



PORT METRO  
**vancouver**

## **Project and Environmental Review Report**

PER No. 13-123

New Grain Transloading Facility and  
Silos

*Prepared for: Project and Environmental Review Committee*

*Date: October 2, 2015*

*Prepared by: Gord Tycho, Senior Planner*

*Kim Keskinen, Environmental Review Lead*

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 <b>PORT METRO vancouver</b>		<b>VANCOUVER FRASER PORT AUTHORITY (VFPA) PROJECT AND ENVIRONMENTAL REVIEW PROJECT REPORT</b>
<b>PER No.:</b>	<b>13-123</b>	
<b>Tenant:</b>	<b>Columbia Containers Ltd.</b>	
<b>Project:</b>	<b>New Grain Transloading Facility and Silos</b>	
<b>Project Location</b>	<b>2775 Commissioner Street, Vancouver, BC V5K 1A1</b>	
<b>VFPA SID No.:</b>	<b>VAN047</b>	
<b>Land Use Designation:</b>	<b>Port Terminal</b>	
<b>Applicant(s):</b>	<b>Stefan Ferrario, CEO, Columbia Containers Ltd.</b>	
<b>Applicant Address:</b>	<b>2775 Commissioner Street, Vancouver, BC V5K 1A1</b>	
<b>Category of Review:</b>	<b>Legacy</b>	
<b>Recommendation:</b>	<p><b>That PER No. 13-123 for the construction of a new grain transloading facility, which includes a grain elevator (with contiguous truck container-loading facility), associated rail unloading facility, nine (9) silos ranging in size from 330 MT to 2,900 MT, associated rail realignment and extension works, and office building removal, be approved.</b></p>	

## 1. INTRODUCTION

The Vancouver Fraser Port Authority (VFPA), a federal port authority doing business as Port Metro Vancouver (PMV), manages lands under the purview of the *Canada Marine Act*, which imparts responsibilities for environmental protection. VFPA accordingly conducts project and environmental reviews of works and activities undertaken on these lands to ensure that the works and activities do not result in significant adverse environmental effects. This project and environmental review report documents VFPA's project and environmental review of **PER No. 13-123: New Grain Transloading Facility and Silos (the Project)** proposed by **Stefan Ferrario, CEO working on behalf of Columbia Containers Ltd (the Applicant)**.

This project and environmental review was carried out to address VFPA's responsibilities under the *Canada Marine Act*, and to meet the requirements of the *Canadian Environmental Assessment Act, 2012* (CEAA 2012), as applicable. The proposed Project is not a CEAA 2012 "designated project" and an environmental assessment as described in CEAA 2012 is not required. However, VFPA authorization is required for the proposed Project to proceed and in such circumstances, where applicable, Section 67 of CEAA 2012 requires federal authorities to assure themselves that projects will not result in significant adverse environmental effects. This review provides that assurance. In addition, VFPA considers other interests, impacts and mitigations through the project and environmental review.

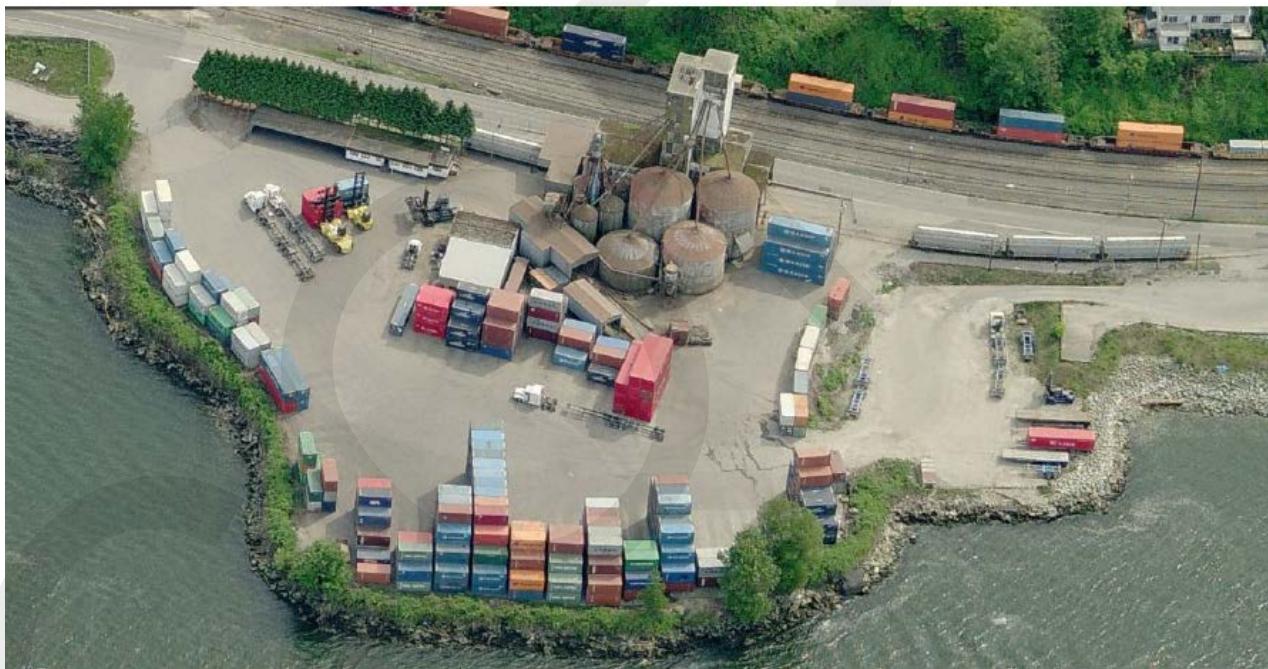
The project and environmental review considered the application along with supporting studies, assessments and consultations carried out or commissioned by the Applicant, as well as other information provided by the Applicant. In addition, this project and environmental review considered other information available to VFPA and other consultations carried out by VFPA. A full list of information sources germane to the review is provided in Appendix B. This project and environmental review report is NOT a project authorization. It is a prerequisite to the

issuance of a project permit (the Permit) and the conclusions described in this report require compliance with the conditions in the Permit.

## 2. PROJECT DESCRIPTION

The Applicant is proposing to develop a new grain transloading facility and silos at 2775 Commissioner Street in Vancouver to facilitate the movement of inbound railcars and outbound truckloads with cereal grains, pulses, seeds, and animal feed which are then distributed to surrounding container terminals for overseas shipment. The proposal will upgrade and modernize the Applicant's existing facility and operations and increase its existing capacity from 735,000 metric tonnes per annum to approximately 750,000 metric tonnes per annum upon completion.

These works are part of a larger rebuilding project initiated by the Applicant in order to modernize their facilities and accommodate the future widening and realignment of this section of Commissioner Street as part of the port's South Shore Corridor Project. The Applicant began planning for the redevelopment of the site in 2008, when they removed eight (8) large grain storage silos (located behind the existing grain elevator - see picture below) that had reached the end of their useful life and began storing all grain in containers throughout the property.



*A picture showing the east portion of the site circa 2008, with existing elevator and original silos. From Air Quality Assessment for Columbia Containers New Grain Transloading Facility and Silos ("Rebuild") Project, SNC Lavalin, February 10, 2015. View from north looking to the south, with Dusty Greenwell Park in background.*

Since 2008, the Applicant has applied and been approved for a suite of project permits, including: moving and extending its rail receiving areas, improving truck access and leveling the grade of a portion of the property, realignment of their sheet pile wall, demolishing the scale room, workshop and stores room infrastructure on the existing site, and preparing for the construction of a new office facility at a nearby site.

The Applicant's proposed new grain transloading facility will include the construction of a new grain elevator with the capability to load four ocean containers at a time, nine grain storage silos, a railcar dumper building with tandem tracks and pits, transfer towers, a fully enclosed conveyor network, a modern dust suppression system, and rail track realignment and

extensions. The Applicant will also be demolishing an existing office building as part of this project.

All works will take place at the existing site currently occupied by the Applicant. Upon completion, the new grain transloading facility will be operating slightly further north of the existing elevator, and within a slightly smaller lease footprint than their current operations, in order to accommodate the future road widening and rail realignment for this section of Commissioner Street. All proposed excavations are anticipated to occur within previously disturbed fill material.

All construction activities are proposed to take place between standard construction hours of 7:00 a.m. to 8:00 p.m., Monday to Saturday. Should the Project be approved, construction will take approximately one year to complete.

The Applicant has indicated that in addition to the proposed works, they may consider additional works to relieve internal vehicular congestion south of the existing bight area in the future. Any future works not contemplated as part of this project permit will be subject to a new project and environmental review.

Demolition of the existing grain elevator is not included as part of this Permit, as the works on the VFPA asset are to be completed by VFPA at a later date, under a new project and environmental review.

## 2.1 Proposed Works

### New Grain Elevator and Railcar Dumper Building

- Construction of a metal clad grain elevator with an approximate height of 32.99 m (108.2 ft.), length of 27.30 m (89.6 ft.), and width of 18.00 m (59.1 ft.), for an at-grade footprint of approximately 491 m<sup>2</sup> (5,285 ft<sup>2</sup>);
- Installation of a tandem bucket elevator;
- Construction of a railcar dumper building (track shed) with an approximate height of 8.10 m (26.6 ft.), roof length of 28.80 m (94.5 ft.), length of 25.30 m (83.0 ft.), and width of 10.60 m (34.8 ft.), for an at-grade footprint of approximately 305 m<sup>2</sup> (3,286 ft<sup>2</sup>);
- Installation of foundation footings between approximately 10.02 m (33 ft.) to 12.0 m (39 ft.) in depth;
- Installation of a below-ground dumping pit and below-ground grain elevator foundation utilizing a sheet pile coffer dam;
- Excavation of material within the sheet pile coffer dam, with an excavation volume of approximately 4,130 m<sup>3</sup> (145,850 ft<sup>3</sup>), excavation area of 432 m<sup>2</sup> (4,650 ft<sup>2</sup>), and a maximum excavation depth of 12.0 m (39.4 ft.);
- Construction of the sheet pile coffer dam via vibrating hammer or impact hammer depending on soil resistance. Anticipated noise levels to be less than 80 decibels (dBA @ 15m) by vibrating hammer or less than or equal to 100 decibels (dBA @ 15m) by impact hammer;
- Utilization of various construction equipment including an excavator, skid steer, dump trucks, and compactor. Skid steer will be placed in bottom of excavation once depth exceeds reach of excavator;
- Placement of a whaler and strut system inside the coffer dam as the excavation deepens and placement of crushed gravel at the bottom of the excavation;
- Installation of dewatering wells beyond coffer dam perimeter. Water will be pumped from the excavation to the wells, treated as required, and discharged to Burrard Inlet;

- Construction of concrete formwork (floor and walls) adjacent to sheet pile walls, and pouring of concrete;
- Removal of approximately 200 truckloads of excavated material to be disposed of at an appropriate off-site facility; and
- Both the grain elevator and railcar dumper building will have a neutral colour scheme.

### **Storage Silos**

- Construction of a total of nine (9) new steel storage silos (storage bins);
- Installation of three 330 MT malt storage silos with an approximate diameter of 9.60 m (31.5 ft.), and height of 14.9 m (48.9 ft.). With the installation of the overhead conveyor system, the total height of the structure would be approximately 17.50 m (57.4 ft.);
- Installation of one 1,200 MT malt storage silo with an approximate diameter of 14.75 m (48.4 ft.), and height of 14.38 m (47.2 ft.);
- Installation of two 1,400 MT malt storage silos with an approximate diameter of 16.50 m (54.1 ft.), and height of 13.80 m (45.3 ft.). With the installation of the overhead conveyor system, the total height of the structure above the 1,200 and 1,400 MT malt storage silos would be approximately 16.67 m (54.7 ft.);
- Installation of three 2,900 MT peas storage silos with an approximate diameter of 22.92 m (75.2 ft.) and height of 15.65 m (51.4 ft.). With the installation of the overhead conveyor system, the total height of the structure would be approximately 18.38 m (60.3 ft.);
- Installation of 1 m (3 ft.) diameter concrete piles to a maximum depth of 14 m (45.9 ft.) underneath proposed storage silos using an auger or impact hammer. Anticipated noise levels will be less than 80 decibels (dBA @ 15m) by auger or less than or equal to 100 decibels (dBA @ 15m) by impact hammer;
- Insertion of circular forms in each hole, followed by insertion of a rebar cage via crane, and concrete delivered by approximately 50 cement trucks;
- Pumping, testing, and onsite treatment of any water ingress prior to discharge to Burrard Inlet; and
- Removal of approximately 60 truckloads of excavated material to be disposed at an appropriate off-site facility.

