

MEETING NOTES

East Vancouver Port Lands

Date:	Tuesday, December 8, 2015
Time:	5:30pm to 7:30pm
Location:	Port Metro Vancouver (Boardroom)
Chair:	Naomi Horsford, Port Metro Vancouver
Attendees:	<p>Barb Fousek, BCA Harry Mah, BCA Peter Idema, Viterra Christina Proseilo, Viterra</p> <p>Guests:</p> <p>Port Metro Vancouver Gord Tycho, Planning and Development Stephan Ptatschek, Infrastructure Delivery Cormac Linehan, Infrastructure Delivery Julia Ren, Project Communications Tanya Howes, Project Communications Charlotte Olson, Infrastructure Sustainability Alycia Majorkiewicz-Ata, Meeting Coordinator</p> <p>Columbia Containers Ltd. Stefan Ferrario, CEO Dean Giles, General Manager David Lord, Project Manager</p> <p>Vancouver Board of Parks and Recreation (VBPR) for the New Brighton Park Shoreline Habitat Restoration Project Brighton Park Nick Page, Biologist</p> <p>Hemmera Envirochem Inc. Jim Roberts, Biologist</p> <p>AECOM Neil Snowball, Owner's Engineer – Centerm Expansion Project</p>
Regrets:	<p>Robin Crisanti, Public Affairs Andrew Dye, Community Member John Hawthorne, BCA Karis Hiebert, City of Vancouver Mike LoVecchio, CP Chris McPherson, Community Member</p>

#	Agenda Item
1. New Projects	
1.1	<p data-bbox="302 478 1451 541"><u>Centerm Expansion Project presentation</u> by <i>Stephan Ptatschek, Project Manager, Infrastructure Delivery, Port Metro Vancouver</i></p> <p data-bbox="302 583 1451 646">This project is not occurring within the EVPL area but may result in changes to traffic within the EVPL.</p> <p data-bbox="302 688 1403 751">The project includes plans to expand the capacity at Centerm due to the expected growth in containers.</p> <p data-bbox="302 793 1403 856">Cruise ship operations have stopped at Ballantyne and have been consolidated to Canada Place. Use of Ballantyne will allow the footprint of Centerm to expand.</p> <p data-bbox="302 898 1435 993">The proposed project would include a westward extension of the terminal container storage yard, extension of the rail yard, rehabilitation of the historic Ballantyne Pier and reconfiguration of the container yard.</p> <p data-bbox="302 1035 1370 1098">There are overpass options being looked at which would replace Heatley Street overpass.</p> <p data-bbox="302 1140 1451 1297">The project is in the Preliminary Design Phase. During this phase, the design will be refined as the project completes a number of studies. Once the permitting and procurement phase is complete, a two year construction period will begin, anticipated to commence in spring 2017. The initial comment period is expected to start in early 2016.</p> <p data-bbox="302 1339 558 1371">Next steps include:</p> <ul data-bbox="350 1381 1289 1486" style="list-style-type: none"> • Nov 2015 to Jan 2016: field studies, desk studies, engineering and consultation • January 2017-December 2019 – construction (TBC) <p data-bbox="302 1528 1354 1560">Q) An EVPL member asked what would stop the project from being approved.</p> <p data-bbox="302 1570 1435 1623">A) Port Metro Vancouver explained that the cost and consultation concerns need to be addressed prior to approval.</p> <p data-bbox="302 1675 1451 1833">An EVPL member mentioned that the appearance of Ballantyne is sentimental and would be missed by the community should it be demolished. Port Metro Vancouver explained that the preference is to keep the facade of the Ballantyne the same to maintain the historical significance. The back part of the building is not up to seismic code, nor is historical. The port authority is aware of the community concerns and as</p>

