APPENDIX D

Transportation Plan

FIBRECO

Fibreco Export Terminal Enhancement
Permit Application Document

APPENDIX D
Transportation and Parking Plan

1.0 Introduction

The Fibreco Terminal Enhancement Project will result in a more efficient modern facility. While an overall increase in product volume per year will occur, it will translate into only marginally increases in vehicle traffic. Strategies will be developed as the project unfolds to create opportunities to limit construction traffic. Project goals include;

- Determine short term and long term site access needs and potential traffic mitigation
- Identify wider reaching effects of road and rail traffic with mitigation opportunities
- Ensure sufficient parking is provided to meet site generated demands and conform to municipal regulations

2.0 Site Traffic

With the opening of the Phillips Avenue overpass and closure of the Pemberton/McKeen Avenue crossing, all traffic to Fibreco originates from the west. In order to conform to Transport Canada regulations, the rail crossing at Fibreco was modified with the Phillips Avenue Overpass project. Access to the site will be relocated to the east in order to better serve larger truck traffic entering and exiting the site with a larger turning radius. Site parking is designed to be more than adequate for employees, visitors and contractors. Peak traffic periods will be avoided in order to reduce local and far reaching congestion.

Primary truck delivery routes are identified and there is no expectation of any transportation of dangerous goods. Attempts will be made to ensure deliveries are made in standard highway trucks and trailers or flat-decks. Opportunities may exist where larger deliveries can arrive by water direct to Fibreco.

Rail traffic will continue to arrive at Fibreco at prescriptive spot times. At project completion, the total trips to Fibreco will modestly increase, from current levels, but well below the 2012 and 2013 levels. This is attributed to the dominant use of unit trains, meaning more cars in few trips (longer trains). With the Phillips Avenue over pass in operation, only one intersection remains on McKeen Avenue. The crossing will continue to be monitored for traffic interruptions in order to reduce wait times for vehicle traffic.

3.0 Parking Plan

Based on predicted staffing levels, peak parking requirements are determined as follows;

Peak Parking Needed	
Staff	18
Foreman	6
Visitors	5
Longshore	54
Total	**85**
Contractors	On-site

Site parking will increase to the following;
58 stalls in Parking lot 'A' – Longshore parking
7 stalls in Parking Lot 'B' – Foreman parking
25 stalls in Parking lot 'C' – Staff and Visitor parking

Included in the new parking arrangement will be
2 Disabled parking stalls
7 Electric vehicle parking stalls
Covered bicycle storage (including 1 (110v) electrical outlet for electric bicycle charging)

All parking stalls will conform with DNV Bylaw no. 3210 Part 10 and encourage 'backing in' for greater safety. All signage will confirm with BC MOT Guidelines in size and location. CN rail will be included in the final approval of the intersection where it pertains to the rail crossing, including grades, views and signage.

The local Fibreco security kisok will be re-located to better serve the site as a whole. All staff and vistitors must pass through security for site access. The existing Fibreco carwash will remain in the current location.

(see attached drawings for detail)

4.0 Autoturn Analysis

Access to the Fibreco site was designed to ensure that WB19 Truck, Emergency Fire Truck and municipal Garbage Trucks can enter and exit without comprising public safety. Safe access routes are also depicted in the attached drawings illustrating full turning radii for Emergency Vehicles. During construction, the area north of the woodpellet shed will act as a laydown area during construction of the southern portion of the project. The northern construction will be divided for laydown purposes. Heavy and oversized deliveries will come direct to site by either highway truck (container and flat deck) or barge.

(see attached drawings for detail)

Attached: Traffic Impact Assessment (Mott MacDonald)
Parking, Signage and Autoturn Analysis Drawings (Mott MacDonald)

Preliminary Traffic Impact Assessment

Fibreco Expansion

September 02, 2016

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Preliminary Traffic Impact Assessment

Fibreco Expansion

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Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	02-Sep-16	A. Wells	S. Riddick	J. Sutcliffe	

Information class: Standard

Contents

1 Introduction

Fibreco Export Inc is looking to expand the operations of their North Vancouver terminal. The property is located at 1209 McKeen Avenue and is approximately 23 acres in size.

Before issuing a Development Permit, a Transportation Assessment must be prepared for the District of North Vancouver that provides background information for Fibreco with regards to resolving traffic issues created by the project.