### **Transfer Towers, Conveyance System and Dust Collection**

- Construction of a transfer tower (TT-01) between the grain elevator and storage silos, with an approximate width of 4.60 m (15.1 ft.), length of 7.20 m (23.6 ft.), and height of 21.0 m (68.9 ft.);
- Construction of a transfer tower (TT-02) between the 330 MT and 1,200 MT storage silos with an approximate width of 6.00 m (19.7 ft.), length of 7.60 m (24.9 ft.), and height of 19.80 m (65.0 ft.);
- Installation of associated storage silo overhead conveyor system, and reclaim conveyor system; and
- Installation of a new dust collection system, which includes movable dust hood at the container loading area, a sealed conveyor system, and a new Baghouse with modern dust management technology with dust fans and silencers.

### **Rail Tracks and Access Points**

- Realignment and extension of approximately 660 m (2,165 ft.) of two new internal rail tracks for access to the new rail dumper building;
- Installation of directional signage and markings indicating the primary access and egress point for all commercial vehicles to the site at the existing west entrance;

- Installation of directional signage and markings indicating the secondary access and egress point for commercial vehicles to the site at the existing central entrance; and
- Installation of directional signage and markings indicating the furthermost existing east entrance is for passenger vehicle and emergency access only.

## Utilities

- Decommissioning and capping of existing electrical feed to existing grain elevator;
- Construction of new overhead power feed to southwest corner of elevator;
- Removal of five stormwater catch basins and approximately 30 m (98.4 ft.) of 150 mm diameter storm water pipe;
- Construction of a stormwater manhole and approximately 25 m (82.0 ft.) of 150 mm diameter storm water pipe;
- Relocation of one fire hydrant, and removal and installation of approximately 25 m (82.0 ft.) and 50 m (164.0 ft.) of associated feeder potable water pipe, respectively;
- Construction of other associated utility works; and
- Depth of utility excavations approximately 1.0 m (3 ft.).

## Demolition Works

- Removal of a one-storey office building of approximately 281 m<sup>2</sup> (3024.7 sq. ft.); and
- Capping and removal of associated services.

## Construction Equipment

- Utilization of various construction equipment including a crane, auger, vibratory hammer, impact hammer and heavy trucks. The placement of equipment will utilize a combination of crane, extended reach forklift and forklift.

## 3. VANCOUVER FRASER PORT AUTHORITY INTERNAL REVIEWS

The following VFPA departments have reviewed the application and have the following project considerations.

### 3.1 Planning

Planning has reviewed the application and has the following land use comments. Planning supports the recommendation to approve the Project subject to adherence to the listed project and environmental conditions in the Permit.

#### 3.1.1 Land Use Plan

The site is designated "Port Terminal" in Vancouver Fraser Port Authority's Land Use Plan. The proposed grain transloading facility conforms to the existing land use plan designation for the site.

The Applicant has also demonstrated, through the design of the new grain transloading facility, their ability to redevelop and intensify an existing use within their existing site. This meets Policy Direction 1.2.1 in VFPA's Land Use Plan, which states "*Intensify the use and development of port lands to achieve the highest feasible operational capacities within the existing land base, considering the impacts that intensified use may have on adjacent communities, transportation networks and the environment and mitigating resulting impacts where appropriate*".

The proposed Project is an example where port tenants are intensifying and increasing efficiency in order to continue operating within their existing footprint while minimizing impacts on the surrounding community.

### 3.1.2 East Vancouver Port Lands Area Plan

The proposed Project is within Area 3 and 4 in the East Vancouver Port Lands (EVPL) Area Plan. The proposed grain transloading facility is considered to be a "Conditional (Yellow) Use", which requires consultation with the EVPL Liaison Committee. Consultation activities conducted as part of this review are described in more detail in Section 4 of this report.

The Project was reviewed against the following key impact issues and policies contained in the EVPL Area Plan: heights and views, noise, air quality, and lighting. General principles related to transportation, security and safety, dangerous goods, environment and trees and landscaping were also reviewed. The assessment of the Project against the EVPL Area Plan policies are described in the following sections.

#### 3.1.2.1 Applicable EVPL Heights and Views Policies

The heights and view policies within the EVPL Area Plan were developed based on key public views in the community. The recommended height guidelines established for six areas within the EVPL Area Plan (see map below) were intended to "preserve the majority of mountain views and as much water view as possible, while permitting flexibility for [VFPA] to respond to growth demands".<sup>1</sup> Given the differences in elevation and topography in the area, the Plan recognizes that "some view loss is likely depending on the area" and that "in most areas, some loss of water views is possible, with precise impacts depending on both elevation and onsite building location".<sup>2</sup>



*Map showing recommended height guidelines for areas in the EVPL Area Plan. From East Vancouver Port Lands Area Plan, May, 2007, Figure 8.*

<sup>1</sup> East Vancouver Port Lands Area Plan, 17.

<sup>2</sup> Ibid.

The proposed works in Area 3 are primarily rail track realignment and extension works, and ongoing operational activities that include container loading, unloading, and stacking. Area 3 has a recommended height guideline of 16.8 m (55 ft.) All of these proposed works and existing container operations are under the recommended height guideline of 16.8 m (55 ft.).

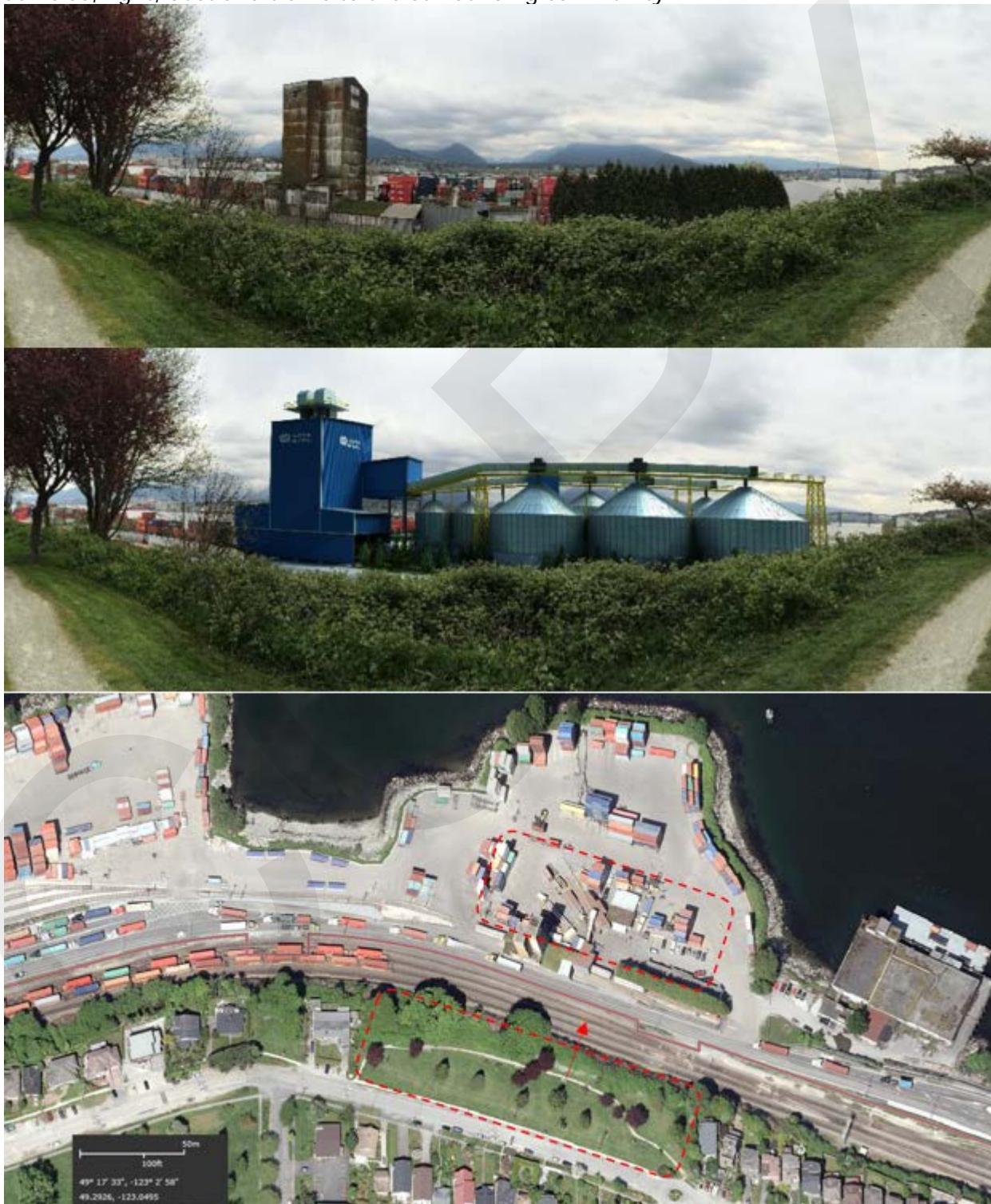
The proposed works in Area 4 include the new transloading facility, which consists of the new grain elevator, railcar dumper building, dust management system, and transfer towers and storage silos (with associated conveyor systems). Area 4 has a recommended height guideline of 13.7 m (45 ft.).

Below is a chart comparing the proposed structures with the recommended 13.7 m (45 ft.) height guidelines in Area 4.

Proposed Structure	Proposed Height (approx.)	Proposed Width (approx.)	View Impact
New Grain Elevator	32.99 m (108.2 ft.)	18.00 m (59.1 ft.)	Full blockage of water and mountain views above 13.7 m (45 ft.). Structure considered to be "grandfathered", as per policy H13 in EVPL Area Plan.
Railcar Dumper Building	8.1 m (26.6 ft.)	10.6 m (34.8 ft.)	Under recommended height guideline.
Transfer Tower (TT-01)	21.0 m (68.9 ft.)	4.60 m (15.1 ft.)	Partial blockage of water and mountain views above 13.7 m (45 ft.).
Transfer Tower (TT-02)	19.8 m (65 ft.)	6.0 m (19.7 ft.)	Behind a 2,900 MT storage silo that is 18.38 m (60.3 ft.) high and is not easily visible. Partial blockage of water and mountain views above 13.7 m (45 ft.).
Three 330 MT storage silos with overhead conveyor system	17.5 m (57.4 ft.)	9.6 m (31.5 ft.)	Partial blockage of mountain views above 13.7 m (45 ft.).
One 1,200 MT storage silos with overhead conveyor system	16.67 m (55 ft.)	14.75 m (48.4 ft.)	Partial blockage of mountain views above 13.7 m (45 ft.). Behind the row of 2,900 MT storage silos and will only be partially visible.
Two 1,400 MT storage silos with overhead conveyor system	16.67 m (55 ft.)	16.5 m (54.1 ft.)	Full blockage of water views and partial blockage of mountain views above 13.7 m (45 ft.). Behind the row of 2,900 MT storage silos and will only be partially visible.
Three 2,900 MT storage silos with overhead conveyor system	18.38 m (60.3 ft.)	22.92 m (75.2 ft.)	Full blockage of water views and partial blockage of mountain views above 13.7 m (45 ft.).

As part of the project and environmental review, the Applicant submitted a *Visual Impact Assessment Report* (May, 2015) (Appendix C) to analyze the potential view impacts of the proposal, and an *Alternatives Assessment Report* (April 2015) to describe their considerations of other siting options. The Applicant also submitted an additional *Skyline Study Summary* (July, 2015) as part of their *Consultation Input Consideration Report* (August, 2015) (Appendix D) and a response to the Burrardview Community Association and City of Vancouver Comments (Appendix E).

The assessment provided by the Applicant indicates that the proposed grain transloading facility design and location is the best configuration possible on a spatially constrained site to achieve efficiency, safety, and environmental goals, while also minimizing view and other impacts such as noise, light, dust and traffic to the surrounding community.



*Top: View from Dusty Greenwell Park (existing facility), Middle: View from Dusty Greenwell Park (proposed facility rendering), Bottom: Location of proposed facility in relation to Dusty Greenwell Park.*

The discussion below describes how the Applicant and the Project has responded to applicable height and view policies described in the EVPL Area Plan.

