



# Centerm Expansion Project

**Application Review Phase - Round 2  
Discussion Paper and Feedback Form**

## We want to hear from you

The project team will be consulting with the public between May 15 and June 2, 2017. This discussion paper and feedback form provides an overview of key project construction activities, as well as details regarding a proposed community investment program.

### How your input will be used

The project team will consider feedback received during this consultation period to refine proposed project mitigations, construction communications methods and the project's proposed community investment program. Input provided will be considered as part of the Vancouver Fraser Port Authority's Project and Environmental Review process.

The project team will compile public feedback in an engagement summary report, and will prepare a consideration report providing the project team's responses to feedback received. These documents will be made available at [portvancouver.com/centermexpansion](http://portvancouver.com/centermexpansion).

### Open houses

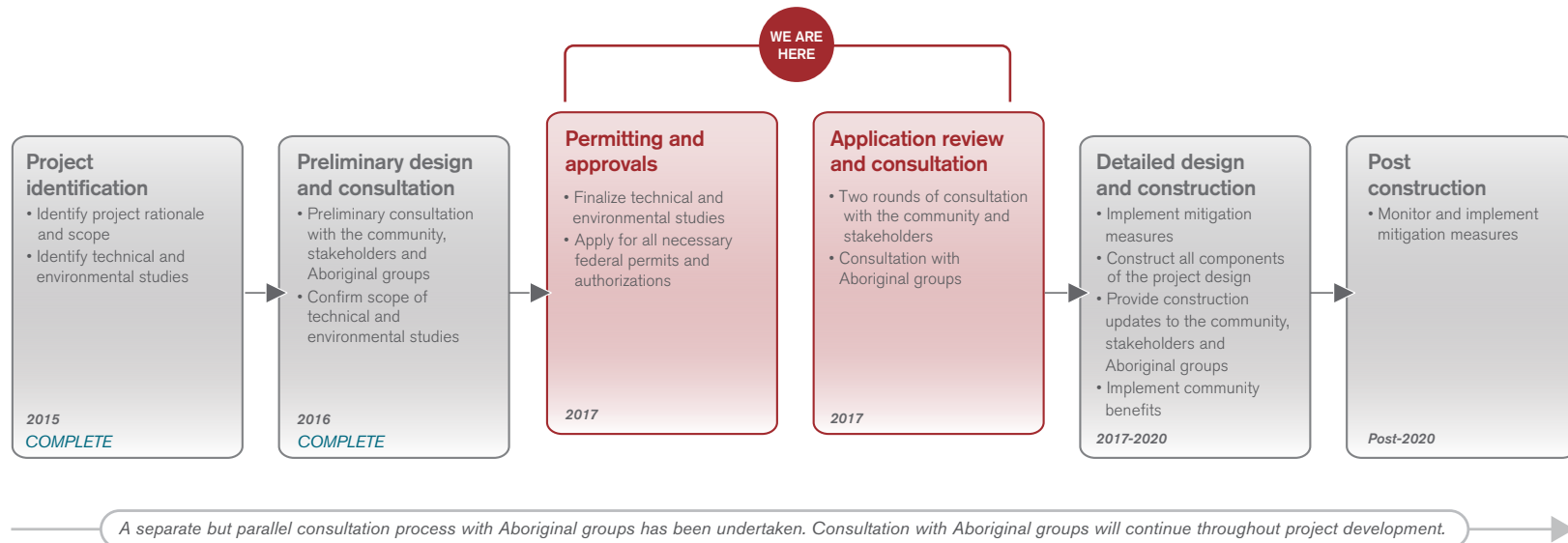
Drop-in to learn more and provide your feedback, no RSVP is required.

Date/Time	Location
Thursday, May 25 4:00 p.m. - 7:00 p.m.	Japanese Language School Japanese Hall 487 Alexander Street, Vancouver
Saturday, May 27 1:00 p.m. - 4:00 p.m.	Morris J Wosk Centre for Dialogue Strategy Room 320 (enter via Seymour Street courtyard entrance) 580 West Hastings Street, Vancouver

### You can learn more and provide feedback by:

- Attending an **open house** (drop-in, see schedule)
- Reading this **discussion paper and completing a feedback form** (hard copy or online at [porttalk.ca/centermexpansion](http://porttalk.ca/centermexpansion))
- Reading the full **project permit application** at [www.portvancouver.com/development-and-permits/status-of-applications/centerm-expansion-project/](http://www.portvancouver.com/development-and-permits/status-of-applications/centerm-expansion-project/)
- Reading the **Round 1 discussion guide, summary report and consideration report** at [portvancouver.com/centermexpansion](http://portvancouver.com/centermexpansion)
- Visiting [porttalk.ca/centermexpansion](http://porttalk.ca/centermexpansion)
- Providing a **written submission**
  - By email: [centermexpansion@portvancouver.com](mailto:centermexpansion@portvancouver.com)
  - By mail: Vancouver Fraser Port Authority  
Attention: Centerm Expansion Project Team  
100 The Pointe, 999 Canada Place,  
Vancouver, BC, V6C 3T4
- **Calling** 604.665.9563

# Previous consultation and where we are today



This is the second round of consultation in the proposed Centerm Expansion Project’s application review phase. Preliminary consultation was also undertaken by the project team in 2016.

During Application Review Phase Round 1 consultation – held from February 20 to March 24, 2017 – we provided information and asked for feedback on the proposed design of on-terminal and off-terminal works, results of technical and environmental studies, anticipated construction activities, and a proposed community investment program.

Feedback heard to date is being considered as part of the port authority’s Project and Environmental Review process and as the project progresses through further development. We have also considered feedback received during the preliminary consultation phase in 2016, in which we presented the scope of proposed technical studies and community investment themes.

For additional information about the Centerm Expansion Project, refer to the discussion guide from Round 1 consultation, available at [portvancouver.com/centermexpansion](http://portvancouver.com/centermexpansion).



# About Centerm

Centerm is an existing container terminal operated by DP World Vancouver on the south shore of Vancouver's inner harbour, and located on federal lands and waters managed by the Vancouver Fraser Port Authority.

## What is the Centerm Expansion Project?

The Centerm Expansion Project is a proposed series of improvements to Centerm container terminal and port roads. Subject to regulatory approvals, the on-terminal improvements would increase the maximum container handling capacity at Centerm by two-thirds, from 900,000 twenty-foot equivalent unit containers (TEUs) to 1.5 million TEUs. The project would include an increase to the terminal footprint by approximately 15 percent and reconfiguration of the terminal to increase the container capacity of Centerm.

