



**Centerm Expansion Project
Application Review Phase – Round 1**

February 20 – March 24, 2017

Appendix 1: Notification Materials

May 2017

Prepared for the Centerm Expansion Project by
Kirk & Co. Consulting Ltd.

POSTCARD



Centerm Expansion Project

Public Consultation – February 20 to March 24, 2017

About the Centerm Expansion Project

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. Collectively, they are referred to as the project.

We want to hear from you

The project team will be consulting with the public from February 20 to March 24, 2017, as part of the Vancouver Fraser Port Authority's Project and Environmental Review process. You're invited to learn more about and provide feedback on the project's proposed design, results of technical and environmental studies, anticipated construction activities, and a proposed community investment program.

You can learn more and provide feedback by:

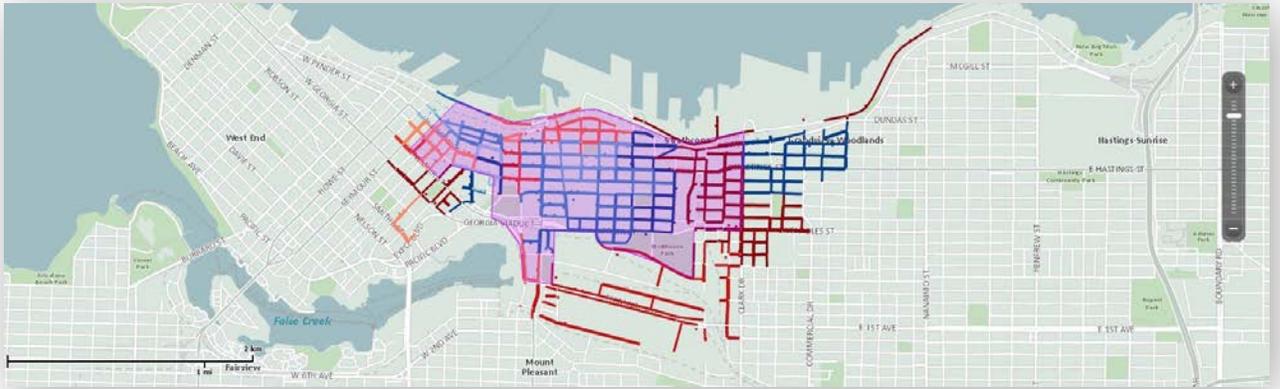
- Attending an **open house** (drop-in, see schedule on reverse)
- Attending a **small group meeting** (please RSVP, see schedule on reverse)
- Reading the **Discussion Guide and completing a Feedback Form** (hard-copy or online at porttalk.ca/centermexpansion)
- Visiting **porttalk.ca/centermexpansion**
- 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, BC, V6C 3T4
- **Calling** 604.665.9563

A second round of consultation is planned for mid-2017.

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



POSTCARD - Canada Post mail drop map



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Centerm Expansion Project

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(please RSVP, see schedule)
and completing a Feedback Form
 (centermexpansion.com)
or providing a written submission
 (application at portvancouver.com/
 applications/centerm-expansion-project)



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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.

A second round of consultation is planned for mid-2017.

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

Open houses

Drop-in to learn more and provide your feedback, no RSVP is required.

Date/Time	Location
Thursday, March 2 4:00 p.m. - 7:00 p.m.	Japanese Language School, Japanese Hall 487 Alexander Street, Vancouver
Saturday, March 4 10:00 a.m. - 1:00 p.m.	Goldcorp Centre for the Arts Djavid Mowafaghian World Art Centre 149 West Hastings Street, Vancouver
Tuesday, March 7 4:00 p.m. - 8:00 p.m.	Japanese Language School, Japanese Hall 487 Alexander Street, Vancouver

Small group meetings

Small group meetings are scheduled for two hours and provide participants with the opportunity to have an in-depth discussion with the project team. Please register to attend a small group meeting by emailing centermexpansion@portvancouver.com or calling 604.665.9563, as space is limited.

Date/Time	Location
Wednesday, March 8 6:00 p.m. - 8:00 p.m.	Strathcona Community Centre, Activity Room 601 Keefer Street, Vancouver
Friday, March 10 1:00 p.m. - 3:00 p.m.	Morris J Wosk Centre for Dialogue, Strategy Room 420 (enter via Seymour Street courtyard entrance) 580 West Hastings Street, Vancouver

portvancouver.com
 Vancouver Fraser Port Authority,
 Project Team
 100 Canada Place
 Vancouver, BC V6C 3T4

Feedback received during this consultation period will be used to minimize potential construction-related impacts and options for a proposed community investment program.

A second round of consultation is planned for mid-2017.

No RSVP is required for open houses.

Japanese Language School, Japanese Hall
487 Alexander Street, Vancouver

**Centre for the Arts
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POSTERS

(NOT SHOWN ACTUAL SIZE)



Centerm Expansion Project

Public Consultation – February 20 to March 24, 2017

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For enquiries or to register for updates, call 604.665.9563 or email centermexpansion@portvancouver.com.

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



NOTIFICATION EMAIL



Centerm Expansion Project

Public consultation

February 20 - March 24, 2017

Thank for your continued interest in the proposed Centerm Expansion Project.

The Centerm Expansion Project Team is consulting with the public from February 20 to March 24, 2017 and we want to hear from you.

The project team will be consulting with the public as part of the Vancouver Fraser Port Authority's Project and Environmental Review process. You're invited to learn more about and provide feedback on the project's proposed design of on-terminal and off-terminal works, results of technical and environmental studies, anticipated construction activities, and a proposed community investment program. A second round of consultation is planned for mid-2017.

Provide your feedback

Learn more and provide your feedback by March 24, 2017:

Read the [discussion guide](#) and complete a [feedback form](#)

- In hard-copy, or online at portalk.ca/centermexpansion

Read the project permit application

- Read the full project and environmental review application [online](#)

Provide 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 BC, V6C3T4
- By phone: 604.665.9563

Attend an open house

Drop-in to learn more and provide your feedback, no RSVP required.

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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. Our responses will be presented to the community during a second round of consultation planned for mid-2017.

About the proposed Centerm Expansion Project

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. 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. Collectively, they are referred to as the "project."

The proposed Centerm Expansion Project is subject to review under the Vancouver Fraser Port Authority's project and environmental review process. The proposed project is in the application review stage of this process. Review the application, and technical and environmental studies, on the [project permit application page](#).

For more information about the proposed Centerm Expansion Project please visit portvancouver.com/centermexpansion.

Sincerely,

Centerm Expansion Project Team

This bulletin is issued by the Vancouver Fraser Port Authority's Centerm Expansion Project Team to keep subscribers updated regarding the Proposed Centerm Expansion Project.

To stop receiving these emails click "Unsubscribe" below at any time. Please contact us if you have any questions or concerns.

[Edit your subscription](#) | [Unsubscribe](#)

Vancouver Fraser Port Authority
100 The Pointe
999 Canada Place
Vancouver, BC V6C 3T4
Telephone: 604.665.9563

SOCIAL MEDIA

Twitter @ portofvancouver



Port of Vancouver @PortVancouver · Feb 20
Public consultation Feb 20 - Mar 24: Learn more & provide feedback on the proposed Centerm Expansion Project: porttalk.ca/centermexpansi...



1 retweet 4 likes

Port of Vancouver @PortVancouver · Mar 7
Today: Centerm Expansion Project open house at 487 Alexander St. Drop-in 4pm-8pm to learn more & provide feedback: porttalk.ca/centermexpansi...



3 retweets 4 likes

Port of Vancouver @PortVancouver · Mar 14
Provide feedback on the proposed Centerm Expansion Project during the consultation period (until March 24): porttalk.ca/centermexpansi...



1 retweet 4 likes

Port of Vancouver @PortVancouver · Mar 24
Today: Last day to submit feedback on the proposed Centerm Expansion project during current round of consultation. porttalk.ca/centermexpansi...



2 retweets 2 likes

SOCIAL MEDIA

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Port of Vancouver
February 20 · 🌐

You're invited to learn more about and provide feedback on the proposed Centerm Expansion Project during the public consultation period from February 20 to March 24, 2017. How to participate: porttalk.ca/centermexpansion



Feb 20 - Mar 24: Proposed Centerm Expansion Project Public Consultation

The project team will be consulting with the public from February 20 to March 24 as part of the Vancouver Fraser Port Authority's Project and Environmental Review...

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Port of Vancouver
March 3 at 3:34pm · 🌐

You're invited to learn more about and provide feedback on the proposed Centerm Expansion Project during the public consultation period which runs until March 24, 2017. How to participate: porttalk.ca/centermexpansion



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Proposed Centerm Expansion Project Public Consultation | PortTalk

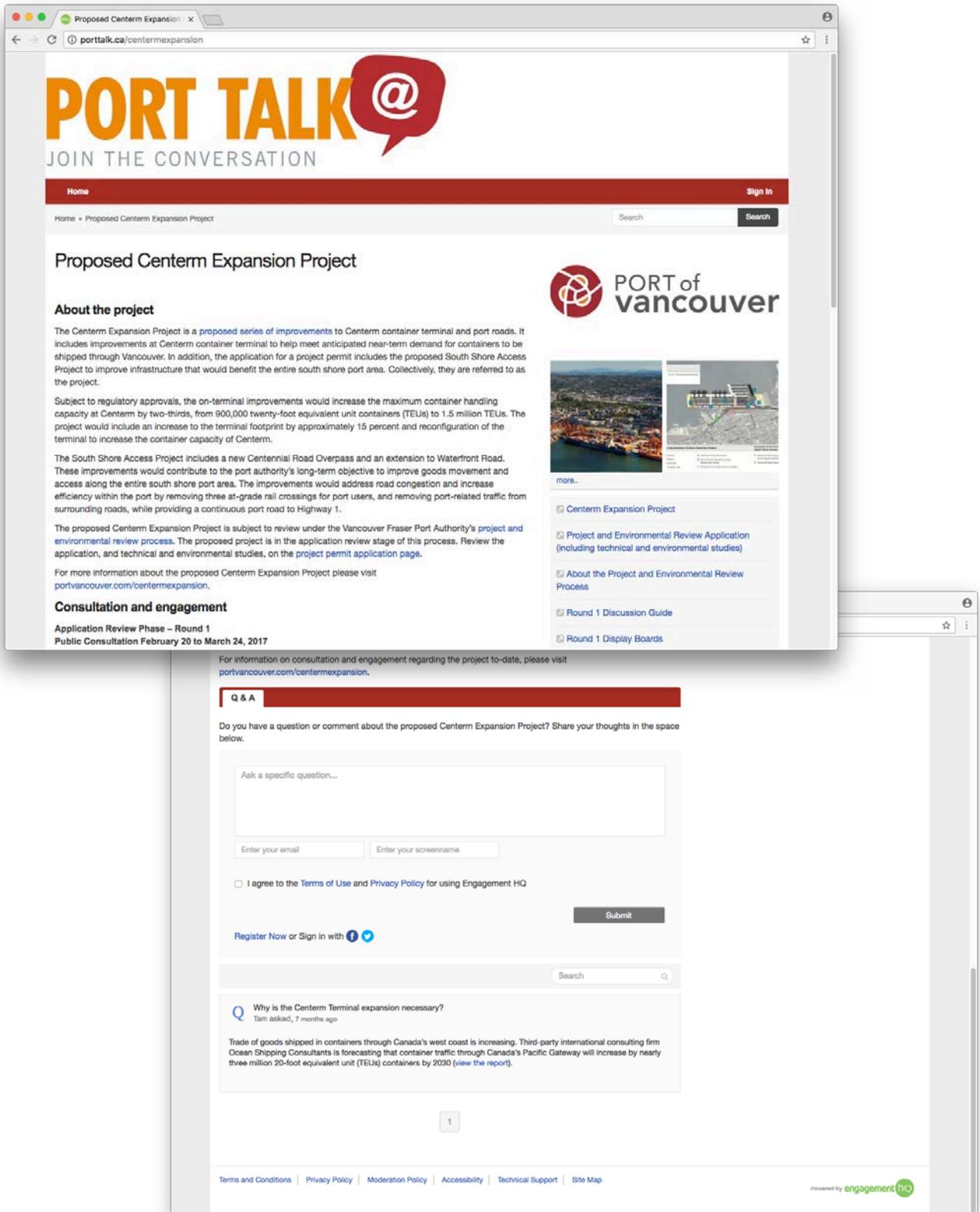
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CONSULTATION WEBSITE





**Centerm Expansion Project
Application Review Phase – Round 1**

February 20 – March 24, 2017

**Appendix 2: Discussion Guide
and Feedback Form**

May 2017

Prepared for the Centerm Expansion Project by
Kirk & Co. Consulting Ltd.