<b>Policy No. H1</b>	<i>Heights for new structures within the VFPA portion of the EVPL will generally be between 10.7 metres (35 feet) and 16.7 metres (55 feet) as shown in Figure 8.</i>
Considerations	<ul style="list-style-type: none"> <li>The proposed works and structures for Area 3 meet the recommended height guideline of 16.7 m (55 ft.). The proposed works and structures in Area 4 are over the recommended height guideline of 13.7 m (45 ft.).</li> <li>The EVPL Area Plan provides recommendations to guide developments to minimize view impacts to the surrounding community. The Plan also recognizes that future developments may occur in the area, specifically in vacant or underutilized sites, which will likely impact public and private views from the escarpment.</li> <li>The Applicant's lease area to the west is currently an underutilized site located within a major road and rail corridor. The existing structures are operating past their useful life, and the facility lacks operational and transportation efficiencies. The Applicant's proposed Project seeks to increase site utilization, and modernize and intensify existing uses within a smaller lease footprint. The Applicant has configured the new grain transloading facility to optimize the use of the spatially constrained site, keeping the profile as low as possible while still meeting operational requirements in order to limit the view impacts to the community.</li> </ul>
<b>Policy No. H2</b>	<i>New development with significant portions of structures (e.g. conveyors, silos, towers) above 10.7 metres (35 feet) will generally be located in Areas 1, 3 &amp; 4.</i>
Considerations	<ul style="list-style-type: none"> <li>The Applicant is proposing to construct the new grain transloading facility within their existing site which extends between Area 3 and Area 4.</li> <li>A significant portion of the structures, such as the proposed grain elevator, conveyors, silos and transfer towers that are above 10.7 m (35 feet) are located in Area 4.</li> </ul>
<b>Policy No. H4</b>	<i>Where a portion of a structure needs to be above the height guideline limit, a view analysis will determine whether view benefits can be realized by reducing the height of the remainder of the structure by an equivalent amount to achieve an average height that meets the guidelines.</i>
Considerations	<ul style="list-style-type: none"> <li>The Applicant submitted a <i>Visual Impact Assessment Report</i> (May, 2015) and a <i>Skyline Study Summary</i> (July, 2015) as part of the project and environmental review to assess the potential view impacts from the proposed Project.</li> <li>The Applicant's <i>Skyline Study Summary</i> (July, 2015) showed that in Area 3, container stacking heights are between 14.5 m (47.5 ft.) to 15.5 m (51 ft.) which are below the recommended guideline of 16.7 m (55 ft.). The average height in Area 3 is approximately 15 m (49 ft.).</li> <li>In Area 4, the average height of all proposed structures (including container stacking heights of 11.6 m [38 ft.] and 13 m [42.5 ft.]) as described in the Applicant's study is approximately 17.6 m (57.8 ft.). The average height of all structures in Area 4 is above the recommended height guideline of 13.7 m (45 ft.).</li> <li>When averaging the heights of the entire site, which includes both Area 3 and 4, the average height is approximately 16.3 m (53 ft.). The average height meets the recommended height guidelines in Area 3 but not the recommended height guidelines in Area 4. Regardless, averaging heights would not minimize view impacts from affected areas.</li> </ul>

<b>Policy No. H5</b>	<i>In Areas 1 through 5, heights above the guideline limits will normally be considered only for structures occupying a small portion of any site (such as loading towers) and will be limited to a maximum width of 12 metres (40 feet) in most instances. Where functional requirements can be shown to require greater width, an increase in this maximum width may be considered where view impacts are limited.</i>
Considerations	<ul style="list-style-type: none"> <li>The Applicant's <i>Skyline Study Summary</i> (July, 2015) states that the footprint occupied by all proposed structures that are over the recommended height guidelines in the EVPL Area Plan, is approximately 1,161 m<sup>2</sup> (12,497 ft<sup>2</sup>). The total area of the entire site is approximately 50,811 m<sup>2</sup> (546,925 ft<sup>2</sup>). Therefore according to the Applicant the footprint of the structures that are above the recommended height guidelines is equal to 2.2% of the entire site.</li> <li>Further analysis by VFPA indicates that the footprint of the structures that are above the recommended height guidelines in Area 4 is approximately 2,892 m<sup>2</sup> (31,127 ft.<sup>2</sup>) or 14% lot coverage. This calculation includes the proposed new grain elevator. At 14%, the lot coverage is considered by VFPA to occupy a small portion of the site, which would allow considerations for going above the recommended height guideline. Should Area 3 and Area 4 be combined, the lot coverage for the facility would be approximately 5.7%.</li> <li>The approximate width of the two transfer towers and three 330 MT storage silos ranges from 4.6 m (15.1 ft.) to 9.6 m (31.5 ft.), and are within the recommended maximum width of 12 m (40 ft.).</li> <li>Six of the nine proposed silos have approximate widths ranging from 14.75 m (48.4 ft.) to 22.92 m (75.2 ft.). The widths of the silos above the recommended height of 13.7 m (45 ft.), however, is approximately 7.77 m (25.5 ft.), as they decrease in width as they taper towards the top. This circumstance could be interpreted as satisfying the recommended width guideline of 12 m (39 ft.).</li> <li>The Applicant has established that the conveyor system that runs from the new grain elevator to the storage silos cannot be limited to 12 m (39 ft.) in length as it must run along the length of the storage silos in order to function adequately. Therefore the overhead conveyor system cannot be considered to meet the intent of this policy.</li> <li>The Applicant's <i>Consultation Input Consideration Memo</i> (August, 2015) indicates that the widths of the silos were designed to limit heights as much as possible without impeding the efficient flow of grain and the storage capacity of the facility. The Applicant further states that had they proposed silos of a size typically used on the North Shore, the diameters would typically be approximately 12 m (39 ft.) and the heights approximately 42.7 m (140 ft.). In consideration of the EVPL Plan, the Applicant has limited their redevelopment to the current proposal.</li> </ul>

<b>Policy No. H6</b>	<i>All new structures, including those that meet the height guideline limits, will be sited to minimize view impacts.</i>
Considerations	<ul style="list-style-type: none"> <li>The Applicant's <i>Alternative Assessment Report</i> (April, 2015) considered operational requirements and minimizing community impacts when assessing alternative locations for the project. The report concludes that: <ul style="list-style-type: none"> <li>Efficient truck movement within the site (which is a factor that helps reduce noise and air emissions) requires adequate space for turning and two-way traffic. This requirement limits design alternatives due to the constrained nature of the site.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Rail and truck staging length requirements necessitate that the new grain transloading facility and storage silos are located on the east side of the site.</li> <li>○ The new grain elevator is located to minimize view impacts, allow for on-site truck access, and to accommodate the future widening of the adjacent section of Commissioner Street. Due to the relocation of the new grain elevator to the north of the existing elevator, there was no additional space to locate the new storage silos to the north of the new grain elevator (i.e. in the same location occupied by the previous storage silos that were demolished in 2008).</li> <li>○ A potential siting of the new grain transloading facility on the southwest side of the existing and proposed grain elevator was considered; however, in this configuration the conveyor interfered with on-site truck traffic, resulting in inefficient truck operations that would increase noise impacts to the community.</li> <li>○ Siting the new grain transloading facility and storage silos to the east of the site is considered to be the optimal arrangement for operational efficiency and noise reduction benefits.</li> <li>● In response to community comments, the Applicant conducted an additional alternative configuration analysis described in their <i>Consultation Input Consideration Memo</i> (August, 2015). The additional analysis assessed the placement of storage silos on the northern edge of Area 4. The conclusion stated that to achieve the required storage capacity, at least 15 storage silos of 13.7 m (45 ft.) in height would be required, which would likely result in the same or greater view impacts when compared with what is currently proposed.</li> <li>● The Applicant's states in their <i>Consultation Input Consideration Memo</i> (August, 2015) that they considered several options to reduce the height of the silos. However from an operational perspective, these alternative options were not considered to be feasible: <ul style="list-style-type: none"> <li>○ Below grade (underground) return conveyors were determined to be unfeasible due to the prevailing high water table at the site, which would create a constant moist environment that would impede grain flow and potentially cause product spoilage.</li> <li>○ Storage sheds instead of silos were determined to be unfeasible because it would require the use of front-end loaders and increased truck use, resulting in increased noise from truck engines and backup beepers as well as increased exhaust emissions.</li> <li>○ Shorter and wider silos – determined to be not feasible because constructing silos at a lower height would impede the flow of the grain, significantly reducing the storage capacity of each silo and preventing the Applicant from operating efficiently.</li> </ul> </li> </ul>
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<b>Policy No. H9</b>	<i>The design aesthetics of new structures will be optimized through high quality industrial materials, colour, detailing, landscaping and general design to reduce the obtrusiveness and minimize the visual impact of the structure.</i>
Considerations	<ul style="list-style-type: none"> <li>● The Applicant is proposing to utilize metal cladding on the new grain elevator as recommended by the community through public consultation activities conducted for the Project. The proposed works will replace old and aging infrastructure with modern facilities using new materials. The Applicant is also proposing to apply a neutral colour scheme to the facility to ensure the facility is not obtrusive and</li> </ul>

	<p>minimizes the visual impact of the structures as supported by the feedback received through the public consultation, the EVPL Liaison Group, and the City of Vancouver.</p> <ul style="list-style-type: none"> <li>The Applicant is required to provide landscaping along the southern edge of their site. Specifically, as a condition of the permit, the Applicant is required to submit a Landscape Plan that adheres to the EVPL Landscape Guidelines, which includes continuous planting along the entire length of the proposed storage silos. The planting along the length of the storage silos is intended to provide vegetation screening to minimize the visual impact of the structures. Where possible the Applicant will also replant the existing tall cedar hedge that is currently on their site but which will be removed due to the realignment and widening of Commissioner Street.</li> </ul>
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<b>Policy No. H10</b>	<i>Leases with owners of new structures will contain provisions to ensure a high standard of exterior maintenance for the life of the structure.</i>
Considerations	<ul style="list-style-type: none"> <li>The Applicant will be responsible for the regular maintenance of all new structures proposed to be constructed as part of this project.</li> </ul>

<b>Policy No. H12</b>	<i>Preserving public views will take precedence over preserving a private view. Where existing structures are currently in a public view corridor, they will have the ability to remain or be rebuilt within the public view corridor, but only if view impacts do not increase as confirmed through a views analysis.</i>
Considerations	<ul style="list-style-type: none"> <li>The existing grain elevator is within the public view corridor directly in front of Dusty Greenwell Park and has a height of 33.5 m (110 ft.). The proposed new grain elevator that will be slightly shorter at 33 m (108.2 ft.) and will be located slightly to the northwest of the existing structure but within the same public view corridor. Given it is similarly located and at a similar height, it is not likely to increase view impacts.</li> <li>The proposed Project will have direct view impacts on Dusty Greenwell Park. The proposed Project is sited directly north of Dusty Greenwell Park, but does not span the entire length of the park. The total length of the park is approximately 180 m (590.6 ft.). The view impact on the park from the new facility will be approximately 130 m (426.5 ft.) in length, which equates to about 72% of the park's length along the escarpment. On the west side of the new grain elevator existing mountain views will not be impacted.</li> <li>In recognition of the view impacts to the public park, the Applicant is required to apply mitigation measures to minimize the visual impacts from the park. The Applicant will be applying a neutral colour scheme for the facility and applying landscaping along the entire frontage of the site. The Applicant is also required to provide vegetation screening along the entire length of the storage silos in order to minimize the visual impact of the facility on the community. The Applicant has also committed to exploring a public art project on the storage silos.</li> <li>The Applicant has committed to providing, as a means of offsetting view impacts to Dusty Greenwell Park, a community amenity contribution to the City of Vancouver Park Board to upgrade or provide additional infrastructure for Dusty Greenwell Park. As this is an off-site amenity contribution, how the funds will be used will be determined by the City of Vancouver Park Board and the Applicant.</li> </ul>

<b>Policy No. H13</b>	<i>In the following instances existing structures will be "grandfathered" and need not comply with the height guidelines:</i>
	<ul style="list-style-type: none"> <li>Where a structure is partly or entirely destroyed by fire, it can be rebuilt if the form of the new structure does not increase view impacts;</li> </ul>

	<ul style="list-style-type: none"> <li>○ <i>Where the use on the site remains the same but the structure has reached the end of its useful life, it can be rebuilt if the form of the new structure does not increase view impacts;</i></li> <li>○ <i>Where the use on the site changes, an existing structure can remain.</i></li> </ul>
Considerations	<ul style="list-style-type: none"> <li>● The Applicant currently has an existing grain elevator on site with a height of 33.53 m (110 ft.) which is over the recommended height guideline of 13.7 m (45 ft.). The existing grain elevator is at the end of its useful life and the Applicant is proposing to rebuild a new grain elevator in a similar location and with a similar height of 32.99 m (108.2 ft.). Given it is similarly located and at a similar height, it is not likely to increase view impacts. Therefore the new grain elevator can be considered to be "grandfathered".</li> </ul>

VFPA is of the opinion that the EVPL Area Plan guidelines anticipate situations, such as the Applicant's proposal, where development of underutilized sites may impact public and private views. The Applicant's proposed Project seeks to increase site utilization and modernize and intensify existing uses within a smaller lease footprint. The Applicant has configured the new grain transloading facility to optimize the use of the spatially constrained site while trying to limit the view impacts to the community.

VFPA is of the opinion that the recommended height guidelines seek to ensure that any proposed development minimizes view impacts and is mitigated where possible. The EVPL Area Plan provides recommendations to guide developments to minimize view impacts to the surrounding community. The Plan also recognizes that future developments may occur in the area, specifically in vacant or underutilized sites, which will likely impact public and private views from the escarpment.