The off-terminal (South Shore Access Project) improvements include a new Centennial Road overpass and an extension to Waterfront Road. These improvements would contribute to the port authority's long-term objective to improve goods movement and access along the entire south shore port area. The improvements would address road congestion and increase efficiency within the port by providing grade-separated rail crossings for port users, and removing port-related traffic from surrounding roads, while providing a continuous port road to Highway 1.

## About DP World Vancouver

DP World Vancouver is part of DP World, one of the largest marine terminal operators in the world with 78 terminals across six continents. DP World Vancouver operates the Centerm container terminal, and for over 90 years, has provided safe, efficient and reliable cargo handling services along Vancouver's waterfront. In 2015, DP World Vancouver employed 157 staff and the equivalent of 320 full-time International Longshore and Warehouse Union workers at Centerm.

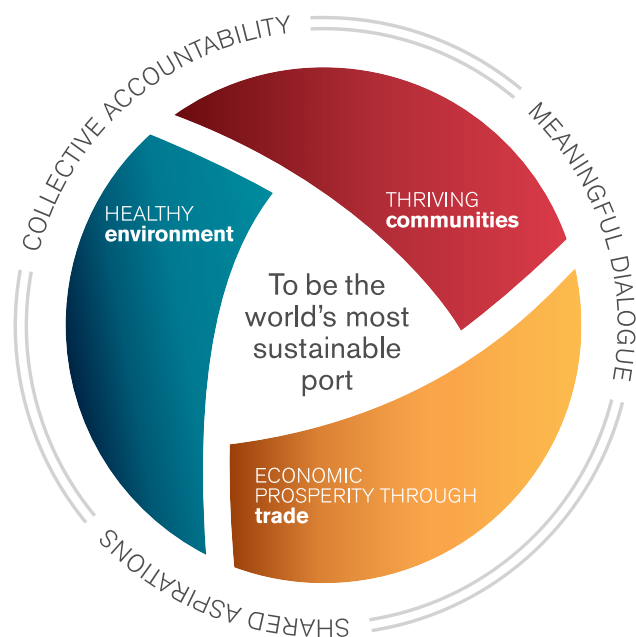
## About the Vancouver Fraser Port Authority

The Vancouver Fraser Port Authority was established by the Government of Canada under the *Canada Marine Act*, and is responsible for the stewardship of federal port lands and waters in the Port of Vancouver. The Vancouver Fraser Port Authority is a financially self-sufficient corporation and is accountable to the federal Minister of Transport.

The port authority's mandate is to facilitate Canada's trade objectives, ensuring goods are moved safely while protecting the environment and considering local communities. This includes reinvesting revenues to improve port infrastructure through projects such as the proposed Centerm Expansion Project.

The port authority administers the Project and Environmental Review process to ensure that proposed developments and activities within the port authority's jurisdiction consider local communities and protect the environment in their design and implementation. As required under the *Canadian Environmental Assessment Act, 2012* (CEAA 2012), the Vancouver Fraser Port Authority is responsible for reviewing proposed projects in its jurisdiction to ensure that they are not likely to cause significant adverse environmental effects.

# Vancouver Fraser Port Authority's vision to be the world's most sustainable port



Our goal is to develop the proposed project in a manner consistent with the Vancouver Fraser Port Authority's vision to be the world's most sustainable port.

For the Vancouver Fraser Port Authority, a sustainable port delivers economic prosperity through trade, maintains a healthy environment, and enables thriving communities through collective accountability, meaningful dialogue and shared aspirations.

More information about this vision is available on the port authority's website at [portvancouver.com/sustainability](http://portvancouver.com/sustainability).

## How the proposed Centerm Expansion Project is contributing to this vision

### Economic prosperity through trade

The volume of goods shipped through Canada's west coast in containers is increasing. The proposed Centerm Expansion Project is required to help meet this demand. Delivery of the project is consistent with the port authority's mandate under the *Canada Marine Act* and is part of its long-term strategy to ensure that the port can accommodate the growth of trade of goods in containers. Facilitating containerized trade will not only allow the import of consumer goods, but will support Canadian businesses that export their products. To accommodate this growth, the first priority is to look at opportunities to increase capacity and efficiency at existing terminals, such as Centerm. The port authority is also finding ways to improve goods movement by rail and through port roads.

### Employment and economic impacts

Should the project be approved, approximately 350 full-time equivalent jobs per year would be created over the two-and-a-half-year construction period. After construction is complete, during regular operations, the project is estimated to provide between 800 and 900 new jobs in port operations (290 longshoremen and 40 staff at the container terminal, additional off-dock employment for marine operations and other port activities).

A further 1700 to 1900 jobs are estimated to be created in the greater port economy (including logistics and supply chain work, transloading facilities and distribution centres). Indirect and induced economic impacts are estimated to add a further 2500 to 2700 jobs. On this basis, the total number of permanent jobs created by this project is estimated to be in the range of 5000 to 5500 jobs.

Increased export and import trade in containers generated by this project is estimated to add about \$525 million per year to Canada's Gross Domestic Product.

## Thriving communities

Enabling thriving communities means being a good neighbour, and proactively responding to interests and issues. The project team is committed to undertaking measures to minimize project effects on the community – for example, noise and traffic – during construction and operations.

While the terminal expansion and off-terminal improvements are separate projects, the port authority has decided to deliver these two projects together, to reduce construction times and impacts to the adjacent community and stakeholders. The South Shore Access Project would help to remove port-related traffic from surrounding city roads, further reducing traffic impacts to the community from port operations.

In addition, as part of the proposed Centerm Expansion Project, the project team is proposing to establish a community investment program that would contribute to capital projects and community initiatives that matter to the adjacent communities. For more information, please see page 8.

### Targeted procurement in the Downtown Eastside

During the construction phase, should the proposed project be approved, the project team would explore ways to provide local training and employment, as well as ways to provide training and employment opportunities for Aboriginal groups.

#### Envision – Institute for Sustainable Infrastructure

The project team will be pursuing a minimum of Envision Gold certification for the proposed Centerm Expansion Project and South Shore Access Project through the Institute of Sustainable Infrastructure. The Envision sustainable infrastructure rating system is a comprehensive framework of 60 sustainability criteria that address a full range of environmental, social, and economic impacts. Learn more about Envision certification at [sustainableinfrastructure.org/envision](https://sustainableinfrastructure.org/envision).

