



Welcome

Centerm Expansion Project

Application Review Phase - Round 2

May 15 to June 2, 2017

What is the Centerm Expansion Project?



The Centerm Expansion Project is a proposed series of improvements to Centerm container terminal and port roads. 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 percent and reconfiguration of the terminal to increase the container capacity of Centerm.

The off-terminal (South Shore Access Project) improvements include a new Centennial Road overpass and an extension to Waterfront Road. These improvements would contribute to the port authority's long-term objective to improve goods movement and access along the entire south shore port area. The improvements would address road congestion and increase efficiency within the port by providing grade-separated rail crossings for port users, and removing port-related traffic from surrounding roads, while providing a continuous port road to Highway 1.

Previous consultation and where we are today

This is the second round of consultation held during the port authority's Project and Environmental Review application review phase. If approved, the project will proceed into detailed design and construction later this year. The anticipated project timeline is shown here:



A separate but parallel consultation process with Aboriginal groups has been undertaken. Consultation with Aboriginal groups will continue throughout project development.



For additional information about the Centerm Expansion Project, refer to the discussion guide, summary report and consideration report from Round 1 consultation, available at portvancouver.com/centermexpansion

Our goal is to develop the proposed project in a manner consistent with the Vancouver Fraser Port Authority's vision to be the world's most sustainable port.

How the proposed Centerm Expansion Project is contributing to this vision

Economic prosperity

- The volume of goods shipped through Canada's west coast in containers is increasing and the proposed Centerm Expansion Project is required to help meet this demand
- Facilitating containerized trade supports Canadian businesses that export their products, and allows for the import of consumer goods
- Should the project be approved, it would contribute to economic impacts through job creation:
 - o Approximately 350 full-time equivalent jobs would be created over the project's two-and-a-half-year construction period
 - o During regular operations, the project is estimated to provide between 800 and 900 new jobs in port operations
 - o 1700 to 1900 jobs are estimated to be created in the greater port economy
 - o Indirect and induced economic impacts are estimated to add a further 2500 to 2700 jobs
 - o The total number of permanent jobs created by this project is estimated to be in the range of 5000 to 5500



Thriving communities

- The project team is proposing to establish a community investment program that would contribute to capital projects and community initiatives that matter to adjacent communities
 - During construction, should the project be approved, the project team would explore ways to provide local training and employment in the Downtown Eastside as well as ways to provide training and employment opportunities for Aboriginal groups

Healthy environment

- The project team has conducted numerous studies on air quality, noise and the marine and terrestrial environment
- Mitigation will be integrated to minimize anticipated environmental effects
- The project team will aim to achieve a minimum of LEED® Gold certification for the new operations and administration building
- Envision Gold certification will be pursued for the proposed Centerm Expansion Project and South Shore Access Project through the Institute of Sustainable Infrastructure

Round 1 Consultation: What We Heard

Below are some of the key themes expressed during Round 1 consultation. A summary of feedback received is available at portvancouver.com/centermexpansion, along with a detailed consideration report. A link to all studies submitted as a part of the project permit application is available on our webpage.

Interest	Consideration of Input
<p>Air Quality</p> <ul style="list-style-type: none"> Concerns regarding air quality impacts from the project 	<ul style="list-style-type: none"> The preliminary findings from air assessment modeling show that regional air quality objectives would continue to be met with the project, with the exception of rare and short-lived exceedances of nitrogen dioxide. Based on preliminary findings, these are predicted only to occur in a small area over water or industrial areas, not in residential or other sensitive locations for human health. Separate from the project, as part of the port authority's broader environmental initiatives, shore power is currently being installed at Centerm to allow one vessel to connect to the power grid while at berth, and funding options are 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.
<p>CRAB Park at Portside</p> <ul style="list-style-type: none"> Importance of CRAB Park at Portside to the community Concerns regarding impacts to park views and tranquility Suggestions for improvements to CRAB Park at Portside 	<ul style="list-style-type: none"> We are committed to continuing to support CRAB Park at Portside as an important community green space. The public space currently enjoyed will still be available, as the proposed project area is outside of CRAB Park at Portside. Should the project proceed, the view from the park would be very similar to the view today when a vessel is at berth. Images of the view from CRAB Park at Portside with and without the proposed project are available in the view and shade study component of the project permit application, available at portvancouver.com/development-and-permits/status-of-applications/centerm-expansion-project Based on feedback from Round 1 consultation, should the project proceed, we anticipate contributing funding towards supporting CRAB Park at Portside and other initiatives through the proposed community investment program, subject to feedback from this round. Further information about priority areas for proposed community investment is available in this discussion paper.
<p>Emergency Response</p> <ul style="list-style-type: none"> Concerns regarding emergency response to incidents at Centerm Concerns regarding marine spill response 	<ul style="list-style-type: none"> The port authority is committed to public and worker safety and security. Emergency response and response planning at Centerm is the responsibility of the City of Vancouver in the event of a fire. Response may vary between different agencies depending on the nature of the emergency. The port authority provides assistance by working with first responders and other agencies. DP World Vancouver has its own site-specific emergency response plan, which meets applicable regulatory requirements and would be updated prior to project completion, should the proposed project be approved. In the event of a recoverable spill, the Canadian Coast Guard will lead a response and, if necessary, set up a unified command. 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 roles and responsibilities for cleanup efforts if an incident occurs in the waters between Canada and the United States.

