

MEETING NOTES

East Vancouver Port Lands

Date:	June 19, 2014
Time:	6:00pm to 8:00pm
Location:	St. James Hospice (650 North Penticton St, Vancouver BC)
Chair:	Naomi Horsford, Port Metro Vancouver
Attendees:	<p>John Hawthorne, BCA Harry Mah, BCA Barb Fousek, BCA</p> <p>Guests: Neil de Haan, Guest of BCA Sam Black, Guest of BCA Chris McPherson, Avant Peter Idema, Viterra Adrian Samuel, Columbia Containers Georgia Tsoromocos, Lucent Strategies Alysha Nesrallah, Lucent Strategies</p> <p>Port Metro Vancouver Guests: Mandy Chan, Operations Justin Pedley, Trade Areas Gord Tycho, Planner Michael Bransfield, Engineering</p> <p>Ram Chungh, PMV, Meeting Coordinator</p>
Regrets:	<p>Branca Verde, City of Vancouver Andrew Dye, Cannery Row Christina Proseilo, Viterra Brian Nordin, Canadian Pacific</p>

AGENDA ITEMS	KEY POINTS AND DECISIONS
1. Updates	
1.1- Night Gates and GPS Installation Provided by Mandy C.	<p>GPS Installation Update: Brief overview of refined Joint Action Plan provided with a focus on Port Metro Vancouver's responsibility to expedite GPS installation. As of June 16, 2014 100% of operating container trucks arriving at Port Metro Vancouver terminals were installed with a GPS unit, equating to 2000 trucks. Those that did not show up for GPS installation has had their Truck Licensing System permit suspended,</p>

which means they will not be able to access Port Metro Vancouver's container terminals. The GPS provider for the trucks was Webtec.

Background and purpose of GPS units provided, including the ability to look at the flow of truck traffic in real time.

Q) BCA - Do the police have access to the data from the GPS?

A) PMV – Police do not have direct access, but we are able to work together.

Link to GPS data requested. Link available [here](#).

Night Gates:

On May 27, 2014 TSI and DP World, operators of Centerm and Vanterm container terminals in Vancouver announced they will be running night gates five days a week, Monday to Friday starting July 2. Although night gates have been used in the past, this will be the first time they will be used five days a week. These extended operating hours were included in the refined Joint Action Plan with the purpose to provide the trucking community with stability and spread out the truck trips throughout the day and night.

To offset the night gates, there will be a charge for each reservation during day time shifts. Day shift ends at 4pm and the night shift will run from 5pm – to 12am.

Q) BCA – Are truckers allowed to use the truck staging area in front of Avant properties?

A) PMV – The purpose of the night gates is to spread out the volume throughout the day and night. There will not be significant volume during the day or the night. The staging area will be open for overflow of trucks but will not be used unnecessarily.

Q) BCA – Is the truck staging area monitored?

A) PMV – The purpose for the truck staging area is for trucks waiting for their reservation time or another specific purpose. They are generally monitored. The priority for our 24/7 operations team is safety and operational efficiencies and the staging area may not always be monitored.

Clark Drive Reopening:

The Powell St. overpass is planned to be completed for the end of July. Discussions are underway to open Clark Drive sooner to align with the start of night gates and the completion of the Powell St. overpass.

