

MEETING NOTES

East Vancouver Port Lands

Date:	October 2, 2014
Time:	6:00pm to 8:00pm
Location:	Port Metro Vancouver offices
Chair:	Naomi Horsford, Port Metro Vancouver
Attendees:	<p>John Hawthorne, BCA Kirsten Baillie, City of Vancouver Barb Fousek, BCA Harry Mah, BCA</p> <p>Guests: Peter Idema, Viterra (Guest of PMV) Mary Helen-Wright (Guest of BCA)</p> <p>Port Metro Vancouver Guests: Carrie Brown, Environmental Programs Gord Tycho, Planning</p> <p>Ram Chungh, PMV, Meeting Coordinator</p>

AGENDA ITEMS	KEY POINTS AND DECISIONS
1. Updates	
1.1- Cascadia dust control project <i>Peter I.</i>	<p><i>Please refer to Pacific & Cascadia Terminal Modernization and Cascadia Dust Control Presentation</i></p> <p><i>All questions were provided by EVPL members and responses/general comments provided by Peter I. unless otherwise stated.</i></p> <p>Q) Who completed the noise study? A) BAP Acoustics.</p> <p>Q) Is the rooftop equipment for filters being moved? A) There are seismic issues with placing filters on top of silos/rooftop and so they have been moved to the ground to provide easier access to the filters, which also provides lower sound emission characteristics.</p> <p>Q) Have you had any fire alarms go off?</p>

	<p>A) Not many, we focus on maintaining the fire alarm system to avoid false alarms and ensuring the facility is safe to avoid real alarms. Historically this was an issue primarily at Cascadia but we do not see many false alarms anymore with the upgrades and revised maintenance programs</p> <p>Q) How are you moving trains now?</p> <p>A) The old Cascadia operation had much shorter car strings therefore requiring more switching from Canadian Pacific to keep the facility fluid. Since 2000, with the new trackshed, switching has been limited to two times per day as we operate on 2 x 60(max) car strings per working shift.</p>
<p>1.2 - Columbia project (demolition) scope change – Gord T.</p>	<p><i>All questions were provided by EVPL members and responses/general comments provided by Gord T. unless otherwise stated.</i></p> <p>Background provided on the changes to the demolition permit. The current four project permits and uses based on the EVPL plan are noted below.</p> <p>In addition to providing other required information, Columbia is working to complete studies relating to air, noise, storm water, and visual impacts. Once these studies are provided to the Port, PMV’s planning team will require a 4 – 6 week review period (depending on the quality of the studies) prior to Columbia presenting their full application package to the committee, which will likely be in mid-November (<i>note this has changed to mid-January</i>). Columbia will also host an open house approximately two weeks later.</p> <p>Currently there are four project permits from Columbia:</p> <ul style="list-style-type: none"> • Demolition (green use) – see page 12 of EVPL plan • Sheet pile realignment (green use) • Installation of modular office (green use) • Grain Transload facility (yellow) - see page 13 of EVPL plan <p>Q) Could we receive the details on the demolition process ie. Hours of operation?</p> <p>A) Working hours will aim to be consistent with City of Vancouver bylaws, which are 7:30 am to 8 pm on any weekday that is not a</p>

	<p>holiday, and between 10 am to 8 pm on any Saturday that is not a holiday.</p> <p>Q) Do you have the details of the timeframe for the demolition permit? Light pollution may be a problem during dinner time, around 8pm. Please point that out to Columbia.</p> <p>Action: PMV planning to provide timeframe for demolition and ask for mitigation on lighting impacts during dinner time.</p> <p>Q) Can we get the range of where the original letter was dropped off from Columbia regarding the demolition?</p> <p>Action: PMV planning to provide information on mail drop location.</p> <p>Q) What is the container height for tenants on EVPL? A) Five.</p> <p>Q) Why are there so many containers on site at Columbia? A) Columbia is a stuffing facility and a depot facility.</p> <p>BCA noted that Columbia does a lot of shifting of containers on Saturday mornings and evenings. It is very frustrating. Of note is that the sound of the forklifts has been muted by the container wall on the north side of the track that is created by containers stacked three high.</p>
<p>1.3 – Noise Mitigation Initiatives/Update <i>Provided by BCA</i></p>	<p>Noise Mitigation Initiative:</p> <p>Discussion of road realignment occurring as part of the South Shore Corridor Project.</p> <p>Action: PMV public affairs to follow up on timing of road alignment.</p> <p>BCA - Does the railway have the right to put in two more rail lines? Is it PMV's land?</p> <p>Action: PMV public affairs to follow-up on details of land exchange.</p> <p>BCA – There has been a noticeable increase in noise in the last 6 months from a variety of sources. It has been heard from people 3-4 blocks from Wall St.</p>