PORT of
vancouver



Centerm Expansion Project

Application Review Phase - Round 1
Public Consultation Discussion Guide and Feedback Form

February 20 to March 24, 2017

Canada

We want to hear from you

The project team will be consulting with the public between February 20 and March 24, 2017. This discussion guide and feedback form provides a summary of information regarding the proposed design of on-terminal and off-terminal works, results of technical and environmental studies, anticipated 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.

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 proposed community investments. Our responses will be presented to the community during a second round of consultation planned for mid-2017.

The project team will compile public feedback received during each round of consultation in an Engagement Summary Report, and will prepare a Consideration Report providing the project team's responses to feedback received. Both documents will be available at portvancouver.com/centermexpansion.

You can learn more and provide feedback by:

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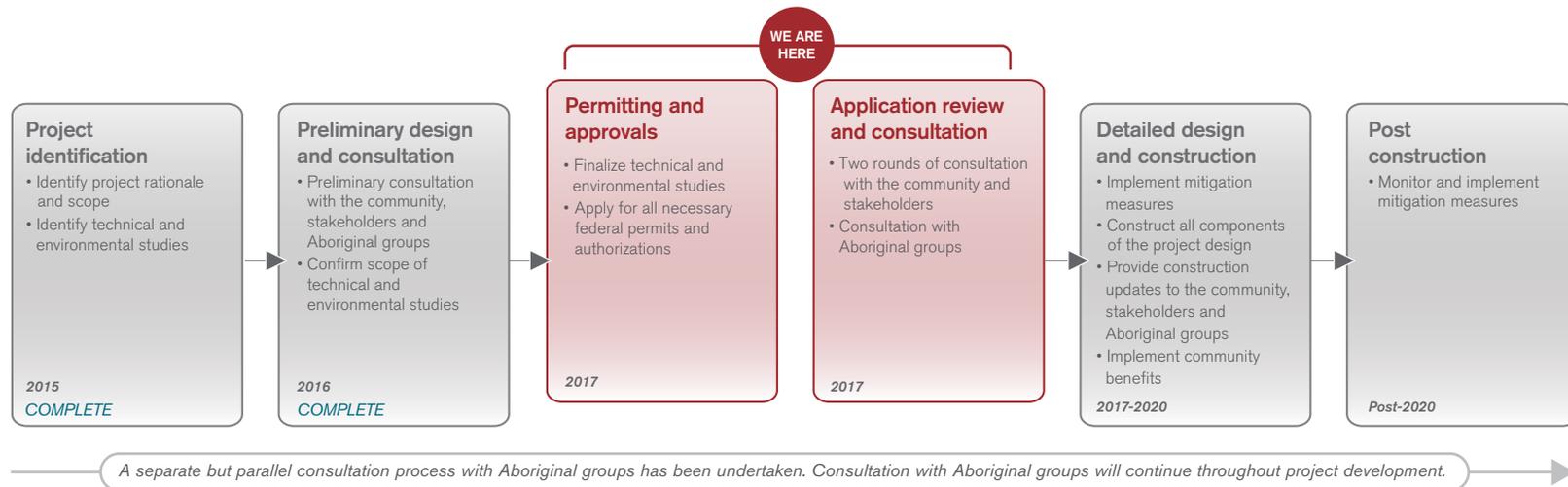
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Previous consultation and where we are today

In 2016, we met with local residents, businesses, community groups, local government and other key stakeholders as part of our preliminary review phase. We shared project information, including the scope of proposed technical studies, and presented community investment themes. We have considered the feedback as we have progressed in the development of the project. A summary of feedback received, and how it was considered in the development of the proposed project, is available on our webpage at portvancouver.com/centermexpansion.

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



During preliminary consultation, we heard interest in the following four key areas:

<p>Community</p> <ul style="list-style-type: none"> CRAB Park at Portside Heritage Buildings Noise Community Investments 	<p>Traffic</p> <ul style="list-style-type: none"> Road Traffic Marine Traffic Emergency Access 	<p>Environment</p> <ul style="list-style-type: none"> Air Quality Marine Environment 	<p>Construction</p> <ul style="list-style-type: none"> Construction Traffic Management Construction Environmental Management
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The project team has worked closely with key stakeholders and independent experts to study these areas and find opportunities to meet project objectives and limit impacts where possible.

The specific studies and plans in these four key areas of interest are outlined in this discussion guide starting on page 10.



About Centerm

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

The south shore of Burrard Inlet is one of the Port of Vancouver's major trading areas and benefits from a deep harbour, multiple rail connections and access to major highways. The area is located between downtown Vancouver and Highway 1, and accessed from Waterfront Road, Centennial Road, Stewart Street and Commissioner Street. The major terminals along the south shore handle containers, dry bulk, liquid bulk, and breakbulk cargo for export and import.

About DP World Vancouver

DP World Vancouver is a division of DP World Inc., one of the largest marine terminal operators in the world with 77 terminals across six continents. DP World Vancouver operates the Centerm container terminal, and for over 90 years, has provided safe, efficient and reliable cargo handling services along Vancouver's waterfront. In 2015, DP World Vancouver employed 157 staff and the equivalent of 320 full-time International Longshore and Warehouse Union workers at Centerm.

About the Vancouver Fraser Port Authority

The Vancouver Fraser Port Authority was established by the Government of Canada under the *Canada Marine Act*, and is responsible for the stewardship of federal port lands and waters in the Port of Vancouver. The Vancouver Fraser Port Authority is a financially self-sufficient corporation and is accountable to the federal Minister of Transport.

The port authority's mandate is to facilitate Canada's trade objectives, ensuring goods are moved safely while protecting the environment and considering local communities. This includes reinvesting revenues to improve port infrastructure through projects such as the proposed Centerm Expansion Project.

The port authority administers the Project and Environmental Review process to ensure that proposed developments and activities within the port authority's jurisdiction consider local communities and protect the environment in their design and implementation. As required under the *Canadian Environmental Assessment Act, 2012 (CEAA 2012)*, the Vancouver Fraser Port Authority is responsible for reviewing proposed projects in its jurisdiction to ensure that they are not likely to cause significant adverse environmental effects.



About the project

What is the Centerm Expansion Project?

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. 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. Collectively, they are referred to as the project.

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 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 removing three at-grade crossings for port users, and removing port-related traffic from surrounding roads, while providing a continuous port road to Highway 1.

Why are the on-terminal and off-terminal works being delivered together?

Starting construction on both projects at the same time provides opportunities to reduce construction costs, construction time and impacts to the community and port users.

Why is the terminal expansion needed?

The trade of goods shipped in containers through Canada's west coast continues to increase. The proposed 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.

Who is funding the project?

The total preliminary cost estimate for the project is approximately \$454 million. Proposed terminal improvement costs would be shared by the Vancouver Fraser Port Authority and DP World Vancouver. Funding sources for the proposed south shore infrastructure improvements are being explored.

What permits and approvals are needed?

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. Building permits from the port authority would also be required for any new, relocated or renovated buildings.

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. During design and construction, other permits will also be required.

How long would the project take to build?

The proposed project is currently in the consultation and permitting phase. Based on the current project schedule and subject to approvals, construction of the project would begin in late 2017 and would be completed by 2020.

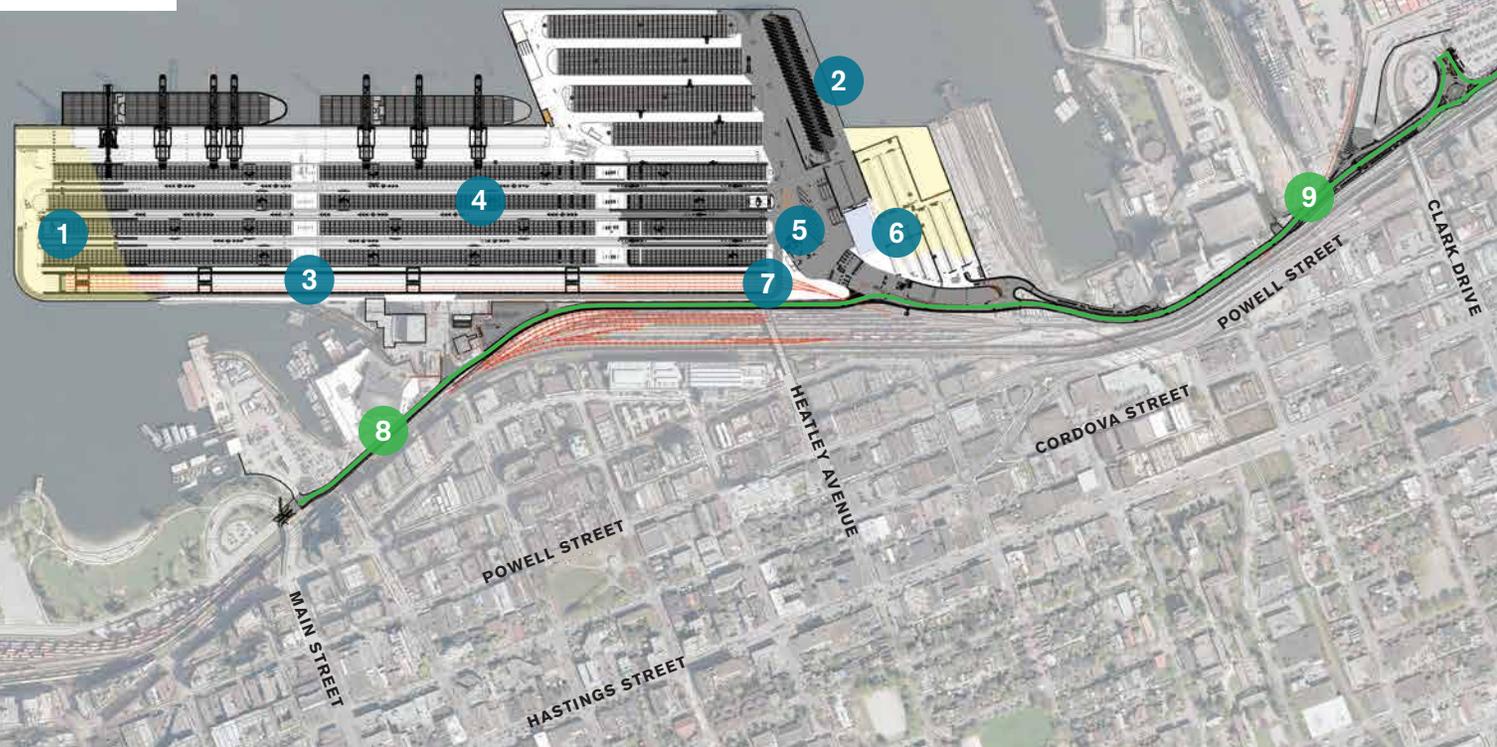
Proposed project

The proposed project would include the following on-terminal and off-terminal improvements, which you can locate using the map on page 7.

Proposed On-Terminal Improvements (Centerm Expansion Project)	
1. Western Expansion of Centerm	Extending the container yard and intermodal yard westward. Includes an expansion of the existing wharf structure, dredging, rock dykes, and earth fill.
2. Eastern Expansion of Centerm	Additional container storage, new truck gate, parking and new operations building. Includes rehabilitation of existing Ballantyne Pier with rock dykes and earth fill.
3. Expansion of the Intermodal Yard	Expansion of intermodal yard through addition of a fifth rail track and rail track extensions to the west and east.
4. Reconfiguration of the Container Yard	Increased capacity and efficiency for container yard operations, including space for loaded and empty containers, and refrigerated container stacks.
5. Modernize Truck Gate System	Reconstruction of the terminal entrance and exit gates using updated gate technologies to increase efficiency and the number of container trucks on the terminal.
6. New Container Operations Facility Building and Parking	Repurposing the vacant Ballantyne cruise terminal building into a new operations and administration building for DP World Vancouver with employee parking.
7. Removal of the Heatley Avenue Overpass	Removal of this overpass to allow for the eastern expansion of the intermodal yard.
Proposed Off-Terminal Improvements (South Shore Access Project)	
8. Waterfront Road Extension and Vehicle Access Control System (VACS) Gates	Extension of Waterfront Road to Centennial Road, providing a connection to Main Street Overpass and creating a continuous roadway through port lands between downtown Vancouver and Highway 1. Installation of new VACS gates on Waterfront Road under Main Street Overpass to meet Transport Canada's security requirements.
9. Centennial Road Overpass	A grade separated road that connects Waterfront Road to Clark Drive via Centennial Road. The overpass would eliminate three at-grade rail crossings.