VFPA is of the opinion, however, that the entire lease area that spans Area 3 and 4 must be considered as a single site when planning infrastructure location, grouping, sizing, massing, height, and associated operational activities, and that the Applicant has provided, through various studies and design considerations, reasonable functional requirement rationales and view impact rationales for the placement and massing of the associated works. VFPA is further of the opinion that the footprint of the structures (14% of lot coverage) can be interpreted as a relatively small portion of Area 4, which is a guideline requisite for allowing structures to surpass area guideline heights when associated view impacts are limited.

Nevertheless, VFPA acknowledges that this proposed Project will result in significant view impacts from Dusty Greenwell Park, as it will impact views from about 72% of the length of the park along the escarpment. While the proposed structures (storage silos and overhead conveyor system) do not fully block mountain views, the quality of the partial mountain views would be reduced due to the height of the proposed structures. In consideration of the view impacts, VFPA has required the Applicant to minimize these impacts by implementing a number of mitigations such as ensuring lighting is directed away from residences, restricting signage from the south side of the facility, installing landscaping along the length of the storage silos to act as a visual buffer, and applying a neutral colour scheme. In addition, the Applicant has offered to provide a community amenity contribution to the City of Vancouver Park Board for Dusty Greenwell Park, and explore the feasibility of installing public art on the storage silos to off-set the view impacts to the park. These are conditions No. 10, 11, 22-24 in the project permit.

### 3.1.2.2 Applicable EVPL Noise Policies

<b>Policy No. N1</b>	<i>Recognizing the unique EVPL context of an active and growing rail and truck traffic corridor immediately adjacent a residential neighbourhood, consider both noise source reductions and noise barriers to assist in minimizing noise received in the Burrardview neighbourhood.</i>
Considerations	<ul style="list-style-type: none"> <li>The Applicant is required to ensure that construction activities will be scheduled to minimize disruption of nearby residences, where possible, and noise abatement measures appropriate to the activity undertaken will be implemented.</li> <li>To reduce impacts from operational noise, the Applicant has incorporated noise mitigation and low noise initiatives into the Project, including cladding the conveyor system, locating the dust-collection fans away from nearby residences, and providing additional self-screening within the property (e.g. silos). Post construction noise monitoring will be required to confirm the effectiveness of noise mitigation and low noise measures.</li> <li>In response to community concerns, the Applicant will also develop and submit a Container Cleaning Management Plan to VFPA for review. The Plan shall include, but not be limited to, a trial cleaning project utilizing rows of stacked containers or other appropriate sound mitigation barriers as a means of mitigating noise levels associated with container cleaning.</li> </ul>
<b>Policy No. N2</b>	<i>Ensure that new residential development in areas of Burrardview most affected by noise from Port activities incorporates noise mitigation measures.</i>
Considerations	<ul style="list-style-type: none"> <li>See above.</li> </ul>
<b>Policy No. N3</b>	<i>Recognizing that rail transportation is the major source of noise in the EVPL, ensure that best management practices are continuously reviewed and implemented to minimize noise from train engines, train car shunting and all other sources of train car movement.</i>
Considerations	<ul style="list-style-type: none"> <li>The Applicant states in their <i>Consultation Input Consideration Report</i> (August, 2015) that the facility has been designed to reduce operational noise, which will be a primary benefit to the surrounding community. In particular, the proposed design allows for consolidated railcar deliveries and more room to store railcars, which results in fewer shunting and railcar shuttle wagon operations.</li> </ul>
<b>Policy No. N4</b>	<i>Recognizing that truck traffic is the second largest contributor to noise in the EVPL and is anticipated to grow in the near future, implement road traffic management measures to smooth traffic flow, minimize noise from vehicle accelerations and decelerations and reduce road noise.</i>
Considerations	<ul style="list-style-type: none"> <li>The Applicant states in their <i>Consultation Input Consideration Report</i> (August, 2015) that the facility has been designed to reduce operational noise, which will be a primary benefit to the surrounding community. In particular, the proposed design allows for a reduction in on-site truck activities and the number of trucks on Commissioner Street. In addition, the proposed design includes an internal road that allows continuous traffic flow through the site.</li> <li>Post construction noise monitoring will be conducted to confirm the effectiveness of noise mitigation and low noise measures.</li> </ul>

<b>Policy No. N5</b>	<i>Work with existing terminal operators to implement best management practices that will minimize noise such as regular maintenance of terminal vehicles and equipment and implementation of quieter technologies.</i>
Considerations	<ul style="list-style-type: none"> <li>The Applicant states in their <i>Consultation Input Consideration Report (August, 2015)</i> that the facility has been designed to reduce operational noise, which will be a primary benefit to the surrounding community. In particular, the proposed design allows for consolidated railcar deliveries and more room to store railcars, which results in fewer shunting and railcar shuttle wagon operations. This will result in fewer "honking" events because the Applicant will be able to bring more railcars at a time into the new facility.</li> <li>As a condition of the permit, the Applicant is required to conduct post construction noise monitoring to confirm the effectiveness of noise mitigation and low noise measures. The Applicant is also required to develop a plan to mitigate noise from container cleaning activities.</li> </ul>
<b>Policy No. N6</b>	<i>Continue to promote and advance VPA's restrictions on the use of engine brakes for trucks operating within the EVPL and to encourage proper maintenance of vehicles equipped with engine brakes.</i>
Considerations	<ul style="list-style-type: none"> <li>VFPA will continue to work with industry through the port's Truck Licensing System to ensure standards under the TLS Environmental Requirements Program area met. This includes all trucks operating to and from the proposed Project.</li> </ul>
<b>Policy No. N7</b>	<i>Ensure effective two-way communication between the Port users and Burrardview residents to share noise information and to better target specific activities and times to reduce noise.</i>
Considerations	<ul style="list-style-type: none"> <li>The Applicant is required to submit a Construction Communications Plan and notify the surrounding community prior to starting construction activities. The community construction notice will include the Applicant's contact information for community members to provide feedback.</li> </ul>

Through the siting and design of the new grain transloading facility, the Applicant has made commitments to reduce both construction and operational noise impacts to the community by implementing measures that include cladding the conveyor system, strategic positioning of dust collection fans, and silo self-screening. In addition, greater operational efficiencies should result in additional noise reductions from consolidated railcar deliveries. The primary benefit of the proposed Project is the anticipated reduction in existing noise issues due to the decrease in shunting and shuttle-wagon noise episodes and truck movements.

While the proposed Project meets all of the noise policies established in the EVPL Area Plan, noise mitigation measures and monitoring are also required as part of the project permit. In particular, the Applicant is required to submit a Construction Communications Plan and notify the community prior to works commencing. This provides an opportunity for the community to receive updates and voice any concerns during the construction period. In response to community concerns regarding existing container cleaning operations, the Applicant has committed to developing a Container Cleaning Management Plan and to test various sound mitigation barriers. Noise related mitigation measures are conditions No. 20, 21, 53 and 58.

### 3.1.2.3 Applicable EVPL Lighting Policies

<b>Policy No. L1</b>	<i>Applications for new development within the EVPL will include a lighting plan that ensures new light fixtures provide no more than the minimum lighting needed for the intended purpose, considering nationally recognized standards.</i>
Considerations	<ul style="list-style-type: none"> <li>As part of the project and environmental review, the Applicant provided information that identified the location and type of lighting to be installed at the proposed facility.</li> </ul>

<b>Policy No. L2</b>	<i>Ensure that the lighting level is the minimum required to ensure safety and security and that it points north or is shielded as much as possible to reduce impacts on residential properties located to the south</i>
Considerations	<ul style="list-style-type: none"> <li>As a condition of the project permit, the Applicant shall provide no more than the minimum lighting required for safe operations of the Project (including vehicles and equipment). All external building lighting shall be equipped with 'full cut-offs' designed to minimize off-site glare and designed to be directed away from surrounding residences and positioned so as not to impact the visibility of mariners. Where appropriate from a safety perspective, lighting shall also be on timers and/or motion sensors.</li> </ul>

The Applicant has made commitments to reduce both construction and operational lighting impacts to the local community through various project design and associated mitigation efforts that are in keeping with the EVPL lighting guidelines. This includes utilizing only the minimum lighting required for safe operations of the Project (including vehicles and equipment), and using timers and motion sensors where appropriate from a safety perspective. All lights are to be directed away from surrounding residences and positioned so as not to impact the visibility of mariners in Burrard Inlet. This is condition No. 10 in the project permit.

### 3.1.2.4 Applicable EVPL Operational Policies

EVPL Operational Policies	Considerations
EVPL Landscaping Guidelines	<p>In the Applicant's <i>Consultation Input Consideration Memo (August, 2015)</i>, they have indicated that they will include in their final landscaping plan the following considerations:</p> <ul style="list-style-type: none"> <li>Ensure a variety of suitable trees and shrubs, consistent with the EVPL Plan landscaping guidelines are planted around the new facility to provide the tallest possible vegetation in the spaces between and in front of the silos (where space permits). The species to be planted in front of the silos will be chosen to grow to be a similar height to the largest of the silos.</li> <li>Assess the possibility of relocating the existing row of cedar trees, which will be removed by VFPA as part of the widening and realignment of Commissioner Street. Should replanting the existing trees not be possible, upsized fir trees will be planted.</li> <li>As a condition of the project permit the Applicant is required to submit a final landscape plan that adheres to the EVPL Landscaping Guidelines. This is condition No. 22 in the project permit.</li> </ul>

Air Quality	<ul style="list-style-type: none"> <li>As part of the port's environmental assessment, potential impacts on air quality were considered. Through the assessment, it was concluded that the proposed construction activities are unlikely to result in significant adverse effects on air quality.</li> <li>The Applicant is required to apply mitigation measures during construction to minimize dust generation and avoid unnecessary idling. In addition, there are provisions in the project permit requiring the Applicant to minimize emissions from equipment operating on site.</li> <li>The Project impacts combined with anticipated increased facility throughput and supply chain activity are expected to have a neutral effect on local air quality. Due to improvements in the terminal layout and modernization of dust handling equipment, a slight reduction of emissions is expected. With mitigation in place, residual adverse effects from air emissions associated with operation are expected to be not significant.</li> <li>Air quality related conditions are numbered 42, 43 and 49.</li> </ul>
Environment	<ul style="list-style-type: none"> <li>Environmental impacts are considered as part of the port's project and environmental review. The port's environmental assessment is outlined in Section 6 of this report. Included in the assessment are noise and air quality aspects of the proposed Project.</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>Consideration of Commissioner Street as a vital transportation corridor has been a part of the project and environmental review. The proposed Project is necessary in part due to the widening and realignment of Commissioner Street as part of the South Shore Corridor Project to improve road and rail efficiencies in the area.</li> </ul>
Safety and Security	<ul style="list-style-type: none"> <li>The proposed Project is in a secured area as per Transport Canada's requirements. The Applicant is required to ensure their lease area is properly fenced and secured.</li> </ul>
Dangerous Goods	<ul style="list-style-type: none"> <li>The proposed Project is for the movement of board grains, pulses, seeds, and animal feed, which are not considered to be dangerous goods.</li> </ul>

### 3.1.2.5 Conclusion

In consideration of the Applicant's operational requirements and efficiencies, VFPA concludes that the proposed Project's impact to public views is warranted provided the required mitigations and off-sets through the provision of a community amenity contribution are implemented. In consideration of the Applicant's various studies, assessments, and design, VFPA's analysis sought to achieve a balance between enabling development while also minimizing total impacts from the proposed Project to the surrounding community. VFPA concludes that the Applicant has made best efforts to address the EVPL Area Plan and design and site the new grain transloading facility appropriately to minimize the total impacts of view, noise, dust, and light to the surrounding community.

### 3.1.3 Building Permit Requirements

The proposed development of the transloading facility and associated buildings/structures require review under the 2010 National Building Code and 2010 National Fire Code of Canada. The Applicant is required to obtain a VFPA building permit before proceeding with construction of those works and cannot occupy those structures until they have obtained a VFPA occupancy permit. The Applicant has submitted a building permit application and the review is currently underway.

### 3.2 Engineering

The proposed Project involves excavations below the water table, changes to on-site servicing, and coordination with VFPA on off-site construction activities. The Applicant may or may not utilize existing site services depending on their condition. If the condition of the services is unsuitable, the Applicant will be required to construct new site service lines within the lease area, as well as any requirements external to the lease area. Any abandoned site services must be capped as close as possible to the lease boundary, and removed. As potable water lines are being contemplated, Engineering also requires backflow preventers and water meters in suitable locations.

A retaining wall, which will be required due to the anticipated grade differential between the new Commissioner Street realignment works and the Applicant's on-site works, will be outside the Applicant's lease boundary. Although this boundary may experience minor changes in the near future as lease negotiations are finalized, it must not encroach to the south as it may negatively impact road realignment and widening activities for Commissioner Street.