	<p>part of the design is working with the Vancouver Historical Society to work with the facade as well as the City of Vancouver and the Vancouver Board of Parks and Recreation to manage sightlines from New Brighton Park.</p>
<p>1.2</p>	<p><u>Commissioner Street Realignment Project presentation</u> by <i>Stephan Ptatschek, Project Manager, Infrastructure Delivery, Port Metro Vancouver</i></p> <p>The Commissioner Street Realignment project involves moving Commissioner Street slightly to the north.</p> <p>The project has been divided into three phases. The first phase has already been permitted and involves the relocation of hydro poles. The holes have already been dug and the poles simply need to be relocated. This phase will also involve the installation of two small sections of curb which will result in the closure of the east bound bypass land.</p> <p>Phase II (April 2016 – September 2016) Port Metro Vancouver has submitted a pre-application and will need to replace and extend an existing ocean-facing retaining wall. Construction of a new retaining wall would also be necessary. This wall is out of sight of residents and is set very low. This phase also includes the construction of new curbing along Commissioner Street between the rail crossing and the bight, and the installation of a small retaining wall on the outside curve of New Brighton Road at the Commissioner Street – New Brighton Road intersection.</p> <p>Phase III (January 2017 – September 2017) This phase includes the extension of the hydro lines and the construction of a new road alignment through the footprint of Columbia Containers’ grain elevators. This phase will also include the realignment of the GVRD sanitary sewer and water main into the footprint of the new road alignment. Construction will begin as Columbia Containers builds their new facility. A low height retaining wall is also to be constructed on the north side of Commissioner Street where the new road alignment is to be constructed, which, again, will be ocean facing and will be out of sight of residents.</p> <p>Project outcomes include improving the overall flow of traffic on Commissioner Street, reducing possible congestion at McGill VACS gates (which may result in reduced truck noise), improving the pavement surface (which may reduce truck trailer noise) and removal of the existing Columbia Containers grain elevator.</p> <p>The goal is to have all the construction activities during the day but there is a need to juggle community and port operations constraints.</p> <p>This is a pre-application notification to EVPL and the project team will return in the</p>

	<p>near future with a more formal plan. Public consultation is required. Dates to be determined.</p>
<p>2. Project Updates</p>	
<p>2.1</p>	<p><u>Columbia Containers Partial Bight Infill presentation</u> by David Lord, Project Manager, Columbia Containers</p> <p>The bight is the “horseshoe” area of the inlet that bisects the two land segments currently leased by Port Metro Vancouver to Columbia Containers Ltd.</p> <p>The land to the immediate south of the bight is a high traffic zone that connects the two lease areas. There is a constant movement of containers, rail, and workers moving back and forth through this pinch point and, consequently, it is important to maintain this key link.</p> <p>Port Metro Vancouver will be realigning Commissioner Street to the north as part of the Commissioner Street Realignment Project. Columbia Containers is in favour of this project as it will improve safety. However, Port Metro Vancouver’s realignment project is also removing some working space on Columbia’s site. Columbia has proposed to infill some of the bight to alleviate this pinch point by providing access for added container, rail and truck traffic.</p> <p>Columbia Container’s plans include rail expansion of the tracks north of Commissioner Street (three tracks will be transitioned into two tracks, rather than one track, currently), designation of new internal truck paths, among others. For a full list, please see the presentation.</p> <p>Having a dedicated truck lane will mean that current safety and security requirements for pedestrians will remain intact. Requirements include, for example, a 20 km/h speed limit for all trucks on Columbia Containers’ site, obeying stop signs, and the utilization of high visibility vests by pedestrians. There is also a separation corridor – to distinguish between a trucking and pedestrian lane. Container storage and buildings are not being proposed in this (potentially) reclaimed area.</p> <p>A formal proposal with details will be presented to the EVPL in the near future. This is the pre-application phase.</p> <p>Q) An EVPL member asked about the existing “beeping” noise which occurs when the trucks and trains cross Commissioner Street, and whether this noise will be eliminated with the terminal expansion plans.</p> <p>A) Columbia explained that the existing crossing safe-guards will remain for security requirements. The noise is made when the shuttle wagon honks its horn when it passes the at-grade crossing. This is a legal requirement. The alternative is to have bells and lights sound but this will likely be just as noisy. An EVPL member mentioned</p>