## Healthy environment

The Vancouver Fraser Port Authority relies heavily on local waterways and coastal lands to carry out its mandate to facilitate Canada's trade. To protect these resources, the port authority has a broad range of environmental initiatives to address water quality, protect local wildlife, and reduce air emissions associated with port activities. For more information about the port authority's environmental initiatives please visit [portvancouver.com/environment](https://portvancouver.com/environment).

As part of the proposed Centerm Expansion Project, the project team has conducted numerous studies on air quality, noise, and the marine and terrestrial environment. Mitigation will continue to be integrated into the proposed project to minimize anticipated environmental effects.

#### LEED® – Leadership in Energy and Environmental Design for proposed container operations facility building

The project team will aim to achieve a minimum of LEED® Gold certification for the new Centerm operations and administration building. By following LEED® standards, the proposed building would be built using sustainable and less wasteful construction practices and, once built, would use less water and energy, and emit less greenhouse gases than a standard building. The design would also retain elements of the Ballantyne cruise terminal building including the front façade and concrete structural elements that are of historic interest. For more information about LEED® certified buildings, go to [usgbc.org/leed](https://usgbc.org/leed).

## Round 1 consultation: what we heard

Below are some of the key themes expressed during Round 1 consultation. A summary of feedback received is available on our webpage at [portvancouver.com/centermexpansion](http://portvancouver.com/centermexpansion), along with a detailed consideration report. Studies submitted as part of the project permit application are available at [portvancouver.com/development-and-permits/status-of-applications/centerm-expansion-project](http://portvancouver.com/development-and-permits/status-of-applications/centerm-expansion-project), and are currently under review.

Interest	Consideration of Input
<p><b>Air Quality</b></p> <ul style="list-style-type: none"> <li>Concerns regarding air quality impacts from the project</li> </ul>	<ul style="list-style-type: none"> <li>The preliminary findings from air assessment modeling show that regional air quality objectives would continue to be met with the project, with the exception of rare and short-lived exceedances of nitrogen dioxide. Based on preliminary findings, these are predicted only to occur in a small area over water or industrial areas, not in residential or other sensitive locations for human health.</li> <li>Separate from the project, as part of the port authority's broader environmental initiatives, shore power is currently being installed at Centerm to allow one vessel to connect to the power grid while at berth, and funding options are being explored to install shore power at a second berth. Shore power is a clean technology that enables compatible ships to shut down their engines while at berth, reducing air emissions and engine noise.</li> </ul>
<p><b>CRAB Park at Portside</b></p> <ul style="list-style-type: none"> <li>Importance of CRAB Park at Portside to the community</li> <li>Concerns regarding impacts to park views and tranquility</li> <li>Suggestions for improvements to CRAB Park at Portside</li> </ul>	<ul style="list-style-type: none"> <li>We are committed to continuing to support CRAB Park at Portside as an important community green space.</li> <li>The public space currently enjoyed will still be available, as the proposed project area is outside of CRAB Park at Portside. Should the project proceed, the view from the park would be very similar to the view today when a vessel is at berth.</li> <li>Images of the view from CRAB Park at Portside with and without the proposed project are available in the view and shade study component of the project permit application, available at <a href="http://portvancouver.com/development-and-permits/status-of-applications/centerm-expansion-project">portvancouver.com/development-and-permits/status-of-applications/centerm-expansion-project</a></li> <li>Based on feedback from Round 1 consultation, should the project proceed, we anticipate contributing funding towards supporting CRAB Park at Portside and other initiatives through the proposed community investment program, subject to feedback from this round. Further information about priority areas for proposed community investment is available in this discussion paper.</li> </ul>
<p><b>Emergency Response</b></p> <ul style="list-style-type: none"> <li>Concerns regarding emergency response to incidents at Centerm</li> <li>Concerns regarding marine spill response</li> </ul>	<ul style="list-style-type: none"> <li>The port authority is committed to public and worker safety and security. Emergency response and response planning at Centerm is the responsibility of the City of Vancouver in the event of a fire. Response may vary between different agencies depending on the nature of the emergency. The port authority provides assistance by working with first responders and other agencies.</li> <li>DP World Vancouver has its own site-specific emergency response plan, which meets applicable regulatory requirements and would be updated prior to project completion, should the proposed project be approved.</li> <li>In the event of a recoverable spill, the Canadian Coast Guard will lead a response and, if necessary, set up a unified command. Western Canada Marine Response Corporation is contracted by the vessel operators for spill response and cleanup on the west coast. The Coast Guard's Canada-US Joint Marine Spills Contingency Plan outlines roles and responsibilities for cleanup efforts if an incident occurs in the waters between Canada and the United States.</li> </ul>



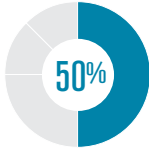

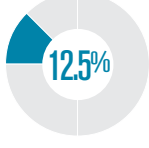
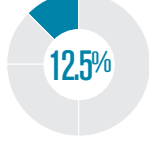
## Round 1 consultation: what we heard (continued)