Legend

-  Rail realignment
-  Off-terminal improvements
-  Proposed infill



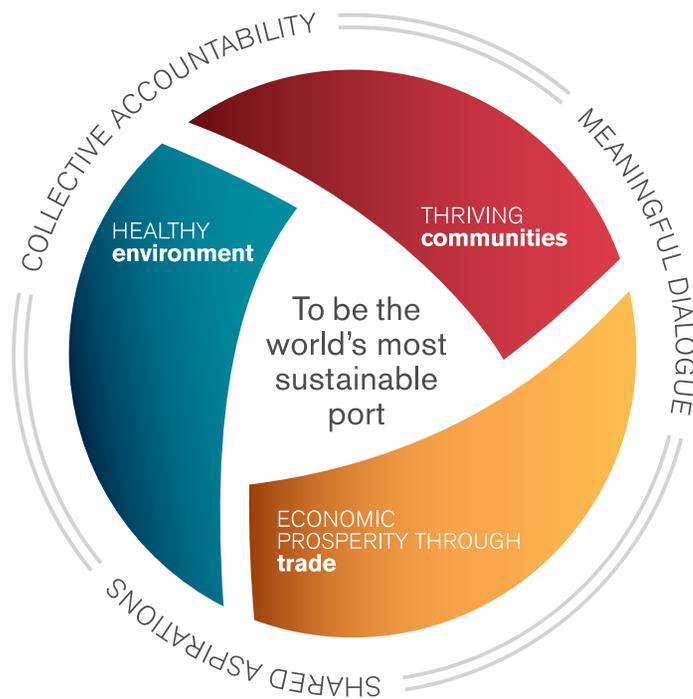
Proposed on-terminal improvements (Centerm Expansion Project)

- 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

Vancouver Fraser Port Authority's vision to be the world's most sustainable port



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.

For the Vancouver Fraser Port Authority, a sustainable port delivers economic prosperity through trade, maintains a healthy environment, and enables thriving communities through collective accountability, meaningful dialogue and shared aspirations.

More information about our vision is available on our website at portvancouver.com/sustainability.

How the proposed Centerm Expansion Project is contributing to this vision

Economic prosperity through trade

The volume of goods shipped through Canada's west coast in containers is increasing. The proposed Centerm Expansion Project is required to help meet this demand. Delivery of the project is consistent with the port authority's mandate under the *Canada Marine Act* and is part of its long-term strategy to ensure that the port can accommodate the growth of trade of goods in containers. Facilitating containerized trade will not only allow the import of consumer goods, but will support Canadian businesses that export their products. To accommodate this growth, the first priority is to look at opportunities to increase capacity and efficiency at existing terminals, such as Centerm. The port authority is also finding ways to improve goods movement by rail and through port roads.

Creating local jobs

The proposed project is expected to provide local employment opportunities related to construction and terminal operations. With the proposed project, there would be an opportunity to add up to 40 additional staff, and the equivalent of 290 additional full-time International Longshore and Warehouse Union workers, once the terminal reaches full operational capacity.

Should the proposed project be approved, the project team would explore ways to provide local training and employment and would also explore ways to provide training and employment opportunities for Aboriginal groups during the construction phase.

Healthy environment

The Vancouver Fraser Port Authority relies heavily on local waterways and coastal lands to carry out its mandate to facilitate Canada's trade. To protect these resources, the port authority has a broad range of environmental initiatives to address water quality, protect local wildlife, and reduce air emissions associated with port activities. For more information about the port authority's environmental initiatives please visit portvancouver.com/environment.

As part of the proposed Centerm Expansion Project, the project team has conducted numerous studies on air quality, noise, and the marine and terrestrial environment. Mitigation will continue to be integrated into the proposed project, to minimize anticipated environmental effects.



LEED® – Leadership in Energy and Environmental Design for proposed container operations facility building

The project team will aim to achieve a minimum of LEED® Gold certification for the new Centerm operations and administration building. By following LEED® standards, the proposed building would be built using sustainable and less wasteful construction practices and, once built, would use less water and energy, and emit less greenhouse gases than a standard building. The design would also retain elements of the Ballantyne cruise terminal building including the front façade and concrete structural elements that are of historic interest. For more information about LEED® certified buildings, go to usgbc.org/leed.

Thriving communities

Enabling thriving communities means being a good neighbour, and proactively responding to interests and issues. The project team is committed to undertaking measures to minimize project effects on the community – for example, on noise and traffic – during construction and operations.

While the terminal expansion and south shore infrastructure works are separate projects, the port authority has decided to deliver these two projects together, to reduce construction times and impacts to the adjacent community and stakeholders. As the result of the South Shore Access Project, port-related traffic would be removed from surrounding city roads, further reducing traffic impacts to the community from port operations.

In addition, as part of the proposed Centerm Expansion Project, the project team is proposing to establish a Community Investment Program that would contribute to capital projects and community initiatives that matter most to the adjacent communities. For more information, please see page 17.



Envision – Institute for Sustainable Infrastructure

The project team will be pursuing a minimum of Envision Gold certification for the proposed Centerm Expansion Project and South Shore Access Project through the Institute of Sustainable Infrastructure.

The Envision sustainable infrastructure rating system is a comprehensive framework of 60 sustainability criteria that address a full range of environmental, social, and economic impacts. Learn more about Envision certification at sustainableinfrastructure.org/envision.



Technical and environmental studies

The project team has worked closely with key stakeholders and independent experts to undertake studies required for the Vancouver Fraser Port Authority's Project and Environmental Review process. We also considered the feedback from the community and stakeholders during our preliminary consultation in 2016 in our studies and to identify four key areas of interest for this discussion guide:

- **Community**
- **Traffic**
- **Environment**
- **Construction**

In this section, we have summarized what we heard, what we're doing and what we studied in each of these key areas of interest. Once you've had a chance to review this information, we encourage you to fill out the feedback form starting on page 27, or contact us by one of the ways identified on the inside front cover, and tell us what you think.

You can review the full Project Permit Application at www.portvancouver.com/development-and-permits/status-of-applications/centerm-expansion-project.

Community

CRAB PARK AT PORTSIDE

What we heard:

Concerns about the effect of the project on CRAB Park at Portside

Since it opened in 1987, CRAB Park at Portside has been an important community green space in Vancouver's Downtown Eastside and waterfront. The City of Vancouver's Board of Parks and Recreation leases the park from the Vancouver Fraser Port Authority on a long-term basis.

We have heard from community members about the importance of CRAB Park at Portside to the surrounding communities and concerns about the potential impacts of the project to the park, including impacts to the shoreline and environment from large vessels and dredging; public access to the coastline; changes to the plants at the park; and changes to the view from CRAB Park at Portside.

What we're doing:

- The proposed project would not physically touch CRAB Park, nor would it include physical changes to the park.
- Consideration is being given to potential park improvements and other community investments through a proposed Community Investment Program. See page 17 to learn more.

What we studied:

View and shade impacts

A View Impact and Shade Study was completed to determine the potential effects of the proposed project on views from CRAB Park at Portside from various view points from the park and surrounding public view points.

As shown in the images on pages 12 and 13, the view would be very similar to today when a vessel is at berth. Depending on operational requirements, container loading cranes may be moved to different locations along the berth face.

Marine water and sediment quality

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.



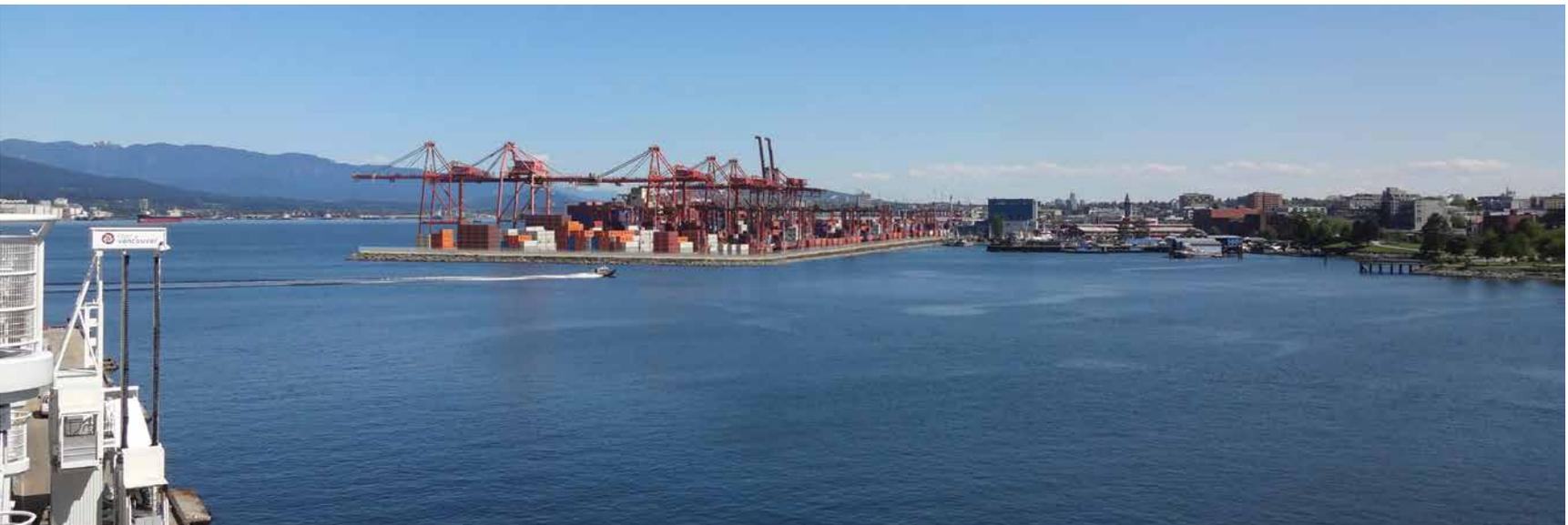
Current view of Centerm from CRAB Park at Portside.



Rendering of proposed Centerm Expansion Project concept – view from CRAB Park at Portside.



Current view of Centerm from Canada Place.



Rendering of proposed Centerm Expansion Project concept – view from Canada Place.

Community

HERITAGE RESOURCES

What we heard:

We have heard concerns from community members and stakeholders about how the project might affect historical buildings that have played a part in Vancouver's industrial history and are important parts of the current industrial landscape within the Port of Vancouver.

What we're doing:

- The Ballantyne cruise terminal façade and concrete structural elements that are of historic importance would be repurposed as a new Container Operations Facility to achieve a minimum of LEED® Gold certification for green buildings.
- The Mission to Seafarers building and leased parking area would not be affected by the proposed project.
- The proposed Centennial Road Overpass, which is adjacent to the Rogers Sugar Building, would be designed to be at a similar height to the existing Powell Street Overpass.
- The project team is proposing a Community Investment Program that would contribute to community initiatives that matter most to the adjacent communities, which could include heritage, arts and culture. Please see page 17 of this discussion guide for more information.

What we studied:

Heritage resources and view impacts

Heritage Impact Assessments were undertaken using Parks Canada's Standards for the Conservation of Historic Places. The assessments found that:

- Repurposing the historical Ballantyne cruise terminal façade and retaining and repairing character-defining elements of the building would help protect its heritage value.
- As shown in the images on page 15, while the proposed project would not require changes to the Rogers Sugar building, the Centennial Road Overpass would block public views of the lower three floors from the Powell Street lookout, as it would be slightly higher than the existing rail cars that are alongside the building.



