Welcome

Thank you for attending Port Metro Vancouver's open house about the South Shore Corridor Project. The purpose of this open house is to:

- Share project information
- Answer your questions and hear your perspectives on the project
- Provide information on next steps

Please take some time to view the display boards, speak with members of the Port Metro Vancouver South Shore Corridor project team, and complete a feedback form.

For more information:

Web: www.portmetrovancouver.com

Tel: 604.665.9066

E-mail: public_affairs@portmetrovancouver.com

(Please indicate "SSCP" in the subject line)

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About Port Metro Vancouver

Port Metro Vancouver is the most diversified port in North America and a major economic engine for Canada, trading $75 billion in goods with more than 130 economies each year.

Positioned on the southwest coast of British Columbia, Port Metro Vancouver covers more than 600 kilometres of shoreline and operates across five business sectors: automobiles, breakbulk, bulk, container and cruise.

PORT ACTIVITIES GENERATE:	
Jobs	129,500
Gross Domestic Product (GDP)	$10.5 billion
Economic output	$22 billion
Wages	$6.1 billion


BREAKBULK


BULK


AUTOMOBILES


CONTAINERS


CRUISE

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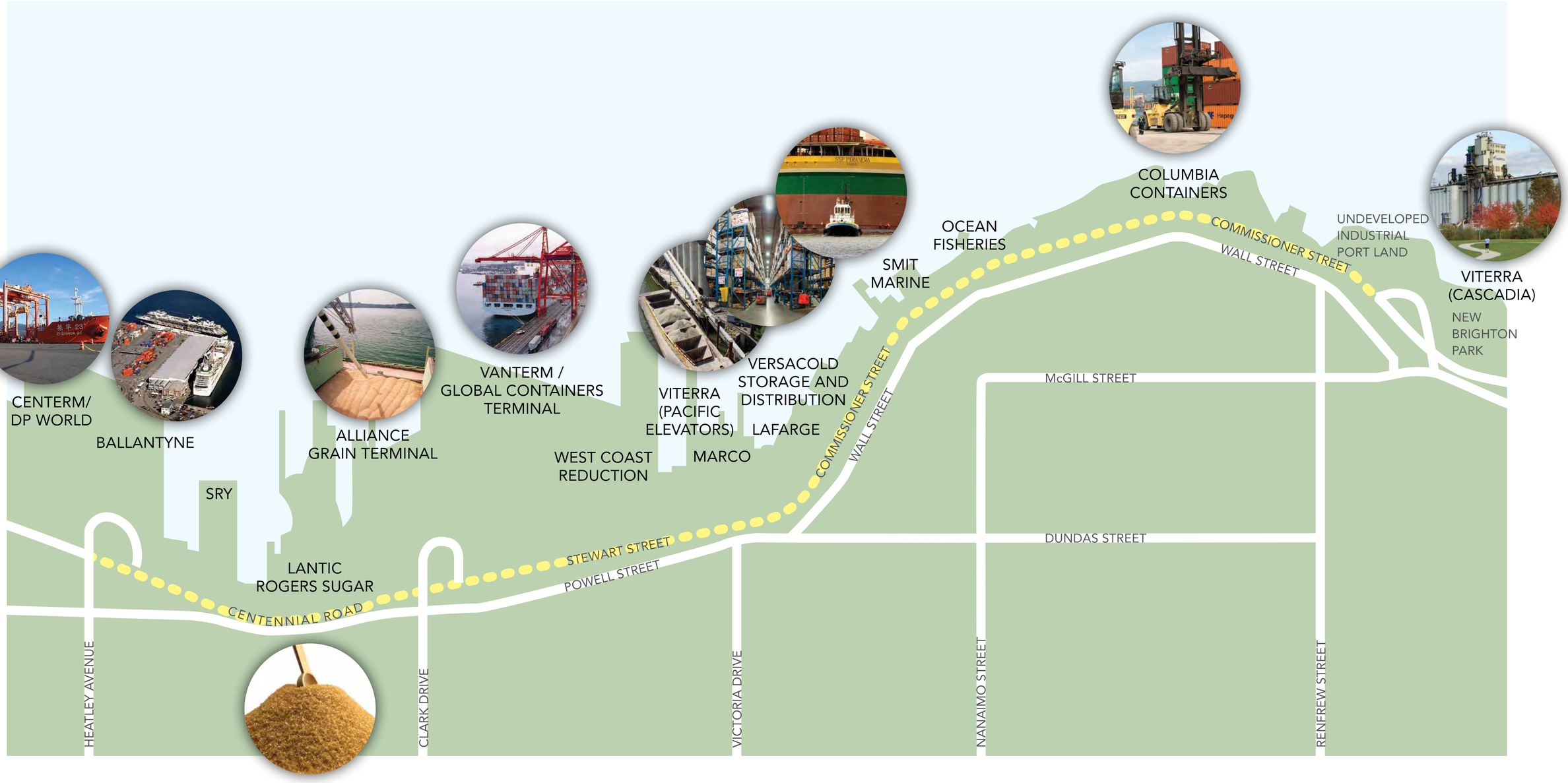
About Port Metro Vancouver's South Shore

