

Centerm Expansion Project

Application Review Phase - Round 2 Public Consultation

Background

This consideration report provides the Centerm Expansion Project team's response to input received as part of the Application Review Phase - Round 2 Public Consultation, held May 15 to June 2, 2017.

Project Overview

The Centerm container terminal (Centerm) is an existing container terminal operated by DP World Vancouver on the south shore of Vancouver's inner harbour, located on federal lands and waters managed by the Vancouver Fraser Port Authority. It is one of three primary container terminals in the Vancouver gateway and handles approximately one-fifth of the goods shipped in containers through Vancouver.

The Centerm Expansion Project is a proposed series of improvements to Centerm container terminal and port roads. It includes improvements at Centerm container terminal to help meet anticipated near-term demand for containers to be shipped through Vancouver. Subject to regulatory approvals, the on-terminal improvements would increase the maximum container handling capacity at Centerm by two-thirds, from 900,000 twenty-foot equivalent unit containers (TEUs) to 1.5 million TEUs. The project would include an increase to the terminal footprint by approximately 15 per cent and reconfiguration of the terminal to increase the container capacity of Centerm.

In addition, the application for a project permit includes the proposed South Shore Access Project to improve infrastructure that would benefit the entire south shore port area. The off-terminal improvements would include a new Centennial Road overpass and an extension to Waterfront Road.

The proposed project is now in the port authority's Project and Environmental Review application phase and, if approved, will proceed into detailed design and construction later this year.

Consideration of Input from Application Review Phase Round 2 Public Consultation

Application Review Phase – Round 2 Public Consultation was held from May 15 to June 2, 2017. The purpose of this round of consultation was to provide information and seek feedback from the public and stakeholders regarding key project construction activities and a proposed community investment program.

There was a total of **94** participant interactions during Round 2 consultation:

- **48** people attended two open houses
- **12** completed feedback forms (**3** hardcopy, **9** online)
- **34** provided written submissions through email or mail

More information regarding the Round 2 consultation period can be found in the Application Review Phase – Round 2 Public Consultation Summary Report [online](#) on our web page. The project permit application and supporting technical studies continue to be reviewed as a part of the Project and Environmental Review process and are available [online](#) on the Project and Environmental Review web page.

Input received during this consultation, along with financial and technical information, will be considered by the Centerm Expansion project team in refining proposed project mitigations, construction management and communication methods, and the project’s proposed community investment program. The Vancouver Fraser Port Authority’s Project and Environmental Review staff lead all stakeholder consultation activities as part of the Project and Environmental Review process, with the applicant’s involvement. Comments from stakeholders will be considered and responded to as part of that process, and are therefore not included in this consideration report.

The following summarizes the most frequently mentioned themes during Round 2 consultation and the project team’s response:

Summary of Issue or Interest	Source of Input	Centerm Expansion Project Team Response
<p>1. Air Quality</p> <ul style="list-style-type: none"> • Concerns regarding air quality impacts, monitoring and management, including how the increase in emissions will impact nearby residents • Requests for an Emissions Management Plan • Requests for additional air quality studies 	<ul style="list-style-type: none"> • Written submissions 	<ul style="list-style-type: none"> • An air quality study was submitted as part of the project permit application and is currently being reviewed by Project and Environmental Review staff. The study is available online on the Project and Environmental Review web page. A revised document is expected to be completed in August 2017, and will be posted online. The document will include any updated results for air quality in the nearby residential area. • Should the project be approved to proceed, operations and administration at Centerm terminal would be centrally located in one LEED® Gold certified building, allowing for greater efficiency in electrical, heating and cooling systems. • Separate from the proposed project:

