Welcome

Centerm Expansion Project

Application Review Phase - Round 1 Public Consultation

February 20 to March 24, 2017
What is the Centerm Expansion Project?

- The Centerm Expansion Project is a proposed series of improvements to Centerm container terminal and port roads. The application for a project permit includes the proposed South Shore Access Project to improve infrastructure that would benefit the entire south shore port area.
- Subject to regulatory approvals, the on-terminal improvements would increase the maximum container handling capacity at Centerm by two-thirds, from 900,000 twenty-foot equivalent unit containers (TEUs) to 1.5 million TEUs. The project would include an increase to the terminal footprint by approximately 15 percent and reconfiguration of the terminal to increase container capacity.
- The off-terminal improvements include a new Centennial Road Overpass and an extension to Waterfront Road. These improvements would contribute to the port authority’s long-term objective to improve goods movement and access along the entire south shore port area.
- Starting construction on both projects at the same time provides opportunities to reduce construction costs, construction time and impacts to the community and port users.

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

A separate but parallel consultation process with Aboriginal groups has been undertaken. Consultation with Aboriginal groups will continue throughout project development.
Proposed on-terminal improvements (Centerm Expansion Project)

1. Western Expansion of Centerm
2. Eastern Expansion of Centerm
3. Expansion of the Intermodal Yard
4. Reconfiguration of the Container Yard
5. Modernize Truck Gate System
6. New Container Operations Facility Building and Parking
7. Removal of the Heatley Avenue Overpass

Proposed off-terminal improvements (South Shore Access Project)

8. Waterfront Road Extension and Vehicle Access Control System (VACS) Gates
9. Centennial Road Overpass
Proposed project

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

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

CRAB PARK AT PORTSIDE

What we heard:

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

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

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

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

Current view of Centerm from CRAB Park at Portside.
Note: Container ship added to image.

Rendering of proposed Centerm Expansion Project concept – view from CRAB Park at Portside.
What we’re doing:
• The proposed project would not physically touch CRAB Park, nor would it include physical changes to the park.
• Consideration is being given to potential park improvements and other community investments through a proposed Community Investment Program.

What we studied:

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

Marine water and sediment quality
The project team completed computer modelling of tidal flushing within the bay bordering Centerm and CRAB Park at Portside. The modelling found that:
• It currently takes between five and eleven hours for complete flushing of the bay to occur.
• The time it takes for this flushing is anticipated to increase by two to three hours with the project.
• No significant adverse environmental effects are expected, since there would still be complete flushing of the bay.
Community

HERITAGE RESOURCES

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

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

What we studied:
Heritage resources and view impacts
Heritage Impact Assessments were undertaken using Parks Canada’s Standards for the Conservation of Historic Places. The assessments found that:
• Repurposing the historical Ballantyne cruise terminal façade, and retaining and repairing character-defining elements of the building, would help protect its heritage value.
• While the proposed project would not require changes to the Rogers Sugar building, the Centennial Road Overpass would block public views of the lower three floors from the Powell Street lookout, as it would be slightly higher than the existing rail cars that are alongside the building.
Current view of Rogers Sugar building looking northward from Vernon Drive at Powell Street.

Current view of Rogers Sugar building from Powell Street.

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

Rendering of proposed Centennial Road Overpass concept – view of Rogers Sugar building looking northward from Powell Street.
What we heard:
We have heard concerns from community members about noise levels from Centerm during operations and construction.

What we’re doing:
The project team is proposing to include the following noise mitigation measures:

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

What we studied:
Noise assessment
A Noise Assessment was completed to determine the potential change in existing noise from the proposed project within 1.5 kilometres of the project site.
Noise from on-terminal equipment, marine vessels at berth and in transit, and rail and truck traffic associated with the proposed project were included in the assessment. The assessment found that:

• Noise level increases attributed to the proposed project are not expected to be significant.
Environment
AIR QUALITY

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

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

What we studied:
Air emissions
A Greenhouse Gas Emissions Study was completed to predict the degree of change from existing conditions.
The study anticipates that the project would increase greenhouse gas emissions by 22 percent, compared to the existing terminal operating at full capacity.
Environment

