Centerm Expansion Project
Supplemental Engagement Materials – Summer 2016 Drop-in Meetings

The following includes copies of the supplemental engagement materials used at the proposed Centerm Expansion Project drop-in meetings held during August 2016.

Summer 2016 Drop-in Meetings
In August 2016 the Centerm Expansion Project team hosted three drop-in events in the project area to provide an opportunity for members of the community to talk to the project team and learn more about the proposed project:

- Tuesday, August 16 at The Uncommon Cafe (477 Powell St.)
  from 2:00 pm – 4:00 pm
- Thursday, August 18 at Railtown Cafe (397 Railway St.)
  from 2:30 pm – 4:30 pm
- Saturday, August 20 at Railtown Cafe (397 Railway St.)
  from 2:00 pm – 4:00 pm

Approximately 80 people participated in these meetings. Feedback included questions and comments regarding the environmental review process and anticipated project effects, particularly effects related to traffic during construction, viewscapes and the environment.

Materials
- Drop-in Meeting Poster Invitation
- CEP – Project Overview
- CEP – What We’ve Heard Factsheet
- Proposed Project Map Renderings
You’re Invited

Want to learn more about the proposed Centerm Expansion Project?

Drop in to speak with members of the project team on the following days:

**Tuesday, August 16**
The Uncommon Cafe
(477 Powell St.)
from 2:00 pm – 4:00 pm

**Saturday, August 20**
Railtown Cafe
(397 Railway St.)
from 2:00 pm – 4:00 pm

**Thursday, August 18**
Railtown Cafe
(397 Railway St.)
from 2:30 pm – 4:30 pm

Please visit porttalk.ca/centermexpansion for more information.
**Proposed Centerm Expansion Project**

**Project overview**

**What is Centerm?**

Centerm is an existing container terminal operated by DP World Vancouver on the south shore of Vancouver’s inner harbour. It is one of three primary container terminals in the Vancouver gateway and handles approximately one-fifth of the goods shipped in containers through the Port of Vancouver.

**What is the proposed Centerm Expansion Project?**

The proposed Centerm Expansion Project involves a series of changes to increase the number of containers that can be handled at the existing terminal by approximately two-thirds, from a current maximum annual capacity of 900,000 twenty-foot containers, to 1.5 million twenty-foot containers while only increasing the terminal footprint by 15 per cent.

These proposed changes include an expansion of the terminal area and reconfiguration of the terminal, and off-terminal road and rail improvements to increase efficiency and access along the south shore of Burrard Inlet.

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**Proposed on-terminal changes**

1. Westward extension of Centerm
2. Eastward extension of Centerm
3. Extension of the terminal intermodal rail yard
4. Reconfiguration of the container yard
5. Modernized gate system
6. New operations administration building and parking
7. Removal of the Heatley overpass

**Proposed off-terminal changes**

8. Waterfront road extension
9. Centennial road overpass

*The proposed off-terminal road and rail improvements are also referred to collectively as the South Shore Access Project.
Why is the project needed?
Trade of goods shipped in containers through Canada’s west coast is increasing. Forecasts show that Canada’s west coast needs to be able to handle four million more twenty-foot containers by 2030.

Would the project create new jobs?
The proposed Centerm Expansion Project is expected to provide local employment opportunities related to terminal operations. In 2015, DP World Vancouver employed 157 staff, and the equivalent of 320 full-time International Longshore and Warehouse Union workers. With the proposed project, there is an opportunity for up to 40 additional staff, and the equivalent of 290 additional full-time International Longshore and Warehouse Union workers, once the terminal reaches full operational capacity.

Are there other benefits to the community?
During the preliminary comment period, we gathered feedback on a potential community amenity. Strong interest was expressed for pedestrian, cycling and transportation, and recreational/park improvements. We are reviewing options for a potential community amenity.

For the summary of the feedback received, please go to our Summary Report and Consideration Report available on porttalk.ca/centermexpansion.

Who is leading the project?
The Centerm Expansion Project team, made up of port authority staff and specialist consultants and working with DP World Vancouver, is leading the proposed Centerm Expansion Project. DP World Vancouver has operated on Vancouver’s waterfront for nearly a century and is the operator of Centerm. For more information about DP World Vancouver, please visit dpworld.ca.

What engagement has been completed to date?
In early 2016, we went out to the community and stakeholders to solicit early feedback on the proposed project during preliminary design. A preliminary comment period was held between January 18 and February 12, 2016.

What is timeline for the project?
The project is currently in the preliminary design phase. The next step would be submitting an application for review under the Vancouver Fraser Port Authority’s Project and Environmental Review Process. Should it be approved, construction of the project is anticipated to start in 2017 and be completed in late 2019.

Who is responsible for approving the project?
The Vancouver Fraser Port Authority has been the permitting authority for federal port lands since the introduction of the Canada Marine Act in 1998, and conducts environmental reviews under the Canadian Environmental Assessment Act. Other authorities, including Environment Canada, Transport Canada, and Fisheries and Oceans Canada often provide input to the port authority’s project reviews. The proposed Centerm Expansion Project is subject to review and approval through the Vancouver Fraser Port Authority’s Project and Environmental Review Process.

