



Centerm Expansion Project

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November 2019

You are receiving this email because you signed up to receive updates about the Centerm Expansion Project and South Shore Access Project.

What to expect this month

Work continues in the water around the terminal this month and includes:

- Dredging and infilling up to 24 hours a day, 7 days a week
- Building a dyke to the east of Centerm
- Marine life salvage
- Infilling to create new land in the eastern expansion area
- Up to six cranes working on both the east and west side of Centerm

Read more below about all the marine work that is happening.

In coordination with work for the Centerm Expansion Project and South Shore Access Project, the port authority will be finishing upgrades to the Clark Drive overpass and demolishing the old grain elevator at Columbia Containers.

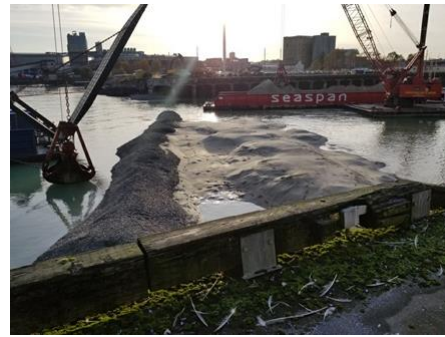
Traffic impacts

- *Commissioner Street*: Single lane alternating traffic during work hours and two-way traffic during non-work hours, Sundays and statutory holidays. October 28, 2019 to February 2020.
- *Clark Drive overpass*: Entrance closed to all trucks starting November 2019 until July 2020.

Keep up to date with all the traffic detours for the port and road closures by downloading the [PortVan eHub app](#).

Breaking water

We are building a dyke east of Centerm to create new land between Burrard Dock and Ballantyne pier. The water between the dyke and the terminal will eventually be replaced with sand.



Pictured: Top of the new dyke breaking through the water's surface.

How is a dyke built?

Dyke construction involves building up an underwater area with rock and sand. We have been doing this on the eastern side of Centerm for the last seven weeks. Once dyke construction is complete, the area behind it is no longer considered "at sea" and becomes a lagoon. We will reuse material we dredged from other areas around the terminal to fill in the lagoon and create land. By reusing materials, we are constructing this project in a sustainable way.

What you may see or hear

You will see gravel and sand on the water's surface in this area as construction of the dyke progresses. During the next few months, barges will continue to add sand and rock until we have reached the desired land height.

Marine life salvage in the lagoon

Another marine life salvage operation will be underway this month. What is exceptional about this operation is that it will take place in the new lagoon formed by the new dyke between Burrard Dock and Ballantyne pier.

What marine life do you expect to collect this time?

We expect to collect our usual suspects such as crabs and shrimp on this marine life salvage operation. However, this time around there may also be more sea cucumbers and fish to relocate if these creatures have settled in the lagoon.

Any marine life we collect will be transferred to waters off New Brighton Park in East Vancouver.

Look out for next month's newsletter, as it will have a breakdown of the creatures caught in the lagoon!

New land in the making

This month, sand from the Fraser River is being moved to the project site by barge and deposited between Burrard Dock and Ballantyne pier. Dredging the quantity of sand required for this project and infilling such a large site is no easy feat. In order to accomplish this, we are

using the largest dredging vessel on the west coast, the "309". This vessel pulls sand from the bottom of the Fraser River, holds it on board, and then releases it into the lagoon using a giant hose.

No need for binoculars to catch sight of the "309", as this impressive vessel will be visible for three months from both the north and south shore of the Burrard Inlet.



Pictured: Side view of the "309", the largest dredging vessel on the Fraser River Pile and Dredge fleet.



