:	2023-91
Subject:	Temporary Working Space Agreement (GVSD590) for 590 Blackberry Drive		

RECOMMENDATION

THAT Council approve the Temporary Working Space Agreement at 590 Blackberry Drive for execution by the Mayor and City Clerk as outlined in this report.

PURPOSE

To seek Council's authorization to enter into a Temporary Working Space Agreement with Greater Vancouver Sewerage and Drainage District ("Metro Vancouver") and Onni Development (Victoria Hill) Corp. (the "Onni").

BACKGROUND

Metro Vancouver maintains and operates existing sewer facilities, known as Glenbrook Combined Trunk Sewer New Westminster Interceptor, situated within the Glenbrook Ravine lands and protected under a Statutory Right of Way (SRW). Metro Vancouver is planning the construction of the Glenbrook Combined Trunk Sewer Interceptor CSO Gate Replacement in the summer of 2023. The project is located within the north portion of the Glenbrook Ravine (highlighted in Figure 1 below, and referred to as 'Parcel P'). Metro Vancouver has requested a temporary working space within portions of the Glenbrook Ravine lands for access, laydown and storage of construction materials for the project. Onni Development currently owns this portion of the Glenbrook Ravine.

As part of the Woodlands development agreement, Onni is required to transfer Parcel P as parkland to the City following the final completion of works within the development. The land transfer from Onni to the City is still pending.



The City must enter into a Temporary Working Space Agreement with Metro Vancouver and Onni to enable Metro Vancouver to tender the works in **February 2023**. Construction is expected during the dry summer months, between **May to October 2023**.

On June 27, 2022, Council considered this Temporary Working Space Agreement report and directed staff to work with Metro Vancouver to explore maintaining access to all public

footpaths, either existing or through temporary means, during the term of the agreement. Staff are now reporting back on the findings.

EXISTING POLICY/PRACTICE

It is the practice of the City to enter into temporary license agreements while ensuring potential risks and liabilities are mitigated. Metro Vancouver will indemnify and hold harmless the City while the project is being undertaken.

ANALYSIS

At the request of the City, Metro Vancouver retained Stantec to investigate the feasibility of providing public access to the North–West areas of the Glenbrook ravine during construction. The existing trail from Glenbrook Ravine will be closed through construction for safety reasons. Two temporary trail locations (West temporary trail option, off Glen Court and East temporary trail option, east of existing Glenbrook Drive access) were assessed during the investigation (refer to trails highlighted in green in Figure 2 below).



Figure 2 Temporary trails investigations

The report and findings from Stantec **do not recommend** either of the temporary access trails be constructed as part of this project for the following reasons:

- Significant and long-lasting environmental impacts to Glenbrook Ravine, including the removal of 23 trees for the east option and 40 trees for the West option;
- High risk to public safety with the public being meters away from deep excavations (7m deep) and construction equipment; and
- Compromise to the ravine slope stability in both options.

Although Metro Vancouver proposes to close the east access from Glenbrook Drive, the pedestrian access from Ginger and Blackberry Drive (west stair access), Kwantlen Court (east stair access), and Jamieson Crescent (trail accessed from the south) will remain open through construction (Refer to Figure 3 below). Traffic control personnel and wayfinding signage will be located along the open trail areas to ensure public safety.

Construction trucks from Jamieson Crescent will be restricted to certain time periods, i.e. 7 am to 8 am and 5 pm to 6 pm, with comprehensive traffic control in place.



Figure 3 Pedestrian Access to Glenbrook Ravine during construction

Through discussions with Metro Vancouver, staff identified that the existing stairs at Kwantlen Court (east access) are at the end of life and require rehabilitation. Metro Vancouver is prepared to rehabilitate the Kwantlen Court stairs, upgrading them from timber steps to concrete, prior to the start of construction. This rehabilitation offers a permanent improvement to Ravine access from the east. Metro Vancouver will bear the cost of this work as an offset measure for the disruption to the North-West sections of the Glenbrook Ravine, resulting in a net benefit to the neighbourhood and park users for the long-term.