Port Metro Vancouver's south shore represents a vibrant and unique area of Vancouver where industry, commercial businesses and residents coexist. A number of challenges currently exist along the south shore, affecting the reliability of movement of cargo and people. The south shore handles cruise, container and grain operations. It is also a busy area for local business operations, including concrete and rendering industries.



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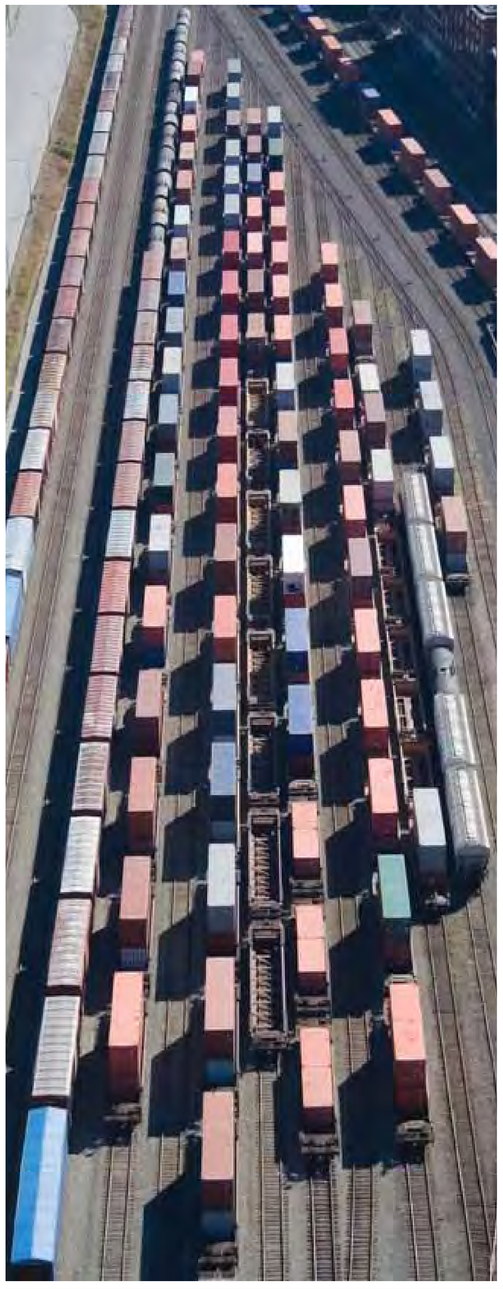
Why Are These Improvements Needed?

With growing competition from other North American west coast ports and increasing demand from exporters, importers and shipping lines for more reliable, efficient and low-cost service, improvements are needed to maintain port competitiveness and sustain Canada's growth and prosperity.



Current challenges:

- Constrained rail and road corridor
- 14 at-grade rail crossings, leading to conflicts between rail and road traffic
- Limited access and staging areas for trucks leading to congestion on and off port lands
- Outdated infrastructure and technology that no longer meet the needs of a growing port

Project Considerations

Port Metro Vancouver's south shore corridor represents a vibrant and unique area of Vancouver where industry, commercial businesses and residents coexist. While the project is designed to enhance port operations and provide for future rail capacity improvements as international trade continues to grow, it will also address long-standing challenges facing the local community.

Preliminary consultation with funding partners, governments, tenants, and adjacent residents and businesses has identified a number of interests. The project has been designed to address these considerations, with a particular focus on areas of mutual interest.