Current view of Rogers Sugar building looking northward from Vernon Drive at Powell Street.



Current view of Rogers Sugar building from Powell Street.



Rendering of proposed Centennial Road Overpass concept – view of Rogers Sugar building looking northward from Vernon Drive at Powell Street.



Rendering of proposed Centennial Road Overpass concept – view of Rogers Sugar building looking northward from Powell Street.

Community

NOISE

What we heard:

We have heard concerns from community members about noise levels from Centerm during operations and construction. In particular, residents expressed concern about the noise from rail traffic and on-terminal vehicles.

What we're doing:

Although the noise from the proposed Centerm Expansion Project is predicted to increase by small amounts, the project team is proposing to include the following noise mitigation measures:

- New electrified rail-mounted gantry cranes located in the intermodal yard would make less noise than existing non-electric equipment currently in use.
- Developing a Noise Management Plan that would identify operational practices that can be used to minimize disturbance in surrounding neighbourhoods.
- Continuing to monitor noise from the terminal through the port authority's existing noise monitoring stations, along the south shore port area.

What we studied:

Noise assessment

A Noise Assessment was completed to determine the potential change in existing noise from the proposed project at residential areas, public institutions (like schools, hospitals, daycares and elderly housing) and public places, such as CRAB Park at Portside, within 1.5 kilometres of the project site. Noise from on-terminal equipment, marine vessels at berth and in transit, and rail and truck traffic associated with the proposed project were included in the assessment.

A Noise Management Plan during construction will be developed to mitigate noise impacts from construction to the adjacent community. Noise level increases attributed to the proposed project are not expected to be significant.

See page 25 for construction management information.

Community

COMMUNITY INVESTMENTS

What we heard:

We heard from the community and stakeholders that they are interested in seeing direct investments from the proposed project going to the local community and specifically the Downtown Eastside.

What we're doing:

Community Investment Program

We are committed to being a good neighbour and providing opportunities for local communities to benefit directly from port growth. The project team is proposing a Community Investment Program that would contribute to community initiatives that matter most to the adjacent communities.

The Community Investment Program is intended to benefit the neighbourhoods adjacent to the project area, including Oppenheimer, Strathcona, Gastown, Chinatown, Railtown, Thornton Park and Victory Square, as well as CRAB Park at Portside.

To help us determine ideas for possible community investments that reflect the interests and priorities of the community, we considered the feedback from our preliminary consultations in 2016. This feedback is documented in the project's preliminary comment period consultation summary report, available at portvancouver.com/centermexpansion.

We also reviewed the City of Vancouver's local area plan for the Downtown Eastside that identified short- and long-term priorities for the area.

The City of Vancouver's Downtown Eastside Local Area Plan was prepared over a two-year period by the City of Vancouver and the Local Area Planning Process Committee. The committee included representatives from a number of community groups, low-income and middle income residents, Aboriginal groups, as well as business, non-profit housing and social service organizations.

The Local Area Plan can be found at vancouver.ca/files/cov/downtown-eastside-plan.pdf.

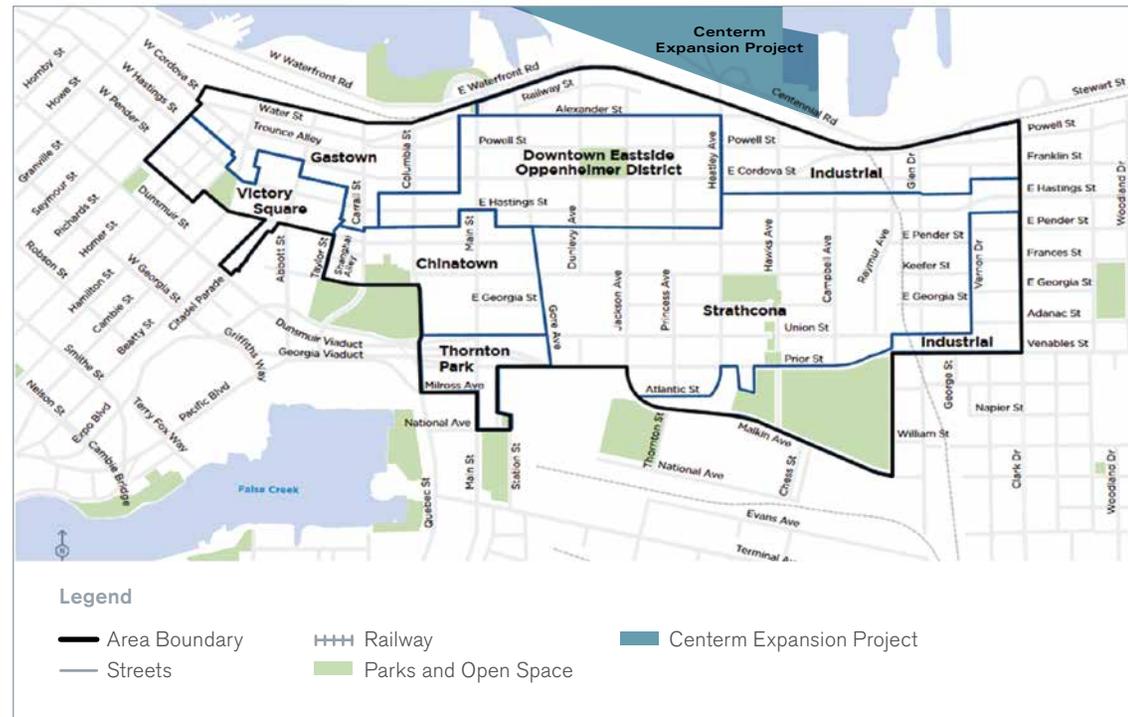
The final scope of the proposed Community Investment Program will depend on the overall costs of the community investments and opportunities for partnerships. The provision of community investments as part of the proposed project are not a requirement of the port authority's Project and Environmental Review process.

Community

COMMUNITY INVESTMENTS

Based on what we've learned and heard from the community and key stakeholders, we've come up with a list of potential community investments that could be considered for the Community Investment Program:

- Providing grants to non-profit organizations for local community projects and initiatives that benefit youth, education, arts and culture, and heritage
- Providing grants to non-profit organizations for local environmental initiatives
- Providing grants to non-profit organizations for initiatives that benefit the local Aboriginal community and celebrate the legacy of Aboriginal peoples in the community
- Contributing to new or upgraded park features at CRAB Park at Portside, and other parks in the Downtown Eastside such as Oppenheimer, Strathcona, and MacLean Park
- Contributing to the renewal of local community centres such as the Strathcona Community Centre and Ray-Cam Co-operative Centre



Tell us your priorities for community investments, and any additional ideas you have, in the feedback form that starts on page 27. Your feedback will help guide the development of the proposed Community Investment Program.

Traffic

ROAD TRAFFIC

What we heard:

We have heard concerns from members of the community about how the project will affect road traffic, specifically during rush hour.

What we're doing:

- The proposed project – which includes the removal of Heatley Avenue Overpass and the construction of Centennial Road Overpass and Waterfront Road Extension – would improve goods movement and access along the entire south shore port area.
- The south shore infrastructure improvements would reduce road congestion and increase efficiency within the port, by removing three at-grade crossings for port users, and removing port-related traffic from surrounding City of Vancouver roads.
- Container trucks would continue to use the Clark Drive and Commissioner Street vehicle access gates, and access would continue to be restricted on Main Street Overpass and through Main Street.
- Improvements to infrastructure at Centerm would provide the opportunity to increase the proportion of containers to be moved by rail rather than by truck. We anticipate the number of trains would increase from 1-2 a day to 2-3 a day should the terminal expansion be approved.

What we studied:

Traffic impacts

A Traffic Impact Study was completed to understand the anticipated effects the proposed project may have on both the restricted-access south shore port area roads, as well as the 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.

Overall, the combined effects of the 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.

Traffic studies also showed that including the Waterfront Road Extension in the project scope slightly reduced traffic in the Downtown Eastside, when compared to a project with no Waterfront Road Extension.

See page 25 for construction management information.

Traffic

MARINE TRAFFIC

What we heard:

We have heard concerns from members of the community about the increase in marine traffic in Vancouver harbour, specifically its potential to increase the risk of collisions.

What we're doing:

- Vessel traffic associated with Centerm is anticipated to increase by a maximum of one vessel call per week should the proposed project be approved. Most of the growth in capacity at Centerm would be through an increase in the size of vessels, rather than the number of vessels visiting the terminal.
- The port authority requires vessels to travel at a safe speed, which reduces the chances of harm to marine life and provides navigational safety.
- The project team is working with both ship pilots and cruise ship masters so that they become familiar with the new requirements for safely berthing at Canada Place.

What we studied:

Marine traffic

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 the number of vessels visiting the terminal. Vessel traffic associated with Centerm is anticipated to increase by a maximum of one vessel call per week.

	Existing terminal	With proposed expansion
Maximum annual capacity	900,000 TEUs	1.5 million TEUs
Practical annual capacity *	750,000 TEUs	1.3 million TEUs
Annual vessel calls	240 (approximately 5 per week)	300 (approximately 6 per week)

* Practical capacity is calculated as 85% of maximum capacity, above which terminals begin to lose efficiency.

Traffic

EMERGENCY ACCESS

What we heard:

We have heard concerns from community members about emergency response in the case of an incident at Centerm.

What we're doing:

- DP World Vancouver has an Emergency Response Plan which meets all regulatory requirements, including those from Transport Canada and Employment and Social Development Canada. DP World would update the plan prior to the completion of the project, should the proposed project be approved.
- The project team has been consulting with City of Vancouver's emergency responders in the development of the proposed project, and will continue to consult with the city's emergency responders as we develop our construction plans and traffic management plans.
- The port authority continues to work with the City of Vancouver, which is responsible for emergency response to the terminal, to ensure public and worker safety and security in the Port of Vancouver.

What we studied:

Emergency access

A South Shore Emergency Access Study was completed to determine the likelihood of an incident occurring in the south shore port area west of Clark Drive, and how the proposed change to the port roadway would impact access for emergency vehicles.

The study predicted the potential effects on emergency response of the replacement of the Heatley Avenue Overpass with a Centennial Road Overpass. The study found there is minimal difference between the anticipated response times for emergency vehicles accessing the south shore port area, whether they are accessing via the existing Heatley Avenue Overpass, or via Clark Drive and a proposed Centennial Road Overpass. The current average response time to the south shore port area is estimated as 10.5 minutes, while the estimated response time would be 10 minutes after the project is completed.

Environment

AIR QUALITY

What we heard:

We have heard concerns from community members about potential health impacts from reduced air quality as a result of the project, including increased levels of pollution and emissions from vessel and truck traffic. We also heard recommendations that shore power be explored as an option for powering vessels at berth.

What we're doing:

- Introducing five rail-mounted electric gantry cranes for use in the intermodal yard.
- Changing the configuration of the container yard to increase the efficiency of container handling and minimize diesel consumption.
- Reducing the number of train movements by increasing the length of the rail tracks in the intermodal yard from approximately 2,000 feet to 3,000 feet.
- Centralizing operations and administration in one larger LEED® Gold certified building, leading to more efficient electrical, heating, and cooling systems.

What we studied:

Air quality

An Air Quality Assessment was completed to predict the potential effects of the proposed project on air quality in surrounding communities. The results were used to understand the degree of change the proposed project would have on current air quality conditions and greenhouse gas emissions.

Operational activities that could affect air quality include: increased road, rail, and marine traffic; the addition of new equipment; and increased use of current equipment to move containers. Mitigation of potential project effects includes introducing additional electric terminal equipment as much as possible, as well as design changes to the terminal to minimize the number of times containers are moved and handled on site.

Model results show that the most stringent air quality objectives would continue to be met with the project, with the exception of rare and shortlived exceedances of nitrogen dioxide (NO₂), which also happen under current conditions. These are predicted only to occur in a small area over water or industrial areas.

Environment

AIR QUALITY

Shore power

Shore power is a clean technology that enables compatible ships to shut down their engines and connect to the power grid while at berth, eliminating related air emissions and engine noise. The Vancouver Fraser Port Authority was the first port in Canada and third in the world to provide shore power capabilities at port for cruise ships. Currently the port authority is planning to install shore power at Centerm to allow one vessel to connect to the power grid at berth. It is anticipated that in the future, additional shore power infrastructure would be installed to allow two container vessels to connect to shore power at Centerm at the same time.

