

**East Vancouver Port Lands Committee**

<b>Date:</b>	Thursday, April 25
<b>Time:</b>	6:00pm – 8:00pm (5:45pm dinner)
<b>Location:</b>	St. James Hospice, 650 Penticton
<b>Chair:</b>	Naomi Horsford, Vancouver Fraser Port Authority
<b>Attendees:</b>	<p><b>Burrardview Community Association</b>            Barb Fousek            Harry Mah            John Hawthorne</p> <p><b>City of Vancouver</b>            Karis Hiebert, BCA            Andrew Pask, BCA (new City of Vancouver representative)</p> <p><b>Guests/speakers:</b>            Dean Giles, Columbia Containers            Mandy Chan, Supervisor, TLS Program Administration &amp; Communications            Peter Idema, Director, West Coast Terminal Operations, Viterra</p> <p><b>Vancouver Fraser Port Authority</b>            Naomi Horsford, Manager, Municipal and Stakeholder Relations            Ram Chungh, Municipal and Stakeholder Relations Advisor</p>
<b>Regrets:</b>	<p><u>Regrets</u>            Mike LoVecchio, CP</p>

#	Topic	Lead
<b>1. Presentations</b>		
1.1	<p>Presentation: Columbia Containers – Operations Summary</p> <ul style="list-style-type: none"> <li>• Dean provided a high level overview of the operations and logistics of Columbia Containers as noted in the presentation.</li> </ul> <p><b>Presentation highlights:</b></p> <ul style="list-style-type: none"> <li>• Columbia Containers is not considered a marine container terminal (MCT), like Centerm and Vanterm.</li> <li>• For a variety of factors, including delayed vessels and trains, containers received cannot immediately be unloaded, and railways do not always send Columbia the railcars they are expecting.</li> <li>• MCT’s only allow the arrival of containers on to the facility with a window of approximately one or two days.</li> <li>• If Columbia’s containers get delayed, due to the above noted factors, it can delay moving a container on to a MCT by up to a month.</li> <li>• In addition to the above, reservations are required to be made for moving a container on to a MCT in advance.</li> <li>• Noise reduction initiatives were highlighted.</li> <li>• Process has started to change all six container handling forklift horns to electric style horns.</li> <li>• A new forklift will be arriving to replace the oldest forklift by the end of May 2019.</li> <li>• As part of the permit conditions with the port authority for the <a href="#">new grain handling facility</a> at Columbia, there will be noise testing completed at the same homes as was done in 2015. It is expected the new facility will show it is substantially quieter.</li> <li>• Removal of old Columbia Containers’ grain elevator building is expected for end of 2019.</li> <li>• The <a href="#">partial bight infill project</a> that received a permit from the port authority on June 25, 2018 will be used for truck traffic movement.</li> </ul> <p><b>Discussion highlights:</b></p> <ul style="list-style-type: none"> <li>• BCA members thanked Columbia for being receptive to their concerns and for attending the meeting.</li> <li>• BCA highlighted their concerns/suggestions regarding Columbia’s operations. These included:</li> <li>• To review the need of forklift operations (or any noisy work) during evening hours (after 5pm until 6am the following morning) as well as weekends and holidays.</li> <li>• To review the purpose of operations during those times versus regular business hours/days, and the opportunity to adjust staffing.</li> <li>• Concerns raised regarding noise from the locomotive engines, containers being set on one another by forklifts, and truck horns. The noise is loud and travels almost unabated into the yards and houses of neighbouring residences.</li> </ul>	Dean Giles