The conditions required by Engineering are numbered 6-9, 19 and 26 in the project permit.

Engineering supports the recommendation to approve the Project subject to adherence to the project and environmental conditions in the Permit.

### 3.3 Transportation and Land Operations

The proposed Project is being contemplated on a portion of land that is somewhat compromised from an internal logistics perspective. Specifically, the Applicant has indicated that in order to reach full operational capacity after build-out, they may require additional works to the site south of the existing "bight" (recessed bay along the foreshore). Any future works will be subject to a new project and environmental review.

The Applicant may need to utilize a portion of Commissioner Street as a through laneway (not to be used for queuing or staging) to complement any internal logistics movements and achieve full operational capacity. Land Operations requires that an interim Traffic Management Plan be submitted for approval by VFPA should the utilization of Commissioner Street by the Applicant be required. Given the importance of Commissioner Street as a major port road, the Applicant will also be required to confirm their access points and coordinate construction and operational activities with VFPA through the submission of various Traffic Management Plans.

The conditions required by Transportation and Land Operations are numbered 20, 25, 50, 51, 52, 54, and 55 in the project permit.

Transportation and Land Operations supports the recommendation to approve the Project subject to adherence to the project and environmental conditions in the Permit.

### 3.4 Marine Operations

The proposed new grain transloading facility does not include direct loading of containers onto deep-sea vessels at the site. Loaded containers are trucked to nearby container terminals to be loaded onto deep-sea vessels. All construction activities will be conducted on land. The Applicant will not be permitted to move construction materials and equipment via water transport to or from the site. The Applicant is also required to ensure all external lighting is designed to avoid impacts to mariners. These conditions are numbered 10 and 31 in the project permit.

Marine Operations supports the recommendation to approve the Project subject to adherence to the listed project and environmental conditions in the Permit.

## 4. EXTERNAL REFERRALS

The proposed Project was assessed and deemed to have potential impacts to stakeholders and the local community. Consultation activities were therefore determined to be required. The following sections describe the stakeholder and public consultation activities undertaken by the Applicant and VFPA as part of the project and environmental review.

VFPA has reviewed the record of consultation and related documents and is of the view that the Project has adequately addressed the concerns raised during stakeholder and public consultation.

### 4.1 Stakeholder Consultation

#### 4.1.1 East Vancouver Port Lands (EVPL) Liaison Group

The proposed Project is located within Area 3 and Area 4 of the East Vancouver Port Lands (EVPL) Area Plan. The project was assessed to be a “Conditional (Yellow) Use” development and required consultation with the EVPL Liaison Group during the preliminary review phase, during the application review phase (prior to public consultation activities), and after public consultation. The EVPL Liaison Group will also receive notification once a decision has been made on the project. Group members consist of representatives from the Burrardview Community Association, City of Vancouver, Canadian Pacific Rail, Viterra, and VFPA.

Consultation and engagement activities with the EVPL Liaison Group on the proposed Project included the following:

- Applicant sent a notification letter on October 17, 2013;
- Applicant presented a project concept on November 21, 2013;
- Applicant presented a project concept on June 19, 2014;
- VFPA provided an update on the pending project permit application on October 2, 2014;
- VFPA provided an update on the pending project permit application and review process on November 27, 2014;
- Applicant presented their project permit application and proposed public consultation activities on January 13, 2015;
- VFPA provided an update on the project permit review (and solicited feedback on the May 19 public consultation activities conducted by the Applicant) on May 26, 2015;
- VFPA provided a draft of the final Engagement Summary Report and Consideration Memo on August 7, 2015;
- Applicant presented the Consultation Summary Report and Consideration Memo findings on August 11, 2015; and
- Applicant provided a response to comments received from the Burrardview Community Association on August 26, 2015.

Members of the EVPL Liaison Group provided comments on the Applicant’s proposed Project, mitigations, and offsets at an EVPL Liaison Group meeting on August 11, 2015 with the Applicant and VFPA. Their main concerns included infrastructure components of the proposed project exceeding the EVPL recommended height guidelines, existing noise and light pollution, and adequacy of the community amenity contribution provided by the Applicant. There was some support expressed for the design of the project within a constrained site.

EVPL Liaison Group comments, and how VFPA considered their comments as part of the project and environmental review, are summarized in Section 4.3 External Referral Comment Summary.

#### **4.1.2 Municipal Referral**

The proposed Project was assessed by the Planning Department to have potential impacts to City of Vancouver municipal interests. The City is also a member of the EVPL Liaison Group.

A referral letter was sent to the City on May 8, 2015 to solicit their comments on the proposed Project. As VFPA did not receive comments by the comment deadline date of June 19, 2015, a follow-up letter was sent on August 14, 2015 notifying the City that the port's review of the proposed Project was nearing completion. The City responded on August 24, 2015 with a letter expressing concerns regarding the proposed project exceeding the EVPL recommended height guidelines, view impacts to Dusty Greenwell Park, and adequacy of visual impact mitigations and offsets provided by the Applicant. There was some support expressed for the design of the project within a constrained site.

The Applicant contacted Vancouver Fire and Rescue Services (VFRS) on June 8, 2015 upon the recommendation of VFPA. VFRS provided feedback to VFPA via telephone on August 13, 2015. The Applicant also forwarded meeting minutes to VFPA of a meeting held on June 9, 2015 between the Applicant and VFRS. VFRS indicated they would like to conduct a site visit prior to occupancy issuance by VFPA.

VFPA will be providing the City of Vancouver with a formal response after a decision has been made on the proposed Project.

Comments from the City and VFRS, and VFPA's consideration of these comments, are summarized in Section 4.3 External Referral Comment Summary.

#### **4.1.3 Community Association Referral**

The Burrardview Community Association is a member of the EVPL Liaison Group. Consultation with this group was conducted as part of the EVPL consultation process. Representatives from the Burrardview Community Association provided comments at an EVPL Liaison Group meeting on August 11, 2015. The Burrardview Community Association responded in a letter on August 24, 2015 regarding the Applicant's proposed mitigations, offsets, and proposed heights. They expressed similar concerns as the City of Vancouver. In particular, their concerns were regarding the proposed project exceeding the EVPL recommended height guidelines, view impacts to Dusty Greenwell park, existing light and noise pollution, noise from container cleaning, landscaping, and adequacy of visual impact mitigations and offsets provided by the Applicant.

VFPA will be providing the Burrardview Community Association with a formal response after a decision has been made on the proposed Project.

Comments from the Burrardview Community Association, and VFPA's consideration of these comments, are summarized in Section 4.3 External Referral Comment Summary.

### **4.2 Public Consultation**

The proposed Project was assessed by the Planning Department and Community and Aboriginal Affairs Department to have potential impacts to adjacent residents and the local community. Therefore, public consultation activities were required to be conducted by the Applicant. A description of the Project and proposed works, and all project and consultation materials, were posted to VFPA's website prior to the open house in May 2015 for public review and comment.

Consultation and engagement activities conducted by the Applicant included the following:

- Hosting an advertised public Open House;
- Participating in EVPL Liaison group meetings;
- Developing a project backgrounder brochure with key information about the Project;
- Hand-delivering letters and the Project backgrounder to adjacent residents, the EVPL Liaison Group, Strathcona Business Improvement Association, and local government representatives (Libby Davies, Vancouver East MP, and Shane Simpson, Vancouver East MLA);
- Placing two advertisements in the Vancouver Courier community newspaper;
- Distributing information posters in key community locations;
- Creating a feedback form to collect community input; and
- Posting all project-related materials on-line on the Columbia Containers website, and providing a telephone number and email address for enquiries and submissions.

As per VFPA public consultation requirements, and in preparation for the Open House, a discussion guide with feedback form was mailed to all households and businesses in the Columbia Containers area bounded by North Nanaimo Street (to the West), Wall Street (to the East), McGill Street (to the South), and Wall Street (to the North). The consultation period ran from May 7 through June 2, 2015, and the public was able to provide feedback via telephone, mail, online, and at the Open House where hard copies of the feedback form were also available. A dedicated Columbia Containers webpage for the Transloading Project with a project email address was also created to inform the public about the project and accept online feedback (<http://columbiacontainers.com/rebuild>).

A public Open House was held at the Atrium Inn Vancouver at 2889 East Hastings Street in Vancouver on May 19, 2015 between 5 p.m. and 8 p.m. The Open House provided information about the Project scope, design, impact assessment study findings, landscaping plans, traffic management plans, and grain transloading facility cladding options.

During the consultation period, public participation was as follows:

- 17 people attended the community Open House;
- 28 people completed the survey;
- Five people submitted written feedback through the Columbia Containers email address; and,
- 12 people requested to be added to Columbia Containers Project Database to receive updates.

The Applicant provided a detailed summary of all comments in a Public Consultation Summary Report issued in June 2015. The Applicant also provided a *Consultation Input Consideration Report* issued in August 2015 describing how they responded to public comments received. Community and Aboriginal Affairs has reviewed and found both documents to be acceptable.

In addition to public comments, VFPA also received two letters from elected representatives, Shane Simpson MLA (Vancouver-Hastings) and Libby Davies, MP writing on behalf of their constituents. Both expressed similar concerns expressed by the public regarding building and container heights, construction noise and traffic, landscaping around the site, lighting, preserving existing view corridors, and air quality. The VFPA responded to both elected officials stating that their comments have been included as part of the VFPA's review of public concerns on this project. VFPA will be providing the elected officials with a formal response after a decision has been made on the proposed Project.

Both the public and elected representative comments expressed similar concerns. A summary of the public comments and how VFPA considered public comments as part of the project and environmental review, are summarized in Section 4.3 External Referral Comment Summary.

### 4.3 External Referral Comment Summary

Below is a chart summarizing all comments received from the public and stakeholders and how VFPA has considered these comments as part of the project and environmental review.

<i>External Referral Comments</i>	<i>VFPA Considerations</i>
Columbia's plans are a good balance of results - about developing the challenging and limited land in the best way possible.	<ul style="list-style-type: none"> <li>In consideration of the Applicant's various studies, assessments, and design, VFPA's analysis considered a balance between enabling development while minimizing total impacts from the proposed Project to the surrounding community. VFPA concludes that the Applicant has made best efforts to address the EVPL Area Plan and site the new grain transloading facility appropriately to minimize view, noise, dust, and light impacts to the surrounding community.</li> </ul>
A number of aspects of the application appear to be well considered – the new elevator is a similar height and scale as the existing one, and the new silo facilities will likely help to reduce dust.	<ul style="list-style-type: none"> <li>The proposed new grain elevator is approximately the same height, width, and massing of the existing grain silo.</li> <li>The proposed new grain transloading facility will use modern dust management technologies including a fully enclosed conveyor system and dust-collection fans. The Applicant is also required to submit an Air Emissions Management Plan (AEMP) to manage primarily fugitive dust associated with the Project and terminal operations. These are conditions No. 42, 43 and 49 in the project permit.</li> </ul>
General support for the project, primarily because of the anticipated noise and air quality improvements, as well as for the improved aesthetic of the new grain transloading facility. Prefer new silos as compared with the current practice of container storage.	<ul style="list-style-type: none"> <li>The Applicant will be replacing the old existing structures with a modern facility. Due to operational efficiencies and new technologies, the proposed Project (with the implementation of mitigations) will minimize noise and dust impacts to the community. In particular, the facility has been designed to reduce operational noise, which will be a primary benefit to the surrounding community.</li> <li>The proposed design allows for consolidated railcar deliveries and more room to store railcars, which results in fewer shunting and railcar shuttle wagon operations. This will result in fewer "honking" events because the Applicant will be able to bring more railcars at a time into the new facility.</li> </ul>
What specific changes were made to the plan as a result of the community feedback?	<ul style="list-style-type: none"> <li>The Applicant has responded to public comments regarding colour, cladding, silo art, light, noise and dust. As the result of public comments on colour, cladding, silo art, light, noise and dust, the Applicant has committed to utilizing a neutral colour scheme, incorporating metal cladding to lessen noise and increase visual appeal, exploring public art on the storage silos, and providing a community amenity contribution toward Dusty Greenwell Park. These are conditions No. 10, 11, 22, 23 and 24 in the project permit.</li> </ul>