Air emissions

A Greenhouse Gas Emissions Study was completed to predict the degree of change from existing conditions. The three largest contributors to greenhouse gas emissions at Centerm are non-road vehicles like rubber tire gantry cranes, rail locomotives, and marine vessels, each generating approximately the same volume of emissions.

The study anticipates that the project would increase greenhouse gas emissions by 22 percent, compared to the existing terminal operating at full capacity.

Environment

MARINE ENVIRONMENT AND WILDLIFE

What we heard:

We have heard concerns from members of the community about potential impacts to fisheries and wildlife from the proposed project.

What we are doing:

The project team is looking at ways to reduce impacts from the proposed project, particularly activities such as dredging, infilling and demolition works by:

- Conducting a salvage of Dungeness crab prior to the start of dredging or infilling.
- Starting in-water works gradually to provide mobile species the time to move away from the construction area.
- Subject to receiving a Fisheries and Oceans Canada Authorization, completing all in-water works in strict accordance with all authorization requirements.
- Clearing of vegetation or demolition of structures that could support bird nests would be scheduled to take place outside of bird nesting and fledging period (March 15 to August 15).
- The port authority requires vessels to travel at at safe speed, which reduces the chances of harm to marine life and ensures navigational safety.

What we studied:

Marine Resources and Marine Mammals Studies

A Marine Resource Study was completed to determine how the proposed Centerm Expansion Project may affect fish and fish habitat, marine birds and marine mammals. These included a biophysical survey and a species-at-risk assessment.

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 is anticipated to cause a loss of productive fish habitat, and has the potential to harm fish or fish habitat 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 Authorization.

The most common marine mammal in Vancouver's harbour is the harbour seal. Other marine mammals are infrequent visitors to the inner harbour. From 1990 to 2014, the BC Cetacean Sightings Network reported only six sightings: three grey whales, two killer whales, and one harbour porpoise. The proposed increase of vessel calls to Centerm by one vessel per week would add little additional risk to marine mammals interacting with vessels.

Construction

CONSTRUCTION MANAGEMENT

What we heard:

We have heard concerns from community members about the effects the construction of the proposed project will have on the surrounding area, particularly from construction traffic and noise.

We understand that construction activities have the potential to affect the surrounding community, stakeholders and port users, specifically from construction traffic and noise. We are committed to limiting the impacts of construction activities in the area and are developing our construction plans with these considerations in mind.

Construction activities would generally be within standard construction hours of 7:00 a.m. to 8:00 p.m. Monday to Saturday, with limited construction on Sundays and holidays. There are two project elements that are anticipated to occur on a 24-hour basis: marine construction and the construction of the proposed Centennial Road Overpass. These 24-hour construction windows allow for a shorter construction period within the marine environment (reducing fish and fish habitat impacts) as well as shorter traffic delays (neighbourhood and operational traffic) associated with the overpass construction.

During our second round of consultation, anticipated for mid-2017, we will be seeking feedback on plans to minimize potential construction-related effects.

What we're doing:

Construction Traffic Management Plan

We will be developing a Construction Traffic Management Plan that would outline how construction traffic would be managed during the construction period. The final plan would be informed by public and stakeholder feedback, as well as operational requirements.

Based on what we heard during our preliminary comment period, we are committed to:

- 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 entrance.
- Transporting construction materials by water using barges, where possible, to limit traffic impacts to the surrounding area.
- Ensuring the surrounding community and stakeholders are informed throughout the construction phase through notification and face-to-face engagement opportunities.

Construction

CONSTRUCTION ENVIRONMENTAL MANAGEMENT

Construction Environmental Management Plan

The Construction Environmental Management Plan is a comprehensive plan that lays out a framework for minimizing effects related to project construction.

The plan outlines 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. Some examples of draft operating procedures and mitigation measures include:

- 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 is prohibited in and around residential areas
- Lighting will be focused and provided only where it is required to work, and for safety or 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

The plan would be developed prior to the start of construction activities, and would incorporate feedback from consultation and permit requirements, should the project be approved. During construction, the Construction Environmental Management Plan would be reviewed regularly and updated as needed.

Construction Communications Plan

The project team is developing a Construction Communications Plan to outline how the project team will continue to engage the surrounding community and port road users about construction activities throughout the phases of construction. Feedback from the public and stakeholders will be considered in this plan.

2) Community Investments:

The project's proposed Community Investment Program is intended to benefit the neighbourhoods adjacent to the project area, including Oppenheimer, Strathcona, Gastown, Chinatown, Raintown, Thornton Park, and Victory Square, as well as CRAB Park at Portside which is located on federal port lands.

a. To help us further understand the interests and priorities of the community, please rank the following options for community investments from *highest priority* (1) to *lowest priority* (5):

	Rank (1-5)
Providing grants to non-profit organizations for local community projects and initiatives that benefit youth, education, arts and culture, and heritage	
Providing grants to non-profit organizations for local environmental initiatives	
Providing grants to non-profit organizations for initiatives that benefit the local Aboriginal community and celebrate the legacy of Aboriginal peoples in the community	
Contributing to new or upgraded park features at CRAB Park at Portside, and other parks in the Downtown Eastside such as Oppenheimer, Strathcona, and MacLean Park	
Contributing to the renewal of local community centres such as the Strathcona Community Centre and Ray-Cam Co-operative Centre	

b. Please provide any additional ideas you have for the proposed Community Investment Program:

Centerm Expansion Project

Please provide your feedback by March 24, 2017.

You can return completed feedback forms to the project team:

Online: Feedback form: porttalk.ca/centermexpansion

Email: centermexpansion@portvancouver.com

Mail: Vancouver Fraser Port Authority
Attention: Centerm Expansion Project Team
100 The Pointe, 999 Canada Place Vancouver, BC, V6C 3T4

Please provide your contact information (optional):

Name: _____

Organization (if applicable): _____

Address: _____

Postal Code: _____

Phone: _____

Email: _____

If you would like to receive regular email updates about the Centerm Expansion Project, please tick this box .

For questions regarding the port authority's Project and Environmental Review process, please contact:

Tim Blair, Supervisor, Planning
Project and Environmental Review Lead

EMAIL: timothy.blair@portvancouver.com

TELEPHONE: 604.665.9378

Any personal contact information you provide to the Vancouver Fraser Port Authority on this form is collected and protected in accordance with the *Access to Information Act* and the *Privacy Act*. If you have any questions regarding the proposed project and/or the information collection undertaken on this form, please contact the project team at centermexpansion@portvancouver.com or 604.665.9563

porttalk.ca/centermexpansion



**Centerm Expansion Project
Application Review Phase – Round 1**

February 20 – March 24, 2017

Appendix 3: Display Boards

May 2017



Welcome

Centerm Expansion Project

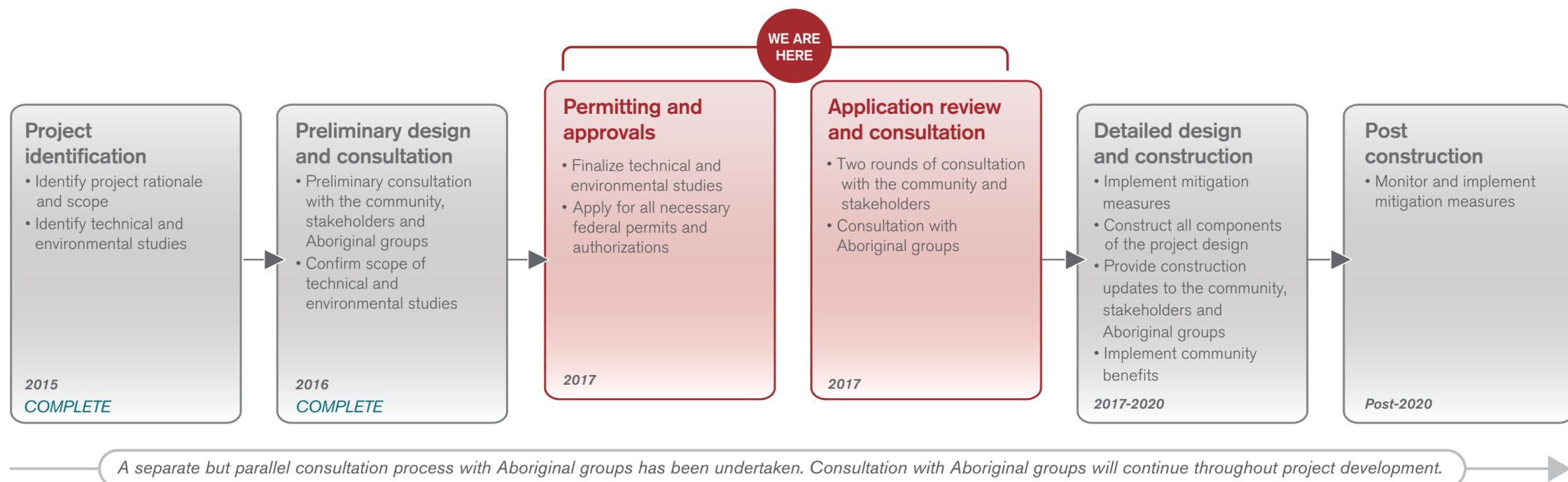
Application Review Phase - Round 1 Public Consultation

February 20 to March 24, 2017

What is the Centerm Expansion Project?

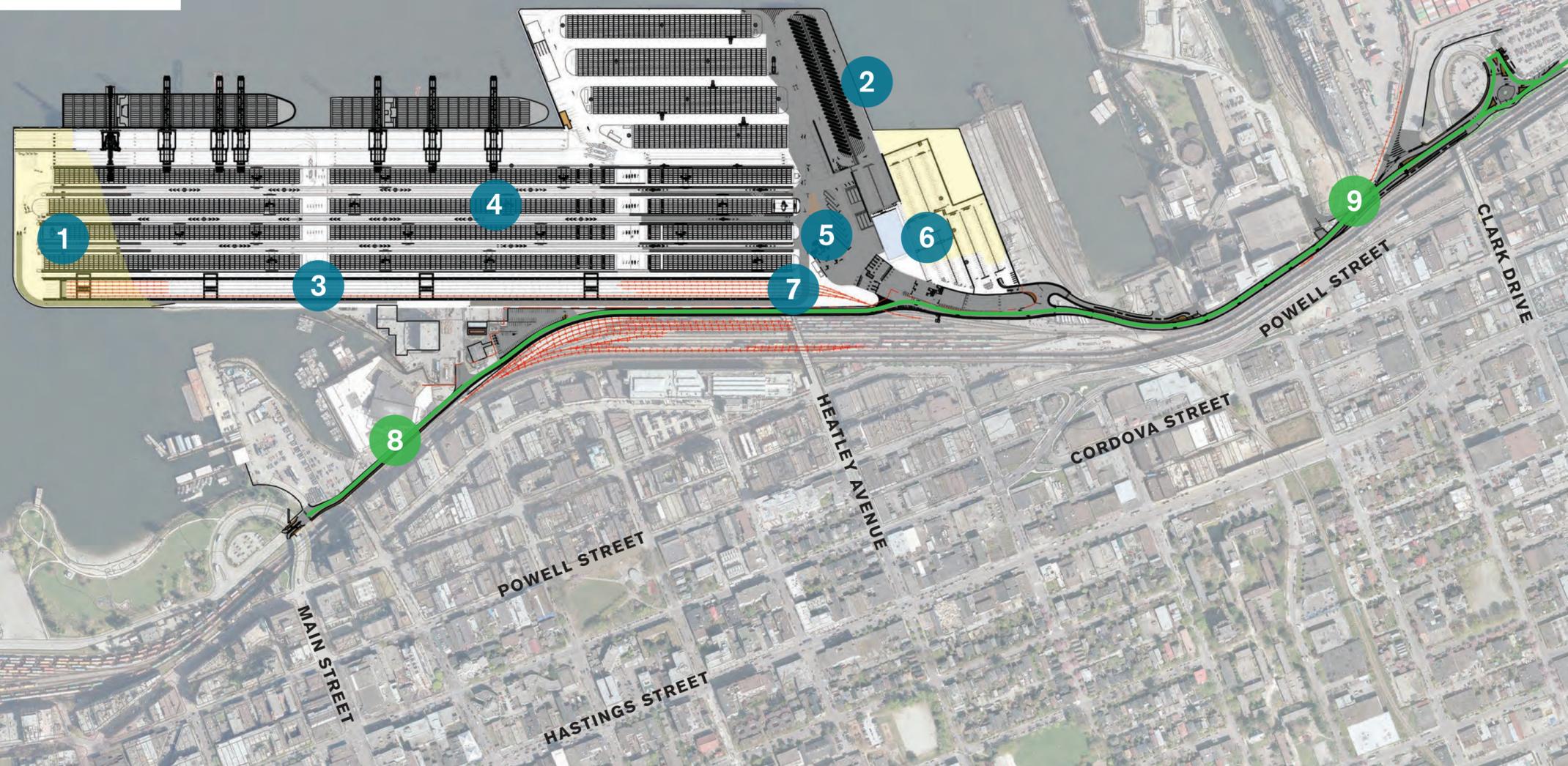
- The Centerm Expansion Project is a proposed series of improvements to Centerm container terminal and port roads. The application for a project permit includes the proposed South Shore Access Project to improve infrastructure that would benefit the entire south shore port area.
- Subject to regulatory 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 container capacity.
- The off-terminal 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.
- Starting construction on both projects at the same time provides opportunities to reduce construction costs, construction time and impacts to the community and port users.

