

## MEETING NOTES

### East Vancouver Port Lands

<b>Date:</b>	Tuesday, August 11, 2015
<b>Time:</b>	5:00pm to 7:00pm
<b>Location:</b>	Port Metro Vancouver (Fraser Room)
<b>Chair:</b>	Naomi Horsford, Port Metro Vancouver
<b>Attendees:</b>	<p>Barb Fousek, BCA            John Hawthorne, BCA            Harry Mah, BCA            Peter Idema, Viterra            Karis Hiebert, City of Vancouver</p> <p><b>Guests:</b>            Gord Tycho, Planning and Development, Port Metro Vancouver            Lisa-Marie Martin, Project Communication, Port Metro Vancouver            Tony Benincasa, Operations and Security, Port Metro Vancouver            Stefan Ferrario, CEO, Columbia Containers Ltd.            Milton Miller, CEO, Providence Grain Group</p> <p>Naomi Horsford, Meeting Coordinator, Port Metro Vancouver            Alycia Majorkiewicz-Ata, Meeting Coordinator, Port Metro Vancouver</p>
<b>Regrets:</b>	<p>Mike LoVecchio, CP            Christina Proseilo, Viterra            Robin Cristani, Port Metro Vancouver            Andrew Dye, Community Member            Chris McPherson, Community Member</p>

#	Agenda Item
1.1	<p><a href="#"><b>Columbia Containers Rebuild Project Update presentation</b></a> by Stefan Ferrario, CEO, Columbia Containers.</p> <p>The new facilities will be less noisy and dusty and will look newer than they do today. These benefits excited the community as many positive comments were noted in the feedback.</p> <p>Key findings from community consultation included that a metal clad finish was preferred and there were concerns that replacement silos would negatively affect sight lines (as the silos are now designed to be 6 ft. higher than the trees).</p>

A mitigation factor in response to the height of the silos is that Columbia will look to make the silos aesthetically pleasing through the use of art graphics. Columbia would like to work with the EVPL and the community to come to an agreement regarding what the artwork could look like on the silos. Ocean Cement's silos on Granville Island were used as an example of how art has been used on other silo sites.

During Columbia's project planning, several silo height options were considered. A study was done to compare the visual effect of having a 45 ft. high silo on the north end of the property, as well as a 55 ft. high silo on the south end. Between the two options, it was concluded that there was very minimal difference in sight restriction from the escarpment, despite the difference in height. The smaller silos would also require more storage bins and thus more noise due to onsite truck movements.

Construction of new silos in the area occupied by the former silos is not an option either, as Commissioner Street is going to be relocated to the existing location of the current elevator, thereby requiring all infrastructure to be pushed to the north.

The best location, therefore, is for the silos to be placed on the south side of the eastern section of the property. This scenario and positioning also equates to greater efficiency. In addition, a [noise study](#) showed a reduction in noise after plan implementation.

Columbia Containers has also committed to contribute \$15,000 toward a community amenity feature, such as a viewing platform. The viewing platform is merely a suggestion and Columbia would like to hear from the community regarding what this amenity would ultimately look like and where it would be placed.

In addition, Columbia Containers has a draft landscape plan in place which includes enough room to put up a screen. This plan will be finalized as a permit condition.

Columbia will use the minimum amount of lights necessary for safe and secure operations and will install shielding to direct lighting and glare away from the community. Columbia is exploring other mitigation measures with the aim to reduce light pollution going up to residents on the bank.

Columbia undertook a [Skyline Study](#) (Appendix B), which examined the total area of proposed infrastructure on the site, both above and below the EVPL height guidelines. Under the proposed rebuilding plan, 98% of the total site will be below the EVPL height guideline (i.e. 2% over the guideline). Containers cannot be stacked to a height of exactly 45ft or 55ft as they come in only two sizes, 8.5ft and 9.5ft. All containers stacked on Columbia Containers site will be below the height guidelines in their respective areas.

Burrardview Community Association (BCA) members expressed that the height of silos was a concern because they were above the EVPL height guidelines for the area

**Q)** Question was asked about the gazebo maintenance and if it was a one-time spend or if it would be ongoing.

**A)** Columbia Containers stated that the intent is for the gazebo (or other amenity) to be built with sound materials, which should hold up over time.

City of Vancouver commented that the project was very well thought out, but that they had concerns about the height of the silos. The southernmost silos are 49 ft. high and then become 60 ft. high with the addition of the conveyor system.

**Q)** The City of Vancouver representative asked if there was any possibility of the silos respecting the 45 ft. height guideline of the EVPL Plan and if there was a possibility of moving the rail line more to the north to be able to fit in more silos on the property.