External Referral Comments	VFPA Considerations
<p>The height of the proposed silos and conveyors exceed the recommended heights for Area 4 by at least 15 feet and cites sections from the EVPL Area Plan.</p>	<ul style="list-style-type: none"> <li>• The height of the 2,900 MT storage silos with the overhead conveyor system is approximately 18.38 m (60.3 ft.) which is 4.6 m (15 ft.) above the 13.7 m (45 ft.) recommended height guideline in the Plan.</li> </ul>
<p>If there was any possibility of the silos staying within the 45 ft. height range and if there was a possibility of moving the rail line more to the north to be able to fit in more silos (with a reduced height) on the property.</p>	<ul style="list-style-type: none"> <li>• The Applicant at the meeting and in their <i>Consultation Input Consideration Memo (August, 2015)</i> stated that if the facility was moved to the north, space would be lost to be able to accommodate truck turnarounds and container storage. In particular: <ul style="list-style-type: none"> <li>○ Rail and truck staging length requirements necessitate that the new grain transloading facility and storage silos are located on the west side of the site.</li> <li>○ The new grain elevator is located to minimize view impacts, allow for on-site truck access, and to accommodate the future widening of this section of Commissioner Street. Due to the relocation of the new grain elevator to the north, there was no additional space to locate the new storage silos to the north of the new grain elevator (as was done with the previous storage silos that were demolished in 2008).</li> </ul> </li> </ul>
<p>The height of the proposed silos appear to significantly compromise public views of the north shore mountains from Dusty Greenwell Park.</p> <p>The EVPL Area Plan recognize that: "the livability and appeal of the area will be negatively impacted to the degree that these views are lost", and "while all views are important, preservation of important public views should take priority over private views when a trade-off is required".</p> <p>Even at the allowable height of 45 feet, the grain silos and conveyor system will have a highly adverse visual impact and destroy public views from Dusty Greenwell Park.</p> <p>Public view corridors should be preserved.</p>	<ul style="list-style-type: none"> <li>• The EVPL Area Plan also recognizes that "much of the Port lands in the EVPL area are currently vacant or underutilized, centrally located on major rail and road corridors, and therefore likely to experience development which may impact public and private views from the escarpment".</li> <li>• The proposed Project will have direct view impacts on Dusty Greenwell Park. The proposed Project is sited directly north of Dusty Greenwell Park, but does not span the entire length of the park. The total length of the park is approximately 180 m (590.6 ft.). The view impact on the park from the new facility will be approximately 130 m (426.5 ft.) in length which equates to about 72% of the park's length along the escarpment. VFPA considers this to be a significant impact. On the west side of the new grain elevator existing mountain views will not be impacted.</li> </ul>

External Referral Comments	VFPA Considerations
<p>In light of the EVPL Area Plan's policies on the matter of heights in Area 4, this application with silos in excess of 45 feet ought not to be approved.</p>	<ul style="list-style-type: none"> <li>• VFPA is of the opinion that the EVPL Area Plan guidelines anticipate situations, such as the Applicant's proposal, where development of underutilized sites may impact public and private views. The Applicant's proposed Project seeks to increase site utilization, and modernize and intensify existing uses within a smaller lease footprint. The Applicant has configured the new grain transloading facility to optimize the use of the spatially constrained site while trying to limit the view impacts to the community.</li> <li>• The EVPL Area Plan provides recommendations to guide developments to minimize view impacts to the surrounding community. The Plan also recognizes that future developments may occur in the area, specifically in vacant or underutilized sites, which will likely impact public and private views from the escarpment.</li> <li>• In consideration of the Applicant's various studies, assessments and design, VFPA's analysis considered a balance between enabling development while minimizing total impacts from the proposed Project to the surrounding community. VFPA concludes that the Applicant has made best efforts to address the EVPL Area Plan and site the new grain transloading facility to minimize view, noise, dust, and light impacts to the surrounding community.</li> <li>• In recognition of the view impacts to the public park, the Applicant is required to apply mitigation measures to minimize the visual impacts from the park. The Applicant will be applying a neutral colour scheme for the facility and applying landscaping along the entire frontage of the site. The Applicant is also required to provide vegetation screening along the entire length of the storage silos in order to minimize the visual impact of the facility on the community. The Applicant has also committed to exploring a public art project on the storage silos and providing a community amenity contribution to off-set the view impacts to the park. These are conditions No. 10, 11, 22, 23 and 24 in the project permit.</li> </ul>
<p>Concerns about container heights.</p>	<ul style="list-style-type: none"> <li>• The Applicant does not propose to increase container heights past the recommended stacking heights in the EVPL Area Plan for Area 3 and Area 4.</li> </ul>
<p>Concerns about air quality.</p>	<ul style="list-style-type: none"> <li>• The Applicant is required to apply mitigation measures during construction to minimize dust generation and avoid unnecessary idling. In addition, there are provisions in the project permit requiring the Applicant to minimize emissions from equipment operating on site.</li> </ul>

External Referral Comments	VFPA Considerations
Concerns about air quality (continued)	<ul style="list-style-type: none"> <li>The Project impacts combined with anticipated increased facility throughput and supply chain activity are expected to have a neutral effect on local air quality. Due to improvements in the terminal layout and modernization of dust handling equipment, a slight reduction of emissions is expected. With mitigation in place, residual adverse effects from air emissions associated with operation are expected to be not significant. Air quality related conditions are numbered 42, 43 and 49 in the project permit.</li> </ul>
Preference for the metal clad finish rather than an open finish.	<ul style="list-style-type: none"> <li>In response to public comments, the Applicant will apply a metal clad finish on the new grain elevator. This is condition no. 23 in the project permit.</li> </ul>
<p>Request landscaping in front of the silos to soften the industrial view, e.g., moving and replanting the row of hedge cedars or planting new trees.</p> <p>Efforts be made to retain the existing trees along Commissioner Street.</p>	<ul style="list-style-type: none"> <li>The Applicant is required to provide landscaping along the southern edge of their site. Specifically, the Applicant is required to submit a Landscape Plan that adheres to the EVPL Landscape Guidelines which includes continuous planting along the entire length of the proposed storage silos and replanting of an existing cedar hedge where possible. The planting along the length of the storage silos is intended to provide vegetation screening of the industrial facility to minimize the visual impact of the structure. This is condition No. 22 in the project permit.</li> </ul>
With regard to painting the silos we would like to see all structures, including the conveyor system, painted in shades that would blend into the environment, e.g., grey, blue and green.	<ul style="list-style-type: none"> <li>The Applicant is also proposing to apply a neutral colour scheme to the facility as supported by the feedback received through the public consultation, EVPL Liaison Group and City of Vancouver comments to ensure the facility is not obtrusive and minimizes the visual impact of the structures. This is condition No. 23 in the project permit.</li> <li>The Applicant is not required to paint infrastructure that will be surfaced with stainless steel.</li> </ul>
<p>Silos be used as a public art opportunity, or be augmented with "living walls".</p> <p>The art project would not address the view blockage issues, even though it might make the silos more attractive.</p>	<ul style="list-style-type: none"> <li>The comment to add public art to the proposed storage silos to mitigate view impacts was received during the Applicant's public consultation process.</li> <li>The Applicant has indicated they will explore the possibility of applying public art to the storage silos in discussion with the community. In addition, the Applicant is required to submit a landscaping plan that incorporates reasonable silo screening measures to improve the livability and appeal of the area. These are conditions No. 22 and 24 in the project permit.</li> </ul>

External Referral Comments	VFPA Considerations
<p>A community amenity contribution for Dusty Greenwell Park and street and park ends is worthy of further consideration. However, the viewing platform will need to be accessible and maintenance would be an ongoing cost and issue.</p> <p>The community amenity is to be an ongoing piece, not just a one-time spend. It is important to think about the needs and wants of the new residents and their families who are moving into the neighbourhood.</p>	<ul style="list-style-type: none"> <li>The Applicant has committed to provide a community amenity contribution to the City of Vancouver Park Board to upgrade or provide additional infrastructure for Dusty Greenwell Park to off-set the view impacts to the park. Use of funds will be determined between the City of Vancouver Park Board and the Applicant. This is condition No. 24 in the project permit.</li> <li>City of Vancouver in their response letter has indicated that they will not entertain the community amenity contribution if the proposal is not revised to meet the recommended height guidelines in the EVPL Area Plan.</li> </ul>
<p>Request that the container washing operations be housed in a soundproof structure and all lighting be directed away from the residences. We request that all lighting be directed away from the houses and have shields installed, or be on timers.</p>	<ul style="list-style-type: none"> <li>The Applicant is required to provide no more than the minimum lighting required for safe operations of the Project (including vehicles and equipment). All external building lighting shall be equipped with 'full cut-offs' designed to minimize off-site glare and designed to be directed away from surrounding residences and positioned so as not to impact the visibility of mariners. Where appropriate from a safety perspective, lighting shall also be on timers and/or motion sensors. This is condition No. 10 in the project permit.</li> <li>The Applicant shall submit a Container Cleaning Management Plan to VFPA for review. The Plan shall include, but not be limited to, a trial cleaning project utilizing rows of stacked containers or other appropriate sound mitigation barriers as a means of mitigating noise levels associated with container cleaning. The Applicant shall implement appropriate mitigations to the satisfaction of VFPA within six (6) months of completion. This is condition No. 53 in the project permit.</li> </ul>
<p>If the company name is to go on the building, request that it go on the north side of the building and not on the street side.</p>	<ul style="list-style-type: none"> <li>The Applicant will not be permitted to have signage (except directional signage) on the south facing side of the facility. This is condition No. 11 in the project permit.</li> </ul>
<p>Appreciate construction hours will be between 9.00 am and 5.00 pm on weekdays only.</p>	<ul style="list-style-type: none"> <li>The Applicant is permitted to conduct construction activities according to the port's standard construction hours of 7:00 am to 8:00 pm Monday to Saturday. However, the Applicant has committed to instructing their contractors to schedule noisier work between the hours of 9:00 am and 5:00 pm in consideration of the surrounding community. This is condition No. 30 in the project permit.</li> </ul>

External Referral Comments	VFPA Considerations
Concerns regarding construction noise and traffic.	<ul style="list-style-type: none"> <li>• The Applicant shall submit an updated Construction Parking and Traffic Management Plan for VFPA review and approval prior to starting construction staging activities. This is condition No. 20 in the project permit.</li> <li>• The Applicant is required to submit a Construction Communications Plan and notify the surrounding community prior to starting construction activities. The community construction notice will include the Applicant's contact information for community members to provide feedback. This is condition No. 21 and 27 in the project permit.</li> </ul>
Concerns with community impacts from the existing facility, including ongoing noise pollution coming from Columbia's existing site operations, lighting impacts and truck noise impacts (such as horns), and moving vehicles such as forklifts.	<ul style="list-style-type: none"> <li>• The Applicant is required to develop a plan to mitigate noise from container cleaning activities and direct lighting away from residences. All external building lighting shall also be equipped with 'full cut-offs' designed to minimize off-site glare and, where appropriate from a safety perspective, lighting shall also be on timers and/or motion sensors. These are conditions No. 10 and 53 in the project permit.</li> <li>• The Applicant states in their <i>Consultation Input Consideration Report</i> (August, 2015) that the facility has been designed to reduce operational noise which will be a primary benefit to the surrounding community. In particular, the proposed design allows for a reduction in on-site truck activities and the number of trucks on Commissioner Street. In addition, the proposed design includes an internal road that allows continuous traffic flow through the site.</li> <li>• As a condition of the project permit (no. 58) the Applicant is required to conduct post construction noise monitoring to confirm the effectiveness of noise mitigation and low noise measures. The Applicant is also required to develop a plan to mitigate noise from container cleaning activities.</li> </ul>
Vancouver Fire and Rescue Services requested that the Applicant allow them onto the site for an inspection shortly after the proposed facility is operational.	<ul style="list-style-type: none"> <li>• The proposed facility is required to obtain a VFPA building permit to construct the facility. As part of the review, VFPA's code consultants review the facility design under the 2012 National Building Code and National Fire Code.</li> <li>• The Applicant is required to submit to VFPA a copy of the site inspection conducted by Vancouver Fire and Rescue Services. This is condition No. 56 in the project permit.</li> </ul>

## 5. ABORIGINAL CONSULTATION

The Pre-Consultation Report was completed by staff and approved by the Manager of Aboriginal Affairs, and it was determined that the duty to consult was triggered.

Consultation packages were sent to the following Aboriginal groups in April 2015 with comments requested by May 15, 2015:

- o Musqueam Indian Band
- o Tsleil-Waututh Nation
- o Squamish Nation

On May 6, 2015, Tsleil-Waututh Nation inquired if participation funding was available to support their review of the proposed project. On May 13, 2015 VFPA responded that, due to the nature of the proposed project and as per the VFPA Participation Funding Guidelines, participation funding is not available for this project. VFPA attached the Draft Schedule of Environmental Conditions for the project for Tsleil-Waututh records and consideration, and asked if there may be any other way VFPA may support the Nation's review of the proposed works. No further comments were received from Tsleil-Waututh Nation.

No responses were received from Musqueam Indian Band or Squamish Nation.

There are no outstanding issues in regards to Aboriginal consultation comments.

Aboriginal Affairs has reviewed the record of Aboriginal consultation and is of the view that the duty to consult has been fulfilled.