Interest	Consideration of Input
<p><b>Marine Environment</b></p> <ul style="list-style-type: none"> <li>Concerns regarding marine environment impacts from the project and from marine vessel traffic</li> </ul>	<ul style="list-style-type: none"> <li>A marine resource study was completed as part of the project permit application to determine how the proposed project may affect fish and fish habitat, marine birds and marine mammals. Most of the growth in capacity at Centerm would be through an increase in the size of vessels, rather than the number of vessels. Risks to marine mammals associated with the proposed addition of one vessel per week are expected to be low.</li> <li>The proposed project requires a Fisheries and Oceans Canada authorization for potential impacts to fish and fish habitat. As part of this authorization, the project team proposes to offset the loss of deep subtidal mudflat at the proposed project site using a habitat restoration site located on port land within Burrard Inlet, approximately 10 kilometres east of the proposed project. This is proposed to increase the overall productive capacity of fish within Burrard Inlet, specifically Dungeness crab. The loss of subtidal mud flat at the proposed project site is not expected to be production limiting for Dungeness crabs, due to the abundance of this type of habitat in Burrard Inlet.</li> <li>Separate from the proposed project, the port authority requires vessels to travel at safe speed, which reduces the chance of harm to marine life and provides navigational safety. Other measures under development including Transport Canada's proposed Oceans Protection Plan and the port authority's ECHO Program, are intended to further reduce risks associated with impacts to marine mammals.</li> <li>Additionally, an assessment found that the Vancouver harbour has the capacity to accommodate an increase in vessel traffic. Information related to vessel forecasting in the Port of Vancouver is available at <a href="http://portvancouver.com/about-us/topics-of-interest/vessel-numbers-now-and-into-the-future/">portvancouver.com/about-us/topics-of-interest/vessel-numbers-now-and-into-the-future/</a>.</li> </ul>
<p><b>Noise</b></p> <ul style="list-style-type: none"> <li>Concerns regarding noise impacts, including from road and rail traffic</li> </ul>	<ul style="list-style-type: none"> <li>Preliminary findings of the noise assessment indicate that sound level increases attributed to the proposed project are not expected to be significant, and noise monitoring will continue at existing locations. Questions or concerns regarding matters related to port operations, including noise, may be directed to the port authority's community feedback line: 604.665.9004. Concerns regarding rail noise may be directed to the rail companies through their public feedback lines.</li> <li>Although sound levels from the proposed project are predicted to increase by small amounts, measures including the use of electric rail-mounted gantry cranes in the intermodal yard would generate less noise than the non-electric equipment currently in use.</li> <li>Further information about construction-related noise is available in this discussion paper.</li> </ul>
<p><b>Road Traffic</b></p> <ul style="list-style-type: none"> <li>Concerns about increased port-related truck traffic</li> </ul>	<ul style="list-style-type: none"> <li>A traffic impact study was completed to understand the effects the proposed project may have on port roads as well as surrounding City of Vancouver roads. It is anticipated that the proposed South Shore Access Project would improve goods movement along the south shore port area roads, reduce road congestion and increase efficiency within the port, and help to remove port-related traffic from surrounding city streets.</li> <li>Separate from the proposed project, the port authority is committed to mitigating community impacts of growing trade. For example, trucks must meet certain criteria to be eligible for an <i>Access Agreement</i> under the port's Truck Licensing System. This includes requirements such as truck age, safety and environmental requirements.</li> </ul>

# Proposed Community Investment Program

During Round 1 consultation, participants were asked to rank their interests and priorities for the project's proposed community investment program, intended to benefit neighbourhoods adjacent to the project area.

Based on the feedback we received during previous consultation, should the proposed project proceed, we anticipate contributing capital funding towards the four priority areas outlined below. The overall community investment contribution is still being determined, and the final scope and implementation of a community investment program will depend on overall costs and partnership opportunities.

PRIORITY AREAS FOR INVESTMENT BASED ON FEEDBACK RECEIVED		PROPOSED % OF OVERALL COMMUNITY INVESTMENT CONTRIBUTION
PROPOSED COMMUNITY INVESTMENT AREAS	DETAILS AND EXAMPLES	
<p><b>Improvements to CRAB Park at Portside</b> The nature and scope of improvements to CRAB Park would be subject to consultation with the Vancouver Board of Parks and Recreation</p>	<p>Potential areas for investment could include:</p> <ul style="list-style-type: none"> <li>• Restoration of the foreshore</li> <li>• Improvements to the playground, pier, park furniture, caretaker or washroom buildings</li> <li>• Installation of public art</li> </ul>	
<p><b>Community grants supporting youth, heritage, culture, arts, environmental and urban Aboriginal initiatives in the Downtown Eastside</b></p>	<p>These grants would be made available to non-profit organizations for initiatives that support these priority areas identified in the City of Vancouver Downtown Eastside Local Area Plan</p>	
<p><b>Contributions towards Strathcona Community Centre and Ray-Cam Co-operative Centre</b></p>	<p>Contributions could be made towards capital infrastructure improvements or initiatives run by each community centre</p>	
<p><b>Contributions towards Aboriginal initiatives for the Tsleil-Waututh Nation, Squamish Nation and Musqueam First Nation</b></p>	<p>Potential areas for investment could include:</p> <ul style="list-style-type: none"> <li>• Cultural signage at CRAB Park at Portside</li> <li>• Burrard Inlet environmental initiatives</li> <li>• Commissioning and installation of Coast Salish artwork</li> </ul>	

We would work with the Vancouver Board of Parks and Recreation, City of Vancouver, Aboriginal groups and other partners on the proposed community investment program. The provision of community investments is a part of the port authority's commitment to enabling thriving communities within the Port of Vancouver. Community investments are not a requirement of the port authority's Project and Environmental Review process.

Please see page 18 to provide your feedback on the proposed community investment areas.

# Proposed Project Construction

## Construction Management

We understand that construction activities have the potential to affect the surrounding community, stakeholders and port users, specifically from construction-related traffic and noise. We are committed to limiting the impacts of construction activities in the area and are developing our construction plans with these considerations in mind.

During previous consultation, we heard questions from the community regarding who to talk to about port noise and other port operations-related questions or concerns. If you have feedback or questions regarding port operations or other matters, please call the community feedback line: 604.665.9004.

To help manage and mitigate effects from project construction, we will be developing the following:

Construction Traffic Management Plan	Construction Environmental Management Plan	Construction Communications Plan
<p>This plan will outline how construction traffic would be managed during the construction period. Elements of this plan include the following mitigation measures:</p> <ul style="list-style-type: none"> <li>◦ Limiting and controlling construction traffic on Main Street overpass to minimize effects on neighbours</li> <li>◦ Where possible, traffic would be directed to use either Heatley Avenue overpass, Clark Drive overpass, or Commissioner Street</li> <li>◦ Transporting construction materials by water using barges, where possible</li> <li>◦ Ensuring the surrounding community and stakeholders are informed throughout the construction phases</li> </ul>	<p>This plan will lay out a framework for minimizing effects related to project construction. The plan outlines operating procedures and mitigation measures for a variety of components including general construction practices, noise, light, erosion and sediment control, emergency response, and air quality.</p> <ul style="list-style-type: none"> <li>◦ Site compound and laydown areas will be established close to work zones to minimize traffic</li> <li>◦ Dust will be controlled using water or other dust suppressant</li> <li>◦ Engines will be turned off when not in use, to reduce air emissions</li> <li>◦ Use of engine brakes will be prohibited in and around residential areas</li> <li>◦ Lighting will be focused and provided only where it is required for work, and for safety and security</li> <li>◦ All non-road equipment will comply with the port authority's Non-Road Diesel Emissions Program</li> <li>◦ Booms will be placed around the demolition area to contain any buoyant materials that may fall into the water</li> <li>◦ Measures will be taken to avoid affecting water quality, such as using drain covers to capture sediment</li> <li>◦ Stop work and notification protocol will be in place if potential archaeological resources are identified</li> </ul>	<p>This plan will outline how we will continue to communicate with the surrounding community and port road users about construction activities throughout the phases of construction. We intend to communicate with the community through a variety of methods, which may include:</p> <ul style="list-style-type: none"> <li>◦ Information sessions</li> <li>◦ Email updates (opt-in)</li> <li>◦ Newspaper advertisements</li> <li>◦ Social media</li> <li>◦ Postering in the neighbourhood</li> </ul> <div data-bbox="1398 1105 1850 1373" style="border: 1px solid gray; border-radius: 50%; padding: 20px; text-align: center; margin-top: 20px;"> <p>Please see page 17 to provide your feedback on how you would like to be informed about project construction.</p> </div>

