

MEETING NOTES

East Vancouver Port Lands

Date:	Tuesday, April 11
Time:	6pm to 8pm
Location:	Vancouver Fraser Port Authority offices
Chair:	Naomi Horsford, Vancouver Fraser Port Authority
Attendees:	<p>Barb Fousek, BCA Harry Mah, BCA John Hawthorne, BCA</p> <p>Guests: Ram Chungh, Meeting Coordinator, VFPA Gord Tycho, Senior Planner, VFPA Mike LoVecchio, CP Michael Lowry, Western Canada Marine Response Corporation Jody Addah, Western Canada Marine Response Corporation Megan Harris, Western Canada Marine Response Corporation Doug Davidson, West Coast Reduction Ltd. Steve Cooper, West Coast Reduction Ltd.</p> <p>Chris McPherson, Community Member Kaya, Community Member Dean Gibson, Community Member</p>
Regrets:	Christina Proseilo, Viterra Peter Idema, Viterra Karis Hiebert, City of Vancouver

1. Project Updates	
1.1	<p>Western Canada Marine Response Corporation (WCMRC), update provided by Michael Lowry and Jody Addah.</p> <ul style="list-style-type: none"> The WCMRC base will be on call 24/7 There are approximately 12 vessels in the harbor currently that could all be moved to the base The vessels that will be onsite are basic work boats, purpose built vessels for oil spill response and vessels to haul equipment and contain oil. <p><u>Q & A highlights:</u></p> <ul style="list-style-type: none"> Maintenance on vessels are not intended to be noisy. Power washing of the vessels will occur in Burnaby, but power washing of equipment may occur onsite. There will be containers on the barges that will be onsite. The containers will not

	<p>exceed two high.</p> <ul style="list-style-type: none"> VFPA noted that the height meets the criteria as part of the EVPL plan. <p>Action: WCMRC to clarify maximum heights with the two containers on top of each other from sea level.</p> <ul style="list-style-type: none"> Fueling of vessels occurs in Coal harbor Large scale exercises occur on a yearly basis, and training that includes the vessels leaving the site will occur two to three times a week. The site will have staff present 24/7, which means there will be day and night shifts. There will likely be 4 to 5 people working the night shift. The concrete wharf that currently exists closer to the road has been there since the 1960's. It is not suitable for WCMRC's purposes, however it does not need to be removed either. There are no plans to build anything on top of it at this point. It will be paved over to avoid pooling of water. Lighting will only occur at night on the site, as needed. The community will be taken into consideration when determining the amount of lighting required and whether it will be manual or automatic. There will be some native vegetation planted around the site as part of the landscaping plan. There will not be any vegetation planted on the foreshore. The site will be using the main power grid. A green roof for the building was not appropriate due to the size of the trailer, as the key benefits from a green roof would not be achieved. The top of the roof will be seen from the shore. <p>Action: WCMRC to provide rendering from the shore (near residents homes) to display what the visual would be like.</p>
<p>1.2</p>	<p>West Coast Reduction Ltd - Truck and Trailer Parking at former Marco Site, presentation provided by Doug Davidson and Steve Cooper.</p> <ul style="list-style-type: none"> West Coast Reduction Ltd (WCRL) currently operates a rendering plant, and associated vegetable oil and animal fats terminal shipping facility, on a 6.3 acre site on Stewart Street (105 North Commercial Drive) in Vancouver. VFPA received a submission package from WCRL on March 30, 2017 for a temporary (2 year) truck and trailer storage at the former Marco site. All trailers are proposed to be washed at the WCRL truck wash (at the plant) prior to parking at the site. Tankers are clean and empty. A small amount of space is also proposed for storage of miscellaneous equipment. The project a 'green' category in the EVPL Area Plan. There are no changes to lighting, grading, or utilities planned for the project area. Project preparation (installation of lock blocks to delineate site boundary and parking stalls) will take approximately two weeks to complete and all preparation will be completed during regular business hours. <p>Q & A highlights:</p> <ul style="list-style-type: none"> Although there are back up beepers on the trucks, they will usually be directed