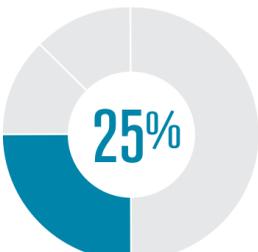
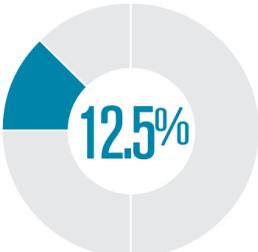
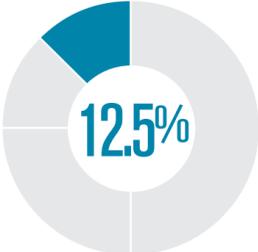
Round 1 Consultation: What We Heard (continued)

Interest	Consideration of Input
<p>Marine Environment</p> <ul style="list-style-type: none"> Concerns regarding marine environment impacts from the project and from marine vessel traffic 	<ul style="list-style-type: none"> A marine resource 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. The proposed project requires a Fisheries and Oceans Canada authorization for potential impacts to fish and fish habitat. As part of this authorization, the project team proposes to offset the loss of deep subtidal mudflat at the proposed project site using a habitat restoration site located on port land within Burrard Inlet, approximately 10 kilometres east of the proposed project. This 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. Separate from the proposed project, the port authority requires vessels to travel at safe speed, which reduces the chance of harm to marine life and provides navigational safety. Other measures under development including Transport Canada's proposed Oceans Protection Plan and the port authority's ECHO Program, are intended to further reduce risks associated with impacts to marine mammals. Additionally, an assessment found that the Vancouver harbour has the capacity to accommodate an increase in vessel traffic. Information related to vessel forecasting in the Port of Vancouver is available at portvancouver.com/about-us/topics-of-interest/vessel-numbers-now-and-into-the-future/.
<p>Noise</p> <ul style="list-style-type: none"> Concerns regarding noise impacts, including from road and rail traffic 	<ul style="list-style-type: none"> Preliminary findings of the noise assessment indicate that sound level increases attributed to the proposed project are not expected to be significant, and noise monitoring will continue at existing locations. Questions or concerns regarding matters related to port operations, including noise, may be directed to the port authority's community feedback line: 604.665.9004. Concerns regarding rail noise may be directed to the rail companies through their public feedback lines. 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. Further information about construction-related noise is available in this discussion paper.
<p>Road traffic</p> <ul style="list-style-type: none"> Concerns about increased port-related truck traffic 	<ul style="list-style-type: none"> 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. 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 Access Agreement under the port's Truck Licensing System. This includes requirements such as truck age, safety and environmental requirements.

Priority Areas for Community Investment Based on Feedback Received

During Round 1 consultation, participants were asked to rank their interests and priorities for the project's proposed community investment program, intended to benefit neighbourhoods adjacent to the project area.

Based on the feedback received, should the proposed project proceed, we anticipate contributing capital funding towards the four priority areas outlined below.

PROPOSED COMMUNITY INVESTMENT AREAS	DETAILS AND EXAMPLES	PROPOSED % OF OVERALL COMMUNITY INVESTMENT CONTRIBUTION
<p>Improvements to CRAB Park at Portside <i>The nature and scope of improvements to CRAB Park would be subject to consultation with the Vancouver Board of Parks and Recreation</i></p>	<p>Potential areas for investment could include:</p> <ul style="list-style-type: none"> • Restoration of the foreshore • Improvements to the playground, pier, park furniture, caretaker or washroom buildings • Installation of public art 	 <p>50%</p>
<p>Community grants supporting youth, heritage, culture, arts, environmental and urban Aboriginal initiatives in the Downtown Eastside</p>	<p>These grants would be made available to non-profit organizations for initiatives that support these priority areas identified in the City of Vancouver Downtown Eastside Local Area Plan</p>	 <p>25%</p>
<p>Contributions towards Strathcona Community Centre and Ray-Cam Co-operative Centre</p>	<p>Contributions could be made towards capital infrastructure improvements or programming run by each community centre</p>	 <p>12.5%</p>
<p>Contributions towards Aboriginal initiatives for the Tsleil-Waututh Nation, Squamish Nation and Musqueam First Nation</p>	<p>Potential areas for investment could include:</p> <ul style="list-style-type: none"> • Cultural signage at CRAB Park at Portside • Burrard Inlet environmental initiatives • Commissioning and installation of Coast Salish artwork 	 <p>12.5%</p>

