

MEETING AGENDA

East Vancouver Port Lands

Date:	Tuesday, May 26, 2015
Time:	5:00pm to 7:00pm
Location:	St. James Hospice
Chair:	Naomi Horsford, Port Metro Vancouver
Attendees:	<p>Barb Fousek, BCA John Hawthorne, BCA Harry Mah, BCA Chris McPherson, Community Member Mike LoVecchio, CP Christina Proseilo, Viterra</p> <p>Guests:</p> <p>Port Metro Vancouver Tony Benincasa, Manager, Logistics and Operations Naomi Horsford, Manger, Municipal Executive Liaison Erika Schade, Communications Advisor, Project Development Charlotte Olson, Environmental Project Management Specialist Gord Tycho, Senior Planner Alycia Majorkiewicz-Ata, Meeting Coordinator</p> <p>Vancouver Board of Parks and Recreation (VBPR) Nick Page, Biologist</p> <p>Hemmera Envirochem Inc. Scott Northrup, Senior Biologist</p>
Regrets:	<p>Andrew Dye, Community Member Karis Hiebert, City of Vancouver Peter Idema, Viterra</p>

#	Agenda Item
1.1	<p>Habitat Enhancement Program– Proposed New Brighton Park Habitat Enhancement Project: <i>provided by Charlotte Olson, Port Metro Vancouver and Nick Page, Vancouver Board of Parks and Recreation</i></p> <p><u>See Proposed New Brighton Park Habitat Enhancement Project presentation</u></p> <p>An email was sent to the EVPL in April to provide details on the Port Metro Vancouver (PMV) Habitat Enhancement Program (HEP), including an overview about the</p>

<p>proposed habitat enhancement project and asking for input on proposed consultation approach.</p> <p>The Proposed New Brighton Park Habitat Enhancement Project is in alignment with PMV HEP objective of creating and enhancing fish and wildlife habitat – the proposed project provides an opportunity to find a balance between a healthy environment and potential future port growth and demonstrates the port’s commitment to environmental stewardship and sustainability.</p> <p>All PMV HEP projects are chosen based on several primary considerations: habitat need, habitat productivity, feasibility and cost.</p> <p>PMV HEP works closely with DFO and is guided by PMV’s current Working Agreement and DFO Policy to advance habitat restoration/enhancement sites.</p> <p>New Brighton Park (NBP) was chosen as a potential habitat enhancement opportunity due to its alignment with PMV and City of Vancouver current and past park planning, as well as overarching environmental objectives.</p> <p>The 2010 Hastings Park/ PNE Master Plan and the 1997 New Brighton Park Master Plan included the proposed creation of a saltmarsh on the eastern side of New Brighton Park (the outlet of a restored stream) – this conclusion included a lengthy public engagement delivered by City of Vancouver for the Hastings Park / PNE Master Plan</p> <p>There has been public interest in restoring habitat in New Brighton Park including a presentation by the Hastings Park Conservancy in 2010 to the Vancouver Park Board, and support from the BCIT Rivers Institute.</p> <p>In 2014 PMV and Vancouver Board of Parks and Recreation (VBPR) staff identified nine potential sites for habitat restoration within the City of Vancouver.</p> <p>NBP was selected because of compatibility with the VPBR master plans, potential to create valuable habitat for fish and wildlife, and the location within the Burrard Inlet.</p> <p>PMV asked EVPL members if they were aware of any specific uses for the park or groups that could potentially be impacted by the proposed project.</p> <p>EVPL members responded that a portion of the park is an off-leash dog area and advised that some community members feel strongly about maintaining the current park use. It was also noted that there is an annual bike polo tournament held at the tennis courts at the park.</p> <p>It was communicated that the current concept designs being shown will likely not be the final design and were provided for background and discussion purposes only.</p> <p>Formal public consultation for New Brighton Park hasn’t begun. However, in the past</p>