Should the project proceed to the application phase, there would be other opportunities for public comment on the project.

If you would like to receive regular updates about the proposed Centerm Expansion Project, please go to porttalk.ca/centermexpansion or email us at centermexpansion@portvancouver.com.

Proposed project schedule

<table>
<thead>
<tr>
<th>Preliminary design and consultation</th>
<th>Technical and environmental studies</th>
<th>Application submitted for review</th>
<th>Application review and consultation</th>
<th>Construction (if approved)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan/Feb 2016</td>
<td>Spring and Summer 2016</td>
<td>Fall 2016</td>
<td>Fall 2016</td>
<td>2017 – 2019</td>
</tr>
</tbody>
</table>
Proposed on-terminal changes

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For more information about the proposed Centerm Expansion Project please visit porttalk.ca/centermexpansion.

* The proposed off-terminal road and rail improvements are also referred to collectively as the South Shore Access Project.
The proposed Centerm Expansion Project does not include any physical changes to the park during construction or operations.

If the expansion to the west is approved, park users will see one additional large crane, some smaller cranes and stacked containers (see rendering) with the North Shore mountains still visible.

To understand the potential impacts the proposed project may have to the park, the park will be included in studies of noise, air, views and shade, and water circulation.

For more information about the proposed Centerm Expansion Project please visit porttalk.ca/centermexpansion.
Proposed Centerm Expansion Project

What we’ve heard

In early 2016, we went out to the community and stakeholders to solicit early feedback on the proposed project during preliminary design. A preliminary comment period was held between January 18 and February 12, 2016. 72 people participated by submitting feedback forms, comments and attending small group stakeholder meetings. The following provides a summary of the things we heard the most during the preliminary consultation. More details can be found in the Summary Report and Consideration Report on porttalk.ca/centermexpansion.

<table>
<thead>
<tr>
<th>What we heard</th>
<th>Centerm Expansion Project team response</th>
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<tbody>
<tr>
<td>CRAB Park at Portside</td>
<td>• To understand potential impacts the proposed project may have to the park, the park is being included in our studies of noise, air, views, shade and water circulation.</td>
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<tr>
<td>Concerns about potential</td>
<td>• The proposed project does not include any physical changes to the park during construction or operations.</td>
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<tr>
<td>impacts to CRAB Park at</td>
<td>• More information about CRAB Park at Portside is on the back of this info sheet including viewscape renderings.</td>
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<td>Portside, especially public</td>
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<tr>
<td>access to the coastline,</td>
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<td>viewscapes and water quality</td>
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<tr>
<td>Traffic</td>
<td>• Potential impacts on traffic, including cars and transit would be assessed. The Traffic Impact Study would include the port roads as well as the surrounding City of Vancouver street network.</td>
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<tr>
<td>Potential increases in</td>
<td>• By increasing the number of cranes and the length of rail tracks, the capacity of the Intermodal Yard to ship containers by rail almost doubles.</td>
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<td>traffic congestion and</td>
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<td>impacts to the local road</td>
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<td>network</td>
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<td>Rail operations</td>
<td>• The concerns of the community are acknowledged and studies are being undertaken to better understand the effects of the project on rail operations. A Rail Operations Plan would be developed that considers future mitigation measures.</td>
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<tr>
<td>Potential changes in</td>
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<td>rail operations and an</td>
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<td>increase in rail noise</td>
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<td>Noise</td>
<td>• The Noise Study would evaluate the effect of increased noise within approximately five kilometres of the terminal and explore potential mitigation measures. The study includes model predictions of the potential effects of the project in the context of current conditions. The overall effect on noise would then be compared to established standards by Metro Vancouver and Health Canada.</td>
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<tr>
<td>Potential increases in</td>
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<tr>
<td>noise levels generally, and</td>
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<tr>
<td>the need to sufficiently</td>
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<td>mitigate any impacts</td>
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<td>Safety</td>
<td>• The port authority regularly works with first responders and other agencies responsible for spills, accidents and other emergencies to ensure efforts are closely coordinated. This includes local fire and police departments, the Canadian Coast Guard and others to ensure proper emergency preparedness and response. Safety in and around the harbour is a core function of the port authority.</td>
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<tr>
<td>Importance of an emergency</td>
<td>• If the project is approved, the terminal’s existing emergency response plans and fire safety plans would be further updated, based on input from other emergency response agencies.</td>
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<tr>
<td>response plan that addresses</td>
<td></td>
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<tr>
<td>safety concerns</td>
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CRAB Park at Portside

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

The proposed Centrem Expansion Project does not physically touch the park nor does it include physical changes to the park. If the expansion to the west is approved, park users would see one additional large crane, smaller cranes, and some stacked containers (see rendering below). The North Shore mountains would still be visible.

Should the project proceed to the application phase, there would be another opportunity for public comment on the project.

If you would like to receive regular updates about the proposed Centrem Expansion Project, please go to porttalk.ca/centrexpansion or email us at centrexpansion@portvancouver.com.