Proposed Project Construction

Construction Management

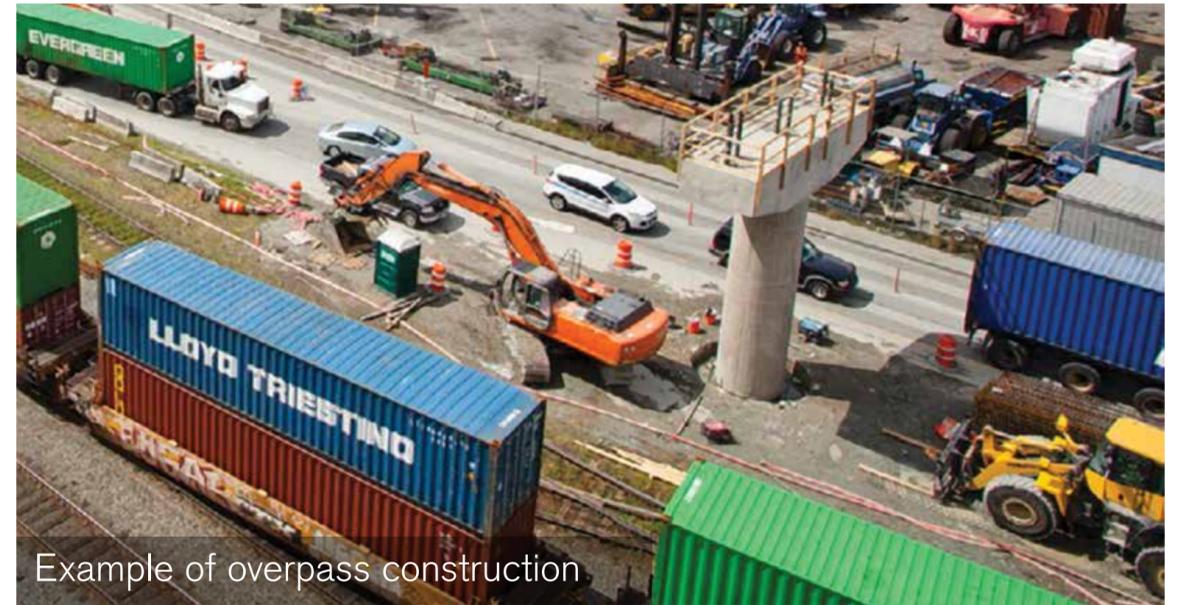
To mitigate effects from project construction, we will be developing the following:

Construction Traffic Management Plan	Construction Environmental Management Plan	Construction Communications Plan
<p>This plan will outline how construction traffic would be managed during the construction period. Elements of this plan will include:</p> <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 phase	<p>This plan will provide a framework for minimizing effects related to project construction.</p> <ul style="list-style-type: none">◦ Site compound and laydown areas will be established close to work zones to minimize traffic◦ Dust will be controlled using water or other dust suppressant◦ Engines will be turned off when not in use, to reduce air emissions◦ Use of engine brakes will be prohibited in and around residential areas◦ Lighting will be focused and provided only where it is required for work, and for safety and security◦ All non-road equipment will comply with the port authority's Non-Road Diesel Emissions Program◦ Booms will be placed around the demolition area to contain any buoyant materials that may fall into the water◦ Measures will be taken to avoid affecting water quality, such as using drain covers to capture sediment◦ Stop work and notification protocol will be in place if potential archaeological resources are identified	<p>This plan will outline how we would continue to communicate with the surrounding community and port road users about construction activities.</p> <p>We intend to communicate with the community through a variety of methods, including:</p> <ul style="list-style-type: none">◦ Information sessions◦ Email updates (opt-in)◦ Newspaper advertisements◦ Social media◦ Postering in the neighbourhood

If you have feedback or questions regarding port operations or other matters, please call the community feedback line: 604.665.9004.

Proposed Project Construction

The proposed Centerm Expansion Project is being developed according to a 'design-build' project implementation strategy. With this approach, a single contractor would be responsible for both designing and building the project within criteria provided by the project team.



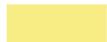
Example of overpass construction

Anticipated Construction Timeline

ANTICIPATED CONSTRUCTION TIMELINE																																
ACTIVITY	2017			2018												2019												2020				
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR		
Detailed Design																																
Marine Works																																
Centennial Road Overpass																																
Temporary Port Traffic Detour																																
Waterfront Road Extension																																
Intermodal Yard Modifications																																
Heatley Avenue Overpass Removal																																
On-Terminal Works																																

Proposed Project Construction

Legend

-  Rail realignment
-  Proposed infill
-  Off-terminal improvements



Proposed on-terminal improvements (Centerm Expansion Project)

- 1** Western Expansion of Centerm
- 2** Eastern Expansion of Centerm
- 3** Expansion of the Intermodal Yard
- 4** Reconfiguration of the Container Yard