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		<ul style="list-style-type: none"> The port authority is currently installing shore power at Centerm to allow one vessel to connect to the power grid while at berth. Funding options are currently being explored to install shore power at a second berth. Shore power is a clean technology that enables compatible ships to shut down their engines while at berth, reducing air emissions and engine noise. The port authority's Truck Licencing System includes environmental requirements for container drayage trucks to reduce air emissions. Environmental requirements target engine age restrictions and idle reduction. Other port-led initiatives that reduce air emissions associated with key port activities include the Northwest Ports Clean Air Strategy, EcoAction program and Non-Road Diesel Emissions Program. Further information about these programs is available online on the port authority's website.
<p>2. Community investments</p> <ul style="list-style-type: none"> Requests that a larger portion of the investment be contributed towards CRAB Park at Portside Requests that a larger portion of the investment be contributed to First Nations Requests for the dollar value amount of the community investment program Suggestions for proposed community investments, including: <ul style="list-style-type: none"> A contribution to St. Paul's Hospital A contribution to Carnegie Centre Connecting the seawall eastward 	<ul style="list-style-type: none"> Written submissions Feedback forms 	<ul style="list-style-type: none"> We are committed to being a good neighbour and providing opportunities for local communities to benefit directly from port growth. The provision of community investments as part of the proposed project are not a requirement of the port authority's Project and Environmental Review process. Should the project be approved, a community investment program would contribute to community initiatives that matter most to adjacent local communities, based on feedback received. The final scope of the proposed community investment program will depend on the overall costs of the community investments and opportunities for partnerships. Consideration will be given to requests that a larger portion of the investment be contributed to First Nations, and to the additional suggestions for proposed community investments, received during this round of public consultation. The project team will work with the Vancouver Board of Parks and Recreation, Aboriginal groups, the City of Vancouver and other partners on opportunities to contribute to and determine final priority areas. We will be reaching out to the community with updates regarding the proposed community investment program in late 2017 and 2018.

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<p>from the Vancouver Convention Centre</p>		
<p>3. Construction communications</p> <ul style="list-style-type: none"> • Concerns regarding consultation notification • Requests for adequate notification of construction activities • Requests for notification and engagement to include information sessions, more postering, and door-to-door surveys 	<ul style="list-style-type: none"> • Feedback forms 	<ul style="list-style-type: none"> • The project team is committed to ensuring there is broad notification of consultation opportunities. Round 2 public consultation notification included newspaper advertisements, posters, mail-drops, use of social media and direct email communications. • With the understanding that construction activities have the potential to affect the surrounding community, stakeholders and port users, we are committed to limiting the impacts of construction activities in the area and are developing our construction plans with these considerations in mind. • The project team is preparing a construction communications plan that will outline how we will continue to communicate with the surrounding community and port road users about construction activities throughout the phases of construction. This may include email updates, newspaper advertisements, social media and postering, as well as information sessions and door-to-door information-sharing, as appropriate.
<p>4. Construction management</p> <ul style="list-style-type: none"> • Concerns regarding construction impacts in the neighbourhood, noting that the hours and days of work are too long 	<ul style="list-style-type: none"> • Feedback forms 	<ul style="list-style-type: none"> • With the understanding that construction has the potential to affect the surrounding community, stakeholders and port users, we are committed to limiting the impacts of construction activities in the area and are developing our construction plans with these considerations in mind. • The project team is preparing a construction communications plan that will outline how we will continue to communicate with the surrounding community and port road users about construction activities throughout the phases of construction. • To help manage and mitigate effects from project construction, we will be developing the following: <ul style="list-style-type: none"> • A traffic management plan which will outline how traffic would be managed during construction, including mitigation measures. • An environmental management plan which will lay out the framework for minimizing effects related to project construction, including operating procedures and mitigation measures for a variety of components including general construction practices, noise, light, erosion and sediment control, emergency response, and air quality.

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		<ul style="list-style-type: none"> • A communications plan that will outline how we will continue to communicate with the surrounding community and port road users throughout the phases of construction, including sharing how the public can learn more about the communications during construction. • Construction work would occur primarily within standard construction hours of 7:00 am to 8:00 pm Monday to Saturday, with limited construction Sundays, holidays and at night. Any works outside of normal hours will require authorization from the port authority either through the issuance of a Project Permit and implementation of a Construction Communications Plan, or by separate authorization. • Marine construction work is proposed to take place within a 24-hour construction window, allowing for a shorter construction period within the marine environment to reduce fish and fish habitat impacts. • A 24-hour construction window is being proposed for Centennial Road overpass construction, while the traffic detour is in effect. This would allow for shorter traffic delays (neighbourhood and operational traffic) associated with overpass construction. • Noise during construction is generally not anticipated to be over and above existing operational noise. • It is anticipated that construction of the overpass and on-terminal facilities would include some pile driving, which would be limited to daytime hours. • During construction, enquiries can be directed to 604.665.9563 or centerm.expansion@portvancouver.com
<p>5. Consultation process</p> <ul style="list-style-type: none"> • Concerns that input from consultation has not been addressed or taken into consideration 	<ul style="list-style-type: none"> • Written submissions • Feedback forms 	<ul style="list-style-type: none"> • We encourage the public to share their voice. It is important that we hear and understand community interests and concerns pertaining to the proposed project. • We continue to consider feedback to refine proposed project mitigations, develop a proposed community investment program, and for construction communications planning. • The project team has considered and responded to community feedback received during consultation (preliminary, Round 1 and Round 2), including by:

