

Port updates | South Shore Community Liaison Committee

February 11, 2020

Centerm Expansion Project and South Shore Access Project

Centerm Expansion Project

- The Centerm Expansion Project will involve a reconfiguration and expansion of the container terminal. By increasing the terminal footprint by 15 per cent and rearranging on-site operations, the facility will be able to handle about 60 per cent more containers. In addition to increasing the capacity of the terminal, the project is predicted to create 350 full time equivalent jobs per year during construction, 800-900 new jobs for ongoing operations related to the expansion, and 1,700-1,900 new jobs as part of the greater port economy (in fields such as logistics, supply chain, transloading, distribution).
- The marine work began August 6. Dredging began September 4. Dredging and infilling will take place 24-hours-a-day in order to complete the work within a timeframe required by Fisheries and Oceans Canada that will best protect marine life.
- The team is preparing for a detour where trucks will exit the port at Heatley and go east back to their regular truck routes. We anticipate that this will happen as early as March 2020. Because there are vulnerable populations in the area, we are working on communications to let local resource groups know, and on providing information to truckers.
- [New flyover video available on YouTube shows the work done to date on the Centerm terminal.](https://www.youtube.com/watch?v=pwEwmU5ozKo&feature=youtu.be) Since October, we have removed the mooring dolphin, created a dyke, and started to fill in the area to the east of Centerm to create new land. See:
<https://www.youtube.com/watch?v=pwEwmU5ozKo&feature=youtu.be>

Centerm Fund update

Details shared with SSCLC by email on January 9, 2020

- The first application period for the Centerm Fund closed November 29. Sixteen organizations in the Downtown Eastside received funding for their projects.
- The second application intake period opened on January 7, 2020 and closes on April 3, 2020.
- For more information about the Centerm Fund, visit portvancouver.com/centerm-fund or email us at: community.feedback@portvancouver.com.

South Shore Access Project

- The Clark Drive overpass is open to port pass holders (vehicles only – no commercial vehicles). The overpass remains closed to inbound commercial vehicles (starting November 2019 until July 2020) in preparation for the upcoming Centennial Road overpass project. All commercial and passenger vehicle traffic may continue to exit Clark Drive.
- All semi-trailer and commercial vehicles must detour to enter at Commissioner Street at McGill Street
- Columbia Containers grain elevator demolition is anticipated to begin mid-February.

Monthly Centerm and South Shore Access Project newsletter

- Interested community members can sign up for our newsletter to be notified of future phases of this project portvancouver.com/development-and-permits/development/centerm-expansion-project/ or email us at: community.feedback@portvancouver.com.

Land Use Plan update engagement

- The purpose of a land use plan is to provide a framework to guide the physical development of port lands and waters over a 15 to 20 year period to 2034.
- The port authority is undertaking a five-year update of our land use plan. Our current land use plan was adopted in October 2014 following an extensive two-year planning process.
- Phase 1 engagement ran from November 18 to December 9, 2019. This included an interactive mapping tool of proposed designation updates, background information and a survey.
- A Summary Report of Phase 1 engagement and the themes we heard will be available shortly.
- Phase 2: Engagement on the draft plan is expected to take place in spring 2020.

Pacific Elevator No. 3 (PAC3) Deconstruction – Pacific Elevators Terminal

- Viterra received a VFPA Project and Environmental Review (PER) for the Pacific Elevator No. 3 (PAC 3) demolition at Pacific Elevators Terminal facility located within the City of Vancouver on May 20, 2016.
- The port authority requires proponents of projects on federal port lands and waters to apply for permits for all proposed physical works and activities.
- The project underwent a robust and thorough Project and Environmental Review (PER) process.
- Through our permitting process, we review project applications and determine the potential environmental impacts. The port authority will not authorize or allow a proposed project to proceed if it is likely to result in significant adverse environmental effects that cannot be mitigated.
- Detailed mitigation measures for air quality are available in the project-specific Construction Environmental Management Plan (CEMP) that we require as part of the Project and Environmental Review.
- As per one of the permit requirements, Viterra distributed notification letters to business and residences by Canada Post mail drop to all residential and business mailboxes in the geographic area outlined by the VFPA on May 28, 2019. Notification letters were also distributed to residents in apartment buildings. These were delivered to all registered mailboxes.
- On June 19, 2019 Viterra posted additional information about the project to their website. This included a Q&A, notification letter, mail drop distribution map, as well as reports (<https://www.viterra.com/web/canada/pac3>).

Summary of works include:

- Deconstruction of three primary structures: concrete silo annex No.3, associated workhouse and track shed at Viterra's Pacific Terminal facility.
- The structures have a maximum height of 51.0 m (167.4 ft.) and cover an approximate footprint of 4,450 m² (47,900 sq. ft.). The existing foundation system will be demolished to a depth of approximately 2.0 m (6.57 ft.) below the existing ground surface, the remainder of the foundation including existing caisson piles will be left in place.
- The expected date of completion for the deconstruction project is May 2020.

90 Waterfront Road: demolition

- The port authority is in the process of demolishing the two-story timber-framed building at 90 Waterfront Road.
- Demolition will include the removal of the building (complete), utilities, and concrete perimeter footings, but not the untreated timber foundation piles, which will be left in-situ. Excavation is anticipated to be approximately 0.5 m deep to remove the foundation and terminate any utilities. The excavation will be backfilled with a base material, up to the top of the surrounding asphalt.
- Later this spring, the site will be used as the location of some temporary office space for the staff working on the Centerm Expansion Project and South Shore Access Project. Our current expectation is that these temporary offices will be in place until the project is complete in 2022.
- There are no long-term plans for the redevelopment of this site at this time.
- There have been a few emails of interest regarding this project from community members. The main line of inquiry regarded the future use of the site.

Royal Vancouver Yacht Club: proposed expansion project

- Awaiting updated materials from the applicant prior to starting the formal PER review for the project.
- As yet, no date for public/stakeholder consultation has been planned.

Kiewit Ledcor TMEP Partnership | 2115 Commissioner Street – Temporary Construction Staging, Parking and Barge Loading: Update

- A project permit was issued May 2018 to Kiewit Ledcor TMEP Partnership to develop Site 1 at 2115 Commissioner Street in Vancouver.
- The site is being developed as a marine off-loading facility and laydown yard for the Trans Mountain Pipeline ULC project located at Westridge Marine Terminal. Once operational, the facility will remain in place for a period of 36 months.
- The start of construction was delayed and as a result the project is behind schedule. An update from the project team will be sent out to the community shortly as there might be implications for a longer construction timeframe.
- Several complaints were received from the community in late December 2019 regarding lights from the construction site. Light pollution was emitting from derrick barges and causing concern. The applicant was quick to address and resolve these issues and connect with both the port authority and the residents.