- 5** Modernize Truck Gate System
- 6** New Container Operations Facility Building and Parking
- 7** Removal of the Heatley Avenue Overpass

Proposed off-terminal improvements (South Shore Access Project)

- 8** Waterfront Road Extension and Vehicle Access Control System (VACS) Gates
- 9** Centennial Road Overpass

Proposed Key Construction Activities

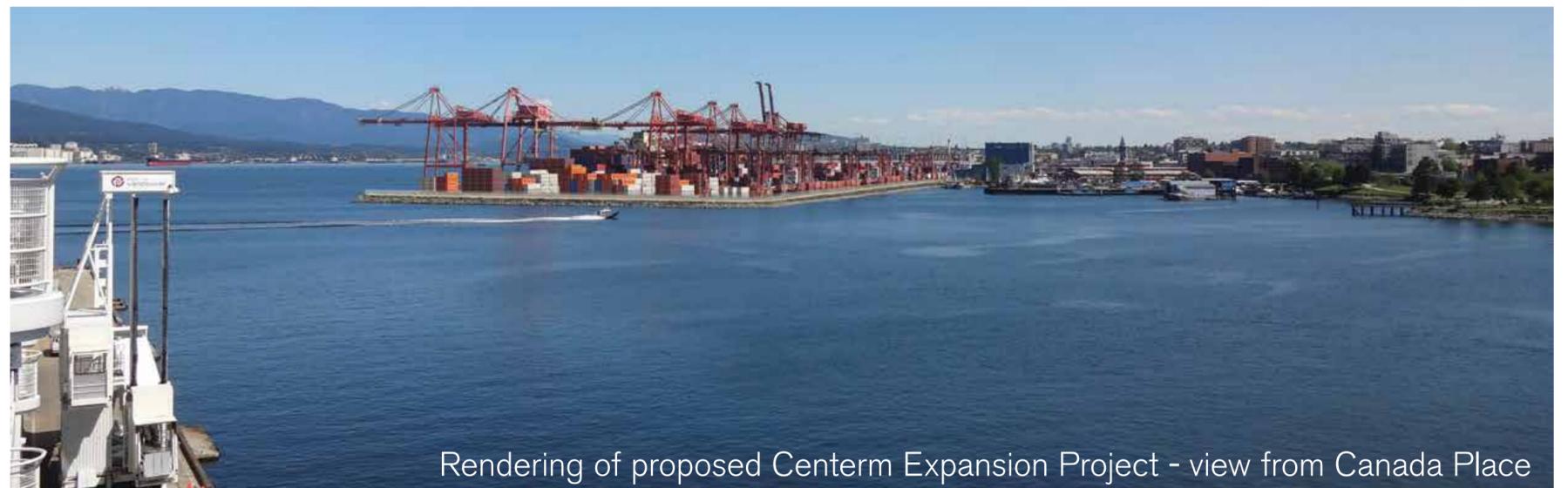
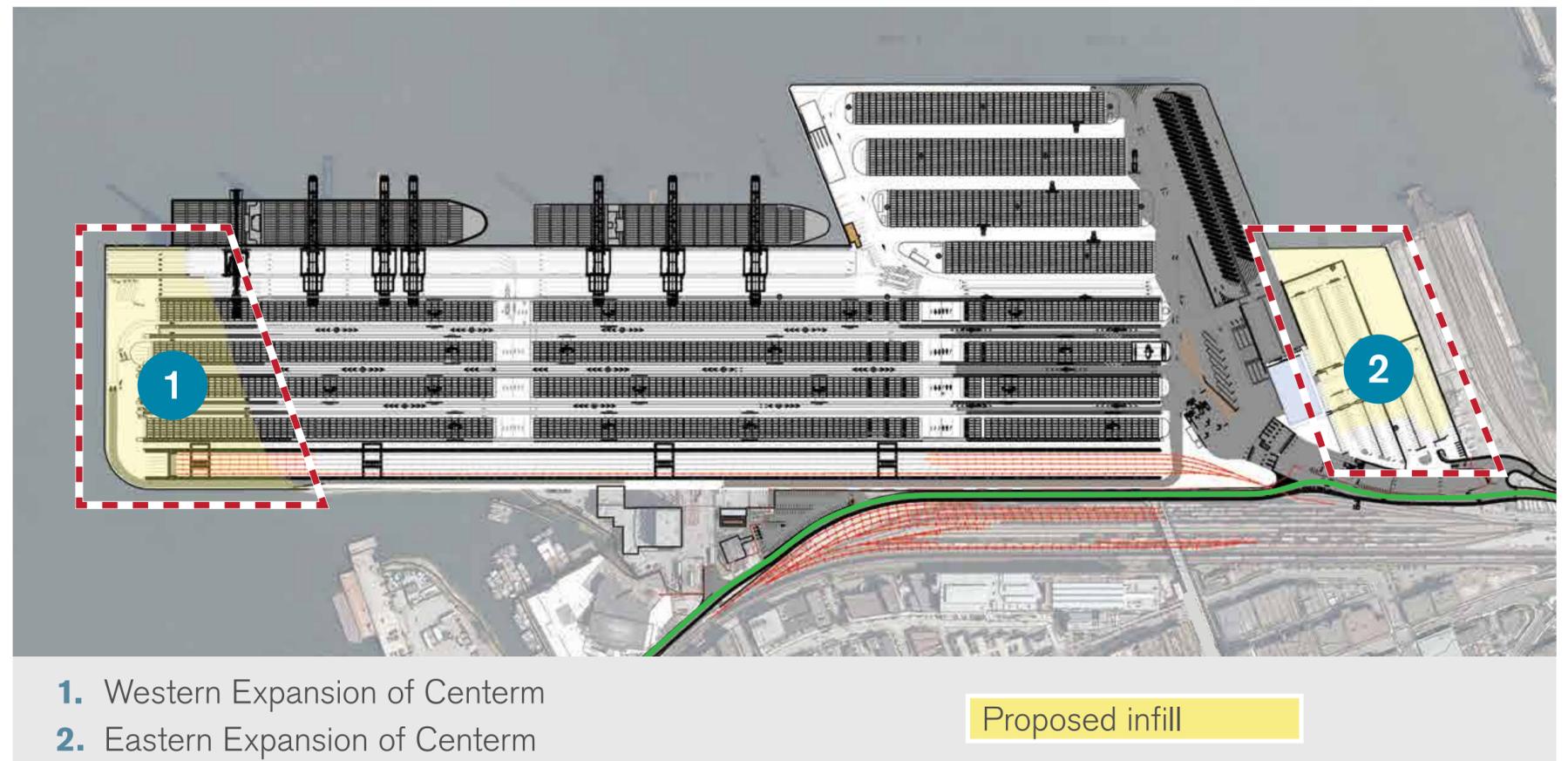
1 Western Expansion of Centerm 2 Eastern Expansion of Centerm