	<p>that the honking is not as common as it has been in the past. Columbia Containers attributed the reduction in noise to their operational plan.</p> <p>ACTION: Port Metro Vancouver to provide a PER project presentation at next EVPL meeting.</p> <p>ACTION: Please email Alycia by December 22 with a decision about whether to waive i) the option for a view analysis, and ii) the option for public consultation. If public consultation is requested, please also forward recommendations on an appropriate format for public consultation (as per section 2.8 (page 14) of the EVPL Area Plan).</p>
<p>2.2</p>	<p><u>New Brighton Park Shoreline Habitat Restoration Project presentation</u> by Nick Page, Biologist, Vancouver Board of Parks and Recreation and Charlotte Olson, Environmental Project Management Specialist, Port Metro Vancouver</p> <p>The goal of the proposed project is to i) support Port Metro Vancouver’s objective to create and restore fish and wildlife habitat and, ii) support the Vancouver Board of Parks and Recreation’s (VBPR) objective for enhancing healthy ecosystems and increasing access to nature across the park system. Nick Page is the representative from the VBPR for the New Brighton Park Shoreline Habitat Restoration Project.</p> <p>Background: In 2014, nine potential sites for habitat restoration in the City of Vancouver were reviewed and New Brighton Park was selected as most appropriate.</p> <p>In the 1960’s-1970’s the intertidal zone of the park had been progressively filled in and today, the project is trying to recreate the previous tidal conditions on the east side of the park.</p> <p>See presentation for a summary of work to date. Design development is ongoing.</p> <p>The consultation approach is two-fold:</p> <ol style="list-style-type: none"> 1. Public consultation (Conceptual Design and Preliminary Design Public Consultation completed in 2015) – this included many ways of learning about the project, including on-site signage, mail out to community, open houses/information sessions, online materials (discussion paper, social media). A stakeholder advisory committee has also been struck. 2. First Nations consultation (separate but parallel process) – this includes site visits and meetings, and participation in archaeological monitoring. <p>Two preliminary design options have been presented – a single outlet salt marsh and a double outlet salt marsh (with an island). In each concept, there is a balance between increasing biodiversity and providing opportunities for “access to nature” from the west side of the salt marsh. Feedback to-date received from public consultation has shown that 60-70% of the public prefer the island habitat preliminary design option (double-outlet).</p>

Viterra stated that they preferred the single outlet salt marsh preliminary design option as they feel it may provide a better buffer between public and industry.

Port Metro Vancouver and VBPR explained that the soil and groundwater investigations completed in 2015 indicate that there is some soil that will need to be removed offsite due to concentrations of contaminants (including hydrocarbons). This is not uncommon considering the project area is located in fill of unknown origin. The majority of the soil excavated to create the proposed salt marsh is expected to be retained onsite (and is of suitable quality). Minimizing offsite soil removal will also help ensure the project remains cost effective. A soil and groundwater management plan will be submitted by the project team as part of permit application.

Q) An EVPL member asked about feedback from dog owners.

A) The project team expressed that this has been a piece of the project that has been looked at closely. Thus far, the team has looked at options for off-leash areas. Options include maintaining the eastern beach for water access and use of fencing, and creating an open area, which would need to have a small barrier fence. The team also looked at a third option – maintaining the western beach with an open area and a pedestrian path.

An EVPL member asked about improving the eastern beach for public if the dog off-leash area was moved to the western beach. VBPR explained that it will be reviewed.

Q) An EVPL member asked about expectations of increased use of the park.

A) The VBPR explained that the residential area surrounding the park is expected to grow, and thus park use is expected to increase.

Viterra recommended that the VBPR look at increasing parking options as the limited parking areas have impacted Viterra's access to their terminal. VBPR explained that parking is not being looked at as part of this project.

Next steps – the project team will take input, work on responses and prepare a consideration memo which will be posted in the new year. A detailed design will be presented in the spring.

Once the design has been approved, construction is expected to be approximately three months, with planting aimed for the following spring.

ACTION: EVPL is asked to forward design comments and a suggested public consultation format to Alycia before December 24, 2015.

This is considered a pre-application meeting with the EVPL. The team will present formal plans in the near future. Project details can be found on Port Metro Vancouver's [website](#).