RESIDENTS

- Noise from rail car switching
- Dust and light impacts
- Increased number of trucks on local streets
- Potential impacts to viewscapes

BUSINESS

- Increased number of trucks on local streets
- Reliable access for customers and deliveries
- Support local business and protect industrial land base
- Construction-related impacts

AREAS OF MUTUAL INTEREST

- Minimize effects of increased trade on surrounding neighbourhoods
- Reduce congestion within the port
- Reduce port-related traffic on local streets
- Minimize traffic impacts during construction
- Protect industrial land base

GOVERNMENTS & FUNDING PARTNERS

- Respect existing government controls and procedures
- Fiscal and environmental responsibility
- Promote Asia-Pacific trade and the economy

TENANTS

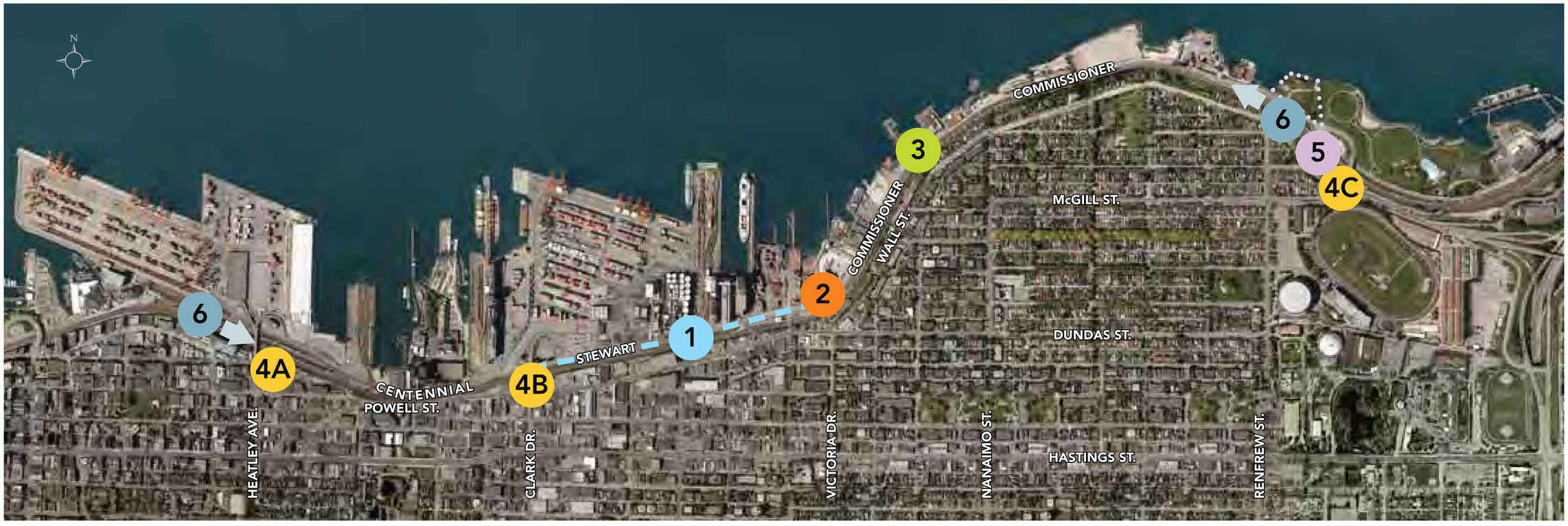
- Protect industrial land base
- Improve rail access and capacity
- Provide safe, reliable access for workers
- Appropriate use of project funding
- Construction-related impacts

The South Shore Corridor Project *(Updated)*

Bound by Heatley Avenue and McGill Street along the south shore of Burrard Inlet, the South Shore corridor is critical for goods entering the South Shore Trade Area.