1.1 Purpose of Report and Scope of Work

This report has the following objectives:

- Provide guidance on short and long-term planning of site access and off-site improvements necessary to accommodate site-generated and total traffic volumes;
- Identify the wider reaching effects of the delay to road traffic caused by the increase in rail traffic to the Fibreco terminal and any required mitigation;
- Identify Transportation Demand Management strategies to reduce the effect of the site generated traffic on peak hour congestion.

2 Existing Traffic Conditions

This section of the report evaluates the existing conditions of the project setting. The study area is delineated by Garden Avenue to the west; 3rd Street West to the north; and Lloyd Avenue to the east as shown in Figure 2.1

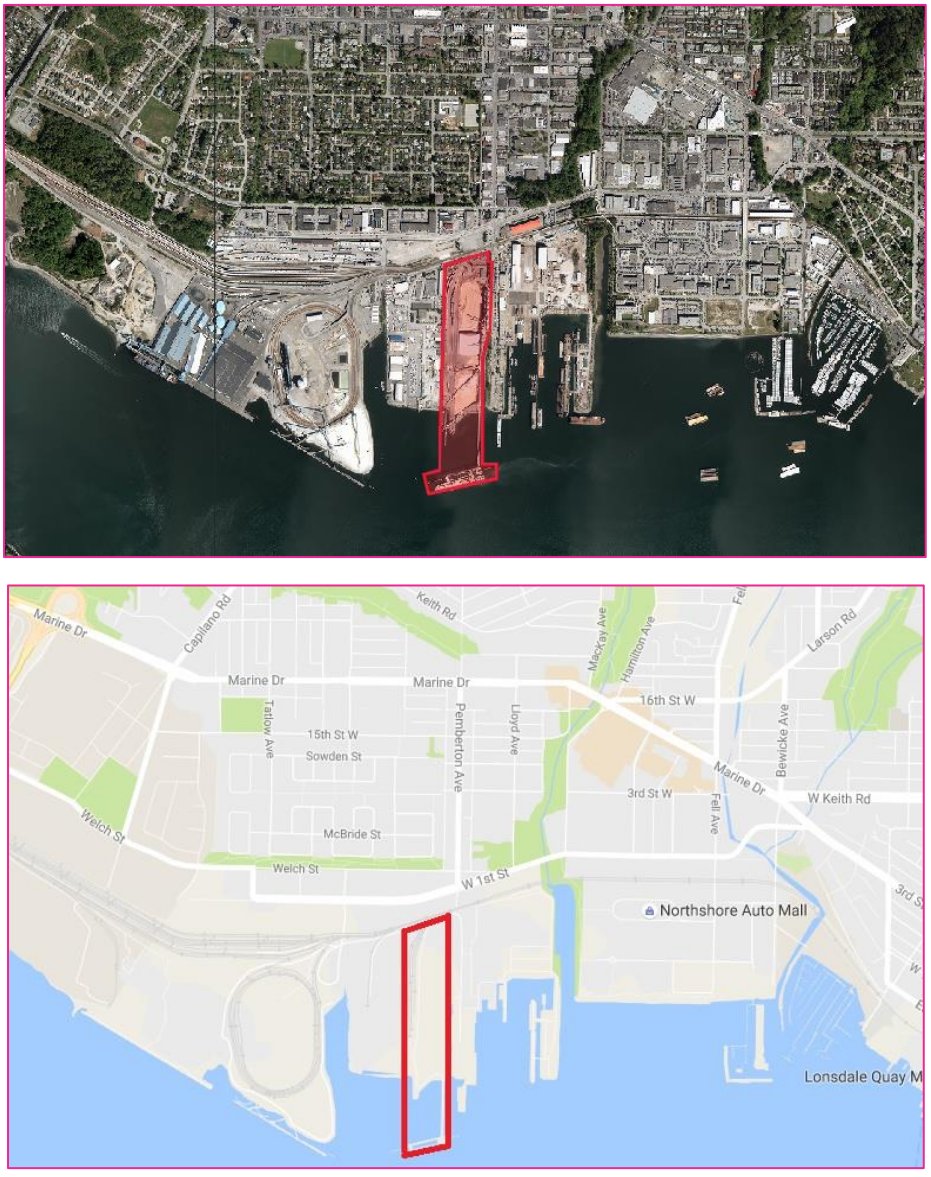

Figure 2.1: Location Plans

2.1 Existing Road Network

Regional access to the project is provided by British Columbia Highway 1 and British Columbia Highway 1A. Access to the project area is provided by connections to Marine Drive and Capilano Road, primarily through Pemberton Avenue or Welch Street.

