



PORT METRO  
**vancouver**

**Project and Environmental  
Review Report**

PER No. 15-098

Warehouse Development (Phase 3)

*Prepared for: **Greg Yeomans**  
Director, Planning & Development*

*Date: **October 5, 2015***

*Prepared by: **Andrew Taylor, Senior Planner***

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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>15-098</b>	
<b>Tenant:</b>	<b>Oxford Properties Industrial Limited Partnership</b>	
<b>Project:</b>	<b>Warehouse Development (Phase 3)</b>	
<b>Project Location</b>	<b>501 Boyd Street, New Westminster</b>	
<b>VFPA SID No.:</b>	<b>NEW 327</b>	
<b>Land Use Designation:</b>	<b>Industrial</b>	
<b>Applicant(s):</b>	<b>Beedie Construction Ltd.</b>	
<b>Applicant Address:</b>	<b>3030 Gilmore Diversion, Burnaby</b>	
<b>Category of Review:</b>	<b>C</b>	
<b>Recommendation:</b>	<b>That PER No. 15-098 for a warehouse development be approved.</b>	

## 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 are not likely to cause significant adverse environmental effects. This project and environmental review report documents VFPA's project and environmental review of **PER No. 15-098: Warehouse Development (Phase 3) (the Project) proposed by Beedie Construction Ltd. working on behalf of Oxford Properties Industrial Limited Partnership (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 are not likely to cause 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

Beedie Construction Ltd. working on behalf of Oxford Properties Industrial Limited Partnership proposes to develop a warehouse building of 27,814 square metres (299,389 square feet). The proposal is the third and final warehouse on the site, known as the Queensborough Logistics Centre. Beedie Construction Ltd is the developer, Oxford Properties Industrial Limited Partnership is the VFPA tenant on the site, and potential sub-tenant(s) are not yet known.

Although the precise nature of the warehousing that will occur is unknown it is most likely to be traditional warehousing activities where trucks bring the goods in, it is stored, and then other trucks take the goods out. Unlike the first phase of this development, truck loading bays are only located along one side of the building and it is consequently unlikely to be used as a transload facility. The building has been designed to facilitate the potential future partition of the building into smaller units and the construction of mezzanine ancillary offices (subject to additional building permits).

The proposed warehouse is located on the south-eastern frontage of the site. Truck loading bays are situated along its northern façade and carparking along its southern and western facades. Trailer stalls are located to the east of the building. The warehouse building will be concrete slab on grade and constructed from concrete tilt up panels with an EPDM ballasted roof, including gravel and skylights. The building slab will be at El 4.3 metres.

Most of the site infrastructure and utilities have already been constructed as part of the development of the first two building phases. Excavation depths associated with utility and service connections is anticipated to remain within the limits of the preload material. Preloading the site with dredged material from the Fraser River was conducted in 2012 and 2013. No excavation below the fill placed in 2012 or 2013 is expected.

Stormwater from the roof and catch basins will be directed to the Vortech 9000 hydrodynamic separator storm water quality unit, located in the south-east corner of the site prior to discharge to the Stanley Street channel.

Existing vegetation on the south side of the site is to be removed and the site will be landscaped. The landscaping plan includes new planting along the west and south property line with 1.8 metre cedar hedges. There will also be vegetation planted on the east property line and throughout the parking lot.

The exterior area will be paved with asphalt, the southern boundary will have a lock-block retaining wall and the site will be surrounded by a chain link fence.

The primary truck access to the site is from the existing driveway off Boyne Street that also serves the Phase 2 building. A secondary access for passenger vehicles will be established from Boyd Street, and will be restricted to right-in/right-out movements only. A third access is proposed to the existing Duncan St driveway that currently serves the Phase 1 building. This is further discussed in section 3.3 (Transportation).

A construction site office will be located on the west portion of the site, in the proposed parking lot area.

### Proposed Works

- A 27,814 square metre warehouse
- 218 parking stalls
- 65 trailer stalls
- Installing utility services and connecting to existing services
- Installing fencing
- Paving with asphalt
- Site landscaping

### **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. Generally, 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 Designation**

The proposed warehouse use conforms to the designation of "Industrial" in Vancouver Fraser Port Authority's Land Use Plan.

##### **3.1.2 Building Permit Requirements**

The proposed development of the warehouse requires 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 has been completed and is pending approval subject to the issuance of the Permit.

