

MEETING NOTES

East Vancouver Port Lands

Date:	Thursday, August 3, 2017
Time:	6pm to 8pm
Location:	St. James Hospice (650 Penticton Street N.)
Chair:	Naomi Horsford, Vancouver Fraser Port Authority
Attendees:	<p>Barb Fousek, BCA Harry Mah, BCA Karis Hiebert, City of Vancouver</p> <p>Guests: Chris McPherson, Community Member Dean Gibson, Community Member Kaya Tanku, Community Member</p> <p>Alycia Majorkiewicz-Ata, Meeting Coordinator, VFPA Gord Tycho, VFPA Carla McGregor, VFPA David Lord, Columbia Containers Sherry Lim, SNC Lavlin</p>
Regrets:	Peter Idema, Viterra Mike LoVecchio, CP Andrew Dye, Community Member Christina Proseilo, Viterra

#	Agenda Item		
1. Project Updates			
1.1	<p>Columbia Containers Transloading Facility and Silos – minor design change, David Lord</p> <ul style="list-style-type: none"> • Columbia Containers has either completed or has been undergoing construction activities relating to three recent projects: Two-story Office Building (15-059), which has completed, Transloading Facility and Silos Project (13-123), which is under construction, and the Partial Bight Infill (17-102), which is in in pre-application phase. • Vancouver Fraser Port Authority (VFPA) noted that Columbia Containers has submitted a minor design change request to accommodate a winch cover and a one-story staff facility on top of the anticipated rail car dumper building, which is part of the Transloading Facility and Silos Project (13-123). • VFPA requested Columbia Containers to submit additional information, including updates to two of the five opinion letters (Visual Assessment and Lighting Impacts Assessment) that were originally associated with VFPA's authorization for minor design changes issued to Columbia for the same project (13-123) in November 2016. 		

- Columbia Containers stated that the winch cover will improve operational needs, which were discovered during design refinement activities. Specifically, the size of the proposed winch cover would enable maintenance staff to stand up and move around under cover, thereby creating a safer and clearer working area during weekly servicing of the winch apparatus.
- The proposed winch cover is to be situated at the northern end of the new rail car dumper building and overtop the section of the building that accommodates the unloading of trucks. Consequently, the building has a greater design height in this specific area to accommodate the up-tilt of truck containers during the dumping process.
- The height of the winch cover will extend the height of the proposed rail car dumper building at its northern end to 46 ft. 1 in. (Note: exact height detail added to these notes, subsequent to EVPL meeting by VFPA based on review of Columbia submission material).
- The staff facility was originally planned to be built as a separate building on the same site, but after discussion among internal Columbia Containers staff, beneficial changes were identified such as the new location of the facility takes safety issues into greater consideration (staff will not need to walk over tracks to the lunch room) and the new location will allow for more efficient use of the site (including greater room for container storage).
- The height of the staff facility in this new location will extend the height of the proposed rail car dumper building in its central and southern portions to 39 ft. 9 in. (Note: exact height detail added to these notes, subsequent to the EVPL meeting by VFPA based on review of Columbia submission material.)
- Visual renderings of the proposed winch cover and staff facility on top of the rail car dumper building were shown from three viewpoints (a position within Dusty Greenwell Park, a house situated to the west of the park, and a house situated to the east of the park). Columbia states that their images suggest that the public view corridor has not been impacted from the central or eastern positions, and that minimal impact is anticipated from the western position. This conclusion has been confirmed by a consultant working on behalf of Columbia Containers, who provided a revised 'view and lighting impact' opinion letter to the port authority. Specifically, Hemmera concluded in July 2017 that "the refinements to the project do not have a significant negative effect."
- VFPA noted that Columbia Containers forwarded a partial application submission for the proposed bight infill project to the port authority in June 2016. The bight infill project is a PER Category C, and a Conditional (Yellow) Use project in the EVPL Area Plan.
- Columbia Containers stated that they are waiting on confirmation from the Department of Fisheries and Oceans to confirm environmental offset plans as part of their bight infill application.
- The offset plans include rip-rap repair and building a biological beach, not intended for public access.
- Once the application for the partial bight infill is received by VFPA, Columbia Containers will re-visit the EVPL to present on the entire partial bight infill submission package.
- Once accepted by VFPA, Columbia Containers' completed application package, which will include details about the environmental offset plans, will be placed on the website for public viewing.
- Notification will be emailed when the application is deemed as complete.