## 6. ENVIRONMENTAL REVIEW

To effectively fulfill its responsibilities under the *Canada Marine Act* and CEAA, 2012, VFPA must make a determination on the potential environmental effects of a proposed project on VFPA managed lands and waters prior to authorizing those works to proceed. To make that determination, VFPA considers the potential adverse effects of the project and the mitigation measures proposed to minimize those potential effects. In addition, should a project be approved, VFPA includes additional environmental conditions in the project permit to further reduce the identified potential impacts.

This section of the project and environmental review report summarizes the environmental review conducted for the New Grain Transloading Facility and Silos project, and provides the environmental review decision in Section 6.3. It should be noted that the environmental review also considered the information provided in the previous sections of this report.

### 6.1 Scope of Environmental Review

The environmental review includes consideration of the potential environmental effects of the proposed project, taking into account mitigation measures to avoid or reduce those effects. This review considered the project components and physical activities described in Section 2. Additional project information pertinent to the environmental review includes the following:

- No in-water works or works below the high water level are associated with the Project.
- No vegetation removal will be conducted as part of the Project. A row of ornamental cedar trees located between the road and existing elevator will be removed as part of

VFPA's South Shore Corridor Project, previously authorized under VFPA Review Number 11-125.

The temporal scope of the review includes site preparation, project construction, and operations up to the permitted capacity.

Other activities at the facility, including realignment of a sheet pile wall and demolition of grain loading infrastructure (system II), were previously reviewed and authorized under VFPA Review Number 14-102 and 14-147, respectively. Removal of the existing grain elevator will be reviewed by VFPA separately at a later date.

The environmental review considered potential adverse environmental and social effects of the project on 16 environmental components (e.g., species with special status, aquatic species and their habitat, recreational interests, etc.) and from Accidents and Malfunctions. These environmental components are aspects of the biophysical and socio-economic environment considered to have ecological, economic, social, cultural, archaeological, or historical importance.

Section 6.2 summarizes the results of the review.

## 6.2 Environmental Effects Summary

The following table summarizes the potential environmental effects the project could have on the identified environmental components.

<b>Environmental Component</b>	<b>Potential Adverse Effects?</b>			<b>Significant Residual Adverse Effects?</b>	<b>Mitigation Measures / Comments</b>	
	<b>Yes</b>	<b>No</b>	<b>Unc</b>			
Species/habitat with special status	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project is not expected to affect species with special status.
Vegetation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No vegetation removal will be conducted as part of the Project. Planting of native trees and shrubs will be conducted where space permits.
Wildlife / wildlife habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project is not expected to affect wildlife and wildlife habitat.
Aquatic species / fish habitat	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>No activities below the high water mark or over water are associated with the Project.</p> <p>Mitigation measures will be implemented to reduce potential adverse, construction-related environmental effects (i.e., from sedimentation).</p> <p>With mitigation in place, residual adverse effects are not anticipated.</p>
Other marine resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other marine resources will not be affected by the Project.
Soils	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>There is potential for spills or placement of contaminated fill to affect soil quality.</p> <p>Mitigation measures will be implemented to reduce potential adverse environmental effects.</p> <p>With mitigation in place, residual adverse effects are not anticipated.</p>
Ground water	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>There is potential for spills or placement of contaminated fill to affect ground water quality.</p> <p>Mitigation measures will be implemented to reduce potential adverse environmental effects.</p> <p>With mitigation in place, residual adverse effects are not anticipated.</p>
Surface water and water bodies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>No activities below the high water mark are associated with the Project.</p> <p>Mitigation measures will be implemented to reduce potential adverse, construction-related environmental effects (e.g., from sedimentation, dewatering of excavations, discharge of excavation water to Burrard Inlet, or accidental releases of cement or lime-containing construction materials).</p> <p>With mitigation in place, residual adverse effects are not anticipated.</p>
Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Wetlands will not be affected by the Project.

<b>Environmental Component</b>	<b>Potential Adverse Effects?</b>			<b>Significant Residual Adverse Effects?</b>		<b>Mitigation Measures / Comments</b>
	<b>Yes</b>	<b>No</b>	<b>Unc</b>	<b>Yes</b>	<b>No</b>	
Air quality	■	□	□	□	■	<p>Construction activities are unlikely to result in significant adverse effects on air quality. Mitigation measures will be implemented during construction to minimize dust generation and avoid unnecessary idling.</p> <p>With mitigation in place, residual adverse effects during construction are not anticipated.</p> <p>The Project impacts combined with anticipated increased facility throughput and supply chain activity are expected to have a neutral effect on local air quality. Due to improvements in the terminal layout and modernization of dust handling equipment, a slight reduction of emissions is expected.</p> <p>With mitigation in place, residual adverse effects from air emissions associated with operation are expected to be not significant.</p>
Lighting	■	□	□	□	■	<p>Mitigation measures incorporated into Project design include specifying the minimum amount of floodlights necessary for safe and secure operations, locating all lighting below the height of the embankment, including motion-sensors on floodlights not required for safety and security and, as necessary, adding shielding to avoid light trespass into adjacent communities.</p> <p>With the implementation of mitigation measures, the residual adverse effect, if it occurs, is expected to be not significant.</p>

<b>Environmental Component</b>	<b>Potential Adverse Effects?</b>			<b>Significant Residual Adverse Effects?</b>		<b>Mitigation Measures / Comments</b>
	<b>Yes</b>	<b>No</b>	<b>Unc</b>	<b>Yes</b>	<b>No</b>	
Noise	■	□	□	□	■	<p>Noise may be an issue during both construction and operation of the project.</p> <p>During construction, activities will be scheduled to minimize disruption of nearby residences, where possible, and noise abatement measures appropriate to the activity undertaken will be implemented.</p> <p>Noise mitigation and low noise initiatives have been incorporated into the Project to reduce impacts from operational noise, including cladding the conveyor system, locating the dust-collection fans away from nearby residences and providing additional self-screening within the property (e.g. silos).</p> <p>Post construction noise monitoring will be conducted to confirm the effectiveness of the mitigation measures.</p> <p>Residual adverse noise impacts are anticipated to be not significant provided that noise mitigation measures are put in place and proven to be effective.</p>
Archaeological/heritage resources	□	■	□	□	■	Archaeological and heritage resources will not be affected by the project.
Aboriginal Group interests	□	■	□	□	■	<p>No in-water works are associated with the Project.</p> <p>With mitigation in place, residual adverse effects on the current use of the lands and resources for traditional purposes by Aboriginal peoples are not anticipated.</p>
Recreational interests	□	■	□	□	■	Recreational interests will not be affected by the Project.
Accidents and malfunctions	■	□	□	□	■	<p>There is potential for adverse effects on soil, ground water and surface water from accidental equipment leaks or spills.</p> <p>Mitigation measures to reduce the potential for adverse Project-related effects due to accidents will be in place, including an appropriate spill prevention, containment, and clean-up contingency plan for hydrocarbon products (e.g., fuel, oil, etc.) and other deleterious substances.</p> <p>With mitigation in place, the residual adverse effect, if it occurs, is expected to be not significant.</p>

## 6.3 Other Environmental Considerations

### 6.3.1 Cumulative Effects Summary

This environmental review has determined that residual adverse environmental effects are unlikely to be significant if readily available and practical mitigation measures are applied during the implementation of the Project.

### 6.3.2 Follow-up Program

Post-construction follow-up will include noise monitoring to confirm the effectiveness of noise mitigation and low noise initiatives. A copy of the noise monitoring scope and work plan will be submitted to VFPA for review and approval prior to monitoring activities. A copy of the results of the noise monitoring will also be provided to VFPA. This is condition 58 of the project permit.

## 6.4 Environmental Review Decision

In completing the environmental review, VFPA has reviewed and taken into account relevant information available on the proposed project, has considered the information and proposed mitigations provided by the Applicant and other information as listed elsewhere in this document, and concludes that with the implementation of proposed mitigation measures and Permit conditions, the Project is not likely to cause significant adverse environmental effects.

Carrie Brown

October 1, 2015

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CARRIE BROWN  
DIRECTOR, ENVIRONMENTAL PROGRAMS

DATE OF DECISION

## 7. RECOMMENDATION

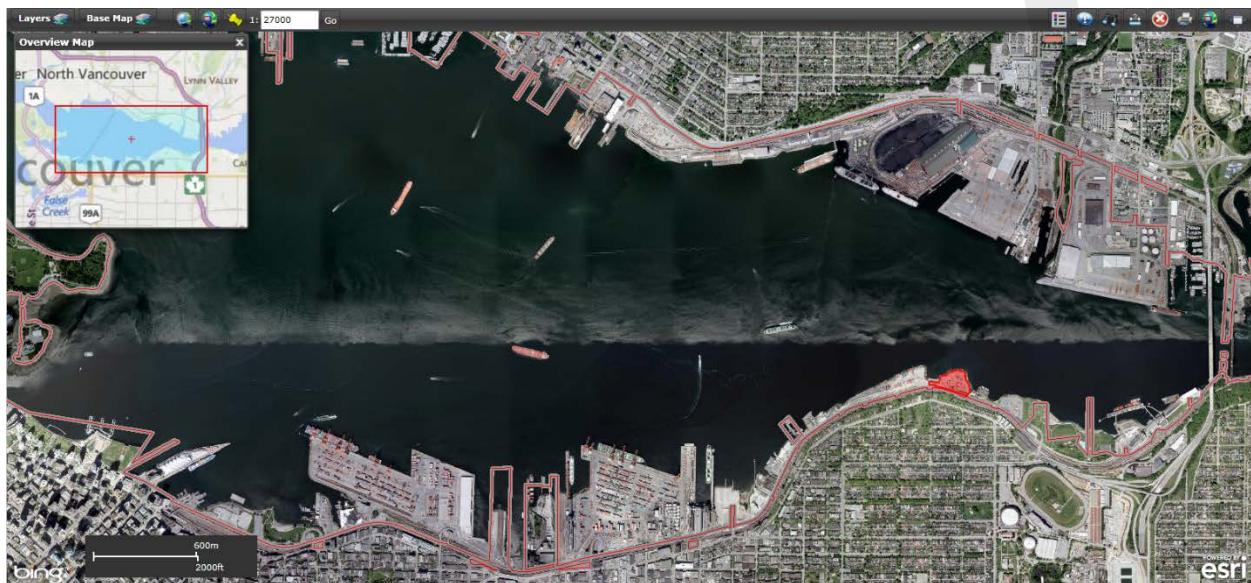
In completing the project and environmental review, VFPA concludes that with the implementation of proposed mitigation measures and conditions described in the Permit, and off-setting measures proposed by the Applicant, the Project has appropriately addressed all identified concerns.

It is the recommendation of staff that this application be approved subject to conformance with the project and environmental conditions listed in project permit **PER No. 13-123**.