West 1st Street is an east-west Major Arterial serving the District of North Vancouver and City of North Vancouver. In the study area, the street has one lane in each direction and a bi-directional turning lane between Pemberton and Philip Avenues. Bike lanes are provided in both directions. There is on-street parking provided on both sides of the street. The road is designated as a future dangerous goods route and disaster response route and part of the Major Road Network.

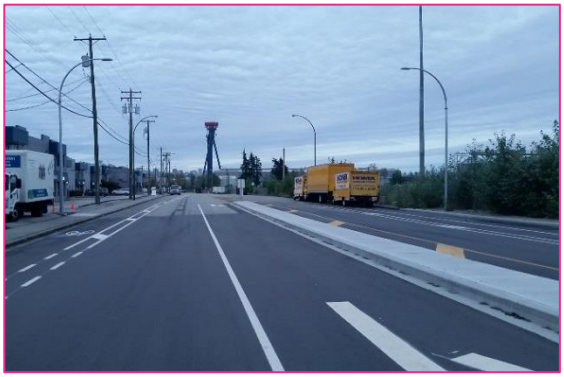

Figure 2.2: West 1st St

Figure 2.3: Welch St (source: Google)

Welch Street is an east-west two-lane street serving the Districts of North Vancouver and West Vancouver. In the study area it is a Minor Arterial; to the west of Garden Ave, it becomes a Major Arterial before becoming a Local Road rom Whonoak Road westwards. There is on-street parking on the south side of the road. Businesses are situated on the south side of the road.

McKeen Avenue is an east-west two lane local road serving the industrial port properties along the Burrard Inlet. There is on-street parking on both sides of the road, bordered by the CN rail tracks.

Figure 2.4: McKeen Ave (source: Google)

Figure 2.5: Pemberton Ave

Pemberton Avenue is a north south four lane street linking West 1st Street and Marine Drive. It is a Minor Arterial for most of it's length, becoming a Major Arterial north of 15th Street. There is on-street parking on both sides of the road along the majority of it' length. South of the CN Rail tracks, Pemberton Avenue is a local road serving the Seaspan property. The road is designated as a future dangerous goods route and part of the Major Road Network.

Philip Avenue is a north-south two lane local road. Due to the construction of the Philip Ave Overpass and the closure of the Pemberton Ave rail crossing, it is the only road access to McKeen Avenue and the industrial properties to the south of the CN rail tracks. Due to the changes in road configuration, Philip Avenue is likely to be upgraded to a collector road due to an increase in traffic and change of function. There is on-street parking on the west side of the road between Welch Ave and W 1st St.

Figure 2.6: Philip Ave

Figure 2.7: Philip Ave Overpass

2.2 Existing Pedestrian and Bicycle Networks

All the roads in the study area have pedestrian access. Welch Ave and McKeen Ave, and Philip Ave, south of West 1st St, all have sidewalks only on one side of the road. Pemberton Ave, West 1st St and Philip Ave, north of West 1st St, all have sidewalks on both sides of the road.

There are on-street bike lanes on both sides of West 1st street and an off-street paved bike route to the north of Welch Street along the Spirit Trail. Pemberton Ave has been earmarked as a future on-street bike route.

2.3 Existing Transit Network

There are no existing public transit routes within the study area, or within 5 blocks of the study area.

3 Proposed Development

This section of the report describes the project and its anticipated effects on the traffic network based on the road traffic volumes generated by the project and the effects on the other road traffic caused by any aspect of the project.

3.1 Project Description

The proposed project involves the

- A change in commodities being handled at the terminals. Wood chip traffic will be replaced by agricultural product. Wood pellets will still be handled at the terminal.
- Upgrades to the rail unloading facility to handle the new products
- New storage facility
- Upgraded materials handling facilities
- An incremental increase in throughput. While the upgrades to the facility will be completed at a certain date, it is anticipated that the volume of agricultural product handled in the terminal will ramp up as the operations continues until the terminal is at its intended capacity

Because of the different timeline milestones, this traffic assessment will look at the project at two distinct points in the future as the effects on the traffic network will be different for both scenarios.