## Proposed Project Construction

The proposed Centerm Expansion Project is being developed according to a 'design-build' project implementation strategy. With this approach, a single contractor would be responsible for both designing and building the project within criteria provided by the project team.

### Anticipated Construction Timeline

ANTICIPATED CONSTRUCTION TIMELINE																													
ACTIVITY	2017			2018												2019								2020					
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB
Detailed Design	█																												
Marine Works	█																												
Centennial Road Overpass			█	█																									
Temporary Port Traffic Detour														█															
Waterfront Road Extension				█																									
Intermodal Yard Modifications				█																									
Heatley Avenue Overpass Removal																			█										
On-Terminal Works		█	█																										

Please note that information related to construction methods and timing is anticipated and is subject to change through further development of the proposed project. Further information about proposed construction activities is available on the following pages of this discussion paper.

### Key Construction Activities

The map on page 11 provides an overview of anticipated key on- and off-terminal construction activities. The information presented on pages 12–16 provides details of key activities, including:

#### Centerm Expansion Project (on-terminal) activities




- 1 Western and 2 Eastern Expansion of Centerm
- 7 Removal of Heatley Avenue Overpass

#### South Shore Access Project (off-terminal) activities

- 8 Waterfront Road Extension
- 9 Centennial Road Overpass Construction

# Proposed Project Construction

**Legend**

-  Rail realignment
-  Proposed infill
-  Off-terminal improvements



## Proposed on-terminal improvements (Centerm Expansion Project)

- 1** Western Expansion of Centerm
- 2** Eastern Expansion of Centerm
- 3** Expansion of the Intermodal Yard
- 4** Reconfiguration of the Container Yard

- 5** Modernize Truck Gate System
- 6** New Container Operations Facility Building and Parking
- 7** Removal of the Heatley Avenue Overpass

## Proposed off-terminal improvements (South Shore Access Project)

- 8** Waterfront Road Extension and Vehicle Access Control System (VACS) Gates
- 9** Centennial Road Overpass

## Proposed Key Construction Activities

- 1 Western Expansion of Centerm
- 2 Eastern Expansion of Centerm

### What we're doing

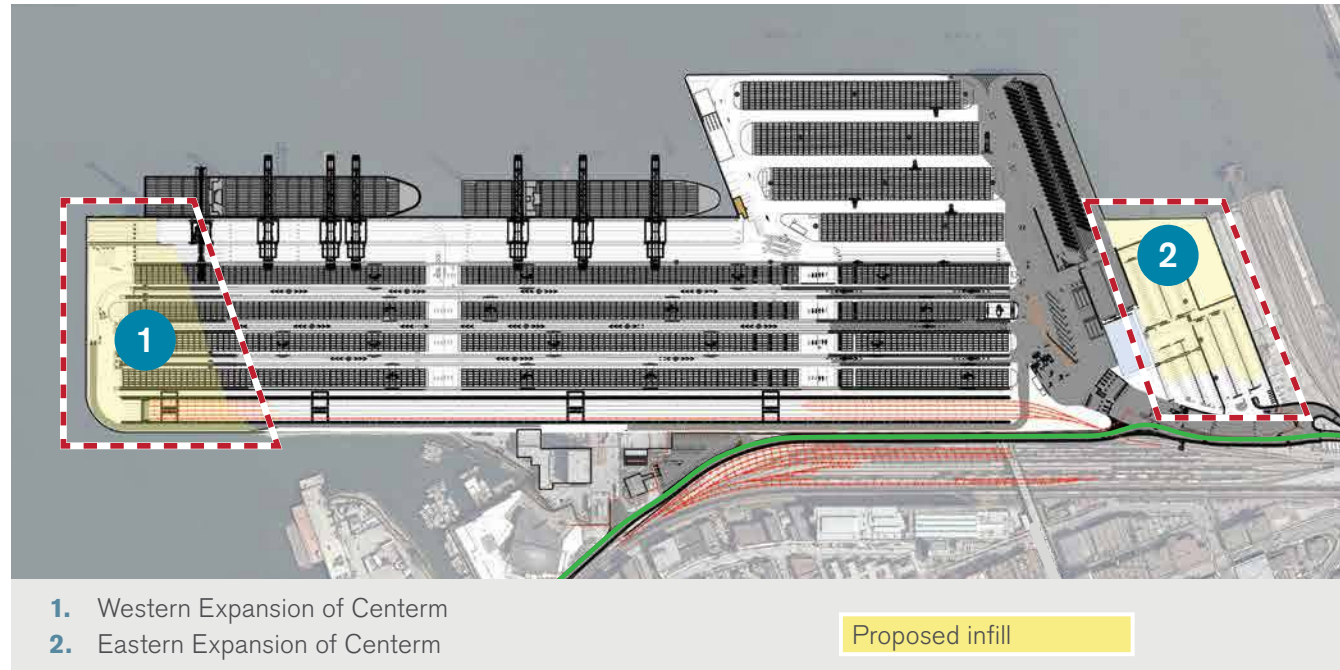
Expansion of Centerm terminal is anticipated to include:

- Dredging to the west of the existing terminal for project purposes and to facilitate navigation
- Dredging, filling and ground improvements along the edge of the new terminal footprint
- Construction of a rock berm
- Placement of infill, which could include materials such as sand and gravel
- Surface leveling and paving

### What to expect

Should the proposed project be approved, it is anticipated that these activities would start with dredging in late 2017, with terminal surface finishing occurring between mid-2019 and early 2020.