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



Legend

-  Rail realignment
-  Off-terminal improvements
-  Proposed infill



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 project

The proposed project would include the following on-terminal and off-terminal improvements, which you can locate using the map on the adjacent board.

Proposed On-Terminal Improvements (Centerm Expansion Project)	
1. Western Expansion of Centerm	Extending the container yard and intermodal yard westward. Includes an expansion of the existing wharf structure, dredging, rock dykes, and earth fill.
2. Eastern Expansion of Centerm	Additional container storage, new truck gate, parking and new operations building. Includes rehabilitation of existing Ballantyne Pier with rock dykes and earth fill.
3. Expansion of the Intermodal Yard	Expansion of intermodal yard through addition of a fifth rail track and rail track extensions to the west and east.
4. Reconfiguration of the Container Yard	Increased capacity and efficiency for container yard operations, including space for loaded and empty containers, and refrigerated container stacks.
5. Modernize Truck Gate System	Reconstruction of the terminal entrance and exit gates using updated gate technologies to increase efficiency and the number of container trucks on the terminal.
6. New Container Operations Facility Building and Parking	Repurposing the vacant Ballantyne cruise terminal building into a new operations and administration building for DP World Vancouver with employee parking.
7. Removal of the Heatley Avenue Overpass	Removal of this overpass to allow for the eastern expansion of the intermodal yard.
Proposed Off-Terminal Improvements (South Shore Access Project)	
8. Waterfront Road Extension and Vehicle Access Control System (VACS) Gates	Extension of Waterfront Road to Centennial Road, providing a connection to Main Street Overpass and creating a continuous roadway through port lands between downtown Vancouver and Highway 1. Installation of new VACS gates on Waterfront Road under Main Street Overpass to meet Transport Canada's security requirements.
9. Centennial Road Overpass	A grade-separated road that connects Waterfront Road to Clark Drive via Centennial Road. The overpass would eliminate three at-grade rail crossings.

Community

CRAB PARK AT PORTSIDE

What we heard:

Concerns about the effect of the project on CRAB Park at Portside

The City of Vancouver's Board of Parks and Recreation leases the park from the port authority on a long-term basis.

We have heard from community members about the importance of the park to the surrounding communities and concerns about potential impacts to:

- The shoreline and environment from large vessels and dredging
- Public access to the coastline
- Changes to the plants at the park
- Changes to the view from CRAB Park at Portside



Current view of Centerm from CRAB Park at Portside.

Note: Container ship added to image.



Rendering of proposed Centerm Expansion Project concept – view from CRAB Park at Portside.

Community

CRAB PARK AT PORTSIDE

What we're doing:

- The proposed project would not physically touch CRAB Park, nor would it include physical changes to the park.
- Consideration is being given to potential park improvements and other community investments through a proposed Community Investment Program.

What we studied:

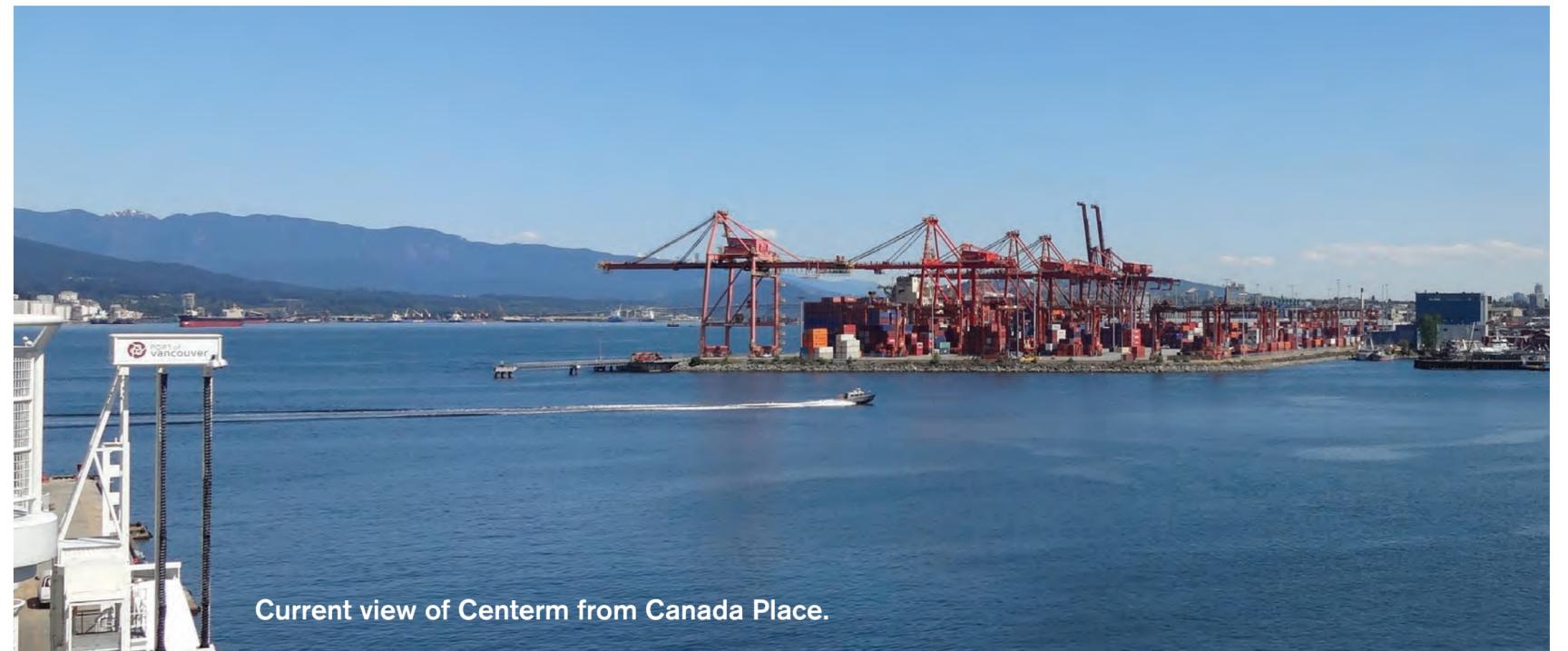
View and shade

A View Impact and Shade Study was completed to determine the potential effects of the proposed project on views from CRAB Park at Portside.

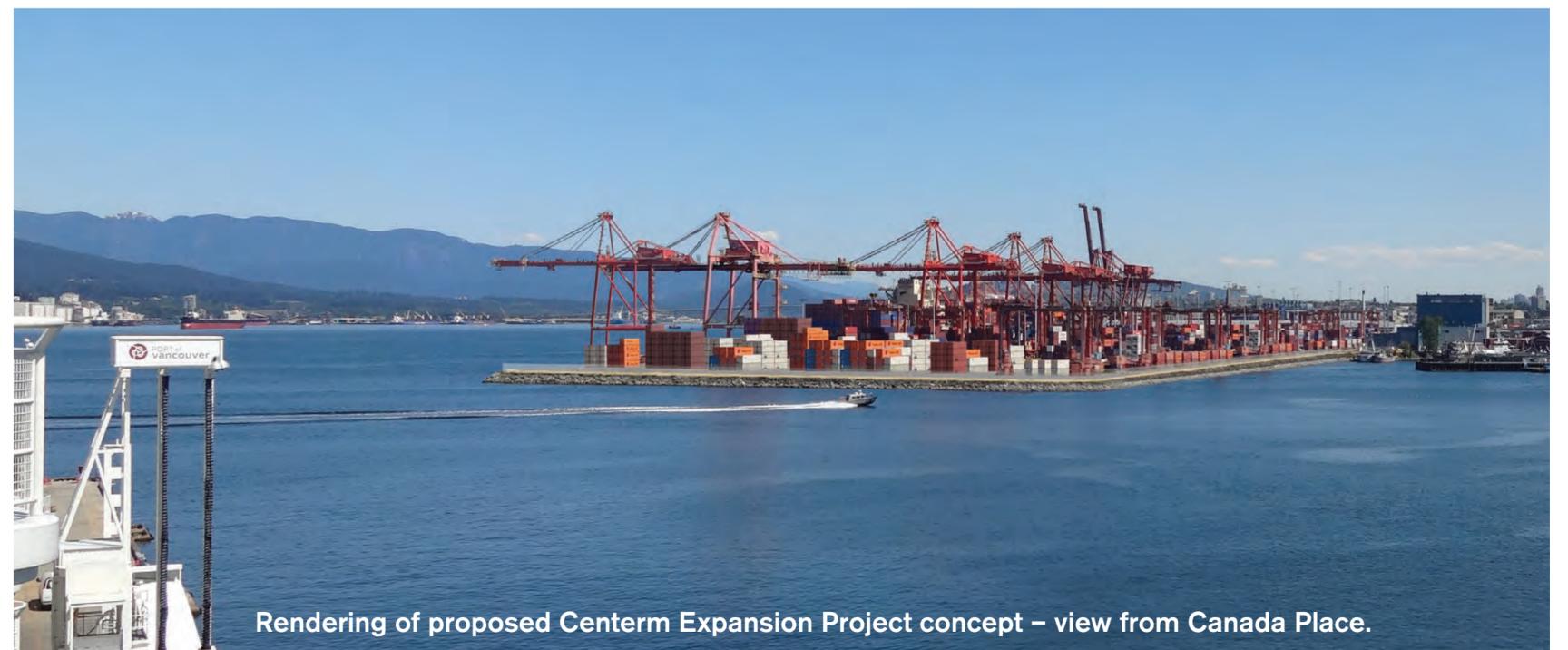
Marine water and sediment quality

The project team completed computer modelling of tidal flushing within the bay bordering Centerm and CRAB Park at Portside. The modelling found that:

- It currently takes between five and eleven hours for complete flushing of the bay to occur.
- The 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.



Current view of Centerm from Canada Place.



Rendering of proposed Centerm Expansion Project concept – view from Canada Place.

Community

HERITAGE RESOURCES

What we heard:

We have heard concerns from community members and stakeholders about how the project might affect historical buildings.



Ballantyne Cruise Terminal façade

What we're doing:

- The Ballantyne cruise terminal façade and concrete structural elements that are of historic importance would be repurposed as a new Container Operations Facility designed to achieve a minimum of LEED® Gold certification for green buildings.