BCA Issues:

- Truck congestion - affects BCA and city of Vancouver. Truck traffic on Friday evenings and weekends make it difficult to host guests.
- Noise (hours) - do the truck night gates have to run so late or can they be more concentrated?
- Noise (source) - What causes the noise is the uneven road surface. Report provided from New Zealand shows how they are working with noise issues. They are prepared to spend money on remedial measures including road surfaces.

Requests by BCA:

- *Do an intermediate paving job for the road surface between now and when the road realignment will occur.*
- *Refined and designated hours for trucks.*

Action: PMV public affairs to follow-up on feasibility of designated hours.

Q) BCA – Would tie downs for containers be a solution for the truck noise on uneven pavement?

A) PMV – The cause of the noise needs to be investigated. The pins that tie lock the containers in place are attached to the chassis and it is most likely those make the rattling noise whenever a truck goes over any bump or dent in the road.

Q) Could those specific areas be paved?

Action: PMV public affairs to follow up with SSCP about paving.

PMV provided general overview of Joint Action Plan and extended night gates.

BCA once again noted that the (East Vancouver) community was not considered when the extension of night gates was implemented. Question raised as to who was representing this community in the Joint Action Plan discussions.

PMV explained that this was a labour situation that was having severe economic impacts and as a result, provincial and federal officials were involved in resolving the situation. The outcome was the Joint Action Plan of which night gates was one component.

PMV noted that the Public Affairs and Environmental Programs departments are reviewing noise monitoring data to show the trend changes in noise from trucks since the night gates and will discuss short, mid and long term mitigation opportunities.

Guest of BCA noted:

- no civic representative for the Joint Action Plan
- Section 3.2.5 on noise in the EVPL plan was not considered in the Joint Action Plan.
- A noise mitigation study have already been completed in the EVPL plan.
- If industry and community are to reside next to each other, the Port will need to pay for noise mitigation, especially with the addition of more rail tracks.
- Canadian Pacific should look into sound barriers as they look into creating more tracks.

BCA – The long term forecast for the port is growth. Let’s plan ahead and figure out a solution so that down the road the community and the Port do not clash.

PMV provided overview of noise monitors on south shore and purpose of noise monitors as tracking long term noise trends.

Action: PMV public affairs to send locations of noise monitors on South Shore.

BCA noted specific locations for noise monitors missing.

PMV responded that the purpose of the noise monitors is to determine noise trends for the long term. When there is a specific noise occurrence, there is the ability to deploy mobile noise monitors.

BCA - PMV website and materials highlight being a good neighbor, which if you are advertising that, you need to follow through with it.

Action: Standing agenda item for EVPL meetings will be trucking.

Meeting Date	Agenda Ref #	Action Item	Lead	Due Date
2014-10-02	1.2	Provide timeframe for Columbia Container demolition and ask for mitigation on lighting impacts during dinner time.	Gord T.	Before Next Meeting
2014-10-02	1.2	Provide information on mail drop location for Columbia Project.	Gord T.	Before Next Meeting
2014-10-02	1.3	Follow up on timing of road alignment.	Ram/ Naomi	Next Meeting
2014-10-02	1.3	Follow-up on details of land exchange.	Ram/ Naomi	Next Meeting
2014-10-02	1.3	Follow-up on feasibility of designated hours.	Ram/ Naomi	Next Meeting
2014-10-02	1.3	Determine if areas with uneven pavement can be paved over on port property.	Ram/ Naomi	Next Meeting
2014-10-02	1.3	Send map with locations of noise monitors on the South Shore to EVPL.	Ram	Next Meeting
2014-10-02	1.3	Include trucking as standing item on EVPL agendas.	Ram	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.	Future Meeting
2014-06-19	1.1	Provide container terminal operators with concerns from EVPL.	Mandy C.	Next Meeting
2014-06-19	1.2	Follow up with CP representative regarding noise from trains from squeaky wheels, specifically in the last month (June).	Ram C.	Next Meeting