	<p>Q) BCA – On page 23-24 of the EVPL plan, it highlights mitigating truck noise. What are the Port’s plans for mitigation?</p> <p>Action: PMV to provide information on noise monitors (review of baseline study information when available). PMV to review the noise and light repercussions from the night gates and mitigation efforts required in the EVPL plan.</p> <p>Q) BCA Guest – Why do night gates need to be extended to 1am? (<i>Note: since this meeting, night gate times have changed to end at 12am</i>).</p> <p>A) PMV – It is the terminals decision to determine the length of the night gate hours. It could be because of the drayage community (warehouses) and the destination of the containers.</p> <p>Q) BCA Guest – How many trucks pass through the terminals between 10pm and 1am?</p> <p>A) PMV – Port Metro Vancouver has not seen night gates move to five days a week. At this time, it is difficult to provide an answer.</p> <p>BCA requested their concerns be taken to the terminal operators. PMV agreed to do take this information back to the terminals. Clarification was provided for EVPL that the extension to night gates were for Port Metro Vancouver major marine container terminals only.</p> <p>Action: Port Metro Vancouver to provide container terminal operators with concerns from EVPL.</p> <p>PMV noted regional interests to get the trucking operations to move to night gates and alleviate day time truck traffic.</p> <p>As of April 7, 2014 there has been no trucks added to the Truck Licensing System, and there are currently no plans to add more trucks.</p> <p>Whistleblower program information provided. Link available to learn more.</p>
<p>1.2 - South Shore Corridor Project</p>	<p>Refer to Port update presentation slides 3-5.</p> <p>Due to night gates, we are reviewing the placement of a release mechanism at 2901 Commissioner St. Overview provided of two options at the Commissioner Street truck staging area for traffic control.</p> <p>Option 1: Use a triple two text row DMS facing west with appropriate back</p>

	<p>board elevated above vehicles on the east side of the Staging Area.</p> <p>Option 2: Use 15 low height mini traffic control lights (red light, green light) facing west, each with a lane marker sign.</p> <p>Question was raised about option 1 and colour of signs, which was confirmed by PMV to be the same colour of recently, installed DMS boards.</p> <p>BCA members voted and preferred option two (mini traffic control lights).</p> <p>Other Notes:</p> <p>Action: Additional information requested regarding Nanaimo St. footbridge, specifically how the Port will protect the garden and the park.</p> <p>Action: PMV to follow up with CP representative regarding noise from trains from squeaky wheels, specifically in the last month.</p> <p>EVPL noted that lighting situation (after shields had been placed by SSCP team) have been noticeably better.</p>
<p>1.3 – Centerm Expansion Project</p> <p><i>Provided by Justin P.</i></p>	<p><i>Refer to Port update presentation slides 6-11.</i></p> <p>It is predicted that over the next 15 years the demand for containers will more than double. Currently, Port Metro Vancouver is going through the environmental review process for the proposed Terminal 2 project at Roberts Bank. Port Metro Vancouver is also attempting to determine if Centerm container terminal can help meet the demand for containers before the completion of Terminal 2.</p> <p>Ballantyne Terminal is currently not optimal and requires significant investments to continue its use as a cruise terminal. Canada Place, which also handles cruise vessels is capable of handling the current demand for cruise vessels but requires support to handle additional passengers. Port Metro Vancouver had decided to invest in making improvements at Canada Place than to maintain Ballantyne Cruise terminal.</p> <p>Description of proposed Centerm expansion provided, including the demolition of Ballantyne. PMV mentioned potential of filling in the water lot to the right of Ballantyne, which would provide additional TEU capacity.</p> <p>BCA requested a breakdown of the annual container forecast.</p> <p>Link to container forecast requested. It is available here.</p>

