

MEETING NOTES

East Vancouver Port Lands

Date:	February 20, 2014
Time:	6:00pm to 8:00pm
Location:	St. James Hospice
Chair:	Naomi Horsford, Port Metro Vancouver
Attendees:	<p>Barbara Fousek, BCA Harry Mah, BCA Harv Weidner, CoV Chris McPherson, Avant</p> <p>Guests: Justin Pedley, Trade Areas, PMV Matthew Walton-Knight, Manager Infrastructure Delivery, PMV Tanya Howes, Communications Advisor, PMV</p> <p>Ram Chungh, PMV, Meeting Coordinator</p>
Purpose:	This was a small group meeting held with only EVPL members and Chris (on behalf of Avant residents). The attendees reviewed the action items that came out of the January 29, 2014 meeting regarding the planned installation of a specific Digital Message Sign (DMS) board as part of the South Shore Corridor Project (SSCP).

AGENDA ITEMS	KEY POINTS AND DECISIONS
1. Current Projects and Operations	
<p>1.1 - Responses to action items from the January 29, 2014 EVPL meeting.</p> <p><i>Provided by J. Pedley & M. Walton-Knight</i></p>	<p><u>Action Item Ref # 1, 5 & 6:</u></p> <ul style="list-style-type: none"> • Review the signage options provided by BCA & Avant residents and explain why each can or cannot work. • Explore options of more, smaller signs than one larger sign. • Review decision against painting each of the lanes to provide direction to truck drivers (ie. lane 1, lane 2, lane 3). <p>PMV looked at all proposed options and considered them, in order, based on safety, operational requirements, and the EVPL plan. It was determined that the currently installed gantry is at the most appropriate location. When container trucks arrive at the Port, there is a safety requirement to have a single gantry</p>

	<p>provide all potential options for drivers and to direct traffic accordingly.</p> <p>Q: BCA - Can the gantries and Digital Message Signs (DMS) signs be staged versus located on one gantry?</p> <p>A: PMV – Based on the Transportation Association of Canada guidelines, it is good practice to provide a driver with all route options at once (ie. on one gantry).</p> <p>To minimize confusion and avoid affecting multiple view corridors, the decision was made to place the gantry and DMS as far from the park at the foot of Renfrew St., as possible. This is in accordance with the EVPL plan.</p> <p>Signage options provided by BCA & Avant residents were reviewed and PMV discussed why the gantry and DMS were required to be placed in the current location. To minimize confusion, it was noted that the DMS should also be placed directly above the lane to which their message is applicable.</p> <p>Chris had questions regarding the decision making process and the people involved in the discussions. It was noted this information would help Avant residents feel more certain that the appropriate decision was made.</p> <p>Concerns were raised that the internal PMV meeting was focused around justifying the decision made versus reviewing the suggestions provided by BCA and Avant residents. It was requested that the Port to provide reasoning behind why each of the suggestions were not adopted.</p> <p>Action Item: PMV to provide outline of who attended internal meeting to review the options, and provide a memo with why options provided by BCA and Avant residents were not adopted.</p> <p>BCA raised concern regarding the height of the installed gantry. PMV noted that the planned DMS signage was for three signs; therefore it would either include two gantries or one larger gantry. The large gantry (situated from one side of the street to the other) is to replicate the combination of two gantries. In terms of height, the lamps at the top of the gantry poles are similar to the lamps along the rest of the corridor from them. PMV noted that if the height of the lamps on the gantries were reduced, then there would be a requirement to add more lamps and poles on the corridor in that particular area to provide the appropriate amount of lighting and poles.</p> <p>Action Item Ref # 2: Review the sign on diagram 4, which seems larger than</p>
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the image on diagram 2. PMV to determine if this sign is larger. General concern over the size of the sign.

PMV reviewed the signage and agreed there could be an opportunity to reduce the size of the sign. The new sign will be reduced in height from 5ft to 3ft and slightly smaller horizontally. The branded red colour with the Port logo will be removed as well.

PMV provided before and after images and specifications of the DMS to BCA and Chris. PMV provided BCA and Avant residents the opportunity to decide on a colour for the backboard they felt was less intrusive to their view.

Action Item: BCA and Avant residents to determine colour for the sign for the next meeting.

Action Items Ref # 3, 4, 7:

- Review option of putting up shields on lights to avoid light spillage, earlier than in the process already planned.
- Determine if the light spillage assessment would be for the full corridor or specific areas.
- Determine if there are different finishing options for the current galvanized gantries with the intention of making them less reflective.

PMV noted the intensity of the lighting has been driven by security in the past. Due to the high quality level of the new cameras, PMV Security and Operations have reduced the light requirement standards from 50 LUX to 30 LUX, which is approximately 40% less light intensity. There is still a requirement for lighting, which following security, would be driven by road safety requirements. Physical shields will be placed for all the lighting in that area to reduce the glare, and old glare shields will be replaced with new ones. The target intensity will be 30 LUX, driven by road safety requirements. Reducing the intensity of the lights should reduce the glares from the gantry. This will be reviewed and assessed after the installation of the lights along the rest of the corridor.

BCA noted infrared cameras require very minimal lighting. PMV responded that there is still a requirement for lighting other than the cameras for road safety requirements.

PMV noted the recommendation by Worksafe BC to use galvanized paint to minimize the maintenance required for repainting and associated safety concerns. The lights on the signs are LED, which minimize maintenance requirements as well.