1. After completion of the facility upgrades and change of commodity (2018); and
2. When the terminal capacity has been reached (2023)

3.2 Project Effects on Traffic Conditions

In addition to the changes to the road traffic generated on site, the project will affect the public traffic flow adjacent to the site. The change in commodities processed on site and growth in throughput volume will result in additional rail traffic. As the total volume increases, so will the number of trains being delivered to site and the amount of delay to the road traffic caused by inbound and outbound train movements to the site.

Currently the times for CN to switch the Fibreco yard are 02:00 and 15:30-16:00. The majority of this occurs during the graveyard shift which causes little disruption to the road traffic, however, the afternoon switch is used when needed to reach the volumes.

With the increase in spots, the frequency of afternoon spots, and delays to peak traffic, will increase. With the amount of rail cars that will need to be retrieved and delivered during these spots, the length of these delays is also subject to rise.

Currently, a minimum of 324 shifts need to be worked annually by the railcar dumping facility to unload the number of cars required to meet the throughput target. By 2018, this number will rise to 334 shifts annually. By 2023, the minimum number of shifts required will be 630.

The layout of the future yard means that two shifts worth of cars can be delivered on site in a single delivery shift and be fully unloaded without further interrupting the road traffic. However,

due to the increase in throughput, there may be a need for occasional afternoon train switching that will occur when a third shift needs to be worked due to a late train delivery or a target not being met due to unforeseen events.

The frequency of the afternoon switching delays is likely to increase marginally from today due to the increase in traffic, but the upgrades in the train-handling procedures and expanded rail yard offset the need for extra switching by providing more useable space within the Fibreco property.

The effect of delays on the road network will be localised. Queuing will appear on either side of the rail tracks during the blocking movements and then progress to the nearest intersection after the rail tracks have cleared and the road traffic is able to progress. The traffic will eventually dissipate into the wider road network after the first major intersection.

In this case the intersection in question is Philip Ave/W 1st St, and there is a likelihood of localised queuing along the southern arm of the intersection in all directions after a switching movement.

Currently, the majority of Fibreco and Seaspan employees are aware of the general switching times and shift times have been tailored to allow employees to depart the area before the switching is most likely to occur.

3.3 Project Trip Generation

The estimated trip generation for the project is shown in Table 3.4. The figures are based upon projections provided by Fibreco.

There are currently two primary types of user groups at the Fibreco terminal:

- Office Staff, whom work from 07:30 to 17:00
- Longshoremen and Foremen, who work 1 of 3 shifts: day, afternoon or graveyard, the timings of which are dependent on where in the terminal (rail, vessel or maintenance) they are working, but they tend to be start and end at 08:00, 16:30 and 01:00

Table 3.2: Total Staff numbers

	2012	2023
Office Staff	14	18
Foremen	12	16
Longshoremen	67	79

The additional volume of throughput in the terminal will result in an increase of shifts worked, as the facility will be in operation more often to deal with unloading additional trains and loading additional ships.

However, due to the change in commodity being processed and the upgrades to the facility resulting in more automation and less labour intensive processes, the number of workers for each shift will decrease. This will offset the upsurge caused by shifts worked.

Furthermore, when the new facilities are up-and-running, before the growth in throughput, the overall trips to and from Fibreco will be less than the current amount as can be seen in Table 3.3

Table 3.3: Estimated longshore and foremen shifts worked over a year (worst case)

	2012	2018	2023
Day	11079	8850	10140
Afternoon	8992	4320	8220
Graveyard	1819	1360	2550
Total	**21890**	**14530**	**20910**
New traffic		-7360	-980

Despite an 11% increase in the number of working shifts by 2023, the total number of staff-shifts worked will decrease. This is largely due to an average 12% decrease in staffing levels per shift. Furthermore, the new shifting pattern will better distribute trips to and from the site as there will be less of an emphasis on the day shift, as the number of afternoon and graveyard shifts will increase.