The project team will work with Fisheries and Oceans Canada to minimize effects to fisheries and fish habitat. Relocation of dredged material to an approved at-sea disposal site is subject to the requirements of an Environment and Climate Change Canada permit for Disposal at Sea. The project team is also proposing to re-use dredged material, to the extent practical, as fill for the terminal expansion.



Barges would be used to transport rocks and fill material to site, as well as for dredging.

During this work, the project team would coordinate with other harbour users – such as Seabus, Helijet and cruise ships – to ensure that safety is maintained and disruptions are minimized.

Marine works would take place within a 24-hour construction window, allowing for a shorter construction period within the marine environment to reduce fish and fish habitat impacts.

Refer to the anticipated construction timeline on page 10.

**Note:** For additional project information, refer to the Round 1 consultation materials including discussion guide, summary report, and consideration report, at [portvancouver.com/centermexpansion](http://portvancouver.com/centermexpansion).

## Proposed Key Construction Activities

### 7 Removal of the Heatley Avenue Overpass

#### What we're doing

The Heatley Avenue overpass would be removed to accommodate the eastward expansion of the intermodal yard at Centerm. This would allow for incorporation of longer rail tracks, reducing the need to connect trains and limiting the need for shunting.

#### What to expect

It is anticipated that removing the portion of the overpass within the publicly accessible area could take several months. During this time, access to all properties fronting Heatley Avenue will be maintained, as will pedestrian access. Parking access below Heatley Avenue will be limited, as will through traffic on Alexander Street. Following construction, the site would be restored and the former approach ramp would be graded to match the existing grade.

Work would occur primarily within standard construction hours of 7:00 a.m. to 8:00 p.m. Monday to Saturday, with limited construction Sundays, holidays and at night.

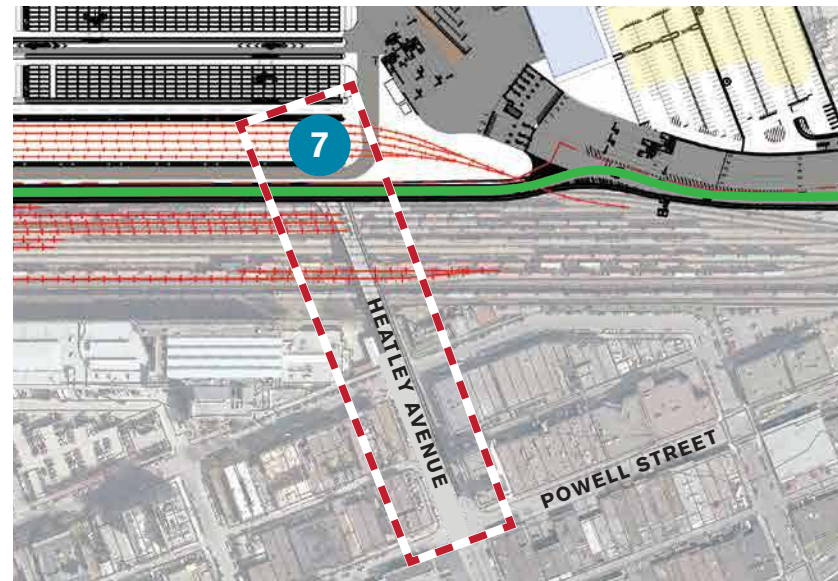
To minimize impacts to port road users, Heatley Avenue overpass will be maintained until Centennial Road overpass is complete.

The project team would continue to engage with affected stakeholders in the Heatley Avenue overpass area during construction.

Refer to the anticipated construction timeline on page 10.

#### Construction sustainability

As part of the design-build process, the contractor is encouraged to adopt sustainable waste management procedures that reduce waste, maximize the use of local products, and minimize the use of new material. This includes identifying opportunities for optimizing onsite re-use of excess materials and incorporating recycled content that meets construction requirements. An example could include recycling concrete removed from Heatley Avenue overpass, for potential re-use in other areas.



7. Removal of the Heatley Avenue Overpass



Existing Heatley Avenue Overpass

**Note:** For additional project information, refer to the Round 1 consultation materials including discussion guide, summary report, and consideration report, at [portvancouver.com/centermexpansion](http://portvancouver.com/centermexpansion).

## Proposed Key Construction Activities

### 8 Waterfront Road Extension and Vehicle Access Control System Gates (VACS)

#### What we're doing

Waterfront Road would be reconstructed so that it connects with Centennial Road, allowing continued access for port trucks and vehicles from Waterfront Road to Highway 1.

#### What to expect

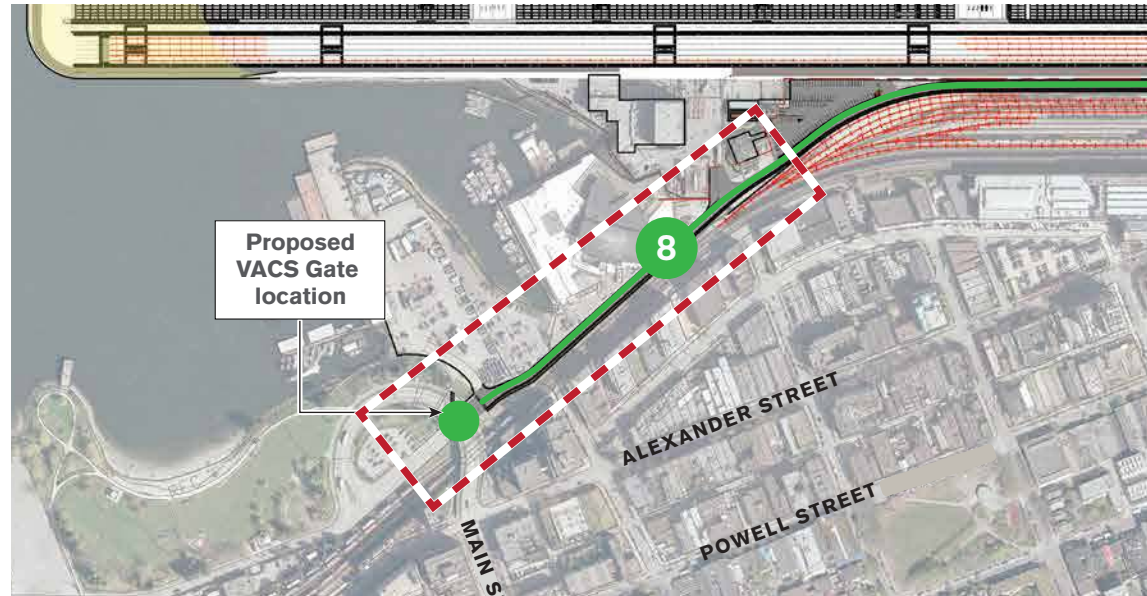
This work would have a minimal impact to public roads, as construction activities would take place on port roads. Typical construction equipment would be used and may include concrete trucks, loaders, graders and pavers.