	<p>Discussion of the dock to the east of Centerm. Determined it is owned by the Washington Group. It is currently empty.</p>
<p>1.4 - Columbia Container <i>Provided by Adrian S.</i></p>	<p><i>Refer to Columbia Containers presentation.</i></p> <p>Columbia noted that the rationale behind splitting up their permit requests (versus one permit request) was to realize time savings in the overall process.</p> <p>There have been some changes to the design since Columbia’s last update to EVPL, including an additional storage bin. Columbia will have a revised timeline and will extend its consultation period as a result.</p> <p>Once the foreshore is stabilized at the former Ocean Fisheries site (adjacent, and to the west of Columbia Containers), there will be a permit application submitted to build a new office in that location.</p> <p>BCA raised question about filling in land by the bay area of the site. Columbia responded there are no current plans for that area; however they are engaging PMV regarding the economic feasibility of this project.</p> <p>BCA asked who is responsible for removing the old buildings and equipment; it was confirmed to be PMV.</p> <p>Q) Guest of BCA – Will the new grain elevator be quieter? Release less dust? Use better technology? A) Columbia – Yes to all.</p> <p>Q) Guest of BCA – What is the height of the building on number 2, located on the site map of the presentation? A) Columbia – 107 feet at the top of the tower. The majority of storage bins will be behind the current tree line, approximately the same height as the stacked containers today. The trees will most likely continue to grow, past the height of the elevator and mask more of the facility than is the case today.</p> <p>Discussion regarding height of the new tower. Question was raised about the new technology and why it doesn’t facilitate the design of a lower tower. Columbia advised the height of the new grain elevator is comparable to industry standards. When it comes to moving grain, efficiency is linked to height. Cost is also a factor and the option selected is based on economic feasibility.</p> <p>Columbia highlighted project benefits; specifically a reduction in the number of switches required for the shuttle wagon. There are also plans to fix the current grade issue.</p> <p>BCA raised concern about siren noise from shuttle wagon. Columbia noted there is a requirement to use a siren for the shuttle wagon due to worker safety</p>

protocol because it is at an at grade intersection (where rail meets road traffic). Columbia is planning to put in a gate to reduce the noise at the same time of the rail alignment plans on its facility, which will be sometime next year. Question was raised about whether gate will have lights and bells and the plan is to only have lights, unless regulations require otherwise.

Discussion of large evergreens continued. BCA noted they are a problem for the neighbourhood. Columbia committed to determining who is responsible for the evergreens.

Action: Columbia to follow up with EVPL on the organization responsible for planting the evergreens.

BCA noted lighting is an issue during night time work at Columbia, which they believe is coming from the forklifts.

Action: Columbia to look into placing light shades around forklift lights.

Discussion about increased work hours at Columbia. It was noted that due to bumper crop grain this year (increase by 30%), Columbia is responsible for helping move the grain out to export markets. Due to this increase, work hours have been longer than normal and may subside by next year.

BCA raised question about the necessity of moving containers after 11pm. Columbia noted that its operations focus on moving empty containers from the terminal dock a to the loading dock. It is necessary to move containers during night time hours to be prepared for loading.

Columbia provided two options available for the visual of the new grain elevator – metal clad or exposed. Columbia is open to appropriate colour options from the community as well. The metal clad option is less noisy; however the majority of moving parts are either below or at the very top of the elevator. BCA requested to see landscape design plans for the surrounding peripherals for the community.

Action: Columbia to provide a copy of the landscape design plan. PMV to send Columbia EVPL landscaping guidelines.

Columbia is available for meeting one on one with community members and will be launching an online survey for interest on the two options provided above. The information will be provided on twitter as well.

Request for Columbia's new twitter handle. Available here: [@columbiaconltd](#)

Discussion about truck noise at Columbia containers. Columbia encouraged contacting them at the time of the complaint/noise to follow up with staff at real time. It was noted by Columbia that the new office will help manage the gate