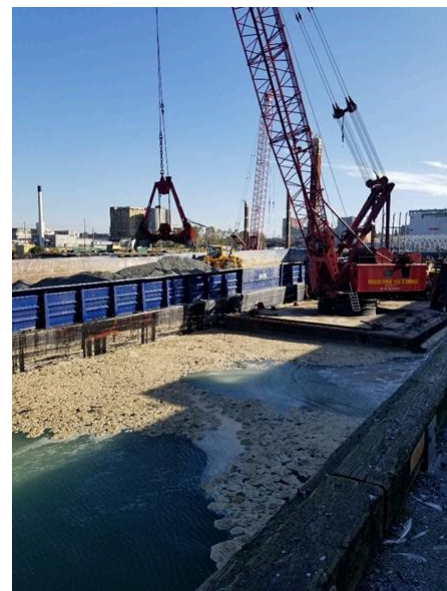
Pictured: View from the top of the dredging vessel where the suction pipes are visible.

Sand infilling and foam

During construction at Centerm you may occasionally notice brown coloured foam on the water's surface.

Pictured: Sand infilling creating foam on the water's surface at a fill site on the east side of Centerm.

This foam, formed by particles such as sand and air stirred up during infilling looks unsightly but it is harmless and eventually settles back to the seabed.



Demolition of Columbia Containers grain elevator

This month the Columbia Containers grain elevator is coming down to make room for roadwork on Commissioner Street.



Photo: Columbia Containers grain elevator set to be demolished.

In early 2020, we are rebuilding the existing port road further north to create room for CP Rail to install additional tracks on their right-of-way beside Commissioner Street. This project is part of a suite of projects on the South Shore to help improve port operations and goods movement.

Timing of demolition

Demolition initially scheduled for October 15, 2019 is now going to start November 18, 2019.

Work will occur weekdays and weekends (no work will occur on statutory holidays) 7:00 a.m. to 8:00 p.m.

What to expect

During demolition, an excavator and/or a crane will demolish the building and load materials into dump trucks to be properly disposed of at a licensed facility. You may also see water used to control dust from demolition activity.

Nearby residents and businesses can anticipate noise associated with construction and demolition activities, such as concrete crushing, banging, scraping and loading materials into trucks.

Extended work hours notification at Centerm

This winter, work at Centerm will take place outside of regular work hours once a month on designated union nights.

Work days and hours

- November 1, 2019 to April 30, 2020
- 8:00 p.m. to midnight
- Known union-night work: November 20, 2019 and December 11, 2019

Once confirmed, dates for union nights in 2020 will be posted on the port authority's [website](#).

What to expect

Works are all low-noise and low-light-emitting activities that should not significantly impact local residents. No impacts to traffic on port roads is anticipated.

Centerm Community Fund application period closes November 29



The first application intake period for the **Centerm Community Fund** is coming to a close. Submissions will be accepted until November 29.

Organizations in the Downtown Eastside (including Chinatown, Gastown, Railtown), Strathcona, Hastings-Sunrise and Grandview-Woodlands can

apply for funding for their community initiatives through this fund.

Applications must be received during the intake period to be considered, so don't hesitate to apply!

Submit by: November 29, 2019

Learn more: www.portvancouver.com/centerm-fund

About the projects

The port authority is building the Centerm Expansion Project and South Shore Access Project to help meet anticipated near-term demand for containers shipped through the Port of Vancouver. The project includes a new overpass for Centennial Road, making Waterfront Road a continuous road along the South Shore, and a reconfiguration and expansion of the Centerm terminal.

The project, delivered by Centennial Expansion Partners (CXP), is set to be complete by the end of 2021.

Interested in seeing the full construction schedule?

[Download the construction activities and timelines PDF](#)



Centerm: Current view



Centerm: Rendering of view following construction completion

Contact us

If you have not already done so, please sign up to receive regular updates of these projects. You can subscribe [here](#).

Website: www.portvancouver.com/centerm-expansion

Enquiries related to construction can be directed to CXP at 604.910.5785 or zstrand@cxp-jv.com.

Enquiries related to the projects can be directed to 604.665.9563 or centerm.expansion@portvancouver.com.

The Vancouver Fraser Port Authority is governed by the Canada Marine Act. Our mission is to enable Canada's trade objectives, ensuring safety, environmental protection and consideration for local communities. Our vision is to be the world's most sustainable port.

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