	<ul style="list-style-type: none"> <li>• Look into removing the gap between stacked containers to help reduce noise. As noted by Mr. Giles, Columbia Containers new facility has been in operation for several months.</li> <li>• The BCA were unaware that the facility was in operation, and noted that the containers were agreed to be stacked to 6 high only until the new facility was in operation. The stacks of containers will now need to be reduced to five high in accordance with the EVPL plan.</li> </ul> <p><b>ACTION:</b> BCA has requested Columbia Containers revert back to stacking containers to five high once their project is complete, as noted in the EVPL plan.</p> <ul style="list-style-type: none"> <li>• Columbia confirmed that they do not arbitrarily move containers around their site, but are setting containers up for loading.</li> <li>• Staffing adjustments are not feasible, (i.e. adding more staff for daytime shifts). The grain workers union sets Columbia up for how shifts are organized.</li> <li>• It is the industry standard for forklift operators to use their horns to communicate. It would not be financially feasible or safe to have flaggers to replace the horns.</li> <li>• BCA noted that all truck drivers and forklift operators likely have radios, and asked if they could communicate with each other during their approach and while in their vehicles using a pre-selected radio channel [which could be posted at the entrances for all truckers on Port lands to use]. BCA suggested this could be safer and less noisy than relying on honking in an industrial setting where other vehicles may create confusion with their honking. The BCA requests this be explored by Columbia Containers.</li> </ul> <p><b>ACTION:</b> Columbia to connect with staff and work towards reducing noise where appropriate after regular business hours and on weekends, specifically in regards to truckers and forklift drivers honking to communicate with the potential of using radios as an alternate</p> <ul style="list-style-type: none"> <li>• BCA believes union workers prefer to work premium paid shifts that are outside of regular business hours, providing an incentive to work those hours. Columbia confirmed that there are no premiums paid for work out of regular business hours, except for Sundays and that Columbia tries to avoid Sunday shifts, where feasible.</li> <li>• Columbia explained that union workers get paid by the shift, regardless of the amount of work they do. There would be limited, if any incentive for them to move containers around arbitrarily.</li> <li>• Approximately 150 containers need to be moved on the yard a day to prepare for the following day, not all that work can be done during business hours for a variety of reasons, some of which were noted earlier.</li> <li>• BCA suggested that the port authority, as the land leasee, force Columbia's operation to a specific timeframe. The port authority relayed that terminals/tenants can operate 24/7 and that the port authority would not restrict the hours of their regular operations.</li> </ul>	
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	<b>ACTION:</b> Columbia to look into Sunday forklift operations and review need for hours of work and operations.	
<b>2. Action Item Review</b>		
2.1	<p><b>Action item review: Details of Columbia Containers amenity contribution</b></p> <ul style="list-style-type: none"> <li>• Columbia have committed to making the contribution</li> <li>• Columbia was informed by BCA that the contribution should be made directly to Dusty Greenwell Park, and not in general park revenue.</li> <li>• In a letter provided to Dean by the parks board, there was uncertainty on behalf of the BCA that this contribution would, in fact, go to Dusty Greenwell Park, based on specific wording in the letter.</li> <li>• Columbia would like to make this contribution by the end of 2019, if appropriate.</li> </ul> <p><b>Action:</b> Andrew to connect with Tina Mack from parks board to convey this messaging from the EVPL and determine if this wording can be revised to reflect the committee’s concerns to ensure the donation dollars will be directed towards Dusty Greenwell Park only or, provide certainty that the donation will be used towards the park.</p>	Naomi
<b>3. Updates</b>		
3.1	<p><b>Centerm Expansion Project (CEP) update</b></p> <ul style="list-style-type: none"> <li>• The start of construction is anticipated for early summer.</li> <li>• Once more information is available, it will be shared via newsletter and on the port authority’s <a href="#">website</a>.</li> </ul> <p><b>April &amp; May:</b></p> <ul style="list-style-type: none"> <li>• Preparation for construction will continue with surveys, inspections, and site visits. This will include setting up of staging areas for construction, as well as investigative geotechnical work to inform the detailed design.</li> </ul> <p><b>June:</b></p> <ul style="list-style-type: none"> <li>• Preparatory work for a new parking lot by Burrard dock will begin. Preparatory works for demolishing the shed behind the Ballantyne façade will begin, with the façade being used as part of the new administration building.</li> </ul> <p><b>July:</b></p> <ul style="list-style-type: none"> <li>• Initial demolition of the shed will begin, as well as the utility located along Centennial Road to inform detailed design.</li> </ul> <p><b>Clark Street Overpass:</b></p> <ul style="list-style-type: none"> <li>• In coordination with work for the Centerm Expansion Project and South Shore Access Project, the port authority will be completing upgrades to the Clark Street overpass.</li> <li>• Detours to accommodate the upgrades are anticipated to begin as early as the first week of June.</li> </ul>	Naomi