	<p>VBPR undertook an extensive consultation process for the 2010 Hastings Park / PNE Master Plan.</p> <p>The project approach for NBP was unanimously supported by the VBPR on May 11, 2015.</p> <p>Currently the NBP project is in the pre-engagement phase of consultation which involves striking a Stakeholder Advisory Group (SAG). It was noted that there will be opportunities for EVPL to provide input via consultation and engagement throughout each phase of development of the proposed project.</p> <p>The SAG is expected to be made up of 8-10 people (5 from the scientific/technical community and 5 community/general public members) and will be guided by a Terms of Reference (TOR).</p> <p>The intention is to develop a SAG, which includes individuals with technical backgrounds as well as members of the general public, including park users. PMV encouraged EVPL members to identify any potential individuals for the SAG at this time.</p> <p>Mary Tasker, the Hastings Park Conservancy caretaker, was suggested in response to PMV's request to bring forward potential individuals for the SAG. In addition, EVPL members also suggested Bruce Wright (a biologist), local Community Centre's and previous members of the Hastings Park/PNE Master Plan Stakeholder Committee, as potential stakeholders for the project.</p> <p>PMV asked EVPL members what their preferred method of communication was to relay information regarding the project and more specifically the development of the SAG.</p> <p>PMV suggested that information regarding the project, including suggestions for possible SAG members, be communicated via the EVPL to the project team. VBPR noted that invitations will be sent to individuals for the SAG, however should there be any challenges identifying members for the SAG, a formal call for applicants may be considered.</p> <p>PMV requested that any additional feedback regarding the project be sent to PMV via EVPL committee and committed to keep EVPL up to speed on the status of the SAG, and overall project development.</p> <p><i>Note: questions asked by EVPL members, responses provided by Port Metro Vancouver or otherwise indicated.</i></p> <p>Q) Is the project is confirmed to go ahead? A) The project has not received formal approval and that PMV/VBPR are currently entering the preliminary design and consultation period. In the fall, formal public consultation will occur. A project decision will be made at the appropriate time based on cost, technical fees, park changes, public and</p>
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	<p>aboriginal consultation etc.</p> <p>Q) Is there a plan to upgrade the existing parking area? A) VBPR responded that there aren't currently any plans to alter the parking area or any other park facilities (pool, playing field, etc), as part of the NBP or any other proposed project.</p> <p>Q) What sort of wildlife are expected to utilize the proposed habitat/saltmarsh? A) VBPR responded by explaining that the habitat will be used by shore birds, waders and migratory birds that have been largely pushed off Burrard Inlet and noted that the growth of shrub vegetation is good for the general bird community. Additionally, PMV noted that saltmarsh provides habitat for juvenile fish.</p> <p>Q) Will the trees located on the far east side of New Brighton Park will be removed as part of the project? A) The existing trees on the far east side of the park that offer a buffer between the Park and Viterra's operations will not be removed.</p> <p>Q) Has been any thought to rehabilitate the small beach pocket immediately east of New Brighton Park, beside Viterra? An EVPL member suggested that it could be a natural extension of the project and could provide an area for the creation of eel grass beds, similar to those created in Tsawwassen. A) PMV responded that this area was currently not being considered by the PMV HEP project team as this area was leased to Viterra and noted that they would follow up with additional information.</p> <p>ACTION: PMV to provide further details regarding the feasibility of habitat enhancement in the area east of NBP.</p> <p>Q) Which Aboriginal groups will be consulted/engaged? A) The project lies within the asserted traditional territory of several First Nations and committed to following up with further details regarding which Nations these include would. Additionally, PMV offered to have their Aboriginal Advisor present to the EVPL to provide more details if needed.</p> <p>ACTION: PMV to provide further details regarding which Aboriginal groups will be consulted with in regards to this project.</p>
<p>1.2</p>	<p>Columbia Containers Permit Process Update: <i>provided by Gord Tycho, Port Metro Vancouver</i></p> <p>Presentation of the Engagement Summary Report and Consideration Memo by Columbia to the EVPL committee (and receiving of feedback from the EVPL committee on these reports) will occur approximately 3-4 weeks after the closing date.</p>