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		<ul style="list-style-type: none"> • Undertaking expanded traffic and noise studies to understand the effects of the project in the Downtown Eastside • Expanding the scope of environmental studies included in the project permit application (online), based on pre-application feedback; for example, studies regarding tidal flushing and an expanded view and shade study were conducted in response to community concerns • Exploring ways to provide local training and employment opportunities for members of the Downtown Eastside community and for members of local Aboriginal communities during the construction phase • Refining priority areas for the proposed community investment program, based on community feedback
<p>6. CRAB Park at Portside</p> <ul style="list-style-type: none"> • Expressions of the importance of CRAB Park at Portside to the community • Concerns regarding impacts to the park, including tranquility and views and requests for further mitigation • Concerns regarding impacts to water quality at CRAB Park at Portside • Concerns regarding the renderings of CRAB Park at Portside used in consultation • Expressions of appreciation for the mitigation of impacts to CRAB Park at Portside and Vancouver Harbour 	<ul style="list-style-type: none"> • Written submissions • Feedback forms 	<ul style="list-style-type: none"> • The port authority is committed to continuing to support CRAB Park at Portside as an important community greenspace. • Should the proposed project proceed, the view from the park would be very similar to the view today when a vessel is at berth. • There are images of the view from CRAB Park at Portside with and without the proposed project, available in the view and shade study component of the project permit application, available online on the Project and Environmental Review web page. The viewscape analysis on pages 17-23 of the view and shade study pertain to CRAB Park at Portside. • The project team completed computer modelling of tidal flushing within the bay bordering Centerm and CRAB Park at Portside and found that natural tide cycles would continue to completely flush and replenish the bay after the proposed western expansion of Centerm. It currently takes between five and eleven hours for complete flushing of the bay to occur. While the amount of time it takes for this flushing is anticipated to increase by two to three hours with the project, no significant adverse environmental effects are expected, since there would still be complete flushing of the bay.
<p>7. Expressions of opposition to the project</p>	<ul style="list-style-type: none"> • Written submissions 	<ul style="list-style-type: none"> • The project team acknowledges expressions of opposition received during public consultation. Where specific concerns have been raised, the project team has carefully considered and

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	<ul style="list-style-type: none"> Feedback forms 	responded to concerns in this document and previous consideration reports.
8. Expressions of support for the project <ul style="list-style-type: none"> Including appreciation for the mitigation of impacts and improvements to port operations 	<ul style="list-style-type: none"> Written submissions Feedback forms 	<ul style="list-style-type: none"> The project team acknowledges expressions of support received during public consultation.
9. Light impacts <ul style="list-style-type: none"> Concerns regarding light impacts during construction and operation Requests for additional light mitigation measures 	<ul style="list-style-type: none"> Written submissions 	<ul style="list-style-type: none"> To help manage and mitigate effects from project construction, lighting will be focused and provided only where it is required for work safety and security. DP World Vancouver has made a significant investment to upgrade Centerm terminal's high-mast lighting in recent years. The majority of the high-mast lighting has been switched to energy efficient LED fixtures. The fixtures are directionally focused to terminal working areas, to mitigate the effects of light to the community. This technology would be used for all of the new lighting required on-terminal for the Centerm Expansion Project.
10. Location of project <ul style="list-style-type: none"> Suggestion that the project should occur in a different location 	<ul style="list-style-type: none"> Feedback form 	<ul style="list-style-type: none"> The trade of goods shipped in containers through Canada's west coast continues to increase. To accommodate this growth, and considering the shortage of trade-enabling industrial lands in the region, the first priority is to look at opportunities to increase capacity and efficiency at existing terminals, such as Centerm. The proposed Centerm Expansion Project is the next in a series of projects needed to help meet anticipated demand for increased container handling capacity. The capacity that the project would provide is needed by 2020.
11. Marine environmental impacts <ul style="list-style-type: none"> Concerns regarding environmental impacts from the project, including oil spills Concerns regarding effects on marine wildlife 	<ul style="list-style-type: none"> Written submissions Feedback form 	<ul style="list-style-type: none"> The draft construction environmental management plan, available online, includes work procedures to minimize the potential for oil spills. The construction environmental management plan also contains a spill response plan (refer to section 6.3), which builds on DP World Vancouver's existing processes and procedures for dealing with oil spills at the Centerm terminal. A marine resource study was completed to determine how the proposed project may affect fish and fish habitat, marine birds

