

MEETING NOTES

East Vancouver Port Lands

Date:	Tuesday April 12, 2016
Time:	5:30pm to 7:30pm
Location:	St. James Hospice, 650 Penticton Street, Vancouver
Chair:	Naomi Horsford, Port Metro Vancouver
Attendees:	<p>Barb Fousek, BCA Harry Mah, BCA Karis Hiebert, City of Vancouver Peter Idema, Viterra John Hawthorne, BCA Andrew Dye, Community Member</p> <p>Guests:</p> <p>Port Metro Vancouver Charlotte Olson, Infrastructure Sustainability Jennifer Natland, Manager of Planning Frances Tang-Graham, Meeting Coordinator Andrea McLeod, Environmental Specialist Gord Tycho, Senior Planner</p> <p>Columbia Containers Ltd. Dean Giles, General Manager David Lord, Project Manager</p> <p>Vancouver Board of Parks and Recreation (VBPR) Nick Page, Biologist</p>
Regrets:	Christina Proseilo, Viterra Andrew Dye, Community Member Mike LoVecchio, CP Chris McPherson, Community Member

#	Agenda Item
1. Project updates	
1.1	<p>New Brighton Park Shoreline Habitat Restoration Project by Charlotte Olson, Environmental Project Management Specialist, Port of Vancouver and Nick Page, Biologist, Vancouver Board of Parks and Recreation</p> <p>The New Brighton Park project was selected because of compatibility with park master</p>

	<p>plans, value for fish and wildlife and location on Burrard Inlet. In 2015, the project team focused on conducting ecological and archaeological assessments as well as soil and groundwater investigations, and design development. The project team also conducted three rounds of consultation on the conceptual design, preliminary design, and additional dog park engagement. Public, key stakeholder, and First Nations input has indicated that the preferred design option is a salt marsh with island, and that the dog park should be on the west side of the park.</p> <p>The next consultation will take place in May on the detailed design, and it will include a public information session, discussion guide and feedback form as well as various notification options. Vancouver Board of Parks and Recreation policy requires the off-leash area to include barriers (i.e. fencing) – consultation took place on the type of preferred fencing and most respondents requested wooden-style fencing. In addition, the project team will be looking at ways to improve public access to the beach located east of the public pier (east beach). The team will be going to the Park Board for approval on April 18. It is expected that construction could begin in the fall of 2016. The team is investigating potential sites to which the excavated fill can be moved, and is considering options such as landscaping berms around the salt marsh feature itself, and excess fill placement on the far west edge of the park.</p> <p>The group was asked to decide how they wanted to be engaged in the project in the future – whether they would like to have another presentation or would they just like update packages. It was decided that the group would like to receive an update package and would determine the best approach at that time.</p>
<p>1.2</p>	<p>Columbia Containers by David Lord, Project Manager, Columbia Containers</p> <p>Two-Storey Office Building (Project permit issued and building permit under final review) The building permit is expected to be finalized within the week and the office building construction is anticipated to start a minimum of ten business days after distribution of the community construction notification. Completion is expected in July or August. Once the modulars are on site, it normally only takes one week to assemble. Very few disruptions are expected and night-time work is not expected to take place. Any activities proposed by Columbia outside of normal working hours will require prior VFPA approval and prior community notification, as determined by VFPA.</p> <p>Bight Infill Application (Project permit application under review) The proposed infill project would provide more room for activities. The process is undergoing separate application processes with the port authority and with the Department of Fisheries and Oceans. It is hoped that construction would start in the summer or fall, however there are considerations with the timelines for the tides, as the project is in close proximity to the low tide line. The project would advance the shoreline by approximately 18 meters.</p>

Q: Can excavated materials from New Brighton be used as fill at Columbia?

A: It depends on the quality of the New Brighton material. If it is suitable, Columbia would consider using it.

Q: Will the excavation take place during the daytime?

A: It would be preferable for the activity to take place during daytime, however it must also be done during low tide. In the coming months, low tides do occur during the daytime.

Grain Transloading Facility (Project permit issued, building permit under review)

The detailed design for the facility is moving forward and the design has been improved in many ways. Consultants were tasked with studying potential changes in visual, air quality, noise, and lighting impacts. Some reductions in overall silo height, for example, have been achieved as a consequence of no longer placing the silos on raised concrete foundations. Instead the conveying systems that were previously enclosed in those foundations have been moved underground allowing the overall height of the structures to be lowered by approximately 10 feet. The silos have also been reconfigured, with one silo having been removed. The elevator is also smaller in size. Overall, the consultants determined that revised design would have no significant negative effect on impacts to the community (beyond those that were previously determined).

The next stage in the project review involves Columbia Containers completing the design and submitting a project package for VFPA building permit review. EVPL had recommended during the project permit review that the trees in the corridor be maintained. If this is not possible, the trees will be replaced in accordance with the EVPL Landscape Design Guidelines. The plants would satisfy applicable conditions in the project permit, which in turn address screening and landscaping issues. Construction is anticipated to start in the early summer.

As part of one of the permit requirements, Columbia Containers has been in preliminary discussions with the Vancouver Board of Parks and Recreation about an amenity contribution. Columbia Containers stated that the Parks Board has advised that they would prefer a lump sum contribution to be used on park improvements such as walking paths, trees, fencing, shrubs or park benches. Karis Hiebert noted it is important to be realistic about what could be purchased. It was noted that curbs and sidewalks would be outside the scope of the Parks Board. The Burrardview Community Association stated that the neighbourhood should have an opportunity to provide comment on the type and location of any proposed amenity. Harry Mah also commented that past experience with City processes have made him concerned about the timeliness of improvements, and urged the Parks Board to make the improvements quickly. Karis Hiebert noted that she could facilitate communication with Parks Board on this project within the context of EVPL plan, raise these amenity concerns, and report back to the group.