	<p>PMV inquired whether the liaison group received any comments from the community pertaining to Open House notification.</p> <p>The Liaison Group responded that while few people said that they did not receive a notification, the group felt that they could not speak on behalf of the rest of the EVPL area.</p> <p>PMV explained that the proponent provides information on project details and Port Metro Vancouver provides information on the permitting process as well as links to all studies and project drawings (on the Port's website). Port Metro Vancouver always encourages the public and other stakeholders to visit the Port's website, and this was further iterated on Columbia's Open House pamphlets, posters, and project boards.</p> <p>EVPL felt that the photographic representation of the project is misleading and very unrealistic. Suggested that the image should have been from all angles – north, east, south, and west.</p> <p>Port Metro Vancouver staff responded that they reviewed Columbia Containers preliminary 'before and after' view images and subsequently re-visited the site to consider view perspectives on two separate occasions. Staff suggested to Columbia Containers that there be at least one image (large panorama view) that shows the entire proposed elevator and silos project from the dirt path at the northern end of Dusty Greenwell Park, as this is a vantage point in a public space that is not encumbered by trees. Staff also recommended that all images be updated to include the most recent computer-generated imaging of the proposed project.</p> <p>As a reminder to the EVPL Liaison Group, Port Metro Vancouver commented that the deadline for receiving feedback was Friday, May 29 (later revised by the port to Tuesday June 2). With respect to subsequent review timelines, Port Metro Vancouver further advised that Columbia Containers will likely take one to two weeks to complete the Engagement Summary Report and Consideration Memo. Port Metro Vancouver will then review both reports, and Columbia will return to the EVPL Committee shortly thereafter to present the reports and solicit feedback on the project consultation results and proposed mitigation strategies.</p> <p>In regards to the trees/hedges, Columbia Containers' proposed project will require a shifting of infrastructure and operations further to the north. The South Shore Project roadway will then occupy the existing space currently occupied by the trees. Although PMV examined whether some trees may fall within the proposed utility corridor, it is now apparent that the trees will need to be removed.</p>
<p>1.3</p>	<p>Trucking Action Plan Update: <i>provided by Naomi Horsford and Tony Benincasa, Port Metro Vancouver</i></p> <p>To give some background, about a year ago Port Metro Vancouver faced a trucking disruption.</p>

	<p>Both levels of government weighed in and as a result, a 14 point action plan was developed.</p> <p>Also, at the end of 2014, a new drayage truck licensing system (TLS) was created - as of February 1, 2000 licensed trucks was reduced to 1450 licenses.</p> <p>Due to selection criteria metrics, 27 companies (who did not qualify) challenged the ruling against the port.</p> <p>Upon judicial review, the judge directed Port Metro Vancouver to review the criteria selection scores, with a focus of potentially approving those companies.</p> <p>As of May 26, 2015, less than 10 trucking companies were provided conditional approval. At this time, the port is not yet certain how many trucks would be re-administered.</p> <p>A trucking commissioner and office was additionally hired by the government.</p> <p>Currently, there are trucks moving in one direction without a container. The goal is to reduce/eliminate empty chassis moves where less trucks run empty and more run full - the new reservation platform is focused on double ended moves to reduce overall truck trips.</p> <p>The TLS program looks at establishing a framework to help mitigate congestion levels and community impacts.</p> <p><i>Note: questions asked by EVPL members, responses provided by Port Metro Vancouver.</i></p> <p>Q) Will the majority of the trucks be seen in Delta? A) Yes, because as they have the most container volume. Delta sees approx. 50% of trucking traffic, the South Shore sees approx. 45% and Fraser Surrey Docks accounts for less than 5%. At times the South Shore accounts for 50%. Information is available on Port Metro Vancouver's container dashboard to see how many trucks have arrived at terminals. Simple math can be used to compare locations. Delta accounts for 1,100-1,300 transaction, South Shore sees about the same while Fraser Surrey Docks sees 130 transactions over two shifts.</p> <p>Q) What are the statistics of trucks coming during day versus at night? A) Approximately forty-five percent of trucks visit during the day and 55% visit at night. Reservations for nighttime movement do not cost companies anything, however the day reservations do. Despite this daytime fee, there is a balance of truck trips throughout day and night created via the reservation system. Nighttime reservations are obviously taken first. Also, Deltaport operates six days a week, to ensure the flows are consistent as much as possible. In the fall, there may be some overnight shifts offered in September, October and</p>
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November on the South Shore - Vanterm offers grave yard shifts. To mitigate against road noise impacts, on this shift, PMV has strategically placed roadside patrollers at Clark Drive at 10pm forcing traffic to exit Clark to ensure that no trucks are exiting Commissioner. This has helped reduce noise level.