The South Shore Corridor Project is designed to:

- Reduce road/rail conflicts
- Facilitate long-term rail capacity improvements
- Improve transportation access
- Improve safety and reliability for businesses operating within the port
- Reduce effects of port activities on neighbouring communities, as appropriate



1. A new **Stewart Street Elevated Road** between Clark Dr. and Victoria Dr. This new road provides an alternate route for through-traffic, significantly reducing congestion along Stewart St. and improving travel time reliability.
2. A new **Pedestrian Overpass at Victoria Drive**, providing safe access for port workers over the rail tracks at Victoria Dr. The overpass will reduce train switching noise in this location.
3. **Realigned Commissioner Street** to facilitate long-term improvements to rail capacity and reduce train-related noise.
4. **Intersection and Roadway Improvements** on Stewart St., Centennial Rd. and Commissioner St. to better manage truck access and egress at: 4A - Heatley Ave., 4B - Clark Dr., 4C - McGill St.
5. **Reconfigured New Brighton Road** to provide access to port land for potential truck staging to manage traffic flow and reduce corridor-wide congestion. Access to New Brighton Park remains unchanged.
6. **Corridor-wide Improvements** including upgraded signage, installation of Intelligent Transportation Systems (ITS) and fibre optic cable upgrades.

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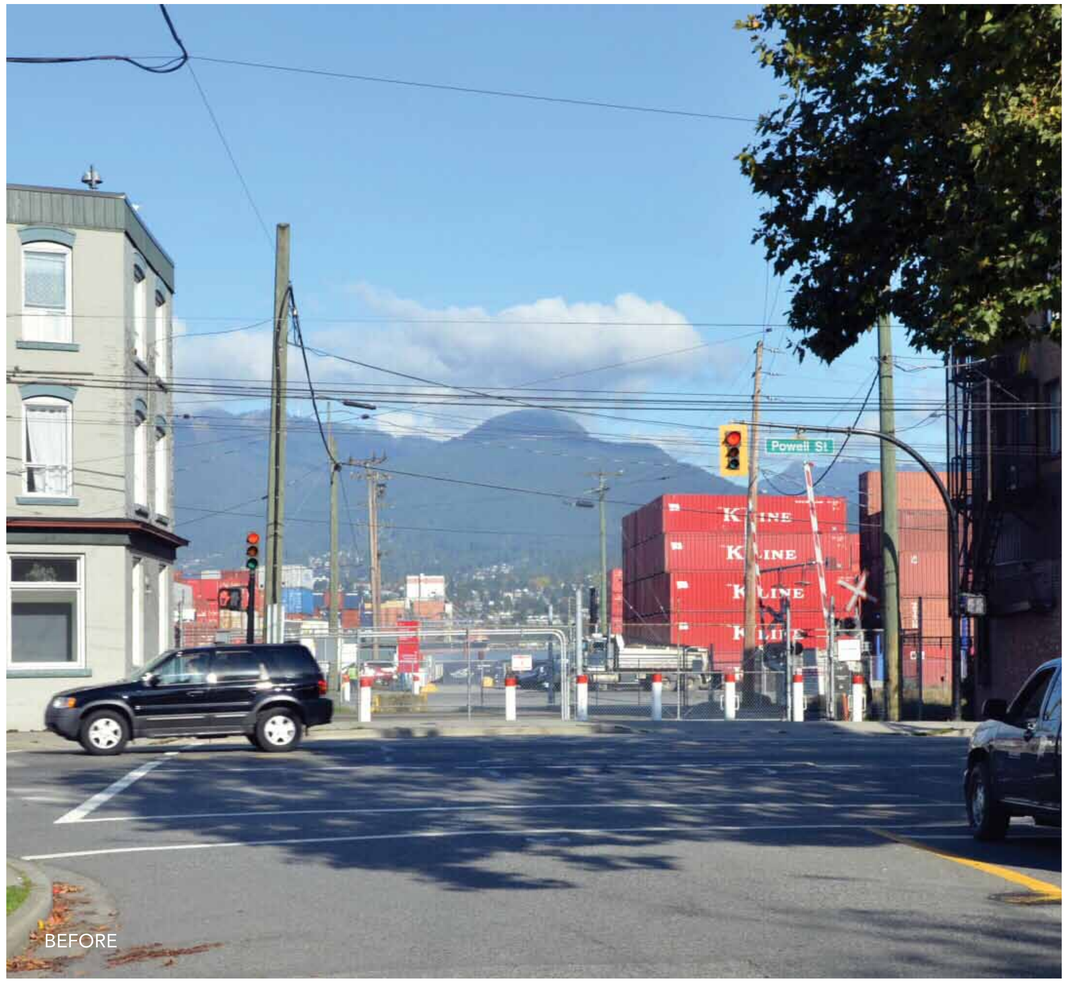
Victoria Drive Pedestrian Overpass *(Updated)*

A new overpass of the rail tracks at Victoria Drive will provide safe and reliable access for port workers and reduce train switching and noise in this area.