## APPENDIX A – Figures and Drawings

### ORTHO PHOTO

Location of Proposed Works – City of Vancouver

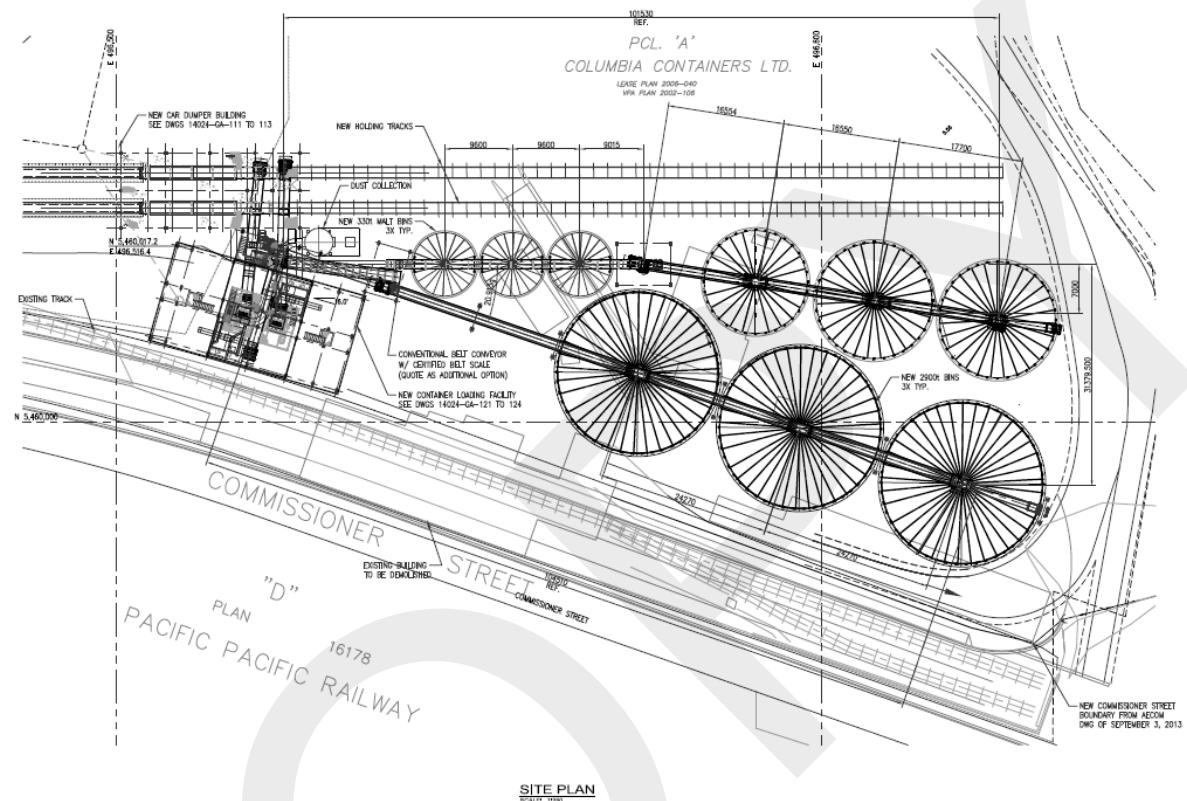


Area of Proposed Works

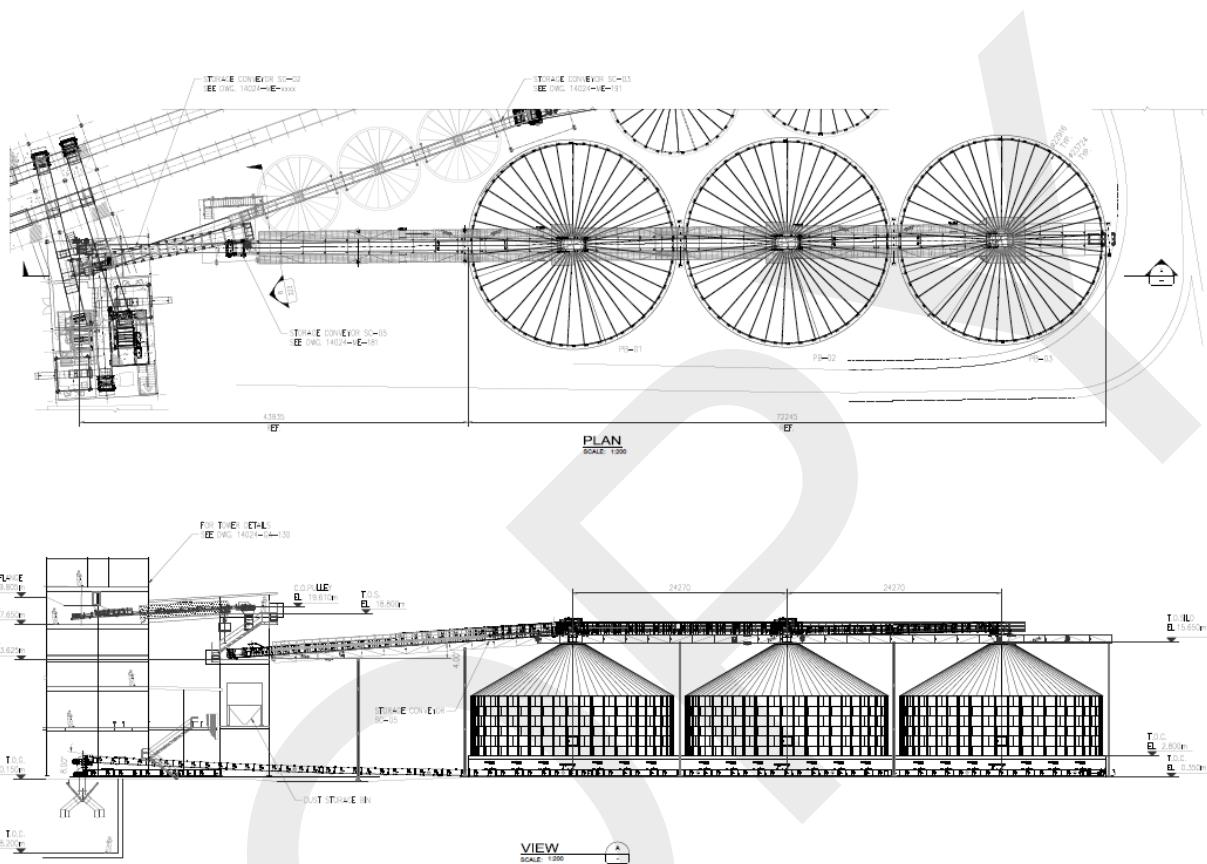


## SITE PLAN, PROFILE, SKYLINE STUDY, AND RENDERING

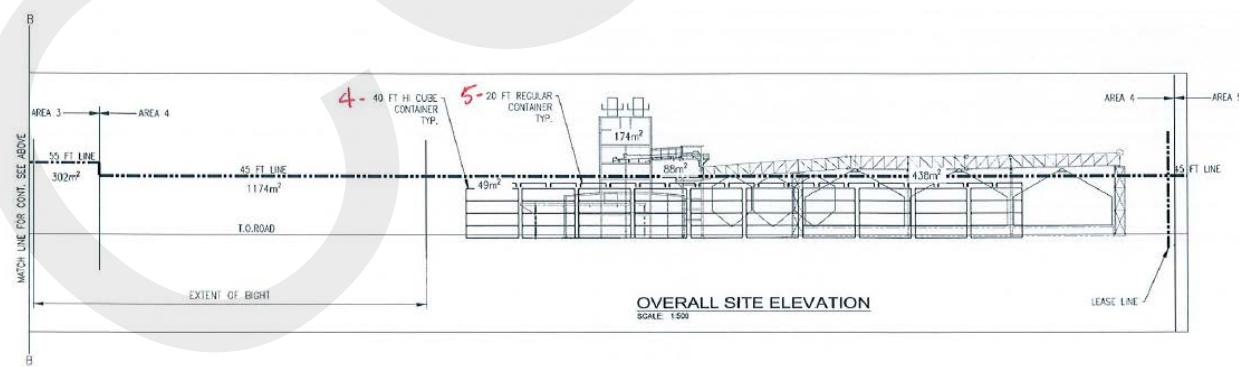
### Site Plan View



Site Profile View (looking north)



Skyline Study Elevation View (with 45 ft. guideline height)



Concept Rendering

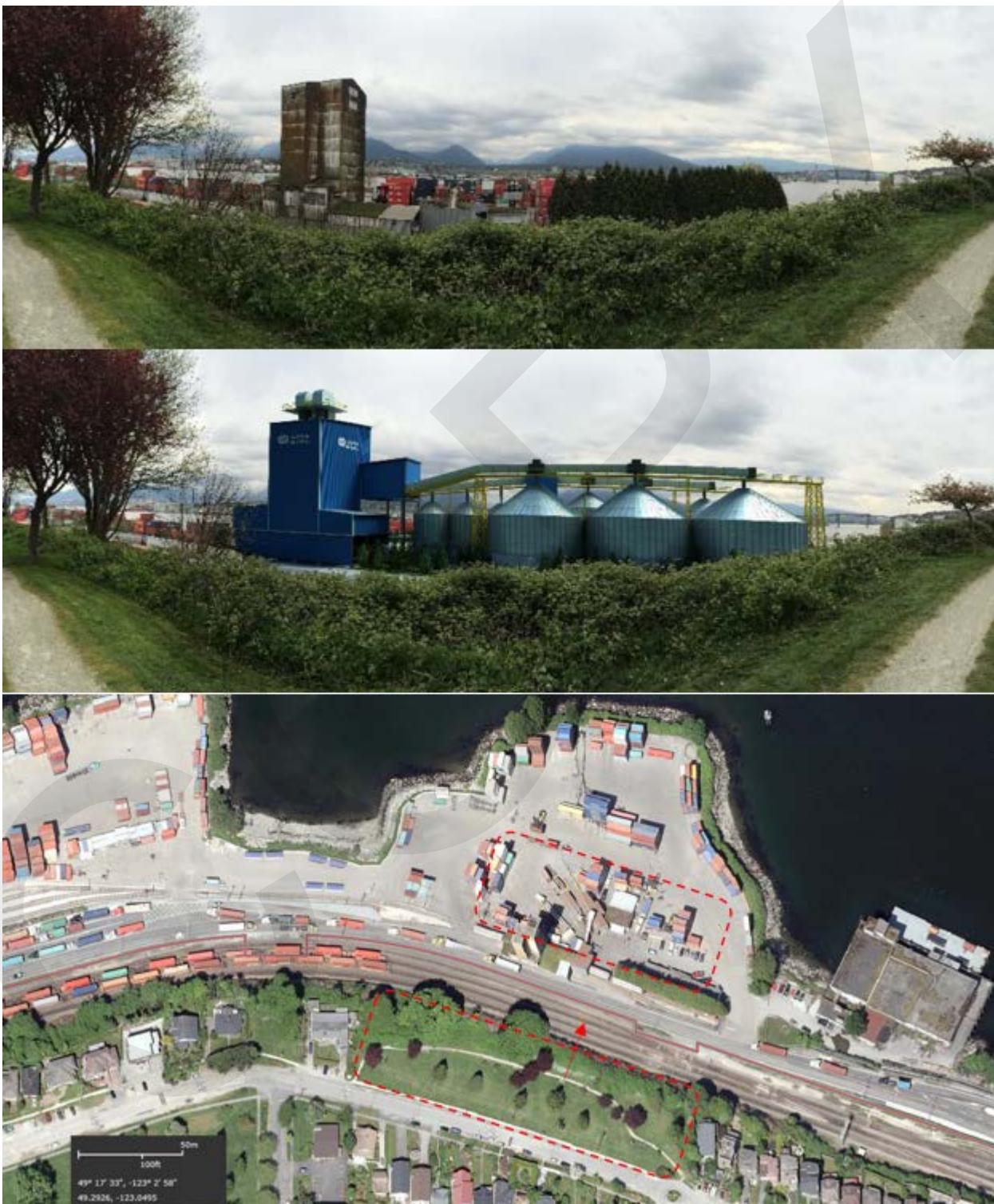
Front



Back



**VIEW IMPACTS FROM DUSTY GREENWELL PARK**



## APPENDIX B - List of Information Sources

Vancouver Fraser Port Authority (VFPA) doing business as Port Metro Vancouver (PMV) has relied on the following sources of information in the project and environmental review of the Project:

- Application form and materials submitted by Applicant on behalf of the tenant from September 20, 2013 to September 10, 2015.
- All Project correspondence from September 20, 2013 to September 10, 2015.
- "VFPA Project Review Application Form", dated November 11, 2014.
- "Borehole Investigation Findings", July 8 2014, Earth and Environmental Consulting.
- "Coefficients of Lateral Earth Pressure", July 29 2014, Earth and Environmental Consulting.
- "Design Basis for Deep Foundation and Piling System – Malt Storage Bins", November 24 2014, Earth and Environmental Consulting.
- "Dewatering and Stormwater Plan for Excavation at Columbia Containers Ltd. Phase 2 Site Modernization at 2775 Commissioner Street, Vancouver, BC", August 25, 2014, prepared by Hemmera.
- "Columbia Containers – Proposed Stormwater Management Plan – Transloading Facilities Project", October 20, 2014, prepared by Kerr Wood Leidal.
- "Columbia Containers Lighting Assessment", November 2014, prepared by Hemmera.
- "Air Quality Assessment for Columbia Containers New Grain Transloading Facility and Silos ("Rebuild") Project", February 10, 2015, prepared by SNC Lavalin.
- "Columbia Containers New Grain Transloading Facility and Silos Rebuild Project Environmental Noise Impact Assessment", March 16, 2015, prepared by BKL Consultants Ltd.
- "Columbia Containers Transloading Facility - Traffic Management Plan", March 27, 2015, prepared by Columbia Containers Ltd.
- "Columbia Containers Alternatives Assessment Report", April 2015, prepared by Hemmera.
- "Columbia Containers Visual Impact Assessment", May 2015, prepared by Hemmera.
- "New Container Site Revised Landscape Plan", May 8, 2015, prepared by Enns Gauthier Landscape Architects.
- "VFRS Meeting Minutes", June 9, 2015, Prepared by Nu-Westech Engineering Ltd.
- "Columbia Containers Rebuilding Project – Engagement Summary Report", June 2015, prepared by Columbia Containers Ltd.
- "Skyline Study", July 27, 2015, prepared by Columbia Containers Ltd.
- "Consultation Input Consideration Report", August 2015, prepared by Columbia Containers Ltd.
- All plans and drawings labelled PER No. 13-123-A1 to K2 attached to the project permit.

## APPENDIX C - Visual Impact Assessment

## APPENDIX D - Consultation Input Consideration Report

## **APPENDIX E - Applicant Response to Burrardview Community Association and City of Vancouver**