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<ul style="list-style-type: none"> • Concerns regarding impacts to water quality, including at CRAB Park at Portside • Requests for enhanced water quality monitoring 		<p>and marine mammals. This included a biophysical survey and a species-at-risk assessment. The study is available online on the Project and Environmental Review web page. See item #12 below for information regarding marine mammals.</p> <ul style="list-style-type: none"> • The study found that the proposed project and construction activities are not expected to have a noticeable effect on marine birds that use Vancouver’s harbour, given existing vessel traffic, light and noise from cruise terminal operations and existing industrial operations. • The study also found that the project has the potential to harm fish or fish habitat, particularly from dredging and placement of fill. Should the project be approved, final habitat off-setting measures will be determined through a Department of Fisheries and Oceans Canada (DFO) authorization. • Habitat off-setting is proposed to increase the overall productive capacity of fish within Burrard Inlet, specifically Dungeness crab. The loss of subtidal mud flat at the proposed project site is not expected to be production limiting for Dungeness crabs, due to the abundance of this type of habitat in Burrard Inlet. • During construction, the design-build contractor will be required to finalize and implement a robust CEMP to ensure the continued protection of water quality. At minimum, this will include: <ul style="list-style-type: none"> • An overview of the applicable water quality guidelines and the requirements contained within those guidelines that must be achieved throughout the construction of the Project; • Methodology for monitoring compliance; • The location of monitoring points and frequency of monitoring during various stages of the Project, taking into account safety and navigational constraints associated with maintaining local marine traffic throughout the construction period; • Reporting of the results and adaptive management plans, should the mitigation measures in place fail to achieve the required water quality criteria; and, • The procedure for implementation of stop work orders, if required.

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		<ul style="list-style-type: none"> • Additionally, groundwater monitoring wells will be installed in the east dyke during construction to facilitate a multi-year post-construction groundwater monitoring program
<p>12. Marine impacts: vessel noise</p> <ul style="list-style-type: none"> • Concerns regarding vessel noise, specifically impacts to Southern Resident Killer Whales • Requests that the port authority require all ships using the vessel route to be accredited as quiet by ship classification societies 	<ul style="list-style-type: none"> • Written submissions 	<ul style="list-style-type: none"> • A marine resources study was completed as part of the project permit application to determine how the proposed project may affect fish and fish habitat, marine birds and marine mammals. Most of the growth in capacity at Centerm would be through an increase in the size of vessels, rather than the number of vessels. Risks to marine mammals associated with the proposed addition of one vessel per week are expected to be low. • Separate from the proposed project: <ul style="list-style-type: none"> • The port authority requires vessels to travel at a safe speed, which reduces the chance of harm to marine life and provides navigational safety. Other measures under development, including under Transport Canada’s Oceans Protection Plan and the port authority’s Enhancing Cetacean Habitat and Observation (ECHO Program), are intended to further reduce impacts to marine mammals from vessels. • On January 1, 2017, the port authority added new incentive criteria to its existing EcoAction program to include harbour due rate discounts for quieter ships. This makes Canada the first country in the world with a marine noise reduction incentive. • The new criteria include three quiet-vessel notations from ship classification societies and three propeller technologies shown to reduce underwater noise. The program applies only to cargo and cruise vessels calling on the Port of Vancouver, which includes Burrard Inlet, the Fraser River and Roberts Bank terminals.
<p>13. Marine impacts: vessel traffic</p> <ul style="list-style-type: none"> • Concerns regarding marine impacts and vessel traffic from new and expanding terminal projects in the Salish Sea 	<ul style="list-style-type: none"> • Written submissions • Feedback forms 	<ul style="list-style-type: none"> • A marine transportation impact study was conducted to understand the effects of the project on marine vessel traffic. • The study found that the Vancouver harbour has the capacity to accommodate an increase in vessel traffic, and that most of the growth in capacity at Centerm will be through an increase in the size of vessels, rather than an increase in number of vessels calling at the terminal. Vessel traffic associated with Centerm is