#### **3.2 Engineering**

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

#### **3.3 Transportation**

The proposed Project intends to obtain vehicular access from three driveways:

- Boyne Street – This will be the primary access for trucks, and is also the primary access for the Phase 2 building. Onsite and offsite road and driveway upgrades to support this are already in place as part of the Phase 2 development.
- Boyd Street – A secondary access for passenger vehicles only, and restricted to right-in/right-out movements from Boyd Street. This access point existed as part of the previous development on the site, but was destroyed due to a preload failure. It is proposed to be reinstated. Project permit condition No. 36 requires the Applicant to submit evidence of agreement with Southern Railway of British Columbia and the City of New Westminster in relation to the Boyd Street driveway rail crossing and intersection.
- Duncan Street – A secondary access. The traffic assumption underlying the original 2012 traffic study was that this access was only for the Phase 1 building. In response to a recent question from the City of New Westminster the Applicant has now advised that it is proposing that some vehicles associated with the Phase 3 building use this access as well. The Applicant provided a traffic review addendum dated September 21, 2015 which indicates that the forecast traffic movements associated with this change are within the

operational limits of the Duncan Street access. There is no onsite traffic impact from this change that is of concern to VFPA, however the proponent needs to confirm with the City of New Westminster that their existing offsite servicing agreement remains adequate. Project permit condition No. 35 requires the Applicant to submit evidence of agreement with the City of New Westminster regarding this matter prior to any use of the Duncan Street access for traffic associated with the Project. If such agreement cannot be reached access to the Project is to be from the Boyd and Boyne Street driveways only.

Transportation 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 to have potential impacts to stakeholders and the local community and consultation activities were 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 Municipal Referrals

The proposed Project was assessed to have potential impacts to municipal interests. A referral letter was sent to the City of New Westminster on July 6, 2015 notifying them of the proposed Project.

The City of New Westminster responded with comments on September 2 and September 17, 2015 on the proposed Project. Below is a chart summarizing the comments received and how they were considered as part of the project and environmental review.

<i>Municipal Comments</i>	<i>VFPA Considerations</i>
<ul style="list-style-type: none"> <li>Queried the potential use of the Duncan Street access for this Project (previously only the Boyd and Boyne Street accesses were proposed to be used).</li> </ul>	<ul style="list-style-type: none"> <li>The Applicant submitted an amended traffic study to address this query. Condition 35 of the Permit requires the Applicant to submit evidence of agreement with the City of New Westminster regarding any offsite works necessary to support access to the Project from Duncan Street.</li> </ul>
<ul style="list-style-type: none"> <li>Boyd Street access was destroyed due to a preload failure. New access will need to be to the satisfaction of Southern Railway of British Columbia and the City of New Westminster and be right-in/right-out only.</li> </ul>	<ul style="list-style-type: none"> <li>Condition 36 of the Permit requires the Applicant to submit evidence of agreement with the City of New Westminster and Southern Railway of British Columbia regarding the reconstruction of the access and any necessary intersection improvements.</li> </ul>
<ul style="list-style-type: none"> <li>Prefer roof drainage to be taken directly to the Fraser River to minimize stormwater run-off from the site.</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted, but Applicant will not be required to do this. Roofwater will be directed to a stormwater interceptor before discharging to the Stanley Street channel and ultimately the Fraser River.</li> </ul>

<ul style="list-style-type: none"> <li>Requested discussion with VFPA about developing a waterfront trail adjacent to this property.</li> </ul>	<ul style="list-style-type: none"> <li>VFPA indicated willingness to meet to discuss this matter, noting the City of New Westminster's interest in pursuing this trail while being conscious of VFPA's mandate to manage land to facilitate trade.</li> </ul>
<ul style="list-style-type: none"> <li>Requested additional landscaping and building articulation.</li> </ul>	<ul style="list-style-type: none"> <li>City of New Westminster comments and Applicant response noted. No additional landscaping or building articulation will be required to be provided.</li> </ul>
<ul style="list-style-type: none"> <li>Referred VFPA to City of New Westminster zoning and community plan information for the site.</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>

## 4.2 Public Consultation

The proposed Project was assessed to have potential impacts to adjacent residents and local community. Public Consultation was determined to be required and a description of the Project and proposed works and all application materials were posted to VFPA's website on July 24, 2015.

The Applicant was required to conduct public consultation activities as part of the Project and Environmental Review. This included the following activities:

- Outreach letters sent to the general public and two local groups which provided an update on the project, including an overview of Phase 3 and the improvements and works completed in Phase 2. The letters also included an updated site plan.

The Applicant received one response from the Queensborough Resident's Association (QRA) and provided a detailed summary of all comments in a Public Consultation Summary Report, September 28, 2015.