AIR QUALITY

What we studied:

Air quality

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

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

Shore power

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

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

Shore power connection cables
Environment
MARINE ENVIRONMENT AND WILDLIFE

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

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

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

What we studied:
Marine Resources Study
A Marine Resource Study was completed to determine how the proposed project may affect fish and fish habitat, marine birds and marine mammals. These included a biophysical survey and a species-at-risk assessment. The study found that:

- The proposed project and construction activities are not expected to have a noticeable effect on marine birds that use Vancouver’s harbour.
- The proposed increase of vessel calls to Centerm by one vessel per week would add little additional risk to marine mammals interacting with vessels.
ROAD TRAFFIC

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

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

What we studied:
Traffic and Rail impacts
A Traffic Impact Study was completed to understand the anticipated effects the proposed project may have on port area roads, as well as city roads. The study found that:
• Overall, the proposed project is anticipated to have a minor impact on traffic and Vancouver roads.
• Including the Waterfront Road Extension in the project scope slightly reduced traffic in the Downtown Eastside.
• Improvements to infrastructure at Centerm would provide the opportunity to increase the proportion of containers to be moved by rail rather than by truck. We anticipate the number of trains would increase from 1-2 a day to 2-3 a day should the terminal expansion be approved.
Project location overview
Traffic

MARINE TRAFFIC

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

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

What we studied:
Marine traffic
A Marine Transportation Impact Study was conducted to understand the effects of the project on marine vessel traffic. The study found that:
• The Vancouver harbour has the capacity to accommodate an increase in vessel traffic.
• Most of the growth in capacity at Centerm will be through an increase in the size of vessels, rather than the number of vessels visiting the terminal.

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<thead>
<tr>
<th></th>
<th>Existing terminal</th>
<th>With proposed expansion</th>
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<tbody>
<tr>
<td>Maximum annual capacity</td>
<td>900,000 TEUs</td>
<td>1.5 million TEUs</td>
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<tr>
<td>Practical annual capacity *</td>
<td>750,000 TEUs</td>
<td>1.3 million TEUs</td>
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<tr>
<td>Annual vessel calls</td>
<td>240 (approximately 5 per week)</td>
<td>300 (approximately 6 per week)</td>
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* Practical capacity is calculated as 85% of maximum capacity, above which terminals begin to lose efficiency.
Traffic

EMERGENCY ACCESS

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

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

What we studied:

Emergency access
The South Shore Emergency Access Study predicted the potential effects on emergency response from the replacement of the Heatley Avenue Overpass with a Centennial Road Overpass. The study found that:
- There is minimal difference between the anticipated response times for emergency vehicles accessing the south shore port area.
- The current average response time to the south shore port area is estimated as 10.5 minutes, while the estimated response time would be 10 minutes after the project is completed.
Construction
CONSTRUCTION MANAGEMENT

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

What we’re doing:
We are committed to limiting the impacts of construction activities in the area and are developing our construction plans with these considerations in mind.

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

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

During our second round of consultation, anticipated for mid-2017, we will be seeking feedback on plans to minimize potential construction-related effects.
What we heard:
We heard from the community and stakeholders that they are interested in seeing direct investments from the proposed project going to the local community and specifically the Downtown Eastside.

What we’re doing:

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

COMMUNITY INVESTMENTS

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

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

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

The project team is consulting with the public between February 20 and March 24, 2017. Input provided will be considered as part of the Vancouver Fraser Port Authority’s Project and Environmental Review process.

You can learn more and provide feedback by:
• Attending an open house or small group meeting
• Reading the discussion guide and completing a feedback form
• Reading the full Project Permit Application
• Visiting porttalk.ca/centermexpansion
• Providing a written submission
  ° By email: centermexpansion@portvancouver.com
  ° By mail: Vancouver Fraser Port Authority
    Attention: Centerm Expansion Project Team
    100 The Pointe, 999 Canada Place, Vancouver, BC, V6C 3T4
• Calling 604.665.9563