What we're doing

- Dredging to the west of the existing terminal
- Dredging, filling and ground improvements along the edge of the new terminal footprint
- Construction of a rock berm
- Placement of fill
- Surface leveling and paving

What to expect

- Barges would be used to transport rocks and fill material to site, as well as for dredging.
- During this work, the project team would coordinate with other harbour users to ensure that safety is maintained and disruptions are minimized.
- Marine works would 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.



Proposed Key Construction Activities

7 Removal of the Heatley Avenue Overpass

What we're doing

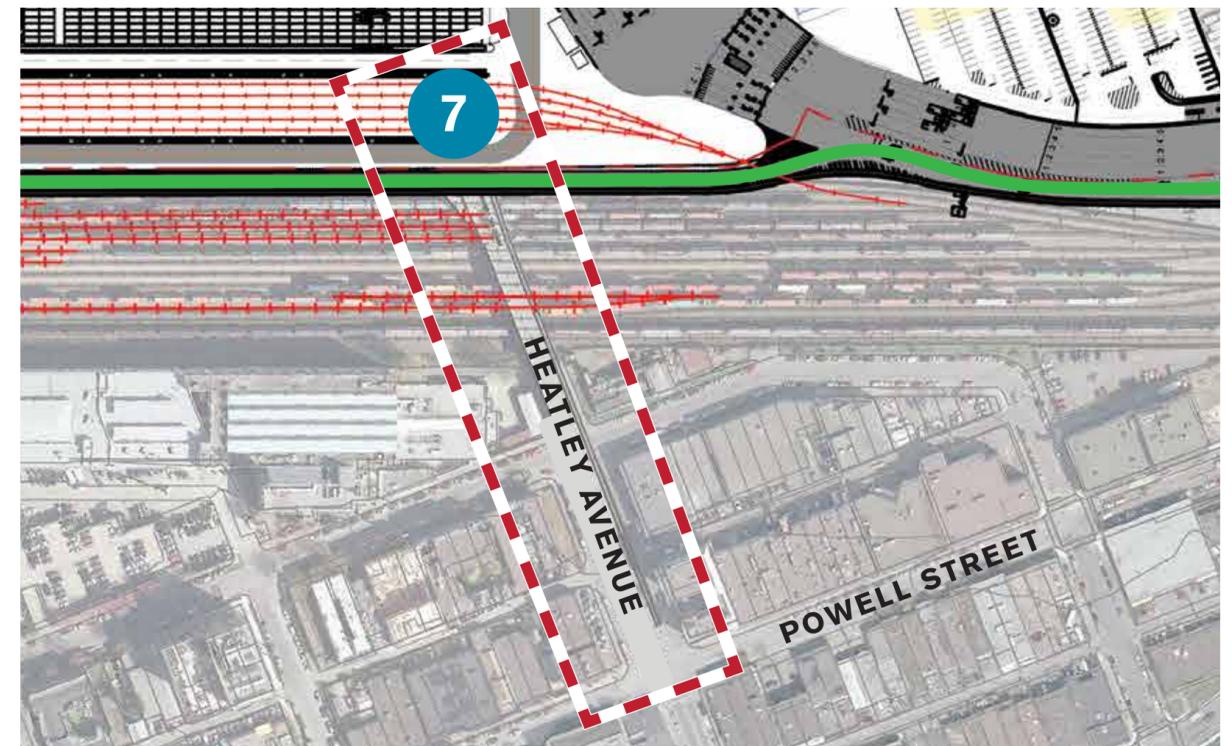
The Heatley Avenue overpass would be removed to accommodate the eastward expansion of the intermodal yard at Centerm.