What we studied:

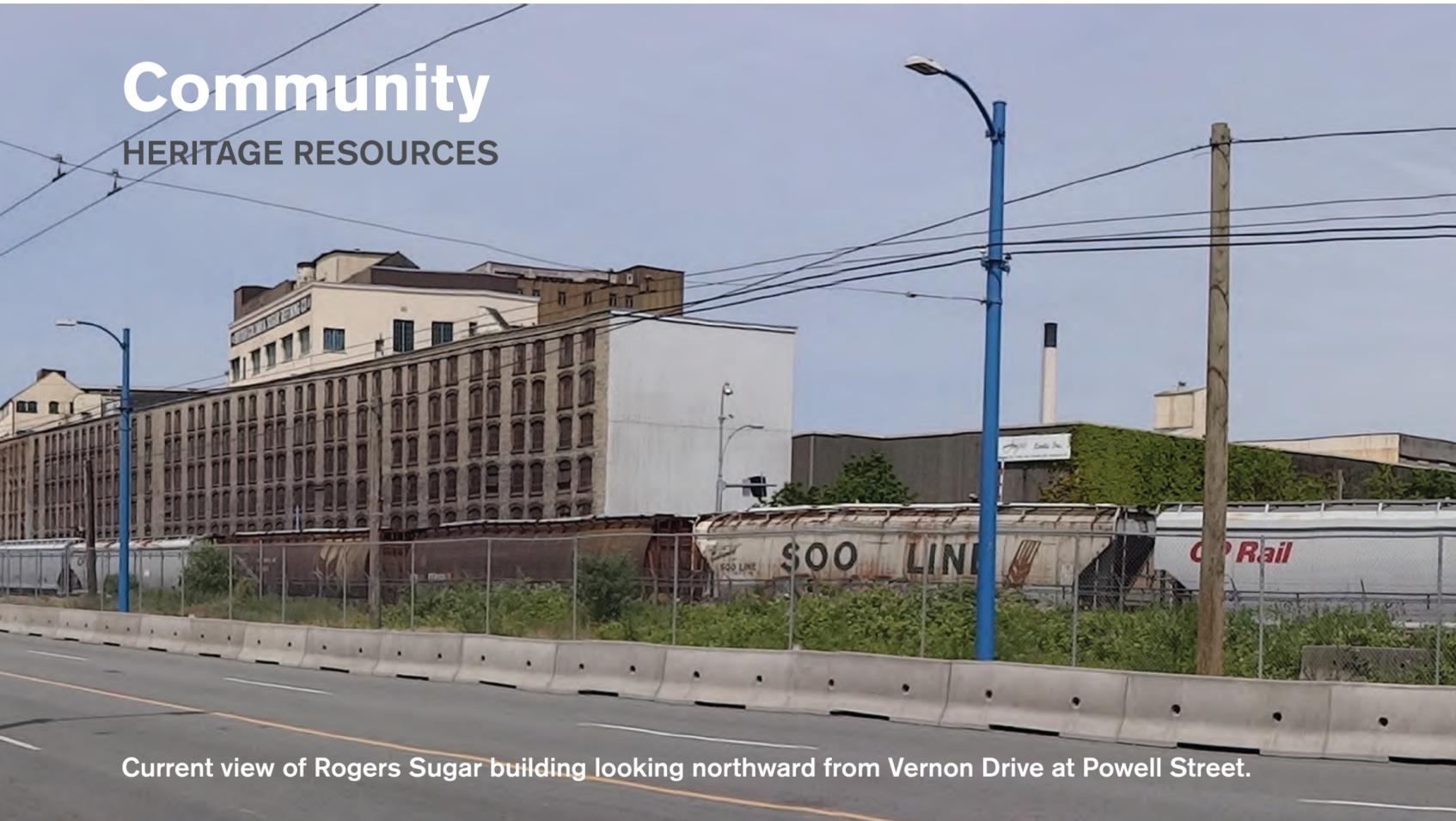
Heritage resources and view impacts

Heritage Impact Assessments were undertaken using Parks Canada's Standards for the Conservation of Historic Places. The assessments found that:

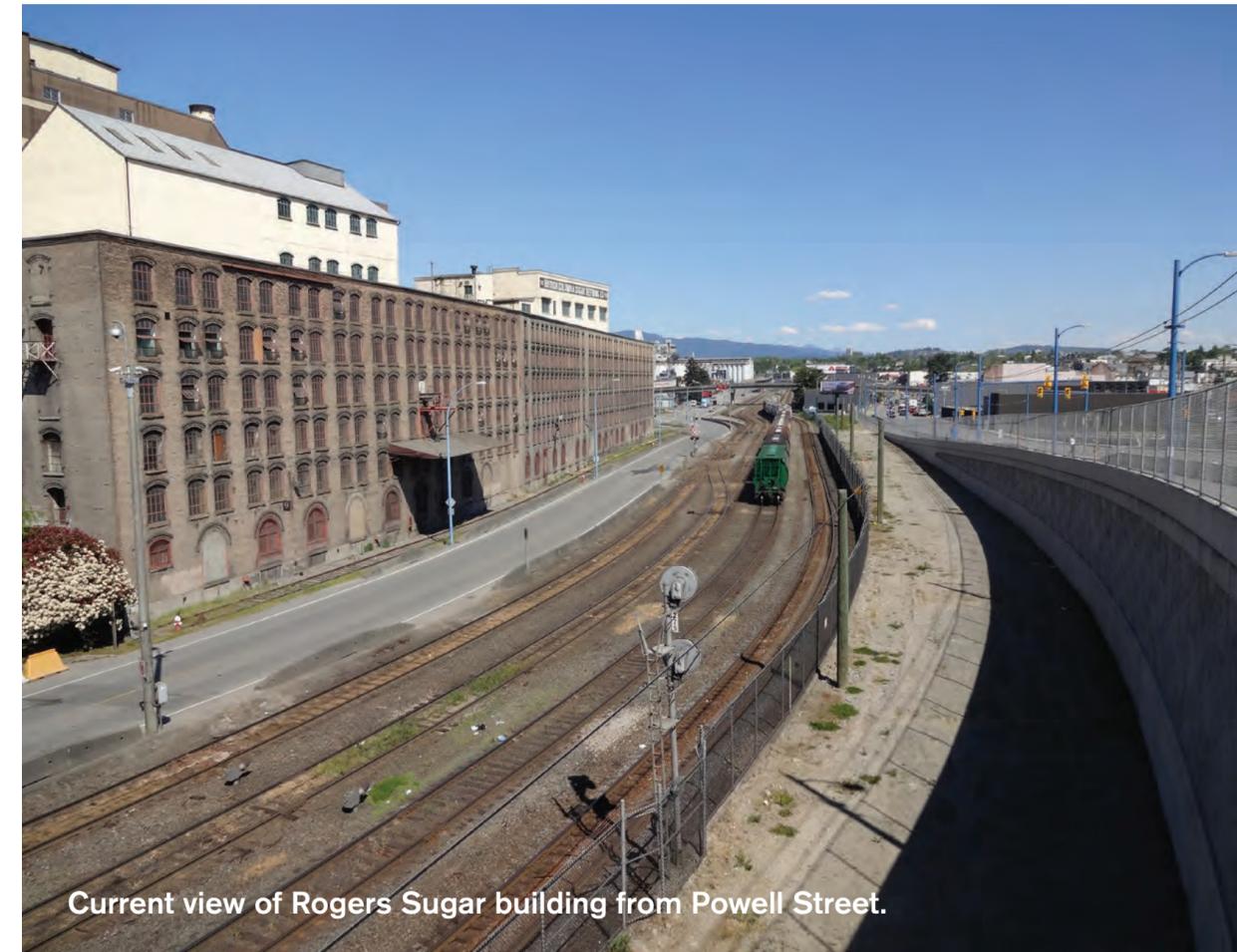
- Repurposing the historical Ballantyne cruise terminal façade, and retaining and repairing character-defining elements of the building, would help protect its heritage value.
- While the proposed project would not require changes to the Rogers Sugar building, the Centennial Road Overpass would block public views of the lower three floors from the Powell Street lookout, as it would be slightly higher than the existing rail cars that are alongside the building.

Community

HERITAGE RESOURCES



Current view of Rogers Sugar building looking northward from Vernon Drive at Powell Street.



Current view of Rogers Sugar building from Powell Street.



Rendering of proposed Centennial Road Overpass concept – view of Rogers Sugar building looking northward from Vernon Drive at Powell Street.



Rendering of proposed Centennial Road Overpass concept – view of Rogers Sugar building looking northward from Powell Street.

Community

NOISE

What we heard:

We have heard concerns from community members about noise levels from Centerm during operations and construction.



Vancouver Fraser Port Authority
VAN Raymur noise monitoring station,
located near Centerm.

What we're doing:

The project team is proposing to include the following noise mitigation measures:

- Introducing five rail-mounted electric gantry cranes in the intermodal yard.
- Continuing to monitor noise from the terminal through the port authority's existing noise monitoring stations, along the south shore port area. You can view real-time noise monitoring information by visiting: sentinel.bksv.com/vfpa/portvancouver.
- A Noise Management Plan would identify construction practices to minimize disturbance in surrounding neighbourhoods.

What we studied:

Noise assessment

A Noise Assessment was completed to determine the potential change in existing noise from the proposed project within 1.5 kilometres of the project site.

Noise from on-terminal equipment, marine vessels at berth and in transit, and rail and truck traffic associated with the proposed project were included in the assessment. The assessment found that:

- Noise level increases attributed to the proposed project are not expected to be significant.

Environment

AIR QUALITY

What we heard:

We have heard concerns from community members about potential health impacts from reduced air quality as a result of the project.

What we're doing:

- Introducing five rail-mounted electric gantry cranes in the intermodal yard.
- Changing the configuration of the container yard to increase the efficiency of container handling and minimize diesel consumption.
- Reducing the number of train movements by increasing the length of the rail tracks in the intermodal yard.
- Centralizing operations and administration in one larger LEED® Gold certified building.

What we studied:

Air emissions

A Greenhouse Gas Emissions Study was completed to predict the degree of change from existing conditions.

The study anticipates that the project would increase greenhouse gas emissions by 22 percent, compared to the existing terminal operating at full capacity.



Environment

AIR QUALITY

What we studied:

Air quality

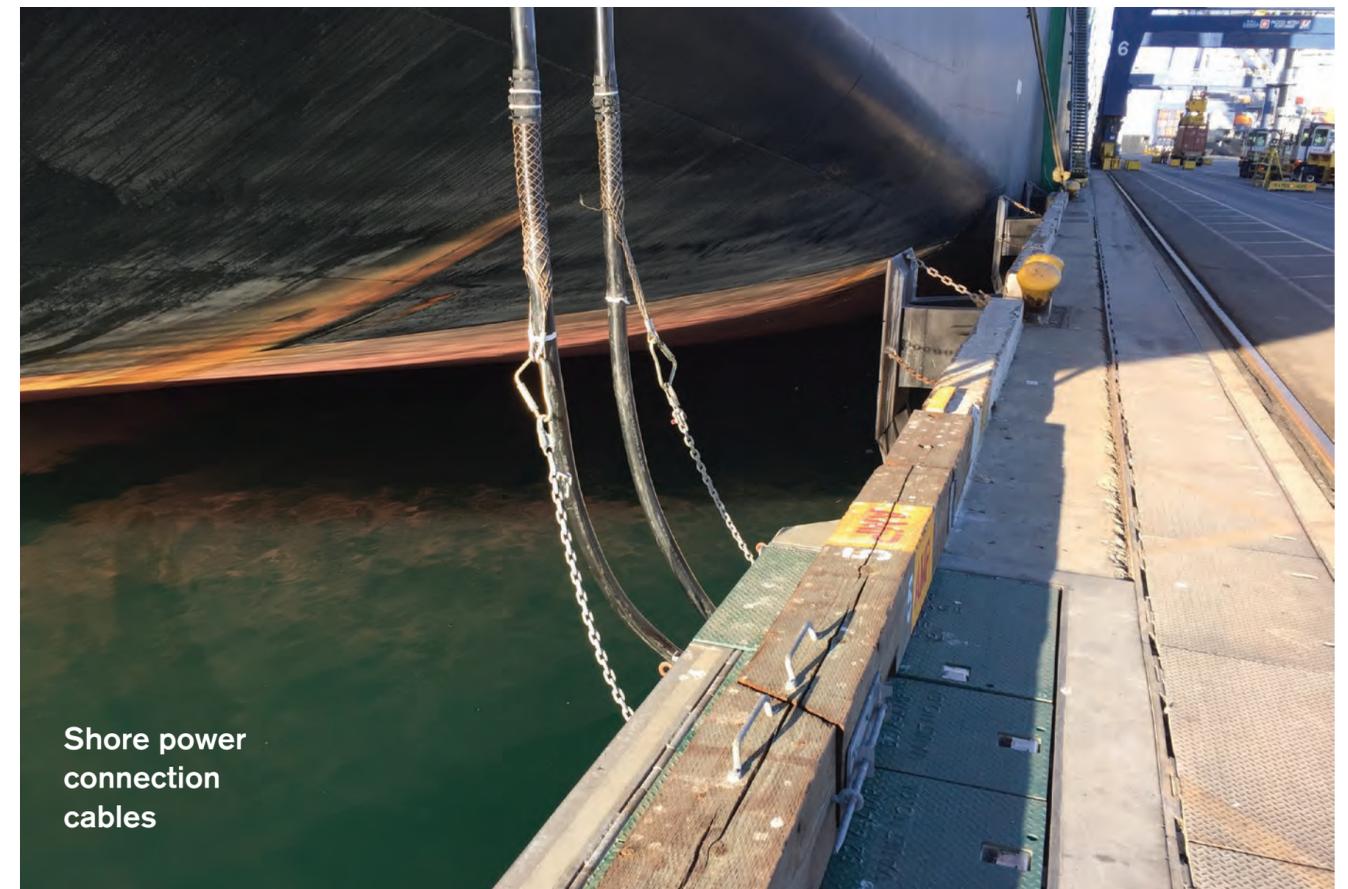
An Air Quality Assessment was completed to predict the potential effects of the proposed project on air quality in surrounding communities, and understand the degree of change the proposed project would have on current air quality conditions and greenhouse gas emissions. The assessment found that:

- The most stringent air quality objectives would continue to be met with the project, with the exception of rare and shortlived exceedances of nitrogen dioxide (NO₂), which also happen under current conditions.