- Q) Is there an intentional shift to moving traffic during the night time?
- A) Yes, it was an intentional decision to open evening truck gates. Terminals are now open five nights a week. Thus far, we have seen a lower level of congestion on the road, compared to last year. This is due to reduced reservations offered each hour compared to the previous method with only one day shift truck gate at the terminals. Terminals were trying to do everything on day shift, as it costs more than night shifts. There is no one, simple solution.
- Q) The 6pm rush is very intense. On three separate occasions from 6-630pm, 40 trucks were counted going into the port. During this time, the rush is very obvious, as trucks are backup over the McGill Street overpass. For the eastbound trucks, two trucks fit perfectly but three trucks causes the tail end of the third truck to jut out into the bike lane.
- A) The truck line-up may be due to the terminals shut down from 4-5pm - trucks are only allowed to arrive 30 minutes before their reservation window. If they are not within their reservation window, they are turned around and are not allowed into the port. PMV's roadside patroller will escort them out of the port.

Repaving, rail re-alignment of the South Shore roadway has been looked at to solve the problem with the truck chassis related noise.

PMV has decided, the lanes (to the south) with the rough and patched pavement will be closed and through traffic will be shifted north into the staging lanes where new pavement exists which will reduce the traffic related noise in this area. Shifting of lanes is targeted for late July early August.

The existing concrete barrier will remain. The height of the barrier is approximately three ft. We will remove a portion of the barrier in the centre to allow for servicing of light standards and crucial infrastructure in the area.

The staging lanes will be reduced from three to one lane, as majority of the staging lanes have not been required due to terminals operating evening truck gates. The staging area adjacent to the VACS gates have been restricted to incident management and queuing related to rail crossings. PMV has stopped using staging areas (for trucks waiting for their reservation time) due to the increased noise attributed to honking horns. A single truck that needed to get out of a lane would be blocked by one that was still waiting - there was no room to maneuver which attributed to driver frustration and behavior.

More and more trucks are arriving on time due to restrictive measures in place at the VACS gate ensuring only trucks with valid reservations allowed entry.