What to expect

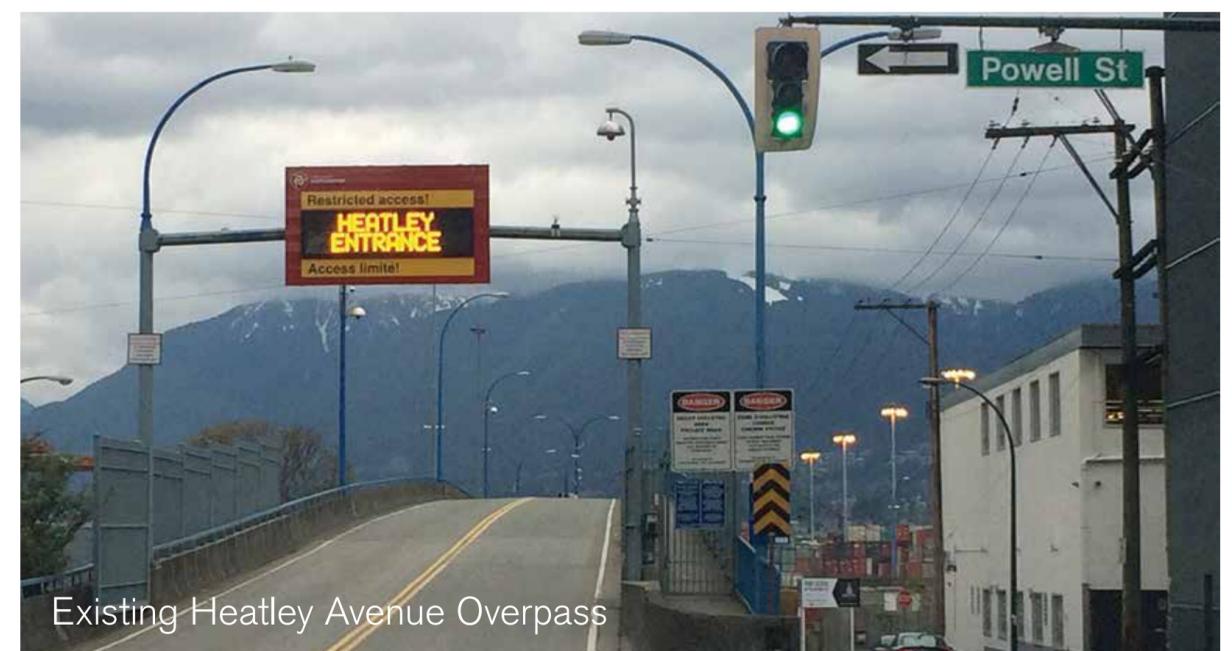
- During construction, access to all properties fronting Heatley Avenue will be maintained, as will pedestrian access.
- Parking access below Heatley Avenue will be limited, as will through traffic on Alexander Street.
- Following construction, the site would be restored and the former approach ramp would be graded to match the existing grade.
- To minimize impacts to port road users, Heatley Avenue overpass will be maintained until Centennial Road overpass is complete.
- Work would occur primarily within standard construction hours of 7:00 a.m. to 8:00 p.m. Monday to Saturday, with limited construction Sundays, holidays and at night.
- The project team will continue to engage with affected stakeholders in the Heatley Avenue overpass area during construction.

Construction sustainability

As part of the design-build process, the contractor is encouraged to adopt sustainable waste management procedures that reduce waste, maximize the use of local products, and minimize the use of new material. An example could include recycling concrete removed from Heatley Avenue overpass, for potential re-use in other areas.