Work would occur primarily within standard construction hours of 7:00 a.m. to 8:00 p.m. Monday to Saturday, with limited construction Sundays, holidays and at night.

Should the project be approved, the project team will continue to engage with affected stakeholders in this area during construction.

Refer to the anticipated construction timeline on page 10.

**Note:** For additional project information, refer to the Round 1 consultation materials including discussion guide, summary report, and consideration report, at [portvancouver.com/centermexpansion](http://portvancouver.com/centermexpansion).



8. Waterfront Road Extension and Vehicle Access Control System Gates (VACS)



Existing Vehicle Access Control System Gates



## Proposed Key Construction Activities

### 9 Centennial Road Overpass

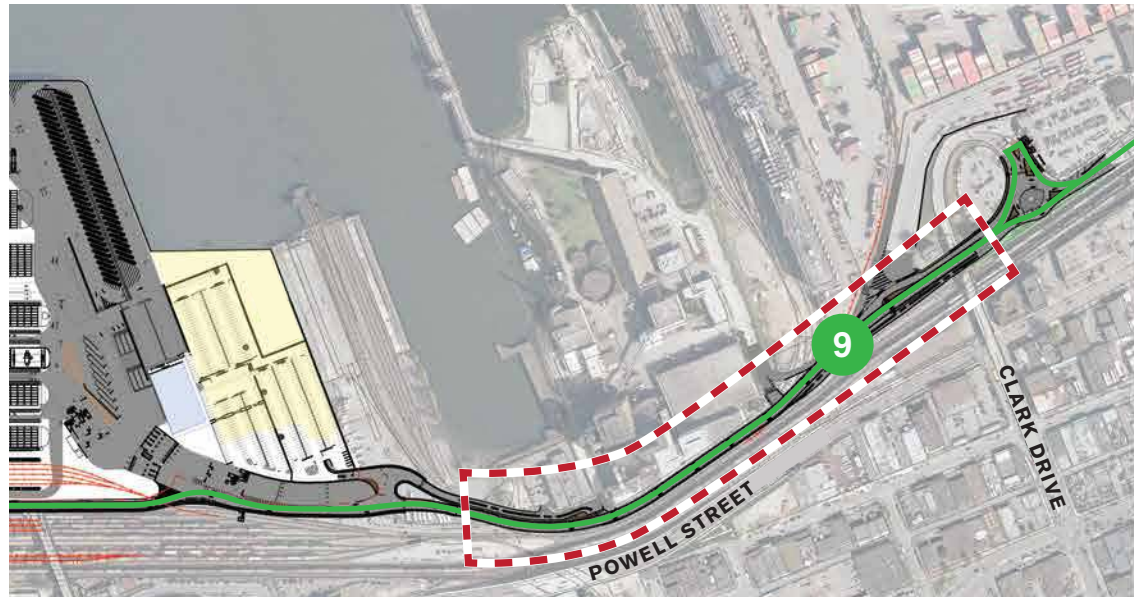
#### What we're doing

A new overpass would be built along Centennial Road, beginning to the west of the Rogers Sugar building and ending below the Clark Street overpass to improve goods movement along the south shore port area.

#### What to expect

Should the project be approved, construction of the proposed Centennial Road overpass is anticipated to begin in fall 2017 and would be completed prior to the removal of Heatley Avenue overpass. Construction activities would take place on port roads. Road and bridge construction equipment would be used during this work, including cranes, pavers, concrete trucks, loaders, packers, and graders.

Single lane alternating traffic on Centennial Road would be implemented to the extent practical to accommodate this portion of work. For approximately four to six months, eastbound port traffic on Centennial Road, from the Heatley Avenue overpass to Clark Drive, would be temporarily redirected over the Heatley Avenue overpass to the existing truck routes along Hastings Street and Cordova Street. Container trucks diverted to the Heatley Avenue overpass and destined for Clark Drive