Current Challenges:

- Pedestrian safety and access reliability challenges, particularly when trains occupy the tracks
- Limited ability to assemble longer trains, which results in noise from rail car switching as trains are pulled apart to ensure that the crossing is not blocked



CURRENTLY, EMPLOYEES ACCESSING THE PORT THROUGH VICTORIA DRIVE MUST CROSS AT-GRADE RAIL TRACKS, CAUSING SAFETY AND ACCESSIBILITY CHALLENGES IN THIS AREA.

ARTIST RENDERING OF THE NEW VICTORIA DRIVE PEDESTRIAN OVERPASS, LOOKING NORTH (NEW STEWART STREET ELEVATED ROAD IN BACKGROUND).

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Construction Management *(Updated)*

Port Metro Vancouver is committed to minimizing delays and congestion for port users and the community during construction. While most construction activities will be restricted to port lands, there may be times when minor, temporary changes will be required on local streets near port access gates.

Construction Activities:

- Key construction activities include:
  - Installation of large steel beams
  - Road works associated with alterations to Stewart and Commissioner Streets, the Commissioner Street port access gate, and the reconfiguration of existing McGill Street access ramp
- Port Metro Vancouver will make best efforts to ensure that construction timing is consistent with City of Vancouver noise bylaws
- Any work that is required to take place outside of the main working hours will be planned and communicated to stakeholders and local residents in advance
- Best practices will be used to minimize construction noise

Traffic Management Measures:

- Maintain access to private properties throughout construction
- Limited road closures to install steel beams with dates and times communicated well in advance
- Maintain emergency access at all times
- Monitor and proactively respond to congestion within and near the port

Keeping You Informed:

Port Metro Vancouver is committed to timely and effective communication about construction activities, including:

- Public information website
- “Opt-in” traffic advisory emails
- Changeable message signs at approaches to the Heatley Avenue and McGill Street port entrances

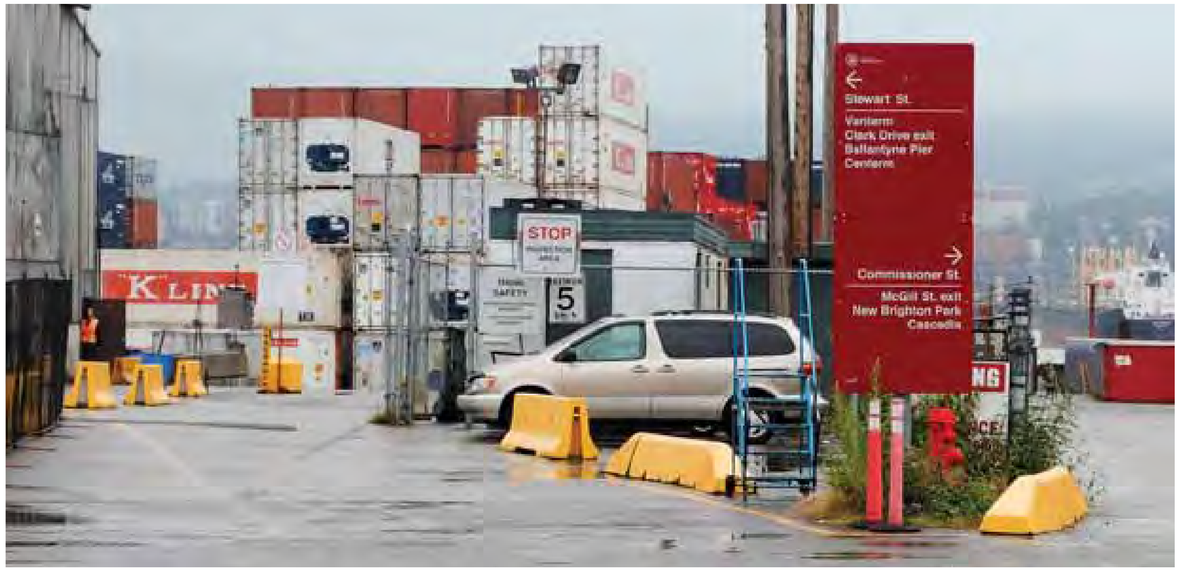
Register to receive project updates at the open house or email public_affairs@portmetrovancouver.com with “SSCP” in the subject line.