Table 3.4: Project Trip Generation

	2012				2023			
	AM		PM		AM		PM	
	In	Out	In	Out	In	Out	In	Out
Worst Case Scenario								
Office Staff	14	0	0	14	18	0	0	18
Longshoremen/Foremen	37	17	31	37	33	17	27	33
Total	**51**	**17**	**31**	**51**	**51 (0)**	**17 (0)**	**27 (-4)**	**51 (0)**
Average Day								
Office Staff	13	0	0	11	17	0	0	14
Longshoremen/Foremen	36	6	29	36	33	8	27	33
Total	**49**	**6**	**29**	**47**	**50 (+1)**	**8 (+2)**	**27 (-2)**	**47 (0)**

Overall, the project is unlikely to result in any significant change to the traffic generated by the site and will have a negligible impact on the traffic network.

3.4 Project Trip Distribution and Assignment

The trip distribution is not likely to change significantly on completion of the project.

4 Parking

This section of the report describes the parking provision at the site and evaluates its ability to satisfy the parking demands generated by the site and adherence to The District of North Vancouver *Off Street Parking Space and Loading Space Regulations (Bylaw 5114).*

4.1 Existing Parking on-site

There are currently two parking lots on-site for off-site vehicles:

- Parking Lot A, located with two entrances on McKeen Avenue has 33 spaces and provides car parking for longshoremen and foremen;
- Parking Lot B, located with a single entrance on McKeen Avenue, adjacent to the Fibreco main office, has 14 spaces and provides car parking for office staff and visitors.

There is also parking within the site for maintenance and working vehicles that remain on site at all times and have not been accounted for in the parking lot redesign process for the project.

The current parking lots comply with the District of North Vancouver *Consolidated Zoning Laws (Bylaw 3210) Part 10: Off Street Parking Space and Loading Space Regulations (Bylaw 5114) w*hich requires a minimum of 41 car spaces for the entire site based on General Floor Area and Building Use of the combined structures on site.

The peak parking period occurs when the afternoon shift arrives before the day shift has begun to depart. However, because of the slight differences in shift times between rail, vessel and maintenance crews, there is rarely a full overlap.

Furthermore, there are not sufficient parking spaces on site to occur for the full complement of day and afternoon shift staff and office staff.

4.2 Future Parking on-site

The project design, as shown in drawing 373557-MMD-00-P0-DR-RW-1002 has the following parking provisions:

- Parking Lot A, located with entrances on McKeen Avenue and Internal Access Road will have 58 spaces, including up to 6 spaces available for electric charged vehicles and will provide parking for longshoremen;
- Parking Lot B, located with a single entrance on the Internal Access Road will have 7 spaces, and will provide parking for foremen and include a secure bike locker facility;
- Parking Lot C, located with two entrances on the Internal Access Road will have 25 spaces, including two spaces for disabled persons, up to 2 spaces available for electric charged vehicles and will provide parking for office staff and visitors.

The parking lot design complies with the District of North Vancouver *Consolidated Zoning Laws (Bylaw 3210) Part 10: Off Street Parking Space and Loading Space Regulations (Bylaw 5114)*

*w*hich requires a minimum of 51 car spaces for the entire site based on General Floor Area and Building Use of the combined structures on site.

The expanded parking lot will be able to accommodate all day and afternoon shift workers parking at the same time. Due to modifications in the shift patterns (all crews will have the same shift changes) and the increase in afternoon shifts worked, this will become a more usual occurrence as the overlap between afternoon shift workers arriving and day shift workers still being on-site increases.