Below is a chart summarizing the general public comments received by the Applicant and VFPA and how they were considered as part of the Project and Environmental Review.

<i>Public Comment</i>	<i>VFPA Considerations</i>
<p>The Queensborough Resident's Association (QRA) expressed concerns on behalf of the neighbourhood regarding the lack of a boardwalk connection along the waterfront portion of 501 Boyd Street.</p> <p>He noted that the residents feel that this limits the Port Royal neighbourhood's access to Queensborough Landing.</p>	<p>VFPA recognizes residents of the Queensborough area's interest in pursuing a waterfront trail in this location, and is open to discussing this issue further with the City of New Westminster separate to this proposed Project.</p>

Given that the proposed works would be highly visible to the surrounding community, and with potential noise and other construction impacts, condition No. 13 of the project permit requires the Applicant to distribute a construction notice to the surrounding community before commencing construction or any physical activities.

## **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 not triggered.

## **6. ENVIRONMENTAL REVIEW**

### **6.1 Scope of Environmental Review**

The environmental review includes 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.

The temporal scope of the review includes site preparation, project construction, and operations.

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.

Environmental Component	Potential Adverse Effects?			Significant Residual Adverse Effects?		Mitigation Measures / Comments
	Yes	No	Unc	Yes	No	
Species/habitat with special status	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Site has preload material. No species/habitats with special status identified.
Vegetation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Existing vegetation on the south side of the site is to be removed. The landscaping plan includes new planting on the site.
Wildlife / wildlife habitat	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Trees shall be felled by an appropriate professional and the Applicant will be required to avoid certain physical activities during the general bird breeding season, and exercise due diligence to avoid causing harm to birds and/or their active nests and eggs.
Aquatic species / fish habitat	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The development will be connected to services and a Vortech 9000 hydrodynamic separator storm water quality unit prior to discharging to the Fraser River. There shall be no discharge of any substances deleterious to aquatic life during the construction works.
Other marine resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable.
Soils	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Heavy equipment has the potential to impact soil quality. Equipment will be regularly inspected and a spill prevention and response plan implemented. An appropriate spill prevention, containment, and clean-up contingency plan for hydrocarbon products (e.g., fuel, oil, hydraulic fluid, etc.) and other deleterious substances will be put in place prior to work commencing. Care will be taken to prevent the release of deleterious substances to the receiving environment.
Sediments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable.

Environmental Component	Potential Adverse Effects?			Significant Residual Adverse Effects?		Mitigation Measures / Comments
	Yes	No	Unc	Yes	No	
Ground water	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Groundwater is not anticipated to be encountered. Excavation depths are within the limits of the preload material.
Surface water and water bodies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Stormwater from the roof and catch basins will be directed to the Vortech 9000 hydrodynamic separator storm water quality unit, located in the south-east corner of the site prior to discharge to the Stanley Street channel.</p> <p>The proposed project is located adjacent to a ditch that drains into the Fraser River. Excavated soils and water that has contacted uncured or partly cured concrete will be contained and handled in a manner that will prevent their release into the aquatic environment, either directly or indirectly via storm runoff. There shall be no discharge of any substances deleterious to aquatic life from the site, during either construction or operation. No refuelling or maintenance shall be conducted within 30 meters of any watercourse.</p>
Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable.
Air quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	During construction, efforts will be made to use heavy duty diesel powered road licensed vehicles with model year 2007 or newer. For diesel powered nonroad or offroad equipment, efforts will be made to use Tier 3 equipment or better. The contractor will be required to ensure that dust associated with construction is kept to a minimum.

Environmental Component	Potential Adverse Effects?			Significant Residual Adverse Effects?		Mitigation Measures / Comments
	Yes	No	Unc	Yes	No	
Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Applicant has maximized energy efficiency in the design and will be using the BC Hydro power smart program.  Outdoor lighting is dark-sky compliant.
Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is expected to be some noise associated with project equipment during construction. No long-term noise increases are expected from this project. The contractor will be required to ensure that noise associated with construction is kept to a minimum.
Archaeological/heritage resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Excavations will not extend beyond the preload materials of the site.
Aboriginal Group interests	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None identified.
Recreational interests	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not applicable.
Accidents and malfunctions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	An appropriate spill prevention, containment and clean up contingency plan for hydrocarbon products and other deleterious substances shall be put in place prior to work commencing.