<p>Columbia Container's rail switch contributes to the use of the staging area when needed.</p> <p>The jersey barrier should help reduce wheel noise.</p> <p>There have been a number of roll overs on the McGill street off ramp due to speed and the sharp curve.</p> <p>BC's Minister of Transportation is looking a system piloted in Washington which has contributed to eliminating roll overs.</p> <p>The system picks up the speed and weight of the vehicle and calculates the size of vehicle – then flashes amber lights to tell trucks to slow down.</p> <p>This system is already in place in one location in BC and has made a huge difference with reducing roll over of logging trucks.</p> <p>If a trucking problem is spotted, it is best to phone Port Metro Vancouver's Operations Centre and provide as much information as possible. The Operations Centre can attempt to track down the vehicle in question.</p> <p>Port Metro Vancouver land operations team is working on reducing container trucks parking in the neighbourhood.</p> <p>The port recently learned that on the City of Vancouver's website, it is noted that "large vehicles...may park on the street for up to three hours between 6am to 10pm" - it is a city bylaw that all trucks are able to park in city for up to 3 hours.</p> <p>Port Metro Vancouver is enforcing where we can, but cannot write tickets - however, we do attempt to work with Vancouver traffic enforcement.</p> <p>We have placed signs to help mitigate noise and speed - we are doing what we can.</p> <p>Port Metro Vancouver has the trucker's data and VPD has data but both organizations are unable to share because its proprietary information - a court order is necessary to allow the information to be shared.</p> <p>After the summer, a Trucking Action Plan update will be provided to EVPL, as well to broader group.</p> <p><i>EVPL member and CP representative, Mike LoVecchio, spoke about CP's need for an additional passing track:</i></p> <p>CP will move to construct a passing track once Columbia Containers has moved. Minimum required is 10,000 ft. but likely more will be needed.</p> <p>CP will begin to build additional tracks on the north side. A review of existing property</p>

	<p>lines will be part of the project.</p> <p>Congestion on the tracks is a factor in recent Westcoast Express (WCE) train service.</p> <p>An EVPL member asked about mitigation of track noise in regards to the addition of a passing track. CP responded that the passing track will allow more efficient movement, which may reduce noise generated by normal operations. It will also meet current and future growth, including WCE.</p> <p>For any issues related to train emergencies, contact the CP Police Service directly at 800-716-9132.</p>
1.4	<p>Trucking Vehicle Access Gates: <i>provided by Tony Benincasa, Port Metro Vancouver</i></p> <p>Approximately 45 percentage of container trucks access the port’s gate during the daytime versus night time.</p> <p>A number can be provide but will include the number of all vehicles (trucks, motor vehicles) - it is not possible to breakdown type of vehicle.</p> <p>All trucks within the TLS system have had GPS installed.</p> <p><i>Note questions asked by an EVPL member, responses provided by Port Metro Vancouver.</i></p> <p>Q) Why is it not possible to breakdown the type of vehicles using your GPS system? A) Port Metro Vancouver doesn’t track all trucks – only container trucks. There are also dump, cement and other trucks accessing the port.</p> <p>Q) What about using Port Pass details when vehicles swipe into the port’s gates? A) All types of vehicles need to swipe the reader to pass through the port’s gates, even in passenger vehicles.</p>

Meeting Date	Agenda Ref #	Action Item	Lead	Due Date
2015-05-26	1.1	Confirm which First Nations will be formally consulted regarding the Proposed New Brighton Park Habitat Enhancement Project.	Charlotte O.	Completed
2015-05-26	1.1	Follow-up with the EVPL question of potential habitat enhancement opportunities immediately east of New Brighton Park; i.e. the beach pocket area beside (and in front) of	Charlotte O.	Completed

EAST VANCOUVER PORT LANDS | MEETING MINUTES

		Viterra (between NBP and Viterra)		
2015-05-26	1.2	Send out link to Columbia Container's project site (alternative study), reminder to submit comments in by May 29 and feedback contact details.	Gord T.	Completed
2015-05-26	1.3	Send Port Metro Vancouver's Operations Centre phone number.	Alycia	Completed
2015-05-26	1.3	Confirm City of Vancouver's areas of enforcement.	Naomi H/Tony B.	Upcoming Meeting
2015-05-26	1.4	Provide updates on Columbia Containers and Salt works projects.	Gord/ Naomi	Next Meeting
2014-11- 27	1.2	Keep EVPL updated on trucking situation.	Naomi/ Alycia	Complete/ Ongoing
2014-10-02	1.2	Follow up on timing of road alignment.	Naomi	Complete
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./Gary O.	Complete