7. Removal of the Heatley Avenue Overpass



Existing Heatley Avenue Overpass

Proposed Key Construction Activities

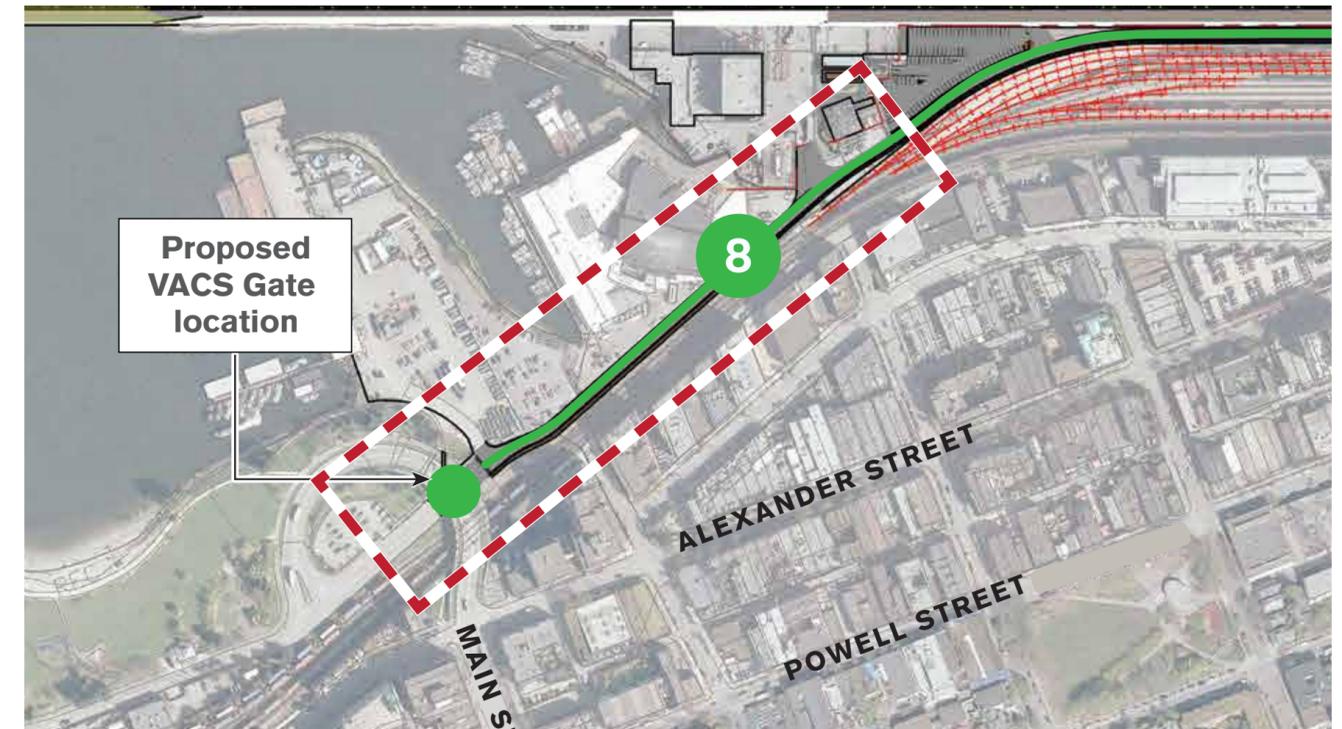
8 Waterfront Road Extension and Vehicle Access Control System Gates (VACS)

What we're doing

Waterfront Road would be reconstructed so that it connects with Centennial Road, allowing continued access for port trucks and vehicles from Waterfront Road to Highway 1.

What to expect

- This work would have a minimal impact to public roads, as construction activities would take place on port roads.
- Work would occur primarily within standard construction hours of 7:00 a.m. to 8:00 p.m. Monday to Saturday, with limited construction Sundays, holidays and at night.
- Should the project be approved, the project team will continue to engage with affected stakeholders in this area during construction.