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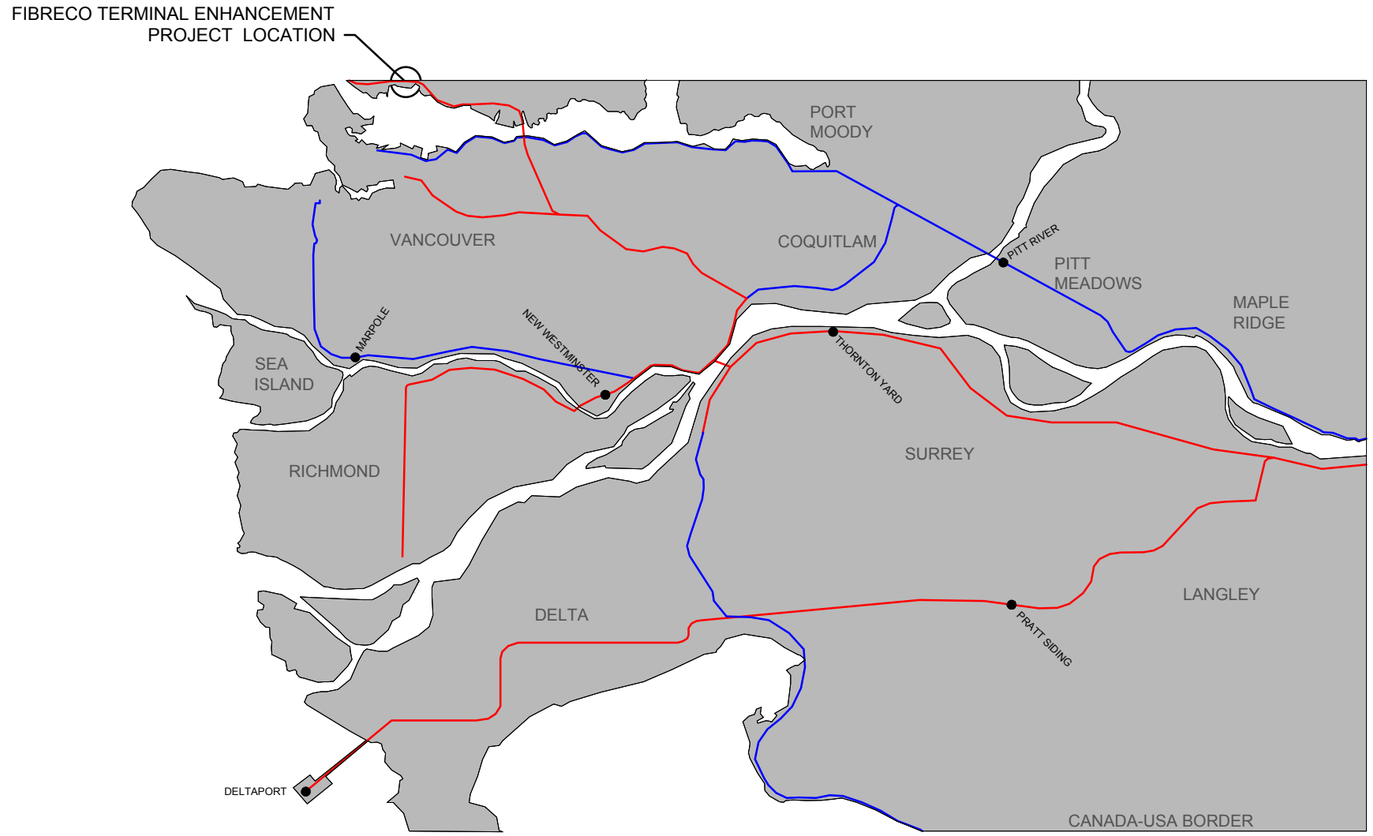
PROJECT NO.: 373557