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<ul style="list-style-type: none"> Concerns regarding the size and volume of vessels and, specifically effects on marine life Concerns regarding the environmental review process, noting that the process is inadequate until a cumulative impacts analysis of the entire vessel route is undertaken 		<p>anticipated to increase by approximately one vessel call per week.</p> <ul style="list-style-type: none"> Most of the growth in capacity at Centerm would be through an increase in the size of vessels, rather than the number of vessels. Risks to marine mammals associated with the proposed addition of one vessel per week are expected to be low. The proposed project is located on federal lands and requires an authorization from the port authority, which issues a permit through the Project and Environmental Review process, in order to proceed. As part of the permitting process, the project team is required to conduct comprehensive technical studies, develop plans and consult with the public, stakeholders and Aboriginal groups. Further information about the Project and Environmental Review process is available online. The proposed project would also require approvals and permits from other federal agencies, such as an Environment and Climate Change Canada Disposal at Sea permit for proposed dredging activities, and a Fisheries and Oceans Canada Authorization for potential project impacts to fish and fish habitat. Other permits will also be required during design and construction. Separate from the proposed project: <ul style="list-style-type: none"> The port authority forecasts that the number of vessel calls to the entire Port of Vancouver may increase from the present number of about nine ships per day to about 12 ships per day by 2026 and is confident that the number of vessels forecasted can be safely handled. Information related to the number of vessel calls forecasted in the Port of Vancouver, as well as programs underway to mitigate the impact of shipping, is available online on the port authority's website.
<p>14. Marine response</p> <ul style="list-style-type: none"> Concerns regarding oil spill prevention Requests that an Emergency Response Towing Vessel (ERTV) be required at Turn Point (Stuart Island, 	<ul style="list-style-type: none"> Written submissions 	<ul style="list-style-type: none"> The port authority maintains, in line with international best practices, a robust set of practices and procedures to be followed by all vessels operating in the port's jurisdiction. These practices and procedures are designed to promote safe navigation and environmental protection from vessel activities, including oil spill prevention. All non-Canadian commercial vessels that enter Canadian waters are inspected under Transport Canada's Port State Control system, whereby foreign vessels entering Canadian waters are

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USA)/Arachne Reef (Canada)		boarded and inspected to ensure compliance with various international maritime conventions, including the International Convention for the Prevention of Pollution from Ships (MARPOL). <ul style="list-style-type: none"> The port authority is not the lead agency with respect to marine response, but the marine patrol and port authority’s Operations Centre would provide assistance by working with first responders and other agencies. In the event of a recoverable spill, the Canadian Coast Guard will lead a response and, if necessary, set up a unified command to coordinate cleanup. Western Canada Marine Response Corporation is contracted by the vessel operators for spill response and cleanup on the west coast. The Coast Guard’s Canada-US Joint Marine Spills Contingency Plan outlines the roles and responsibilities for cleanup efforts if an incident occurs in the waters between Canada and the United States.
<p>15. Noise: project-related</p> <ul style="list-style-type: none"> Concerns regarding noise impacts during project construction and operation Requests for additional noise mitigation 	<ul style="list-style-type: none"> Written submissions Feedback forms 	<ul style="list-style-type: none"> A noise assessment was submitted as part of the project permit application and is currently being reviewed by Project and Environmental Review staff. The study is available online on the Project and Environmental Review web page. Supplementary baseline noise data have since been collected in response to technical review comments from Project and Environmental Review staff, and will likely be made available online in August. Although sound levels from the proposed project are predicted to increase by small amounts, measures including the use of electric rail-mounted gantry cranes in the intermodal yard would generate less noise than the non-electric equipment currently in use. To help manage and mitigate effects from project construction, we will be developing a construction environmental management plan that will lay out a framework for minimizing effects related to project construction. The plan will outline operating procedures and mitigation measures for a variety of components, including noise. Separate from the proposed project: <ul style="list-style-type: none"> The port authority has installed eleven, long-term noise monitoring stations at locations across the port. The public can access noise data in real time online.