	<p>PMV asked BCA/Chris how they would like a response to the letters received by the Port from Avant residents. It was determined that a letter response would be provided to Avant residents.</p> <p>Action Item: PMV to provide letter response to Avant residents.</p> <p>PMV has provided a three month schedule on its website on main planned construction works regarding the South Shore Corridor Project (subject to change depending on weather and other construction works).</p> <p>Action Item: PMV to provide link to the SSCP page with this schedule. Link can be found here.</p> <p>Most of the work is to be completed by the end of August. By the end of March, work to be completed includes installation of signage and lights (tentative). DMS would be operated by PMV's Operations Centre and would inform drivers of any truck congestion and allow for rerouting where appropriate.</p>
<p>1.2 – Nanaimo St. Footbridge</p> <p><i>Provided by M. Walton-Knight</i></p>	<p>Discussion ensued regarding the Nanaimo footbridge and when it would be brought down, which is after the Victoria St. footbridge was fully operational.</p> <p>BCA stated they would be impacted by the construction. PMV noted that construction should not be much longer than one day. City of Vancouver will provide notice to the park side when this occurs, PMV to provide notice to the Port side before removing the footbridge. Further discussions continued about the footbridge and infestation of blackberries.</p> <p>Action Item: PMV to provide notification to EVPL when construction is planned for the Nanaimo Street footbridge.</p>
<p>1.3 - Clark Drive Reopening</p> <p><i>Provided by J. Pedley</i></p>	<p>PMV is currently working with the City of Vancouver to develop an operational plan that will enable us to better manage container truck traffic on city streets. Once this plan is in place, it is our intention to reopen Clark drive after the completion of the Powell Street overpass sometime this Fall.</p> <p>Before Clark Drive closed, there was an approximate half and half split between container truck traffic entering through Commissioner St and Clark Drive. We hope to see a shift back to this once Clark Drive opens, which will potentially alleviate truck traffic on Nanaimo & McGill St.</p> <p>BCA raised question about the work occurring on the Clark Drive Overpass, PMV responded it was for maintenance.</p>

<p>1.4- Digital Cameras</p> <p><i>Provided by M. Walton-Knight</i></p>	<p>PMV noted as part of the SSCP works, upgrades will be provided to existing cameras and additional cameras will be placed along appropriate locations near the new DMS. In terms of privacy for community members, physical shields will be placed on the cameras blocking views inside homes. PMV will review the level of privacy for residents once the cameras are live and if required, a shield will be placed on appropriate locations on cameras.</p> <p>PMV provided a printed photo with location of cameras. PMV asked BCA what information they would like to receive about the cameras. BCA asked if residents will be able to see the shields be installed manually as questions will arise. PMV noted that there will be people testing the new cameras, as well as those being replaced.</p> <p>Action Item: PMV to provide more information about the digital cameras, including background and camera locations for next meeting.</p> <p>Action Item: PMV to provide an Operations Centre tour for next meeting held at Canada Place. Date TBD.</p>
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Meeting Date	Agenda Ref #	Action Item	Responsible	Due Date
2013-10-17	4.1	Coordinate logistics of hosting an outdoor community BBQ in a local park during the summer to update local community members about port projects and EVPL.	Ram C.	Future Meeting
2013-11-19	2.1	Update EVPL once more information is available about Columbia Container's Rebuilding Project.	Naomi H.	Future Meeting
2013-11-19	3.2	Provide update on Prince Rupert Fisheries building demo in 2014.	Ram C.	Future Meeting
2013-11-19	3.3	Provide options for date and time for a SSCP and neighbourhood tour.	BCA	Future Meeting
2014-01-29	Ref. 1	Review the signage options provided by BCA & Chris and explain why each could or can not work.	Justin P. & Matthew W.	COMPLETE
2014-01-29	Ref. 2	Review the sign on diagram 4 (on the right), which seems larger than the image on diagram 2. PMV to determine if this sign is large.	Justin P. & Matthew W.	COMPLETE

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2014-01-29	Ref. 3	Review option of putting up shields on lights to avoid light spillage, earlier than in the process already planned.	Justin P. & Matthew W.	COMPLETE
2014-01-29	Ref. 4	Determine if the light spillage assessment would be for the full corridor or specific areas.	Justin P. & Matthew W.	COMPLETE
2014-01-29	Ref. 5	Review decision against painting each of the lanes to provide direction to truck drivers (ie. lane 1, lane 2, lane 3).	Justin P. & Matthew W.	COMPLETE
2014-01-29	Ref. 6	Explore options of more, smaller signs than one larger sign.	Justin P. & Matthew W.	COMPLETE
2014-01-29	Ref. 7	Determine if there are different finishing options for the current galvanized gantries with the intention of making them less reflective.	Justin P. & Matthew W.	COMPLETE
2014-02-20	1.1	Provide outline of who attended internal port meeting to review the options, and provide memo with why options provided by BCA and Avant residents were not adopted.	Justin P. & Matthew W.	COMPLETE
2014-02-20	1.1	Determine colour for the sign for Monday, February 24.	BCA & Chris M.	Next Meeting
2014-02-20	1.1	Provide letter response to Avant residents	Tanya H.	COMPLETE
2014-02-20	1.1	PMV to provide link to the SSCP page with this schedule.	Ram C.	COMPLETE
2014-02-20	1.2	Provide notification to EVPL when construction is planned for the Nanaimo Street footbridge.	Ram C/ Tanya H.	Future Meeting
2014-02-20	1.4	Provide more information about digital cameras, including background and camera locations for next meeting.	Matthew W.	Next Meeting
2014-02-20	1.4	Provide BCA with an Operations Centre tour for next meeting held at Canada Place.	Ram C.	Next Meeting