9. Centennial Road Overpass

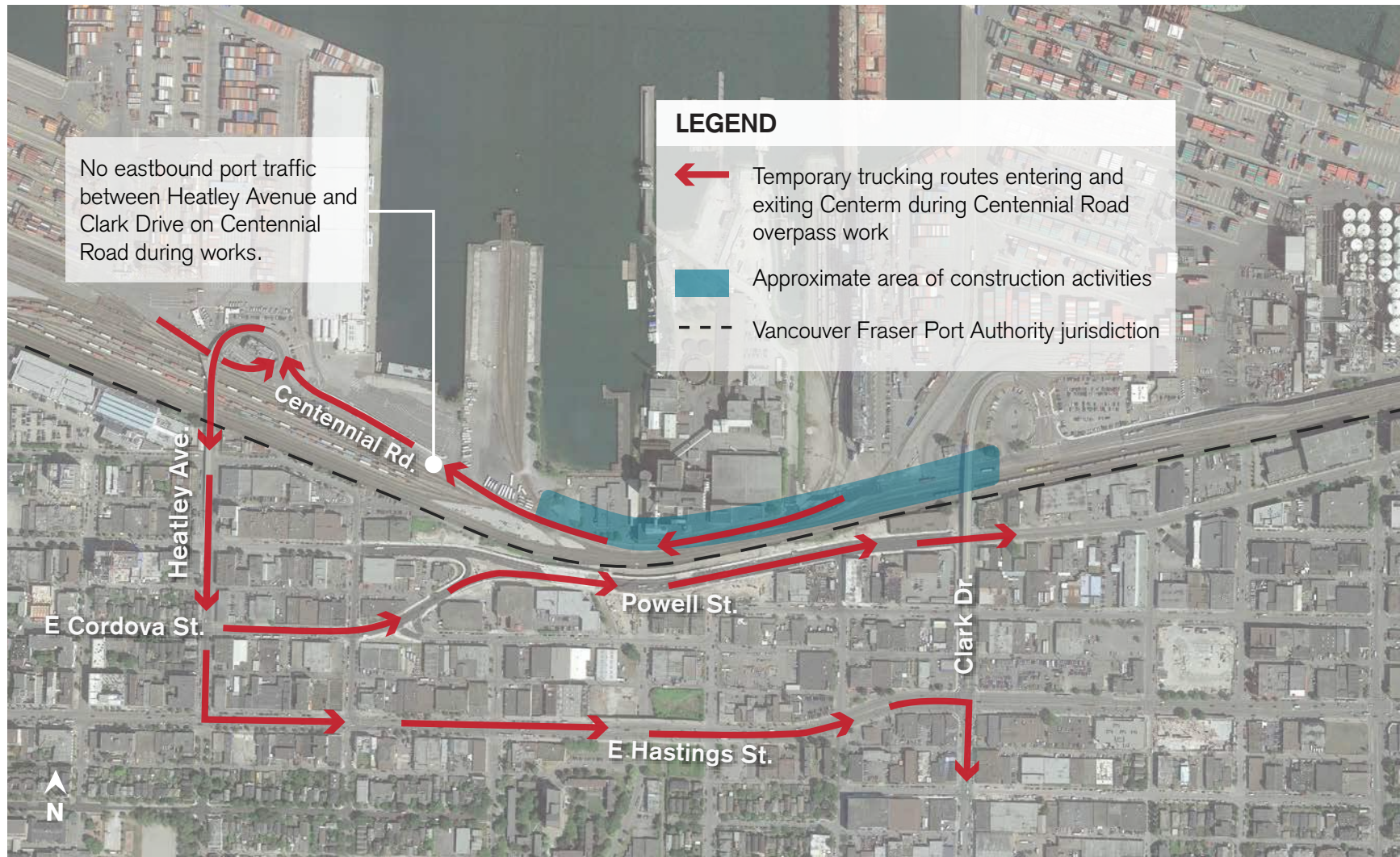
are anticipated to travel via Hastings Street. Container trucks destined for Highway 1 would be directed along Cordova Street and Powell Street to McGill Street. Refer to the temporary port traffic detour map on page 16.

A 24-hour construction window is being proposed for Centennial Road overpass construction, while the traffic detour is in effect. This would allow for shorter traffic delays (neighbourhood and operational traffic) associated with overpass construction.

Refer to the anticipated construction timeline on page 10.

**Note:** For additional project information, refer to the Round 1 consultation materials including discussion guide, summary report, and consideration report, at [portvancouver.com/centermexpansion](http://portvancouver.com/centermexpansion).

## Temporary Port Traffic Detour



Temporary port traffic detour during proposed Centennial Road overpass construction

# Feedback Form

## We want to hear from you

### 1. Construction Management

After reviewing the information related to construction management and proposed mitigations, please identify any additional mitigation ideas that you may want us to consider.

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### 2. Construction Communications

Please indicate how likely you would be to use each of the following to receive updates about construction activities and traffic pattern changes for the Centerm Expansion Project and South Shore Access Project. Please indicate all the ways you would like to receive information:

	Very Likely	Somewhat Likely	Not Very Likely	Very Unlikely
Project website				
Email updates (opt-in)				
Newspaper advertisements				
• Vancouver Sun				
• The Province				
• Vancouver Courier				
Social media				
• Facebook				
• Twitter				
Posting in the neighbourhood				
Information sessions				

Other:

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# Feedback Form

## 3. Community Investment Program

- a. After reviewing the information related to community investment, please indicate your level of agreement with the proposal for a community investment program. The overall community investment contribution is still being determined, and its final scope and implementation will depend on overall costs and partnership opportunities.

- b. Please provide any additional comments related to the proposed community investment program that you would like us to consider:



Improvements to CRAB Park at Portside: 50% of overall community investment contribution



Community grants supporting youth, heritage, culture, arts, environmental and urban Aboriginal initiatives in the Downtown Eastside: 25% of overall community investment contribution



Contributions towards Strathcona Community Centre and Ray-Cam Co-operative Centre: 12.5% of overall community investment contribution



Contributions towards Aboriginal initiatives: 12.5% of overall community investment contribution

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Strongly Agree	Somewhat Agree	Neither Agree Nor Disagree	Somewhat Disagree	Strongly Disagree



# Feedback Form

## 5. How did you hear about this consultation?

Please check all that apply.

- Advertisement in The Vancouver Sun
- Advertisement in Vancouver Courier
- Notification poster
- Notification postcard
- Email
- Word-of-mouth
- Centerm Expansion Project webpage
- Other (please specify):

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## Please provide your feedback by June 2, 2017.

You can return completed feedback forms to the project team:

**Online:** Feedback form: [porttalk.ca/centermexpansion](http://porttalk.ca/centermexpansion)

**Email:** [centermexpansion@portvancouver.com](mailto:centermexpansion@portvancouver.com)

**Mail:** Vancouver Fraser Port Authority  
Attention: Centerm Expansion Project Team  
100 The Pointe, 999 Canada Place Vancouver, BC, V6C 3T4

Please provide your contact information (optional):

Name: \_\_\_\_\_

Organization (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Postal Code: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

If you would like to receive **regular email updates** about the Centerm Expansion Project and South Shore Access Project, please tick this box .

If you would like to receive **construction updates** about the Centerm Expansion Project and South Shore Access Project, please tick this box .

Any personal contact information you provide to the Vancouver Fraser Port Authority on this form is collected and protected in accordance with the *Access to Information Act* and the *Privacy Act*. If you have any questions regarding the proposed project and/or the information collection undertaken on this form, please contact the project team at [centermexpansion@portvancouver.com](mailto:centermexpansion@portvancouver.com) or 604.665.9563.

**[porttalk.ca/centermexpansion](http://porttalk.ca/centermexpansion)**

For questions regarding the port authority's Project and Environmental Review process, please contact:

Tim Blair, Supervisor, Planning Project and Environmental Review Lead

**EMAIL:** [timothy.blair@portvancouver.com](mailto:timothy.blair@portvancouver.com)

**TELEPHONE:** 604.665.9378