Stewart Street Elevated Road *(Clark Drive to Victoria Drive)*

A new, elevated road over Stewart Street between Clark Drive and Victoria Drive will provide an alternate route for through-traffic, significantly reducing congestion along Stewart Street and improving travel time reliability.

Current Challenges:

- Truck traffic is subject to significant delays along Stewart Street due to 14 at-grade rail crossings.
- Congestion along Stewart Street can result in back-ups onto city streets as a result of a constrained transportation corridor.
- Truck braking and engine accelerating creates noise for nearby residents.




BEFORE


AFTER
ARTIST RENDERING OF THE NEW STEWART STREET ELEVATED ROAD LOOKING WEST FROM CANNERY ROW.

Traffic Flow Improvements *(Updated)*

Consultation in fall 2011 identified existing truck traffic and congestion as a key concern and proposed project-related traffic improvements as a primary potential benefit by making the port's internal road system more efficient.

These improvements are designed to reduce the effects of port operations on local streets as port traffic continues to grow. Without these improvements, congestion is predicted to increase.

HEATLEY AVENUE - CENTENNIAL ROAD AT BALLANTYNE PIER

- Widen Centennial Road to allow uninterrupted traffic flow to/from Heatley Avenue and to/from Ballantyne Cruise terminal
- Retain Heatley Avenue as the main access for smaller vehicles, as well as commercial vehicles of non-semitrailer configuration

CLARK DRIVE

- Overall project improvements will help minimize congestion on port roads that have a tendency to back up onto city streets during rail switches

McGILL STREET

- Amend the layout of the right turn lane into the port to improve safety
- Alter the existing roadside barrier to make it safer for trucks accessing the port
- Intersection improvements at Commissioner Street
- Access to New Brighton Park is unchanged