	<p><b>Discussion highlights:</b></p> <ul style="list-style-type: none"> <li>• BCA conveyed consensus with other community organizations such as Woodlands and Strathcona that the City of Vancouver has not been a voice for the South Shore community. An example highlighted included the port authority’s environmental assessment of the CEP is believed to be, by BCA, a conflict of interest and that a provincial environmental assessment would have had a more thorough review. This could have been pushed forward by the City on behalf of residents.</li> <li>• BCA conveyed concerns of increased truck traffic/trips through their neighborhood and adjoining neighbourhoods on the CEP is complete.</li> <li>• The port authority noted that a majority of the increase in containers from the expansion are expected to be moved by rail.</li> <li>• The City noted that the EVPL committee is a joint attempt by City and BCA to look at the EVPL plan and the policies in it and work through them.</li> <li>• The City’s planning department is updating the City plan, and currently it is being reviewed internally.</li> </ul>	
3.2	<p>Early notification and traffic impacts (<i>note information sent to EVPL April 4, 2019</i>)</p> <ul style="list-style-type: none"> <li>• We are preparing for the start of construction along the south shore and detours will begin the first week of June.</li> <li>• The first part of the project to begin will be maintenance of the Clark Drive overpass. Residents and businesses along Hastings, Powell, Dundas, Nanaimo and McGill are likely to notice an increase in truck traffic for the duration of these projects.</li> </ul> <p>Port road users can expect the following changes to traffic patterns:</p> <ul style="list-style-type: none"> <li>• Clark Drive overpass will be CLOSED as an entrance to port lands, except to emergency vehicles.</li> <li>• Clark Drive overpass will remain open as an exit from port lands.</li> </ul> <p>Alternate routes include:</p> <ul style="list-style-type: none"> <li>• Commercial vehicle traffic (container trucks, dump trucks) enter from the Commissioner Street entrance.</li> <li>• Passenger and service vehicle traffic (courier vans, catering trucks, non-industrial vehicles) may enter from Commissioner Street or use the Heatley Avenue overpass (prior to its removal in late 2020).</li> <li>• Additional details and a formal start date will be provided in future updates.</li> </ul> <p><b>Discussion highlights:</b></p> <ul style="list-style-type: none"> <li>• In 2015, after our Truck licensing System (TLS) program review and reform, approximately 1400 trucks were approved in TLS. However, trucking companies who were not approved during the application period filed a judicial review of the application process. As a result, VFPA was directed to reconsider those applications that were unsuccessful, and 300 additional trucks were added back into the system. Currently, there are approximately 1700 container trucks servicing marine container terminals at the Port of Vancouver. The</li> </ul>	Mandy Chan

	<p>port authority maintains that there are more trucks in the system than required.</p> <ul style="list-style-type: none"> <li>• Other alternative methods of moving containers within Metro Vancouver are being considered, such as short sea shipping. This involves barging containers in around Metro Vancouver, such as along the Fraser River to container handling facilities. The port authority is engaged with Transport Canada and stakeholders on such opportunities of different modes of transport.</li> <li>• In order for trucks to operate through the Port of Vancouver, there are strict environmental regulations in place. For example, since 2010, the minimum truck year required for new additions to fleets is currently at 2010. All trucks that are 2006 and older have had to retrofit their engines with diesel oxidation catalyst to address particulate matter. As of August 1, 2019 the minimum truck model year will change from 2010 to 2014. The minimum age is selected based on improved manufacturing regulations that address particulate matter, nitrogen oxide pollutants and, new in 2014, harmonize Green House Gas (GHG) emissions and fuel economy of on-road heavy duty vehicles.</li> </ul>	
3.3	<p><b>Commissioner St. Realignment</b></p> <p>Project Rationale</p> <ul style="list-style-type: none"> <li>• To improve container drayage vehicle movements, emergency response, and efficient access to port lands for employees and tenants along the Commissioner Street.</li> </ul> <p>Project Scope</p> <ul style="list-style-type: none"> <li>• Removing the old Columbia Containers’ grain elevator building</li> <li>• Realigning and shifting Commissioner St to the north, establishing a final alignment for one east-bound and two west-bound traffic lanes</li> <li>• Replacing and extending existing ocean-facing retaining wall with a new one along the former Prince Rupert Co-op site</li> <li>• New roadway electrical infrastructure, as well as relocation of existing infrastructure along Commissioner Street</li> </ul> <p>Project benefits</p> <ul style="list-style-type: none"> <li>• Improve the overall flow of traffic on Commissioner St</li> <li>• Reduce possible congestion at McGill VACS gates. May result in reduced truck noise.</li> <li>• Improve the pavement surface, which may reduce truck trailer noise.</li> </ul> <p>Timelines – (subject to change)</p> <ul style="list-style-type: none"> <li>• Removal of old Columbia Containers’ grain elevator building – Q4 2019</li> <li>• Retaining wall construction Q2 2020</li> <li>• Road realignment Q2-Q4 2020</li> <li>• Electrical works Q3-Q4 2020</li> </ul>	Naomi/ Ram
<b>3. New Business</b>		
3.1	<p><b>South Shore Community Liaison Committee</b></p> <ul style="list-style-type: none"> <li>• The scope of the South Shore Community Liaison Committee is port related activities on the south shore of Burrard Inlet in Vancouver.</li> </ul>	Naomi