	<p>Columbia Containers also asked for feedback on how the community would like to be notified of updates. It was decided that Columbia should send out an initial letter with project updates along with a website address where updates would be posted regularly as well as an invitation to register for email updates. A phone number will also be provided for residents preferring non-digital mode of communication. EVPL members requested that the initial mailout be written in large, easy-to-read print considering the aging population.</p> <p>Actions:</p> <ul style="list-style-type: none"> - VFPA to include revised design with meeting minutes (attached) - Columbia Containers to provide landscape plan to committee for comment once it is complete - EVPL members to provide feedback to Karis Hiebert about preferred community amenity contribution. - Karis Hiebert to discuss amenity process with the Vancouver Board of Parks and Recreation and to discuss outcomes with the Liaison Group. - Columbia to send letter to residents with project update and information about how to receive future updates.
<p>1.3</p>	<p>Versacold – Recent Correspondence</p> <p>Two permit applications had recently been forwarded to EVPL for review. The reason that the project has been split into two components was to allow interior demolition of the buildings to commence before the permit for demolition of all structures is issued. Interior demolition involves removal of hazardous materials, an activity that is strictly regulated and a focus of VFPA’s review of that application.</p> <p>VFPA’s review of the application for the larger demolition is still under review. The port authority’s priority is that the main roadways stay open and that impacts to port activities are minimized.</p> <p>Q: Are there any ideas on what will be replacing the site? A: There are no proposals at the moment. One plan being considered is to consolidate a few small parcels into the area into a larger lot. It was noted that Saltworks was only able to be granted a five year lease since they were not considered a port activity, and consequently chose to locate elsewhere.</p>
<p>2. Project and Environmental Review</p>	
<p>2.1</p>	<p><u>Project and Environmental Review</u> by Jennifer Natland, Manager of Planning, Vancouver Fraser Port Authority</p>

	<p>The new project and environmental review process provides more clarity to the ways in which proposed projects are assessed at the Vancouver Fraser Port Authority. It provides a standardized process and includes fundamental structural changes. Projects that require review are those that include a physical activity and a physical work on federal lands. Projects are divided into four categories reflecting the type of project complexity. Category A is the most simple and Category D is the most complex. Time frames have been set for the review, with Category D set at a maximum of 170 working days for the review from receipt of application. Many projects are referred to First Nations and municipalities for comment.</p> <p>Examples of the types of project for each category are as follows:</p> <ul style="list-style-type: none"> - Category A: one-for-one pile replacement - Category B: Shoreline protection works - Category C: Building a warehouse – requires traffic impact study, landscaping plan, notifications, e.g. Versacold - Category D: Centerm Expansion Project <p>Q: Does the refurbishment projects also go through the project and environmental review? A: Yes.</p> <p>Q: How do the new categories insert with those already in the EVPL? A: For projects in the EVPL area, the port authority will go through the dual processes. Some differences have been identified in the two types of categorizations, however the port authority will err on the side of caution and fall back on whichever requirement is the most stringent. Whenever a new project is sent to the EVPL for review, it will include both the EVPL and PER category. There will also be times when the group is notified of projects not in the EVPL area, such as the current Centerm Expansion Project.</p>
<p>3. General Business</p>	
<p>3.1</p>	<p>Trucking update by Naomi Horsford, Municipal Executive Liaison, Vancouver Fraser Port Authority</p> <p>Naomi Horsford provided a general update trucking, noting that 13 items out of the 14 point joint action plan have been completed. The last item is the common reservation system, which is underway. A third provincial trucking commission has just been appointed since the process was set up. The goal of the process has been to provide stability to the trucking sector. The goal of the port authority's Truck Licensing Program has been to improve safety and environmental standards. One requirement had been for all trucks to be made in 2007 or later. However, it was discovered that some of the 2007 trucks have 2006 engines which have much worse emissions standards. Approximately one third of the fleet is affected and this has substantial financial implication. Following extensive dialogue and consultation the</p>

	<p>port authority is making significant concessions to planned environmental standards for some of the container trucks to address concerns about the financial hardship of meeting the requirements for older trucks and engines. The port authority remains committed to meeting its environmental targets for trucks over the long-term and will continue to collaborate with government and the trucking community to facilitate Canada's trade and ensure local communities are protected.</p>
3.2	<p>Name change by Naomi Horsford, Municipal Executive Liaison, Vancouver Fraser Port Authority</p> <p>Vancouver's port is getting a new name, dropping Port Metro Vancouver to become the "Port of Vancouver." In addition, the port authority will implement the consistent use of its legal name, the Vancouver Fraser Port Authority, when referencing activities or decisions of the port authority. The change is intended to strengthen the port's recognition with stakeholders and customers as well as provide clarity and distinction between the activities of the port authority and those of the greater port community.</p>

Meeting Date	Agenda Ref #	Action Item	Lead	Due Date
2016-04-12	1.2	Send out detailed plans to EVPL with information on height and mass.	Columbia Containers	
	1.2	Send letter to residents asking how they would like to be notified of project improvements.	Columbia Containers	
	1.2	Discuss amenity process with the Vancouver Board of Parks and Recreation and relay outcomes to the liaison committee.	Karis Hiebert	
	1.2	Provide feedback to Karis about preferred community amenity contribution.	EVPL members	