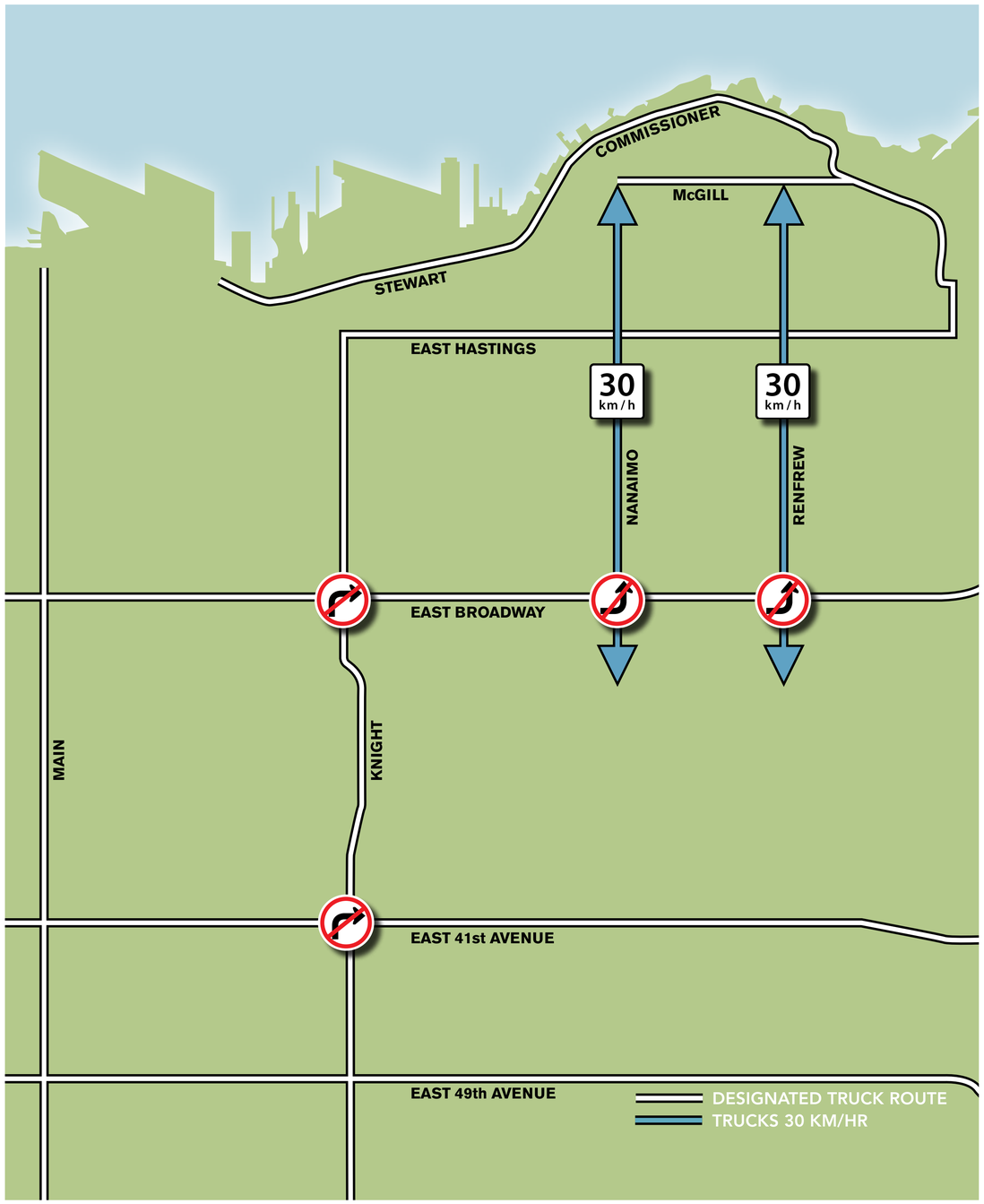
CORRIDOR-WIDE

- New electronic message boards on the approaches to port accesses and throughout port roads, providing real-time incident management and traffic congestion reduction
- Realign Commissioner Street to provide improved lane width and allow for future rail capacity improvements
- Consideration for truck staging areas to manage traffic flow and reduce corridor-wide congestion

Other Traffic Management Measures *(Updated)*

A number of broader traffic management measures will be implemented in the South Shore Trade Area. These include:

1. **30km/hr speed limit** for commercial trucks north of Broadway on Nanaimo and Renfrew Streets as well as **turn restrictions** for port-bound container trucks *(see map)*
2. **Truck Licensing Decal Program** – All container trucks accessing port container terminals must hold a valid TLS licence. The Decal Program helps ensure the integrity of the program by streamlining inspections and improving enforcement.
3. **Truck Container Efficiency Pilot Program** – Using GPS technology, Port Metro Vancouver is working with trucking companies and terminal operators to:
   a. Track and communicate congestion and route information to vehicle operators in real-time
   b. Respond to incidents more quickly and effectively, including diverting traffic when required
   c. Validate arrival and departure times to more effectively manage queuing and wait time at terminals



PORT METRO VANCOUVER WORKS CLOSELY WITH THE CITY OF VANCOUVER TO MITIGATE THE IMPACTS OF PORT BOUND TRUCKS IN LOCAL COMMUNITIES