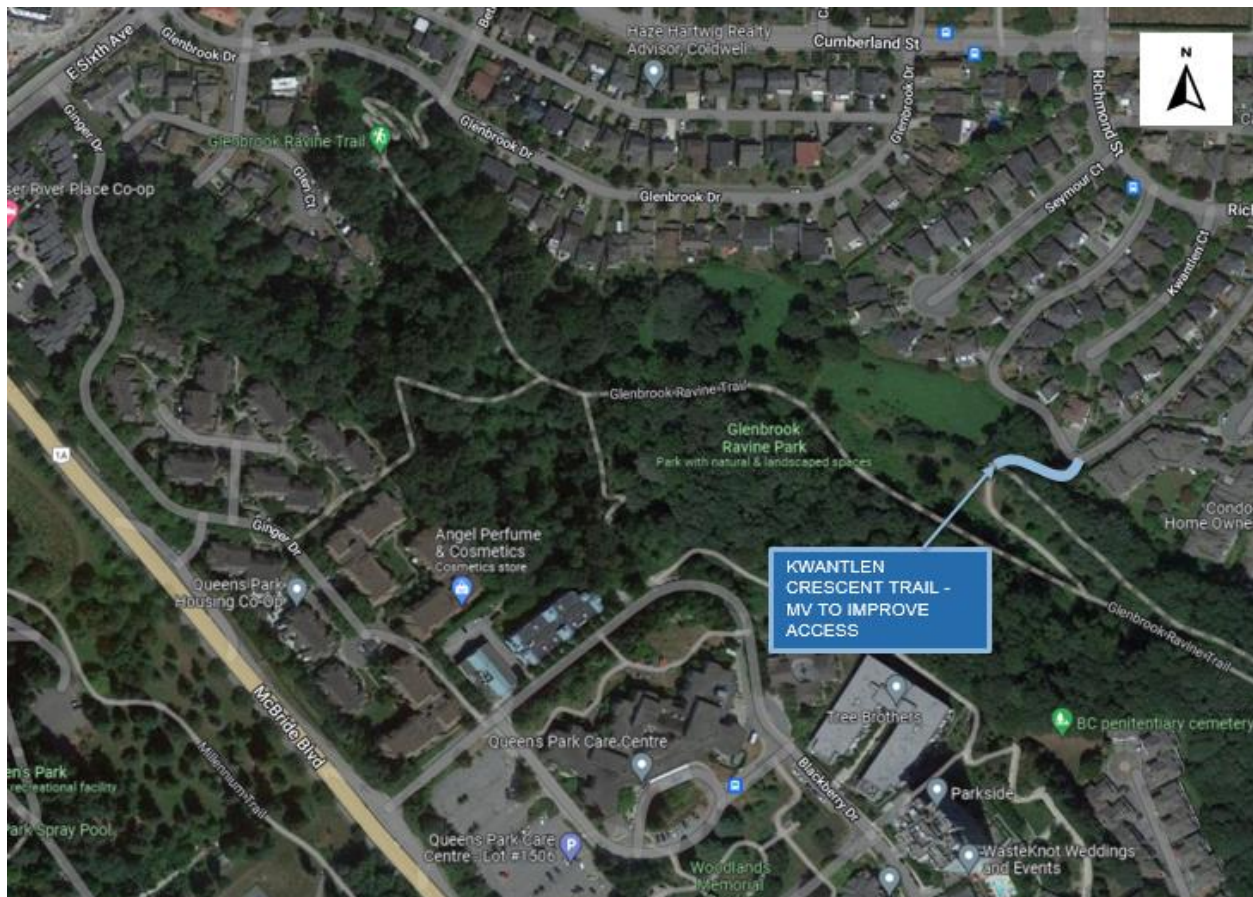


Figure 4 Kwantlen Court staircase rehabilitation – Offset measure

Staff agree with the comprehensive proposed park access plan during construction, including the offset measure and have facilitated the inclusion of these measures into the temporary space agreement (See attachment 1).

In order for the agreement to be executed, Council must delegate authority to the Mayor and City Clerk.

FINANCIAL IMPACT

There is no financial impact to the City. The rehabilitation of the Kwantlen Crescent access stairs will be a net benefit to the City.

INTERDEPARTMENTAL LIAISON

Interdepartmental liaison to date has included coordination between Engineering Services, Parks and Recreation, and the City's Solicitor in reviewing the agreement and access considerations.

OPTIONS

The following options are presented for Council's consideration:

1. THAT Council approve the Temporary Working Space Agreement for execution by the Mayor and City Clerk as outlined in this report;
2. Provide staff with other direction.

Staff recommend options 1.

CONCLUSION

Approval of this temporary working space is essential for the work plan and timeline of Metro Vancouver's Glenbrook Combined Trunk Sewer Interceptor CSO Gate Replacement project. Proceeding with the replacement works will help improve the operation of the existing Metro Vancouver trunk sewer interceptor system, which the City Sanitary and Drainage system is dependent upon. In addition, access to the Ravine will be improved over the long term.

A Council resolution is required. Staff recommends that Council approve the execution of the Temporary Working Space Agreement as outlined in this report and attached herein.

ATTACHMENTS

Attachment 1 – Temporary Working Space Agreement
Attachment 2 – Stantec Memo on Temporary Trail Options
Attachment 3 – Metro Vancouver Project Presentation

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