

MEETING NOTES

East Vancouver Port Lands

Date:	Tuesday, September 19, 2017
Time:	6pm to 8pm
Location:	Vancouver Fraser Port Authority
Chair:	Naomi Horsford, Vancouver Fraser Port Authority
Attendees:	<p>John Hawthorne, BC Harry Mah, BCA Chris McPherson, Community Member Christina Proseilo, Viterra</p> <p>Guests:</p> <p>Vancouver Fraser Port Authority Alycia Majorkiewicz-Ata, Meeting Coordinator Jessica Mehigan, Senior Planner Gord Tycho, Senior Planner</p> <p>Kiewit Ledcor Trans Mountain Partnership Mario Plante, Project Manager Felix Cirelli, Project Manager</p> <p>Trans Mountain Stephanie Snider, Stakeholder Engagement and Communications</p>
Regrets:	<p>Andrew Dye, Community Member Barb Fousek, BCA Peter Idema, Viterra Karis Hiebert, City of Vancouver Mike LoVecchio, CP</p>

#	Agenda Item	Lead	Time
1. Project Updates			
1.1	<p>Kiewit Ledcord TMEP Partnership Site 1 Development at 2115 Commissioner Street Project (17-096), by Stephanie Snider</p> <ul style="list-style-type: none"> This is a category C, green use, however, components could be considered yellow due to categorization of the laydown yard as "works yard." Construction of marine works for Westridge will begin later this month and continue until spring 2020. Kiewit Ledcor TMEP Partnership (KLTP) has been selected as the contractor for 		

	<p>the Trans Mountain Expansion Project Lower Mainland (Spread 7).</p> <ul style="list-style-type: none"> • Spread 7 ranges from Langley to Westridge Marine Terminal (35km). • This project is taking place on the old Versacold site and will be used as a construction support site. • Site 1 is intended as a marine loading and off-loading facility and laydown yard and is the most involved area of the two sites. • Site 2 will be used for parking and transportation of construction workers by bus or water taxi to the worksite at Westridge Marine Terminal. Two, 60 passenger buses are planned for transportation. • Both sites will require construction in order to get into good working condition for the project uses. This will take approximately eight weeks for each site. • Land based operations include two stationary cranes, used to move material, for the entirety of the Westridge project. • Marine based site operations include moorage of up to two barges at any time. In addition, two to three water taxis will transport 50 to 60 workers, daily, to the Westridge Marine Terminal site. • The water taxi will be a third party service. • The site will see approximately 130 light duty vehicles, 10 trucks and up to two buses during the weekdays and 40 light duty vehicles, 10 trucks and up to two buses on Saturdays. • It was explained that a lighting perimeter will be installed. Understanding the sensitivity to light pollution, the lighting will be angled away from the neighbourhood. It was explained that lighting was necessary for safety but the light path direction will be very controlled. A LED fixture will be used. • The construction schedule is expected to begin in early 2018. There will be eight weeks of site preparation (construction). • Site 1 is expected to be in operation as of February 2018 to the end of May 2020. • Construction hours are 7:00 am to 8:00 pm, Monday to Saturday. All work will observe Vancouver Fraser Port Authority (VFPA) noise guidelines. Approval will be sought from VFPA, and stakeholders will be notified should there be a need to work outside those hours. • Construction hours are not aligned with the City of Vancouver bylaws as the project is taking place within VFPA jurisdiction. • There is minimal noise expected during the night shift as there will be no crane usage, only crew exchange. • Site preparation includes placement of a security fence, regrading of the yard and approximately 70 piles to be driven in and a trestle to be placed on top of the piles. • The pilots will review navigational routes once the trestle is in place. • A combination of vibratory method followed by diesel impact hammering will be used to place piles over three to four weeks. This is the priority once the VFPA permit has been approved. • There is no dredging required to prepare the site. • An environmental management plan has been submitted to VFPA as part of the permit application and mitigation measures are in place. These include use of underwater bubble curtains to limit underwater noise levels, adherence to the fisheries window when piling, and use of erosion and sediment controls.
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	<ul style="list-style-type: none"> • The project is in the permit review phase. The public comment period of 20 business days is planned to start in late September/early October. • There is a robust plan in place to capture comments and concerns which includes email at info@transmountain.com, phone 1-866-514-6700 and Facebook at www.facebook.com/TransMtn. <p>Q&A Highlights</p> <ul style="list-style-type: none"> • Burrardview Community Association (BCA) agreed this project can move forward as a green use project under the EVPL plan. This meeting satisfies the obligation to inform BCA, as per the plan. Moving forward, BCA will be considered a key consultation stakeholder. • To support work at Westridge Marine Terminal, the majority of material and equipment are coming offshore, including tugs. • The water taxi will follow the same rules and regulations required of shipping vessels in the Burrard Inlet. • Construction workers will require security clearance and are in the process of receiving port passes. • KLTP was encouraged to look into the quality of steel used for the piles. • The cranes stationed on-site will have backup alarms and audible warning noise when moved. • BCA emphasized the importance of controlling light pollution. • It was explained that working extra hours or doing night work in order to finish work within the Department of Fisheries and Oceans fisheries window for Burrard Inlet (Aug 15 – Feb 28) was not desirable. KLTP was optimistic on meeting timelines and will be commencing work as soon as project approval is received from VFPA. • Aboriginal consultation assessment is underway by VFPA. Should it be required, it will add a six week process to the timeline. • Concern was raised about having the barges compete with grain terminals for the two knot sailing window. KLTP will connect with Viterra offline to learn more and provide information to VFPA to share with the committee.
1.2	<p>Viterra’s Utility Bridge Replacement with Utility Tunnels (17-096) update, by Christina Proseilo</p> <ul style="list-style-type: none"> • This is a category B, green use project. • Viterra presented a general operations update on various projects, including the utility bridge replacement project, on June 30, 2016. Although the committee had no specific comments on the bridge replacement project at that time, they did request to be notified should a permit be issued for the project. • This recent presentation was a courtesy follow-up due to the extended time period that had transpired between Viterra’s initial presentation to the EVPL and the more recent submission to VFPA (by Viterra) of detailed documentation to support the permit review process. • The utility bridge was constructed in 1929 and spans across the Canadian Pacific Rail tracks from Cascadia Terminal to a private lot within the City of Vancouver. Although originally used for employee access to the terminal, its current use is as a utility bridge. The bridge is not accessible to the public.