	<p><u>Q&A Highlights</u></p> <ul style="list-style-type: none"> • Community members mentioned that they did not hear the pile driving related to Transloading Facility and Silos Project construction work, but it may be due to the distance away from members' houses. • There has been minimal community feedback related to noise from construction and Columbia Containers has been in contact with those who have raised issues. • Columbia Containers mentioned that sound absorbing material could be used in the winch cover and noted that the new transloading facility itself will also act as a sound barrier. • Columbia Containers noted that additional silos approved as part of this permit will not be built in this phase of work. • VFPA noted that Columbia Containers' original project permit (13-123) issued in October 2015 provided for the construction of nine storage silos. Minor design changes approved by VFPA in November 2016 provided for eight storage silos of slightly different configuration. Columbia Containers subsequently opted to apply for a building permit whose scope of review was limited to six of these eight storage silos. A new submission, including a new building permit application, would therefore be required by VFPA prior to construction of the two remaining silos to the north.
<p>1.2</p>	<p>Columbia Containers East Shoreline Protection Rehabilitation, Sherry Lim</p> <ul style="list-style-type: none"> • This is a Category B, Green Use project. • This project is in a preliminary state, the submission has not been deemed complete and consequently the technical review has not been started by the port authority. • The project is being introduced to the EVPL in person to provide advanced notification of required night works occurring as part of this project. • This project is a part of a multi-phase shoreline assessment project in which 21 shoreline areas are being assessed and identified for repairs. • The shoreline by Columbia Containers has been identified as in need of rehabilitation as it has been affected by significant erosion, exposed roots and areas with very steep slopes. • Work includes debris removal, extension of outfall pipe, replacement of shoreline protection with clean material, enhancement of slope crest by planting native vegetation and adding a habitat bench at toe of the slope for habitation compensation. • The construction work will either be land-based or water-based and the decision will be made by VFPA. • As construction work will need to be done in the dry, there is a requirement to undertake this work during low tide. There is an additional requirement to undertake construction work outside of the fisheries window. • Tides vary depending on the day and season, i.e. during the winter months low tides sometimes occur between 10 p.m. – 2 a.m., thus work will need to occur at night. • There are pros and cons for construction logistics by land and/or water. Water-based material transport may be marginally more expensive, potentially less

	<p>impactful in terms of noise and reduce the requirements for onsite laydown area. Land-based material transport may be challenging due to the physically constrained site at Columbia Containers, particularly as it would occur during construction of Columbia Containers' own Transloading and Silos Project (13-123).</p> <ul style="list-style-type: none"> • VFPA noted that regardless of the method adopted, the applicant will be requested by VFPA to minimize light and noise disruption to the community by utilizing, where feasible, mitigation efforts (such as avoiding the dumping of rock stockpiles at night). • Additional impact mitigation efforts noted by the applicant include running trucks in a circular fashion to reduce back-up noise, asking contractors to use newer and clean equipment, using minimum lights needed and not casting lights onto upland houses or onto local marine users. • This project is currently in the tender phase by the applicant, with plans to award a contractor by September 16. • VFPA noted that this process is independent from the project permit review. • The proposed construction period is from October 16 – November 24. • There is a consultation plan being developed, which will include notification to the residents located in the direct vicinity of the project start. <p><u>Q&A Highlights</u></p> <ul style="list-style-type: none"> • Construction on the shoreline is completed in sections in order to maintain stability. • Work during the winter is not recommended as more storms, winds and larger storm surges are experienced. • The priority is to complete the project before the end of the year and without impacting the fisheries window. • There are no current plans in place to undertake work on Columbia Container's west shoreline. • Depending on the type of construction logistics used, debris will either be taken away by dump truck, if land-based, or will be barged by water, if water-based. • A significant difference in cost as to the type of construction logistics used is not anticipated and there are other considerations in addition to the cost. Although water-based is more expensive, land-based has more issues related to restricted land use. The port authority has no preference and will review the bids from the contractors to assist in making a decision. • Community members have voiced preference for water-based logistics. • The port authority is aware of the potential noise concerns and will be working with the contractor to mitigate potential impacts of work, particularly the work being done during night-time hours. • Potential community areas that may be impacted included homes on either side of Dusty Greenwell Park and perhaps the Avant building.
<p>1.3</p>	<p>Kiewit Employee Parking and Float Dock at former Versacold site, Naomi Horsford</p> <ul style="list-style-type: none"> • This is a Category B, Green Use project. • Email notification was sent to the EVPL on August 2, 2017 with project permit application details.