### 6.3 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.

Signed by Carolina Eliasson, Manager, Environmental Programs

October 6, 2015

**CAROLINA ELIASSON**  
MANAGER, ENVIRONMENTAL PROGRAMS

**DATE OF DECISION**

## 7. RECOMMENDATION

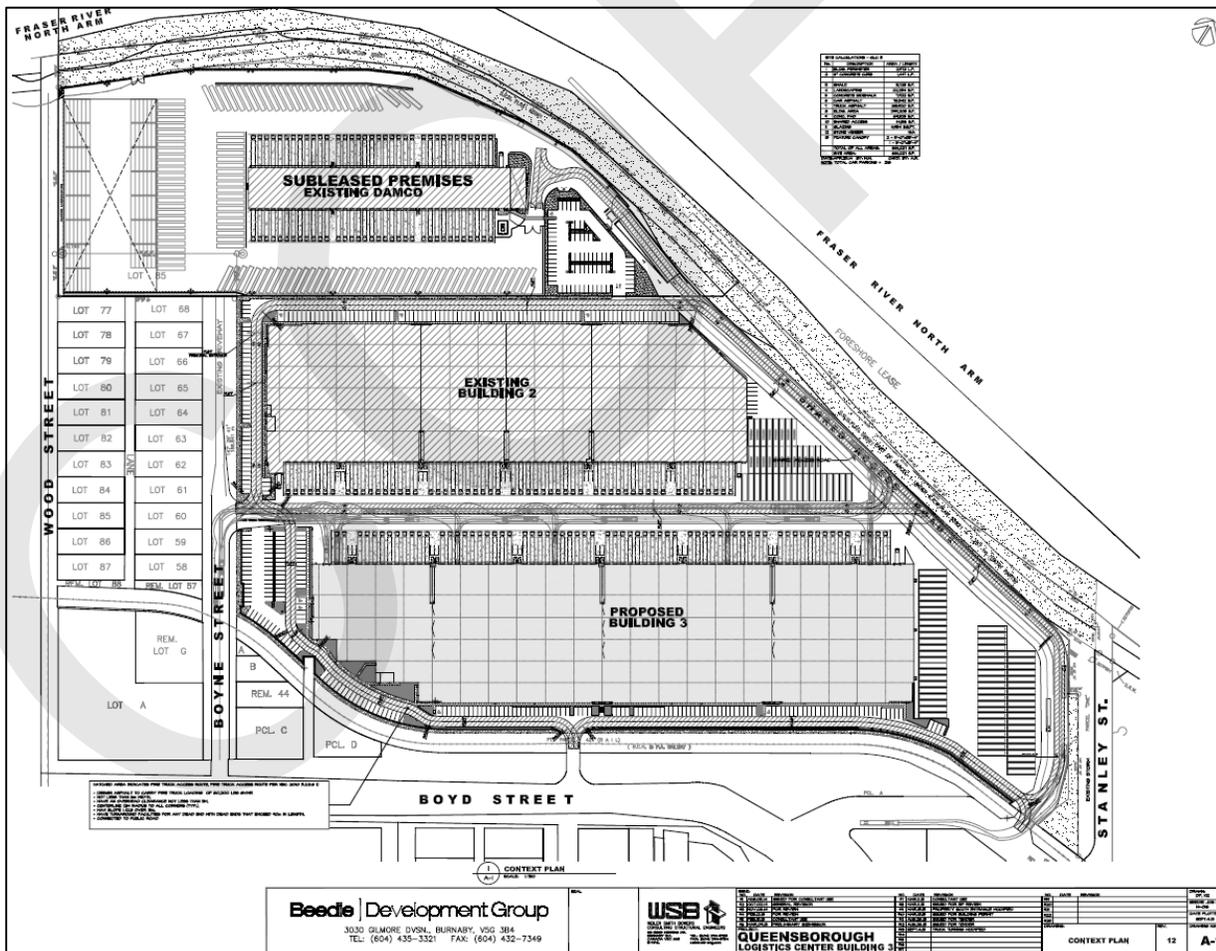
In completing the project and environmental review, VFPA concludes that with the implementation of proposed mitigation measures and conditions described in the Permit, the Project has appropriately addressed all identified concerns.

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. 15-098**.

Review History		
Draft		
Final		

# APPENDIX A

## Figures and Drawings



## **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 Stephen Toth from Beedie Construction Ltd., on behalf of Oxford Properties Industrial Limited Partnership on June 19, 2015.
- All Project correspondence from June 19, 2015 to September 28, 2015.
- All plans and drawings labelled PER No.15-098-A1 to N1
- Key correspondence:
  - Queensborough Logistics Centre – Building 3 – Project Permit Application Submission Responses to Port Metro Vancouver Comments, submitted by Beedie Construction Ltd., June 2015