8. Waterfront Road Extension and Vehicle Access Control System Gates (VACS)



Existing Vehicle Access Control System Gates

Proposed Key Construction Activities

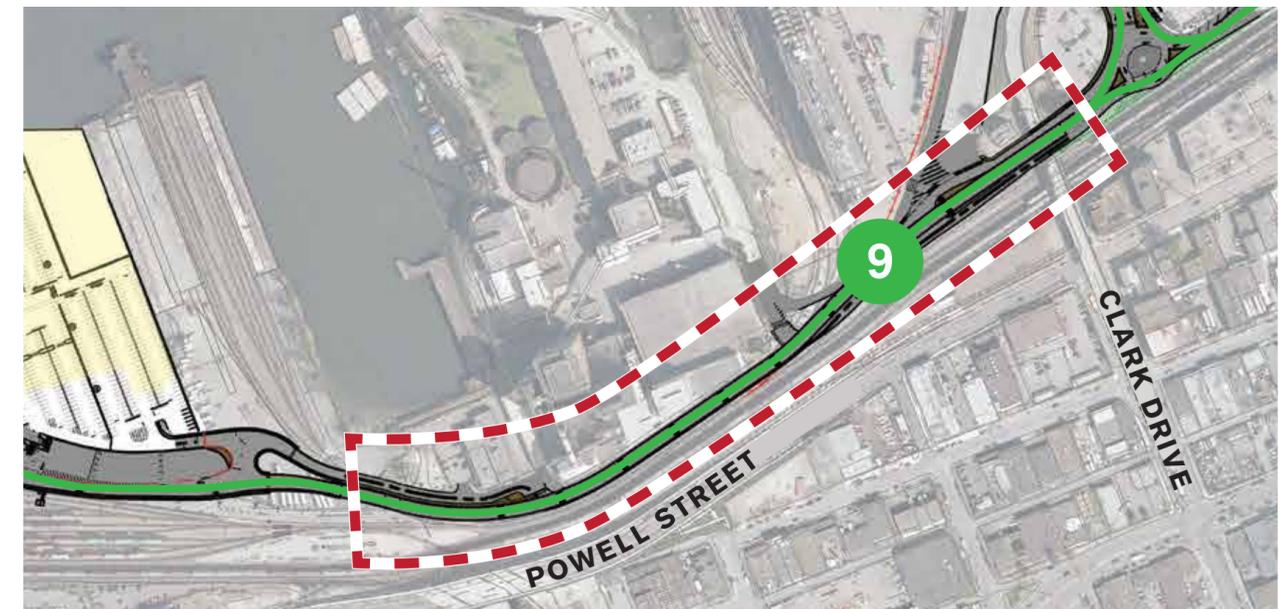
9 Centennial Road Overpass

What we're doing

A new overpass would be built along Centennial Road, beginning to the west of the Rogers Sugar building and ending below the Clark Drive overpass.

What to expect

- Construction of the proposed Centennial Road overpass is anticipated to begin in late 2017 and would take place on port roads.
- Single lane alternating traffic would be implemented to the extent practical to accommodate this work.
- For approximately four to six months, a temporary port traffic detour will be in place, as shown to the right.
- Eastbound traffic from Heatley Avenue overpass to Clark Drive will be temporarily redirected over the Heatley Avenue overpass to existing truck routes along Hastings Street and Cordova Street.
- Container trucks diverted to the Heatley Avenue overpass and destined for Clark Drive are anticipated to travel via Hastings Street.
- Container trucks destined for Highway 1 will be directed along Cordova Street and Powell Street to McGill Street.
- A 24-hour construction window is being proposed for Centennial Road overpass construction, while the traffic detour is in effect to allow for shorter traffic delays.



9. Centennial Road Overpass



Temporary port traffic detour during Centennial Road overpass construction

We want to hear from you

The project team is consulting with the public between May 15 and June 2, 2017, on topics including key construction activities and a proposed community investment program. Input provided will be considered as part of the Vancouver Fraser Port Authority's Project and Environmental Review process.

You can learn more and provide feedback by:

- Attending an **open house**
- Reading the **discussion paper and completing a feedback form**
- Reading the full **project permit application**
- Visiting **porttalk.ca/centermexpansion**
- Providing a **written submission**
 - By email: centermexpansion@portvancouver.com
 - By mail: Vancouver Fraser Port Authority
Attention: Centerm Expansion Project Team
100 The Pointe, 999 Canada Place, Vancouver, BC, V6C 3T4
- **Calling** 604.665.9563



Notification Advertisement



Centerm Expansion Project

Public Consultation - May 15 to June 2, 2017

We want to hear from you

You're invited to learn more about and provide feedback on proposed project construction activities, details regarding a proposed community investment program, and how we considered feedback from Round 1 consultation (February 20 - March 24, 2017).

The proposed Centerm Expansion Project includes improvements at Centerm container terminal to help meet anticipated near-term demand for containers to be shipped through Vancouver.

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.

You can learn more and provide feedback by:

- Attending an **open house** (drop-in, see schedule)
- **Reading the discussion paper and completing a feedback form** in hard copy or online at porttalk.ca/centermexpansion (goes live Monday, May 15)
- **Reading the Round 1 discussion guide, summary report and consideration report** at portvancouver.com/centermexpansion
- **Reading the full project permit application** at portvancouver.com/development-and-permits/status-of-applications/centerm-expansion-project/
- Providing a **written submission**
 - **By email:** centermexpansion@portvancouver.com
 - **By mail:** Vancouver Fraser Port Authority, Attn: Centerm Expansion Project team
100 The Pointe, 999 Canada Place
Vancouver, B.C., V6C 3T4
- **Calling** 604.665.9563

Attend an open house:

Date/Time	Location
Thursday, May 25 4:00 p.m. - 7:00 p.m.	Japanese Language School Japanese Hall 487 Alexander Street, Vancouver
Saturday, May 27 1:00 p.m. - 4:00 p.m.	Morris J Wosk Centre for Dialogue Strategy Room 320 (enter via Seymour Street courtyard entrance) 580 West Hastings Street, Vancouver

How your input will be used

The project team will consider feedback received during this consultation period to refine proposed project mitigations, plans to minimize potential construction-related impacts and options for a proposed community investment program. Input provided will be considered as part of the Vancouver Fraser Port Authority's Project and Environmental Review process.

Vancouver Sun

- Thursday, May 11, 2017
- Saturday, May 20m 2017

Vancouver Courier

- Thursday, May 11, 2017
- Thursday, May 18, 2017
- Thursday, May 25, 2017

For more information about the project, visit porttalk.ca/centermexpansion