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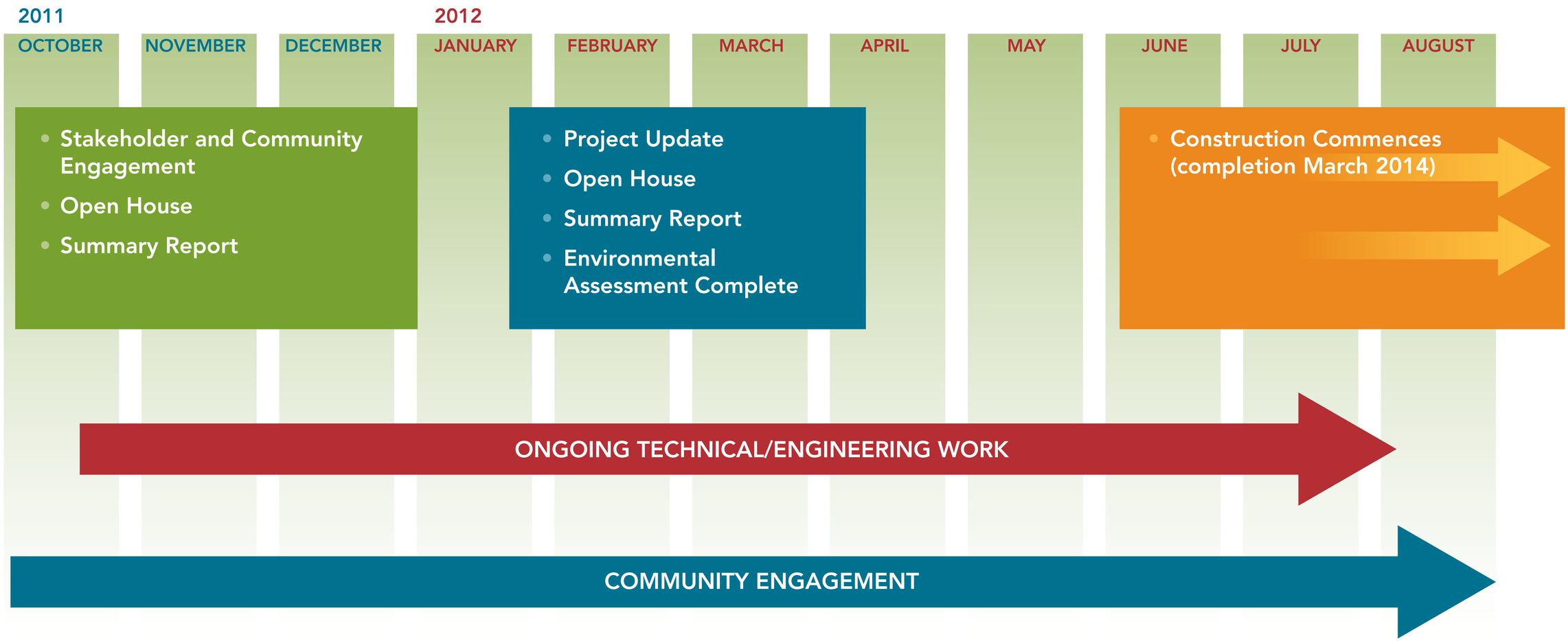
Project Timeline

Development of the South Shore Corridor Project includes community and stakeholder engagement to ensure that all interested parties are informed about the project and have opportunities to provide input.

If you would like to be kept informed as the project moves forward, we encourage you to sign up to receive project updates by emailing a request to: **public_affairs@portmetrovancouver.com** *(Please indicate "SSCP" in the subject line).*



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Environmental Assessment *(Updated)*

Port Metro Vancouver is responsible for the administration, management and control of land and water within its jurisdiction. In exercising this mandate, the Port strives to ensure that new developments meet or exceed applicable standards and minimize environmental and community impacts.

As part of planning for the project, Port Metro Vancouver has undertaken environmental studies in a number of areas. These studies were recently completed and the results are being incorporated into project planning and designs. The following table provides an overview of the environmental assessment for the project, including findings and next steps:

AREA	CONSIDERATIONS	STATUS/RESULTS
Noise	• Potential for existing noise profile changes as a result of elevated road, intersection modifications and general growth in trade over time.	• Overall, noise impacts due to road or rail activity as a result of the project are low. However, because the location of the road will change, noise levels at specific locations are also expected to change and some people may notice a difference. • In the short term, the project will help to reduce rail noise such as rail car switching and shunting, audio signals when crossings are blocked as well as less engine braking from trucks as a result of improved free flow traffic and the removal of the stop sign.
Air Quality	• Potential for local air quality changes with a focus on particulate matter.	• Minimal change in air quality is expected as a result of the project. • Over time, technological improvements have the potential to improve air quality even with anticipated growth.This is in part because trucks will no longer be idling due to long delays, and in part because even though truck and rail traffic will grow, older vehicles will be phased out with newer, more efficient and lower emitting trucks, rail and marine vessels. • Every five years a detailed Port Air Emissions inventory is conducted in partnership with regional authorities to track changes in Air Quality and guide mitigation programs.
Marine/ Aquatic	• The project will not affect any fish habitat and therefore no detailed assessment required. • Mitigation and monitoring as required will be in place during construction to ensure no direct or indirect impact on marine aquatic environment.	• No detailed assessment required.
Wildlife	• There are no known wildlife resources at risk in the project area and therefore no detailed assessment is required. • An Eagles' nest is present on the corridor, however it is located 100m from the closest approach of the construction footprint and the eagles using that nest have shown great tolerance for construction activity in the past.	• Preliminary review concluded that if construction is conducted outside of nesting period, no long-term effects on wildlife are expected.
Soil and Groundwater	• Potential for contaminated soil and/or groundwater to be encountered during construction.	• A Soil and Groundwater Management Plan will be developed and will include provisions for appropriate disposal of material, as necessary.