SITE LOCATION PLAN
NOT TO SCALE

FIBRECO

FIBRECO EXPORT INC.
TERMINAL ENHANCEMENT PROJECT
1209 McKEEN AVE, NORTH VANCOUVER
BRITISH COLUMBIA

NOT FOR CONSTRUCTION
DATE: Thursday, August 11, 2016, 2:22 PM

DRAWING NO.:
373557-MMD-00-P0-DR-RW-1000 Rev A

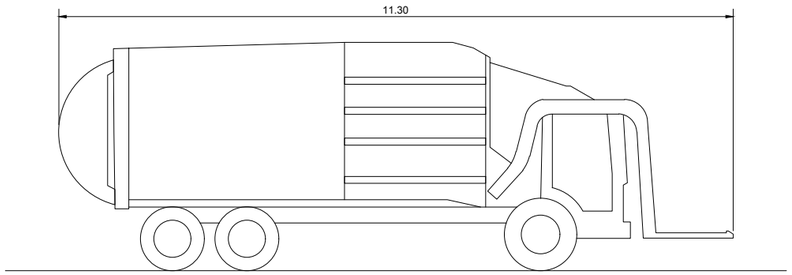
MOTT MACDONALD

DRAWING LIST

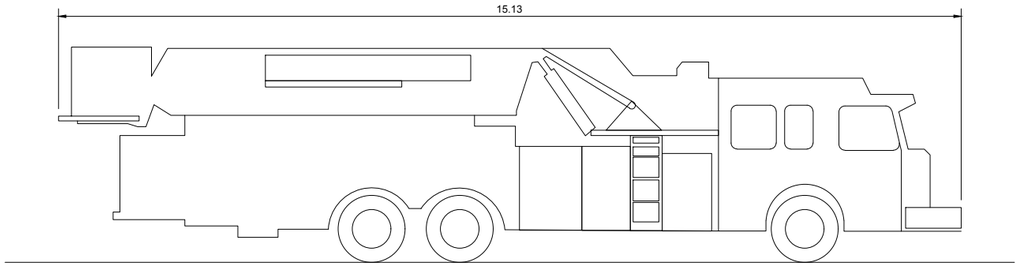
DRAWING NUMBER:	TITLE 1:	TITLE 2:	TITLE 3:	TITLE 4:	REVISION:
373557-MMD-00-P0-DR-RW-1000	FIBRECO EXPORT INC.	TERMINAL ENHANCEMENT PROJECT	COVER SHEET	-	A
373557-MMD-00-P0-DR-RW-1001	FIBRECO EXPORT INC.	TERMINAL ENHANCEMENT PROJECT	DRAWING LIST & GENERAL NOTES	-	A
373557-MMD-00-P0-DR-RW-1002	FIBRECO EXPORT INC.	TERMINAL ENHANCEMENT PROJECT	SITE ACCESS, CAR PARKING & SIGNAGE	GENERAL ARRANGEMENT	A
373557-MMD-00-P0-DR-RW-1003	FIBRECO EXPORT INC.	TERMINAL ENHANCEMENT PROJECT	VEHICLE CLEARANCE & ACCESS PLAN	'WB-19' & GARBAGE TRUCK	A
373557-MMD-00-P0-DR-RW-1004	FIBRECO EXPORT INC.	TERMINAL ENHANCEMENT PROJECT	VEHICLE CLEARANCE & ACCESS PLAN	EMERGENCY VEHICLE	A