	for trucks arriving and departing from Columbia by alleviating the congestion with increased speed of processing.
1.5- Saltworks Technologies – Temporary Storage Location <i>Provided by Gord T.</i>	<p>Refer to Port update presentation slide 12.</p> <ul style="list-style-type: none"> • Saltworks has a one year temporary use lease with us at this location. • No project permit is required. • Four containers will be located on this site, will be used for storage and will not be stacked. • Future use of this site is to be determined.
1.6 - Port Metro Vancouver Foreshore Stabilization Work at Columbia Containers <i>Provided by Michael B.</i>	<p>Refer to Port update presentation slides 13-14.</p> <p>The foreshore stabilization work follows a 2006 Condition Assessment of ‘riprap’ in the Burrard Inlet between Canada Place and the Second Narrows bridge.</p> <p>Riprap is the name given to the sloped rock structure you will see along the shoreline.</p> <p>Columbia Containers site (as mentioned in the above notes) has been elected for repair based on a priority rating in 2006 Assessment. Once complete, Columbia will issue a project permit to move their office to this location.</p> <p>The start date is after August 15 to avoid rock placement during fisheries sensitive period (March 1 to August 15).</p> <p>Noise you will hear is general motor noise (excavator and trucks), reverse beeping of trucks and some noise related to rock replacement. The rock placement is best carried out during low tide to enable maximum view of the slope from land. There are low tides to accommodate normal working hours in mid August and night work is not anticipated. However, we cannot guarantee this as tides change. <i>Location and approximate construction zone on slide 14 provided for clarity.</i></p> <p>The foreshore stabilization work will go through an environmental review as part of the permit application process.</p>
2. Other Business	
2.1 - East Vancouver Community Forum	Overview of the event provided including the date and location.
2.2 – South Shore Corridor Project and neighborhood	Dates were provided in advance of the meeting for the fourth week of July. It was suggested to instead provide evening times during a weekday or a weekend day in July for the South Shore Corridor Project and EVPL neighbourhood tour. This would mean a harbour tour would not be booked for this time as PMV

tour.	<p>harbour patrol are off duty at this time.</p> <p>Action: PMV to provide alternative evening dates.</p>
2.3 - Community Section of website - feedback	<p>The community section of the Port's website will be updated shortly and feedback from the committee was requested, specifically the EVPL section of the website.</p> <p>Action: EVPL to provide feedback for request above.</p>
2.4 – Review Previous meeting action items	<p>Community BBQ: BCA confirmed community would appreciate a BBQ at a nearby park sometime during late summer. BBQ could be promoted within the community and through the daycare. Weekend days are preferred.</p> <p>Action: PMV to suggest date for Community BBQ/Lunch in the Park.</p> <p>Action items on 2211 Wall St. location and shuttle wagon noise followed through with in the above notes.</p>

Meeting Date	Agenda Ref #	Action Item	Lead	Due Date
2014-06-19	1.1	Provide information on noise monitors (review of baseline study information when available). PMV to review the noise and light repercussions from the night gates and mitigation efforts required in the EVPL plan.	Ram C.	Future Meeting
2014-06-19	1.1	Provide container terminal operators with concerns from EVPL.	Mandy C.	Next Meeting
2014-06-19	1.2	Additional information requested regarding Nanaimo St. footbridge, specifically how the Port will protect the garden and the park.	Justin P.	Complete
2014-06-19	1.2	Follow up with CP representative regarding noise from trains from squeaky wheels, specifically in the last month.	Ram C.	Next Meeting
2014-06-19	1.4	Follow up with EVPL on the organization responsible for planting the evergreens.	Adrian S.	Next Meeting
2014-06-19	1.4	Look into placing light shades around forklift lights at Columbia Containers.	Adrian S.	Next Meeting
2014-06-19	1.4	Provide a copy of the landscape design plan for Columbia's proposed project.	Adrian S.	Future Meeting

EAST VANCOUVER PORT LANDS | MEETING NOTES

2014-06-19	2.2	Provide alternative meeting times/dates for SSCP/EVPL area tour	Justin P.	Complete
2014-06-19	2.3	Provide feedback on Port Metro Vancouver's community section website.	EVPL	July 25, 2014
2014-06-19	2.4	Suggest date for Community BBQ/Lunch in the Park.	Ram C.	Complete
2013-10-17	2.1	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.	Complete
2014-04-17	1.3	Look into whether the 2211 Wall St. /Powell St. work station taken down was a Pacific Landing redevelopment. <i>Provided with update on Saltworks update above.</i>	Harv W.	Complete
2014-04-17	1.5	Follow up with EVPL on noise from yard engine on Columbia Containers site. <i>Provided in Columbia Containers update above.</i>	Ram C./ Gord T	Complete