	<p>towards the water. Consequently, sound should not be significant.</p> <ul style="list-style-type: none"> • Total truck volumes will not change, as WCRL are relocating their existing truck and trailer storage site from the Southern Railway (SRY) properties (located less than 900 m to the west of the rendering plant), to the former Marco property (located 300 m to the east of the rendering plant). Although truck access routes to the port will remain unchanged Heatley, Clark, and McGill), this parking location may reduce costs and travel time for trucks, as some Heatley volume will be transferred to Clark. • The site will be staffed 24 hours a day and 6 days a week (closed on Sundays when maintenance occurs). The site will be very well monitored. • West Coast Reduction (WCR) have no plans to build their rendering plant at another location. Relocating to the valley is not a viable option as most of the food that goes through the facility comes from Vancouver and is then delivered to Vancouver facilities. The lease that WCR currently has with the VFPA is still good for 9 or 10 more years. The next lease is being discussed.
<p>1.3</p>	<p>CP Rail Safe LVVR Campaign and discussion of idling trains, provided by Mike LoVecchio.</p> <ul style="list-style-type: none"> • CP encouraged EVPL to write a letter to Minister Garneau regarding managing human safety incidents and to take the CP rail safe pledge www.cprailsafe.com • The below links were provided for more information: <p>Locomotive Video and Voice Recorders Safest Railway In North America</p> <p><u>Q & A highlights – rail safety & training</u></p> <ul style="list-style-type: none"> • EVPL member noted that using office staff to operate trains does not seem safe. CP responded that qualifications are the same for anyone operating the trains. • CP provided an overview of the training required to be a train operator. • 99.7 per cent of CP trains are run by union employees. <p><u>Q & A highlights – trains idling</u></p> <ul style="list-style-type: none"> • CP provided an overview of why trains idle. • Locomotives are equipped with an automatic start and stop feature, used to ensure the temperature in trains remains where it needs to. • Challenges with locations for trains to idle include taking into consideration track staging, and sharing tracks with West Coast Express. • Community members challenged that idling used to be an issue a few years ago and was handled by CP. It was suggested that CP hold the trains near Viterra versus Wall St. CP responded that there are residents by Viterra as well, and the issue would just be moved to another community.

<p>1.4</p>	<p>Viterra at Cascadia Terminal - Dust Control Upgrade (Phases 4 to 8), provided by Gord T.</p> <ul style="list-style-type: none"> • Project information was originally presented to the EVPL on December 8, 2015. • The project site is situated north of the Cascadia Terminal silos and is therefore screened from view by residents living south of the Cascadia Terminal facility. • Given that this is a three year project, one of the permit conditions requires Viterra to notify EVPL prior to the start of Phases 4, 6, and 8. • EVPL is now notified of Viterra’s intent to initiate Phase 4, which is planned to start in early summer. <p>Viterra at Cascadia Terminal – Annex 1 and 4 South Roadway Project, provided by Gord T.</p> <ul style="list-style-type: none"> • Project information was originally presented to EVPL on June 30, 2016. EVPL had no concerns but did request notification upon project permit issuance. • The number of construction truck trips past New Brighton Park has recently been revised by the Viterra (as of March 24, 2017) to be approximately 25 trips per day (peak). • VFPA has requested and received a Traffic Management Plan, which includes requirements for road and internal park signage to notify the public of the proposed works. VFPA has also requested comment from the City of Vancouver by May 19, 2017. • To further accommodate park users, the start date has been revised from the summer of 2017 to September 2017 (after Labour Day), should the project be approved.
<p>1.5</p>	<p>Columbia Containers - Transloading Facility and Silos Project update, provided by Gord T.</p> <ul style="list-style-type: none"> • Project has been divided into four phases. Columbia Containers received authorization to start phase 1 site preparation works as of March 13, 2017 and phase 2 geotechnical and foundation works as of April 4, 2017. • Phase 3 and 4 will follow accordingly as per Columbia Containers’ Construction Notice dated March 21, 2017. • Project duration is anticipated to be 12 to 14 months.
<p>2. Other Business</p>	
<p>2.1</p>	<p>Review of agenda items:</p> <p>City of Vancouver representative on the EVPL provided the below update in her absence.</p> <p>Update on Columbia’s amenity contribution to the Park Board is the following:</p>

	<p><i>Park Board sent a donation agreement to Columbia Containers in December 2016 and is awaiting receipt.</i></p> <p>The Park Board’s intention is to use the contribution for pathways, fencing, planting, and park benches in Dusty Greenwall Park. They are willing to send a park planner to present to EVPL on how the funds will be used, however the timing will be subject to receiving the funds. The soonest would be 2018 or possibly 2019.</p>
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Meeting Date	Agenda Ref #	Action Item	Lead	Due Date
2017-04-11	1.1	Clarify maximum heights with the two containers on top of each other from sea level.	WCMRC	Complete
2017-04-11	1.1	Provide rendering from the shore (near residents homes) to display what the visual would be like.	WCMRC	Complete
2016-08-23		Columbia to submit i) formal stacking height variance request, and ii) written Confirmation of Limited Duration to VFPA	Columbia	Complete
2016-08-23	1.1	Discuss EVPL’s involvement in approval for Columbia’s amenity contribution.	Naomi H./Karis H.	2018/2019
2016-08-23	1.1	Discuss request for written confirmation on Columbia’s 6 container high stacking request to be temporary.	Gord T./David L.	Complete
2016-06-30	1.1	Notify EVPL when Viterra’s project permits are issued.	Gord T.	Complete and ongoing
2016-06-30	1.2	Finalize the details of an amenity contribution	Columbia, EVPL, City of Vancouver	2018/2019
2016-06-30	1.2	Vancouver Parks Board to present to EVPL on how the funds will be used if Columbia’s project is approved.	Karis H.	2018/2019
2016-04-12	1.2	Send letter to residents asking how they would like to be notified of project improvements.	Columbia Containers	Future meeting