Shore power

Shore power is a clean technology that enables compatible ships to shut down their engines and connect to the power grid while at berth, eliminating related air emissions and engine noise.

Currently the port authority is planning to install shore power at Centerm to allow one vessel to connect to the power grid at berth. It is anticipated that in the future, additional shore power infrastructure would be installed to allow two container vessels to connect to shore power at Centerm at the same time.



Environment

MARINE ENVIRONMENT AND WILDLIFE

What we heard:

We have heard concerns from members of the community about potential impacts to fisheries and wildlife from the proposed project.



What we are doing:

The project team is looking at ways to reduce impacts from the proposed project, particularly activities such as dredging, infilling and demolition works by:

- Conducting a salvage of Dungeness crab prior to the start of dredging or infilling.
- Starting in-water works gradually to provide mobile species the time to move away from the construction area.

What we studied:

Marine Resources Study

A Marine Resource Study was completed to determine how the proposed project may affect fish and fish habitat, marine birds and marine mammals. These included a biophysical survey and a species-at-risk assessment. 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.
- The proposed increase of vessel calls to Centerm by one vessel per week would add little additional risk to marine mammals interacting with vessels.

Traffic

ROAD TRAFFIC

What we heard:

We have heard concerns from members of the community about how the project will affect road traffic.



What we're doing:

- The South Shore Access Project would reduce road congestion and increase efficiency within the port, by removing three at-grade crossings for port users, and removing port-related traffic from surrounding city roads.
- Container trucks would continue to use the Clark Drive and Commissioner Street vehicle access gates.
- Access would continue to be restricted on Main Street Overpass and through Main Street.
- Improvements to infrastructure at Centerm would provide the opportunity to increase the proportion of containers to be moved by rail rather than by truck.

What we studied:

Traffic and Rail impacts

A Traffic Impact Study was completed to understand the anticipated effects the proposed project may have on port area roads, as well as city roads. The study found that:

- Overall, the proposed project is anticipated to have a minor impact on traffic and Vancouver roads.
- Including the Waterfront Road Extension in the project scope slightly reduced traffic in the Downtown Eastside.
- Improvements to infrastructure at Centerm would provide the opportunity to increase the proportion of containers to be moved by rail rather than by truck. We anticipate the number of trains would increase from 1-2 a day to 2-3 a day should the terminal expansion be approved.

Project location overview



Traffic

MARINE TRAFFIC

What we heard:

We have heard concerns from members of the community about the increase in marine traffic in Vancouver harbour.



What we're doing:

- Vessel traffic associated with Centerm is anticipated to increase by a maximum of one vessel call per week.
- The port authority requires vessels to travel at a safe speed, which reduces the chances of harm to marine life and provides navigational safety.
- The project team is working with both ship pilots and cruise ship masters so that they become familiar with the new requirements for safely berthing at Canada Place.

What we studied:

Marine traffic

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.
- Most of the growth in capacity at Centerm will be through an increase in the size of vessels, rather than the number of vessels visiting the terminal.

	Existing terminal	With proposed expansion
Maximum annual capacity	900,000 TEUs	1.5 million TEUs
Practical annual capacity *	750,000 TEUs	1.3 million TEUs
Annual vessel calls	240 (approximately 5 per week)	300 (approximately 6 per week)

* Practical capacity is calculated as 85% of maximum capacity, above which terminals begin to lose efficiency.

Traffic

EMERGENCY ACCESS

What we heard:

We have heard concerns from community members about emergency response in the case of an incident at Centerm.



What we're doing:

- DP World Vancouver has an Emergency Response Plan which meets all regulatory requirements, including those from Transport Canada and Employment and Social Development Canada.
- We will continue to consult with the city's emergency responders as we develop our construction plans and traffic management plans.

What we studied:

Emergency access

The South Shore Emergency Access Study predicted the potential effects on emergency response from the replacement of the Heatley Avenue Overpass with a Centennial Road Overpass. The study found that:

- There is minimal difference between the anticipated response times for emergency vehicles accessing the south shore port area.
- The current average response time to the south shore port area is estimated as 10.5 minutes, while the estimated response time would be 10 minutes after the project is completed.

Construction

CONSTRUCTION MANAGEMENT

What we heard:

We have heard concerns from community members about the effects the construction of the proposed project will have on the surrounding area.



What we're doing:

We are committed to limiting the impacts of construction activities in the area and are developing our construction plans with these considerations in mind.

- Construction activities would generally be within standard construction hours of 7:00 a.m. to 8:00 p.m. Monday to Saturday.
- Marine construction and the construction of the proposed Centennial Road Overpass are anticipated to occur on a 24-hour basis, allowing for a shorter construction period within the marine environment as well as shorter traffic delays.

We will be developing:

- A **Construction Traffic Management Plan** to outline how construction traffic would be managed during the construction period.
- A **Construction Environmental Management Plan** to lay out a framework for minimizing effects related to project construction.
- A **Construction Communications Plan** to outline how the project team will continue to engage the surrounding community and port users about construction activities throughout the phases of construction.

During our second round of consultation, anticipated for mid-2017, we will be seeking feedback on plans to minimize potential construction-related effects.

Community

COMMUNITY INVESTMENTS

What we heard:

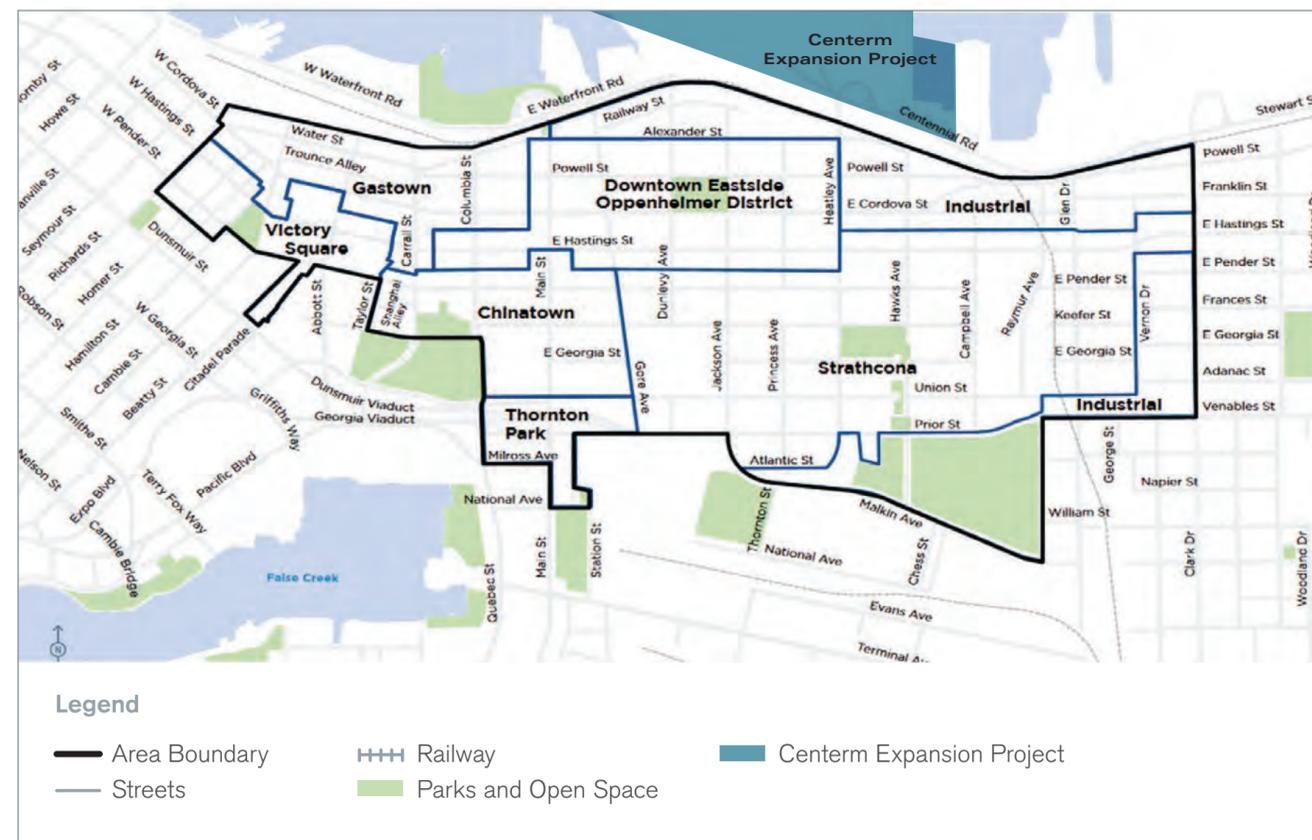
We heard from the community and stakeholders that they are interested in seeing direct investments from the proposed project going to the local community and specifically the Downtown Eastside.

What we're doing:

Community Investment Program

- The project team is proposing a Community Investment Program that would contribute to community initiatives that matter most to the adjacent communities.
- The Community Investment Program is intended to benefit the neighbourhoods adjacent to the project area (see map).
- To help us determine ideas for possible community investments that reflect the interests and priorities of the community, we considered the feedback from our preliminary consultations in 2016.
- We also reviewed the City of Vancouver's Downtown Eastside Local Area Plan that identifies short- and long-term priorities for the area.
- The final scope of the proposed Community Investment Program will depend on the overall costs of the community investments and opportunities for partnerships.
- Community investments are not a requirement of the port authority's Project and Environmental Review process.

Downtown Eastside local area plan neighbourhoods



Community

COMMUNITY INVESTMENTS

Your feedback will help guide the development of the proposed Community Investment Program.

What are your interests and priorities for the following options for community investments? Using the stickers provided, please place your ranking from *highest priority* (1) to *lowest priority* (5) in the space provided below:

Rank highest priority (1) to lowest priority (5) in the space provided below

Providing grants to non-profit organizations for local community projects and initiatives that benefit youth, education, arts and culture, and heritage

Providing grants to non-profit organizations for local environmental initiatives

Providing grants to non-profit organizations for initiatives that benefit the local Aboriginal community and celebrate the legacy of Aboriginal peoples in the community

Contributing to new or upgraded park features at CRAB Park at Portside, and other parks in the Downtown Eastside such as Oppenheimer, Strathcona, and MacLean Park

Contributing to the renewal of local community centres such as the Strathcona Community Centre and Ray-Cam Co-operative Centre

We want to hear from you

The project team is consulting with the public between February 20 and March 24, 2017. 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** or **small group meeting**
- Reading the **discussion guide** 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