	<ul style="list-style-type: none"> • The bridge is a key component to running the facility and it is currently not in good shape. It has reached its end-of-life and will need to be replaced. • The project requires rerouting of the existing utilities underground, below the CP Rail tracks, through four separate utility tunnels (power, water, gas, and internet). Demolition of the bridge would follow. • Associated works external to VFPA and within the City of Vancouver include construction of a substation building, relocation of gas and hydro points-of-service, and construction of a vertical utility shaft. • The project start date could begin in July 2018 at the earliest, but has not been confirmed. • Viterra is undertaking other permit processes, including the City of Vancouver and Canadian Pacific. • Once the rail line is clear, the bridge is expected to be removed in two lifts (sections). Demolition of associated bridge components will occur in between the lifts. Bridge deconstruction would also need to consider West Coast Express scheduling. • It is expected that there will be one to two trucks a day to move demolition material. • Working hours will be 7:00 am - 8:00 pm, but work will likely need to stop at approximately 3:00 pm. <p><u>Q&A Highlights</u></p> <ul style="list-style-type: none"> • Harry and Christina will connect at a future date to tour the bridge and to take some photos for historical documentation.
<p>2. New Business</p>	
<p>2.1</p>	<p>General updates, by Naomi Horsford</p> <p>Vancouver Fraser Port Authority</p> <ul style="list-style-type: none"> • Vancouver Fraser Port Authority released its 2017 mid-year statistics for trade through the Port of Vancouver which showcased a four percent growth compared to the same time frame in 2016. A significant increase in bulk grain and containers was noted. • The port authority has been awarded the 2017 North American Marine Environment Protection Association (NAMEPA) award for its marine environment protection initiatives. • Of particular note, the port authority’s Enhancing Cetacean Habitat and Observation (ECHO) Program was developed to better understand the cumulative impacts on at-risk southern resident killer whales throughout the southern coast of British Columbia. As part of this program, the port authority is funding 11 Vancouver Aquarium sediment monitoring stations and is additionally leading a first-of-its-kind study in the Haro Strait to research the relationship between slower vessel speed, vessel noise, and the resultant effect on killer whales. That study concludes October 6, 2017.

	<ul style="list-style-type: none"> EVPL member noted the large number of sea lions in the Burrard Inlet when boating <p>Train idling</p> <ul style="list-style-type: none"> Naomi has connected with CP Rail and, together, have proposed a few dates to BCA member for a site visit. The site visit would include walking along the rail line as well as Wall Street. Naomi will follow-up directly with BCA. <p>Columbia Containers amenity contribution</p> <ul style="list-style-type: none"> The Vancouver Board of Parks and Recreation is working with Columbia container to come to an agreement about an amenity contribution. Karis has been moderating this agreement. <p>ACTION – Karis to provide update on Columbia Container amenity contribution.</p>
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Meeting Date	Agenda Ref #	Action Item	Lead	Due Date
2016-09-19	2.1	Provide update on Columbia Container amenity contribution.	Karis H.	Next meeting
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