

MEETING NOTES

East Vancouver Port Lands

Date:	January 29, 2014
Time:	6:00pm to 8:00pm
Location:	St. James Hospice
Chair:	Naomi Horsford, Port Metro Vancouver
Attendees:	Barbara Fousek, BCA Harry Mah, BCA Harv Weidner, CoV Chris McPherson, Avant Guests: Justin Pedley, Trade Areas, PMV Tanya Howes, Communications Advisor, PMV Ram Chungh, PMV, Meeting Coordinator
Purpose:	This was a small group meeting held with only EVPL members and Chris (on behalf of Avant residents) to review the planned installation of a specific digital message sign (DMS) board as part of the South Shore Corridor Project.

KEY POINTS & ACTION ITEMS

The meeting began with Chris McPherson highlighting concerns from Avant residents. This followed with Justin Pedley, Director of Trade Areas, reviewing the decision behind the signage location and design. BCA provided their questions and feedback throughout the discussion.

A meeting has been organized to review all the action items mentioned in these meeting notes for Thursday, February 20, 6pm at the St. James Hospice.

Chris McPherson, President, Avant Strata Council

Provided 34 letters that were collected from Avant residents in two days outlining their concerns with the current planned DMS signage.

Chris stated that as a summary of the letters from residents, they were generally upset about the following:

- Lack of notice and consultation – the Port did not consult further on this particular signage (other than the meeting held in October for EVPL) and the lack of notice provided of the DMS board and gantry installation.
- Obstruction to view - while each individual sign is the same size, putting them together on one

gantry creates the affect of one very large sign.

- Planned timing of the installation – the DMS installation was scheduled for two separate weekends. One weekend to install the gantry, and another to install the DMS boards.
- Belief that lack of consultation on this particular sign was deliberate. Chris felt the timing to determine the final design must have taken a few months of approvals and BCA & Chris were not informed during that process.
- Affect DMS will have on park users - the signage not only affects the Avant development residents, but also the people enjoying the nearby parks.

Action: PMV to review the signage options provided by BCA & Chris and explain why each could or can not work.

Justin Pedley, Director, Trade Areas, Port Metro Vancouver

Acknowledged frustration from Avant residents about the process, apologized for the timing of the planned installation of the signage and the lack of further consultation on this particular sign.

The installation of new project DMS signage started in November 2013 with the installation of two exits signs at the new VACS gates. Unfortunately, the project team continued with the installation of the signage in front of the Avant properties as it was believed to have minimal impacts to the community since there was no feedback or comments as a result of the November installation. The Port has always indicated that the new DMS signs would be similar (size, height and location) to signage that had previously been in that location. At the October 2013 meeting, the Port discussed the proposed general location for these signs.

The planned signage was designed to sit as low as possible yet still allow the largest container trucks to travel underneath the sign on their way to the Port.

Since there are three signs in a row versus two, a gantry was required to be placed from one side of the street to the other versus the previous gantry, which was only on one side of the street.

The installation of multiple signs versus three on a large gantry was considered, however it could cause multiple impacts to the general public and create confusion for truckers, increasing the potential for safety incidents. There was a conscious effort to follow the East Vancouver Port Lands Plan and minimize impacts by placing the signs in a north/south direction.

The end goal is to minimize disruptions during operations to residents and the DMS boards are a big component of that end goal. The Port requires fluid ability to manage port traffic. The Port wants to mitigate impacts to the city streets with truck line ups.

BCA raised question about whether the construction/project schedule had flexibility to make changes. PMV responded that there was some flexibility.

Action: PMV to 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 larger.

Question was raised about ability to explore the options. Response by PMV was that we will not install the signage before the follow up meeting that has been scheduled.

BCA raised concern that the heights of the new signs are higher than previous signage and the extra height allows the light to spill out more than necessary. PMV responded that there is a commitment to do a light assessment (looking at shading and intensities from different vantage points). PMV is aware that we may need to adjust lighting once all signage has been installed.

PMV noted that shades could be put up on the lights which may minimize lighting levels received by residents. Alternatively, the lights could be removed and put up elsewhere, although they would need to be similar in number and height.

Action: PMV to review option of putting up shields on lights to avoid light spillage, earlier than in the process already planned.

Question was raised regarding whether the light spillage assessment is site specific or for the entire corridor.

Action: PMV to determine if the light spillage assessment would be for the full corridor or specific areas.

PMV noted additional signage that will be installed shortly and presented a photo with images and general locations of the signage.

During discussion of the planned signage, BCA asked if the DMS by McGill street will always be on. PMV answered it can be turned on or off depending on need.

BCA commented that the information planned to be posted on the three DMS's can all be on a smaller sign as long as there are also markings on the road. Markings on the road could be painted to identify the lanes as "lane 1, lane 2, lane 3" for example.

Action: PMV to review why we decided against painting each of the lanes to provide direction to truck drivers (ie. lane 1, lane 2, lane 3).

Action: PMV to explore options of more, smaller signs than one larger sign.

BCA shared concern regarding galvanized gantry and its reflection glowing at night.

Action: PMV to determine if there are different finishing options for the current galvanized gantries with the intention of making them less reflective.

PMV noted that more signage could mean more view impacts for the general public. BCA acknowledged this and suggested the current plan may be the best option; however they would like to see other options to help confirm this.

PMV reviewed all action items from the meeting with BCA and Chris.

Meeting adjourned.

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	Next Meeting
2014-01-29	-	Review the signage options provided by BCA & Chris and explain why each could or can not work.	Justin P. & Matthew W.	Next Meeting
2014-01-29	-	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.	Next Meeting
2014-01-29	-	Review option of putting up shields on lights to avoid light spillage, earlier than in the process already planned.	Justin P. & Matthew W.	Next Meeting
2014-01-29	-	Determine if the light spillage assessment would be for the full corridor or specific areas.	Justin P. & Matthew W.	Next Meeting
2014-01-29	-	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.	Next Meeting
2014-01-29	-	Explore options of more, smaller signs than one larger sign.	Justin P. & Matthew W.	Next Meeting
2014-01-29	-	Determine if there are different finishing options for the current galvanized gantries with the intention of making them less reflective.	Justin P. & Matthew W.	Next Meeting