**A)** Columbia responded that if the facility was moved to the north, space would be lost to be able to accommodate truck turn arounds and container storage. Columbia additionally explained the typical business model of a grain company – the higher the silos are built, the more return is provided. Storage space is necessary to compete in the market. Railways send plenty of cars filled with grain that need to be unloaded and stored within a 24 hour period. The 55 ft. high silos are needed for Columbia to be competitive and efficient.

Columbia also stated that PMV's rail realignment has had some impact on what could be accommodated within the property.

Columbia stated that there is a need to strike a balance between community and business concerns. It was explained that Columbia has had major hurdles to overcome and are committed to making their rebuilding project succeed, amongst all the challenges, by working on mutually beneficial solutions.

Port Metro Vancouver explained that, as part of the project permit process, they have required Columbia to undertake many studies, including noise, views, air quality, alternative locations assessment and others. Columbia Containers have made reasonable arguments regarding placement and massing of silos. That said, there are potential project impacts and requirements that mitigation measures be in place. The EVPL is being asked to review and comment on the consultation summary report, consideration memo, and the three proposed project mitigations; namely, the silos art project, landscape plan and community amenity contribution.

**ACTION: EVPL to give feedback on Columbia Containers' mitigation strategies by August 24, 2015.**

**Q)** Concern raised and question regarding ongoing light pollution from Columbia's existing site operations, including that emanating from moving vehicles.

**A)** Columbia explained that they are fully aware of the EVPL lighting guidelines, will use the minimum amount of lights necessary for safe and secure operations, will install shielding to direct lighting and glare away from the community, is exploring other mitigation measures surrounding lighting, and is looking at installing motion sensors wherever possible. The aim is to reduce light pollution going up to residents

on the bank.

**Q** Concern raised and question asked regarding ongoing noise pollution coming from Columbia's existing site operations, including that emanating from moving vehicles such as forklifts.

**A)** Columbia explained that they currently have significant storage onsite in containers, but that it is very inefficient and noisy. In the future, the plan will mean much less noise as storage is no longer held in as many containers. See [Noise Study](#). Columbia is also committed to working with the community and finding solutions to minimizing these sounds while also adhering to applicable safety standards.

**Q)** Question raised whether cleaning of containers would still take place if the new facility was approved and constructed.

**A)** Columbia explained that cleaning of containers would still exist, although it is expected that some cleaning would be removed due to the new storage options. The cleaning of containers is necessary to remove any residue from containers prior to placing products for human consumption inside.

**Q)** Question raised as to why container cleaning and movement was occurring at early times in the morning, before business hours.

**A)** Columbia responded that the hours of operations are tied to collective agreements with two unions and they cannot be easily changed.

**Q)** Question asked about the specific changes made to the plan as a result of the community feedback.

**A)** Columbia responded that cladding and art on silos were specific changes made to the plan. The elevator and the silos were reduced to the lowest height possible and still provide an economic return to the business. This was a stipulation of the design from the beginning.

Viterra's representative expressed the opinion that Columbia's plans are a good balance of results - about developing the challenging and limited land in the best way possible.

An EVPL member felt that the measurement of total height of the facility was not forthcoming and that the 2% of the facility that was over-height was going to bother people.

Columbia reiterated that the majority of the community was excited about the project and that 2% of the facilities being over-height is not an unreasonable measure from a tenant in such a limited area. The idea is to try to put the silos in the best location as possible.

**Q)** Questions asked why similarities were being tied to Richardson and Viterra, which are deep-sea terminals.

**A)** Viterra commented that while it is true that the companies are of different models, there is a consistent storage requirement. For all grain related facilities, rail cars that