Summary of Issue or Interest	Source of Input	Centerm Expansion Project Team Response
		<ul style="list-style-type: none"> The port authority will continue to monitor sound levels through the existing noise monitoring stations, along the south shore port area. Concerns related to port noise may be directed to the port authority's community feedback line at 604.665.9004. Further information about managing port noise is available online on the port authority's website.
<p>16. Rail impacts</p> <ul style="list-style-type: none"> Concerns regarding rail impacts, including noise Concerns regarding increased rail traffic outside the project area 	<ul style="list-style-type: none"> Written submissions Feedback forms 	<ul style="list-style-type: none"> The proposed improvements would enable a reduction in the number of train movements per train on-terminal by increasing the length of tracks in the intermodal yard from approximately 2,000 to 3,000 feet. Concerns about rail noise may be directed to the port authority's community feedback line, at 604.665.9004. Through this process, the port authority can forward information to the railways and track community complaints. Concerns regarding the railways, including increased rail traffic outside the project area, may also be directed to the railways themselves, through their public feedback lines. <ul style="list-style-type: none"> CN Rail: Email: contact@cn.ca; Phone: 1-888-888-5909 CP Rail: Email: community_connect@cpr.ca; Phone: 1-800-766-7912 The Canadian Transportation Agency can investigate complaints about noise and vibration once community members have tried to communicate with the railway. Info on this recourse process is online on the Canadian Transportation Agency website.
<p>17. Safety considerations</p> <ul style="list-style-type: none"> Safety concerns related to increased road and rail container traffic Concerns regarding the March 4, 2015 container incident at Centerm, and concerns regarding safety risks to residents Requests for the development of fire and emergency evacuation 	<ul style="list-style-type: none"> Written submissions Feedback forms 	<ul style="list-style-type: none"> The port authority is committed to public and work safety and security in the Port of Vancouver. The transportation of all goods by rail is regulated by Transport Canada through the <i>Transportation of Dangerous Goods Act</i> and Regulations. Transport Canada regulates the classification, means of containment, reporting and shipment of dangerous goods in Canada. DP World Vancouver, the terminal operator, in coordination with the railways, continues to move goods in accordance with Transport Canada's safety standards and regulations.

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<p>options for Centerm employees</p>		<ul style="list-style-type: none"> • Emergency response at Centerm is the responsibility of the City of Vancouver in the event of a fire. In the event of a spill, life-saving event or security incident, the lead responder may vary between different agencies. The port authority plays a coordinating role and also facilitates training and exercises with emergency responders and other agencies. • DP World Vancouver also has its own site-specific emergency response plan, to manage incidents on the terminal, including the potential need for evacuation. The plan meets the applicable regulatory requirements, including those of Transport Canada and Employment and Social Development Canada (ESDC) and was developed in consultation with the port authority and other local authorities. This plan would be updated prior to project completion, should the proposed project be approved to proceed.
<p>18. Traffic</p> <ul style="list-style-type: none"> • Concerns regarding vehicle traffic during and after construction • Concerns regarding vehicle traffic around Main Street and the potential impacts that traffic may have on residents • Concerns about how an increase in traffic may affect an opportunity to connect the seawall bike path with the Powell Street/Alexander Street path 	<ul style="list-style-type: none"> • Written submissions • Feedback forms 	<ul style="list-style-type: none"> • To help manage and mitigate effects from project construction, we will be developing a construction traffic management plan that will outline how construction-related traffic will be managed. Elements of this plan include the following mitigation measures: <ul style="list-style-type: none"> • Limiting and controlling construction traffic on Main Street overpass to minimize effects on neighbours • Where possible, traffic would be directed to use either Heatley Avenue overpass, Clark Drive overpass, or Commissioner Street • Transporting construction materials by water using barges, where possible • Ensuring the surrounding community and stakeholders are informed throughout the construction phases • The number of trucks added to Vancouver roads will depend on a number of variables including the number of containers moving by rail and the number of “double-ended” truck moves (i.e. trucks that bring in one container and leave with another). • A traffic impact study was completed to understand the effects the proposed project may have on port roads as well as surrounding City of Vancouver roads. The study modelled traffic within the port roadways and in the adjacent major city street network between Main Street and Highway 1. The study was submitted as a part of the project permit application and is

Centerm Expansion Project Application Review Phase Round 2
 Consideration Report

Summary of Issue or Interest	Source of Input	Centerm Expansion Project Team Response
		<p>available online on the Project and Environmental Review web page.</p> <ul style="list-style-type: none"> • Overall, the combined effects of additional vehicles, as well as the rerouting of vehicles currently using the Heatley Avenue overpass, were found to have a minor impact on traffic and Vancouver roads. • It is anticipated that the proposed South Shore Access Project would improve goods movement along the south shore port area roads, reduce road congestion and increase efficiency within the port, and help to remove port-related traffic from surrounding city streets. • Separate from the proposed project, the port authority is committed to mitigating community impacts of growing trade. For example, trucks must meet certain criteria to be eligible for an <i>Access Agreement</i> under the port’s Truck Licencing System. This includes requirements such as truck age, safety and environmental requirements. • Connecting the seawall with the Powell Street / Alexander Street bike path is not proposed as a part of the proposed Centerm Expansion Project.