	<p>The committee will exist for a period of up to four years from its first meeting date.</p> <ul style="list-style-type: none"> <li>At the end of this timeframe, an assessment will be done in collaboration with the committee to determine the benefits of a committee to facilitate ongoing engagement on the South Shore.</li> <li>The committee will be comprised of up to 18 individuals representing community, Indigenous, municipal, port industry and community interests. Letters to community associations, ads in the paper, social media messaging are expected to go out starting week of April 29. Up to four community members-at-large positions are included.</li> </ul>	
3.2	<p><b>Pacific Elevators – upcoming demolition</b></p> <ul style="list-style-type: none"> <li>The Pacific Elevator’s upcoming demolition is now proceeding and is currently going through its communications and final submissions plan</li> <li>Demolition activity is expected to start at the end of July 2019</li> <li>Total time to complete the demolition is nine months</li> <li>Regular demolition hours will be from Monday to Friday, 7am to 7pm.</li> </ul>	Peter
3.3	<p><b>Cascadia – Rail changes</b></p> <ul style="list-style-type: none"> <li>At Cascadia, rail changes will be occurring in the L yard to facilitate longer train spots</li> <li>The current switching will move to the West. Currently the switching occurs approx. near Renfrew and the new switching location will be approx. by Slocan. The increase in train cars will be from 120 to 148 cars, approximately growing in length by 600 ft.</li> <li>CP will also be purchasing all new fleet cars over several years.</li> <li>The operations will remain the same and there is no expectation of the engine noise levels changing. However, as technology improves, the locomotives will likely get quieter when they are replaced.</li> </ul>	Peter
3.4	<p><b>City interest on wall street property</b></p> <ul style="list-style-type: none"> <li>BCA member noted that while selling her home on the 2300/2400 block of Wall Street, she received an interesting offer from the City of Vancouver, with odd conditions.</li> <li>The committee is interested to know why the City would be putting these kind of offers on at least one home on Wall St.</li> </ul> <p><b>Action:</b> Andrew P. to find out and share his findings.</p>	

Meeting Date	Action Item	Lead	Due Date/Status
April 25, 2019	Container heights are noted as five high in the EVPL plan. Columbia to go back to this height once project is complete.	Dean Giles	Once project is complete.
April 25, 2019	Connect with staff and work towards reducing noise where appropriate after regular business hours and on weekends.	Dean Giles	In progress
April 25, 2019	Look into Sunday forklift operations and review need for hours of work and operations.	In progress	In progress

April 25, 2019	City to connect with parks board to determine if wording can be revised to ensure the donation dollars will be directed towards Dusty Greenwell Park only or, provide certainty that the donation will be used towards the park.	Andrew Pask	In progress
April 25, 2019	City to find out about wall street property/properties potentially being bid on by the City.	Andrew Pask	In progress