	<p>transport the grain will need to be returned in a 24 hour turnaround. Otherwise, the rail lines will charge a fee.</p> <p>A member mentioned that they would like to see the community amenity to be an ongoing piece, not just a one-time spend. It is important to think about the needs and wants of the new residents and their families who are moving into the neighbourhood.</p> <p><b>ACTION: Harry to send some community amenity ideas to Columbia Containers.</b></p> <p>Next steps discussed included that feedback on mitigation strategies, as well as comments on the <a href="#">Engagement Summary Report</a> and the <a href="#">Input Consideration Report</a>, need to be received by August 24, 2015.</p> <p>It was confirmed that this is the last outreach and opportunity for EVPL members to provide comments on this project. If PMV approves this project, members were reminded that Columbia will need to adhere to certain conditions in the project permit.</p>
<p>1.2</p>	<p><b>General Trucking Update by Tony Benincasa</b></p> <p>Using the <a href="#">City of Vancouver’s online interactive map</a>, enforcement areas of the City of Vancouver were shown.</p> <p>Port Metro Vancouver had met with the City of Vancouver to discuss truck parking especially in the area surrounding McGill Street at which time the city committed to sending their officers out to review the situation. Based on their July 23, 2015 report, city officers checked area 23 times and found three trucks in violation. All three trucks were moved and did not receive tickets.</p> <p>City has committed to visit those areas on an intermittent basis. The province has committed to policing the area surrounding the McGill Street overpass.</p> <p>Contact Port Metro Vancouver’s Operations if you notice trucks parking. The city is willing to undertake another enforcement campaign.</p> <p><b>ACTION: Tony will share truck volume entering the Commissioner Street access gate.</b></p> <p>Road construction will commence this fall extending the recently installed curb eastward, south side of Commissioner Street, which currently ends adjacent to Smit Marine. This will result in the removal of “jersey” barriers along Commissioner Street opposite Columbia’s site. There will be two lanes of traffic going west and one east facilitating CP’s plan to lay down more rail siding track. There is only one truck staging lane remaining down from three previous. Road paving in the area could commence with this work in the near future.</p>

	<p>PMV explained that additional rail lines were being added so that the railways can bring additional cars close to the terminals, so they are not held in the Fraser Valley. The additional rail cars will support Viterra, Columbia Containers and container terminals along the South Shore.</p> <p>An EVPL member expressed how much the recently installed pavement on McGill Street has helped reduce the noise level and has asked if the same material could be considered when the Commissioner Street road replacement takes place.</p> <p><b>ACTION: Naomi to connect with infrastructure team to look at using this material on Commissioner Street.</b></p> <p>PMV also explained that container trucks are being diverted to exit via Clark Drive between the hours of 10 pm and 7 am. Commissioner Street is not used as an exit during these hours.</p> <p>An EVPL member had also mentioned that the railway was dropping ties along Commissioner Street.</p> <p><b>ACTION: Naomi to follow up with CP for an update re their plans for rail lines.</b></p>
1.3	<p><b>New Brighton Park Shoreline Habitat Restoration Program Update</b></p> <p>A Stakeholder Advisory Group has been formed and met on July 21, 2015 at New Brighton Park. John Hawthorne, EVPL member and a Burrardview Community Association member participated in the meeting.</p> <p>PMV and Vancouver Board of Parks and Recreation staff are currently planning a public engagement event at the Park for August 29 as well as further consultation planned for the fall of 2015. EVPL members will be notified with further information on both engagement opportunities.</p>
1.4	<p><b>Port Metro Vancouver Operations Centre Tour (optional)</b></p> <p>Majority of the group had already been on an Operations Centre tour and the tour was cancelled.</p>

Meeting Date	Agenda Ref #	Action Item	Lead	Due Date
2015-08-11	1.1	Provide feedback on Columbia Containers mitigation strategies.	All	August 24, 2015
2015-08-11	1.1	Send community amenity ideas to Columbia Containers.	Harry M.	August 24, 2015

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2015-08-11	1.2	Share truck volume entering the Commissioner Street access gate.	Tony B.	Before next meeting
2015-08-11	1.2	Connect with Port Metro Vancouver's infrastructure team to look at using similar pavement material used on McGill Street as on Commissioner Street.	Naomi H.	Before next meeting
2015-05-26	1.1	Confirm which First Nations will be formally consulted regarding the Proposed New Brighton Park (NBP) Habitat Enhancement Project.	Charlotte O.	COMPLETED
2015-05-26	1.1	Follow-up re: question of potential habitat enhancement opportunities immediately east of New Brighton Park; i.e. the beach pocket area beside (and in front) of Viterra (between NBP and Viterra)	Charlotte O.	COMPLETED
2015-05-26	1.2	Send out link to Columbia Container's project site (alternative study), reminder to submit comments in by May 29 and feedback contact details.	Gord T.	COMPLETED
2015-05-26	1.3	Send Port Metro Vancouver's Operations Centre phone number.	Alycia M.A	COMPLETED
2015-05-26	1.3	Confirm City of Vancouver's areas of enforcement.	Naomi H./Tony B.	COMPLETED
2015-05-26	1.3	Provide update on CP plans for future rail tracks when available	Naomi H./Mike L.	Future meeting
2015-05-26	1.4	Provide updates on Columbia Containers and Salt Works projects.	Gord T./Naomi H.	This meeting/ Future meeting
2014-11- 27	1.2	Keep EVPL updated on trucking situation.	Naomi H./Alycia M.A.	Complete/ Ongoing