	<ul style="list-style-type: none"> • This a proposed project for a temporary parking area for construction workers who will be transported from the Commissioner Street site to their construction project site (Kinder Morgan Westridge Marine Terminal in Burnaby) via bus or water taxi. • A flex-float dock and gangway will also be installed at the site for approximately three months for employees to access the water taxis. • If approved, construction activities would take place between the hours of 7:00 a.m. and 8:00 p.m, Monday to Saturday for approximately four weeks. • This site will be used until the construction of the Kinder Morgan Westridge Marine Terminal Upgrade and Expansion Project is completed, scheduled for December 2019 and will see approximately 80 vehicles access the site daily. <p>ACTION – to send committee members details about construction timeline, any potential buildings and community notification plan.</p>
<p>2. New Business</p>	
<p>2.1</p>	<p>Vancouver Fraser Port Authority photo and document archives, Harry Mah</p> <ul style="list-style-type: none"> • Committee member brought forward a proposal for VFPA to provide archival documents of development or project permits with the EVPL region of the South Shore. • VFPA found the proposal very interesting and shared amongst their communications department. • VFPA explained that their public accessible photos serve a promotional role and thus illustrate what the port looks like as a whole using aerials, rather than focusing on specific terminals. • VFPA does not require any of their project proponents to take historical photos. • In terms of business perspective, VFPA is not able to dedicate resources to archiving historical photos, nor does have the capacity as the same guidelines would need to apply to the port authority's neighbouring 16 communities. • The Vancouver Maritime Museum was noted as a good resource for searching for historic photos, as is connecting with individual terminals and existing organizations. • VFPA could facilitate an introduction to terminals should committee members want. <p>ACTION – VFPA to connect with Columbia Containers facilitate an introduction for Harry Mah.</p>
<p>2.2</p>	<p>Idling train engines, Barb Fousek</p> <ul style="list-style-type: none"> • Committee members noted that the key issue surrounding train idling in the community requires a deeper understanding of rail operations. • Committee members want to facilitate more discussion about idling location options and are particularly interested in understanding who makes the decision where engines idle and what decision is based on.

	<ul style="list-style-type: none"> • VFPA explained the important significance of CP operations on the South Shore as they are serving two major grain terminals and two major container terminals at Canada’s largest port and challenges that they face. • The community recognizes the importance of rail, but noted that they would like to work with CP in a similar fashion as in the past on these ongoing idling issues. • VFPA advised the port authority does not regulate rail would and will not implement operational restrictions from CP with the expansion of the south shore rail. <p>ACTION – It was agreed that VFPA would follow up with CP to discuss this issue further.</p>
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Meeting Date	Agenda Ref #	Action Item	Lead	Due Date
2016-08-03	1.3	Send committee members details about construction timeline, any potential buildings and community notification plan.	Alycia M.	COMPLETED
2016-08-03	2.1	Connect with Columbia Containers facilitate an introduction for Harry Mah.	Naomi H.	September 15, 2017
2016-08-03	2.2	Follow up with CP to discuss idling train engines.	Naomi H.	Future meeting
2016-08-23	1.1	Discuss EVPL’s involvement in approval for Columbia’s amenity contribution.	Naomi H./Karis H.	2018/2019
2016-06-30	1.1	Notify EVPL when Viterra’s project permits are issued.	Gord T.	Complete and ongoing
2016-06-30	1.2	Finalize the details of an amenity contribution	Columbia, EVPL, City of Vancouver	2018/2019
2016-06-30	1.2	Vancouver Parks Board to present to EVPL on how the funds will be used if Columbia’s project is approved.	Karis H.	2018/2019
2016-04-12	1.2	Send letter to residents asking how they would like to be notified of project improvements.	Columbia Containers	Future meeting

EVPL proposal

EVPL - Developer Documentation

PMV role:

- stewardship of land and waters it manages
- utilize best practices and related standards

Purpose:

To provide archival documentation of development or project permits within EVPL region of South shore.

Documentation may be in the form of artist's rendering of proposals, landscapes or views. Documentation should include site layout depicting shoreline, buildings and equipment.

Further refinement of documents would include building photographs after completion attached with description of building \ structure use(s). Submissions to port Metro Vancouver should be accessible to the public, at the very least key stakeholders.

Implementation by development \ project permit application of the Port tenant during its appropriate phase. Port to standardize submission requirements.

Past examples:

- Cannery Restaurant
- Meditation Park footbridge access
- BC Ice and Cold Storage
- Coastal Containers
- Prince Rupert Fisheries

The question is: Where can one research the above-mentioned sites that existed on the south shore?