<p>2.3</p>	<p><u>Viterra Dust Control Upgrade presentation</u> by <i>Christina Proseilo, Project Manager, Viterra</i></p> <p>The current condition of the existing terminal dust control equipment is poor and requires replacement. Over 50% of terminal equipment is aspirated by a single piece of equipment – the existing 1970’s baghouse.</p> <p>New equipment has been selected to meet current environmental and noise pollution levels. Newer technology filters have a higher filtration efficiency and lower maintenance requirements.</p> <p>The baghouse replacement will not increase terminal capacity, throughput or operations.</p> <p>In order to maintain ongoing operations, Viterra will be systematically demolishing sections and installing fans over three years.</p> <p>There is no net increase in noise to nearby residential areas. Residents are shielded from the noise associated with the project upgrades. As for air quality, a reduction in facility emissions is expected to be seen with the project upgrades.</p> <p>Due to the project timeline (over three years), there will be three notification periods. Details to come.</p> <p>ACTION: Please email Alycia by December 22 with a decision about whether to waive the option to be notified when the permit has been issued (As per section 2.7A (page 10) of the EVPL Area Plan).</p>
<p>2.4</p>	<p>Saltworks and Versacold Updates by <i>Naomi Horsford, Municipal Executive Liaison, Port Metro Vancouver</i></p> <p>Versacold will not renew their lease with Port Metro Vancouver and will vacate the site. They will submit an application in January for the demolition of buildings. In addition to some offsite facilities, Saltworks has a sublease with Versacold and are working through details to see if there is any way to use the site once Versacold has vacated.</p>

3. General Business	
3.1	<p>Correspondence protocol, and end-of-year survey and donation by Naomi Horsford, Municipal Executive Liaison, Port Metro Vancouver</p> <p><u>Correspondence protocol</u> A correspondence process was developed for the port’s three community liaison committees in response to a need to handle enquiries consistently and effectively. The process represents a systematic, consistent way of bringing concerns directly to Port Metro Vancouver via the committee.</p> <p><u>End-of-year Survey</u> The online survey will be sent out shortly to formal members and regular guests. The results are meant to inform Port Metro Vancouver what are the strengths and challenges of the committee, and general feedback on how to run the committee. In turn, the feedback will help ensure the liaison committee has adequate resources.</p> <p><u>Year-End Donation</u> The committee decided to donate \$1,000 to Kiwassa Neighbourhood House for their Harbourview Daycare Program.</p>

Meeting Date	Agenda Ref #	Action Item	Lead	Due Date
2015-12-08	2.1	Port Metro Vancouver to provide a PER project presentation at next EVPL meeting.	Alycia	Next meeting
2015-12-08	2.1	Send decision about whether to waive i) the option for a view analysis, and ii) the option for public consultation in regards to Columbia Container’s partial bight infill project to Alycia. If public consultation is requested, please also forward recommendations on an appropriate format for public consultation (as per section 2.8 (page 14) of the EVPL Area Plan).	All	December 22, 2015
2015-12-08	2.2	Send design comments and suggested public consultation format in regards the proposed New Brighton Park Shoreline Habitat Restoration Project to Alycia.	All	December 24, 2015

EAST VANCOUVER PORT LANDS | MEETING AGENDA

	2.3	Send decision about whether to waive the option to be notified when the permit has been issued for Viterra's dust control update project (As per section 2.7A (page 10) of the EVPL Area Plan) to Alycia.	All	December 22, 2015
2015-08-11	1.1	Provide feedback on Columbia Containers mitigation strategies.	All	COMPLETED
2015-08-11	1.1	Send community amenity ideas to Columbia Containers.	Harry M.	COMPLETED
2015-08-11	1.2	Share truck volume entering the Commissioner Street access gate.	Tony B.	COMPLETED
2015-08-11	1.2	Connect with Port Metro Vancouver's infrastructure team to look at using similar pavement material used on McGill Street as on Commissioner Street.	Naomi H.	COMPLETED
2015-05-26	1.3	Provide update on CP plans for future rail tracks when available.	Mike L.	Next meeting
2015-05-26	1.4	Provide updates on Columbia Containers and Salt Works projects.	Gord T./ Naomi H.	COMPLETED
2014-11- 27	1.2	Keep EVPL updated on trucking situation.	Naomi H./ Alycia M.A.	Complete/ Ongoing