GENERAL NOTES

1. ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.
2. SURVEY PROVIDED BY MATSON PECK & TOPLISS IN GROUND COORDINATES. TO COMPUTE UTM COORDINATES MULTIPLY GROUND COORDINATES BY COMBINED SCALE FACTOR OF 0.9996031. ADDITIONALLY, MONUMENT POINTS WERE PROVIDED BY KODIAK MEASUREMENT SERVICES INC. IN UTM COORDINATES. ORTHOGRAPHICAL PHOTO PROVIDED BY HARRIER AERIAL SURVEYS, DATED AUGUST 9th, 2015. THIS IS BASED ON GCM No.: 509646, SCALE FACTOR 1.0004043.
3. PARKING LOT:
   - PARKING LOT DESIGN COMPLIES WITH DISTRICT OF NORTH VANCOUVER CONSOLIDATED ZONING (BYLAW No. 3210) PART 10: OFF-STREET PARKING SPACE AND LOADING SPACE REGULATIONS (BYLAW No. 5114).
   - PARKING LOT 'A' IS DESIGNED FOR MINIMUM 54 STALLS FOR SITE STAFF. LAYOUT ORIENTED FOR ONE-WAY TRAFFIC FLOW AND REVERSE PARKING. PARKING LOT 'B' IS FOR FOREMAN AND 'C' IS FOR OFFICE STAFF AND VISITORS WITH TOTAL 32 STALLS. ENTIRE SITE TO ACCOMMODATE FOR 8 ELECTRIC VEHICLE PARKING STALLS AND BICYCLE STORAGE.
- AISLE WIDTHS:
  PARKING LOT A: COMPLIES WITH MINIMUM OF 4.9 m FOR 60° ANGLED PARKING FOR ONE-WAY TRAFFIC AS PER BYLAW 5114.1005.6. PARKING LOT B & C: COMPLIES WITH MINIMUM OF 7 m FOR 90° ANGLED PARKING FOR TWO-WAY TRAFFIC AS PER BYLAW 5114.1005.6.
- DISABLED PARKING:
  2 DISABLED PARKING SPACES AVAILABLE IN PARKING LOT 'C', EXCEEDING THE MINIMUM OF 1 PER 100 SPACES AS SET OUT IN BYLAW No. 5114.1004.1 AND COMPLYING WITH STANDARD DESCRIBED IN BYLAW No. 5114.1004.2 REGARDING PLACEMENT. SPACES EXCEED MINIMUM DIMENSION OF 3.7 m WIDTH x 5.7 m LENGTH TO COMPLY WITH BYLAW No. 5114.1005.1.
4. ELECTRIC VEHICLES PARKING:
   DISTRICT OF NORTH VANCOUVER POLICY STATES THAT ELECTRIC VEHICLE (EV) CHARGING INFRASTRUCTURE BE IMPLEMENTED WITH REDEVELOPMENTS. IN THIS CASE FOR COMMERCIAL AND INDUSTRIAL CONSTRUCTION, 10% OF THE PARKING STALLS ARE TO BE EV READY, WIRED FOR LEVEL 2 (240v) CHARGING. APPROPRIATE AMOUNTS OF CHARGING WILL BE DETERMINED BASED ON PROXIMITY TO REGIONAL ROADS AND HIGHWAYS AND EXPECTED LENGTH OF STAY BASED ON LONG TERM LAND USE TENURE.
5. BICYCLE STORAGE:
   DISTRICT OF NORTH VANCOUVER POLICY (DATED DECEMBER 15, 2014) STATES THAT BICYCLE STORAGE MUST INCLUDE LEVEL 1 (110v) ELECTRICAL OUTLETS FOR ELECTRIC BICYCLE CHARGE.
6. ALL VISITORS, OFFICE STAFF AND SITE STAFF MUST REPORT TO SECURITY CHECK IN TO GAIN ENTRY TO SITE.
7. MAIN ENTRANCE TO ACCOMMODATE 'WB-19' (TRACTOR-TRAILER) VEHICLE TO ACCESS THE SITE. ALL OTHER ACCESS AND PARKING LOTS TO ACCOMMODATE FOR 'LARGE CAR (P)' VEHICLE AS PER TAC-1999 (CA). COMMERCIAL VEHICLE SIZES USED FOR SWEPT PATH ANALYSIS INCLUDE GARBAGE TRUCK, EMERGENCY FIRE TRUCK AND WB-19 SHOWN ADJACENT. REFER TO DWG 373557-MMD-00-P0-DR-RW-1003-1005 FOR DETAILS.
7. ALL STANDARD TRAFFIC SIGNS & PAVEMENT MARKINGS AS PER BC MOT GUIDELINES, SEPTEMBER 2000.
8. CN CROSSING WARNING:
   - POSITION WARNING LIGHTS BASED ON CN DWG "FT-000.03-0C"
   - SYSTEM DESIGNED AND INSTALLED FOR ANTI-WHISTLING. CHANGES TO SITE ENTRANCE MEET VEHICULAR GEOMETRIC REQUIREMENTS AND CN CROSSING WARNING SYSTEM INSTALLATION.



GARBAGE TRUCK
SCALE 1:50



EMERGENCY FIRE TRUCK
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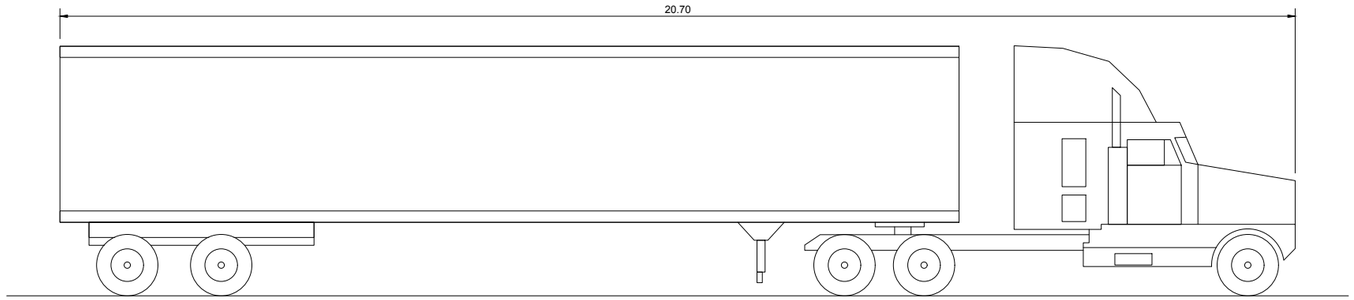

WB-19 TRUCK
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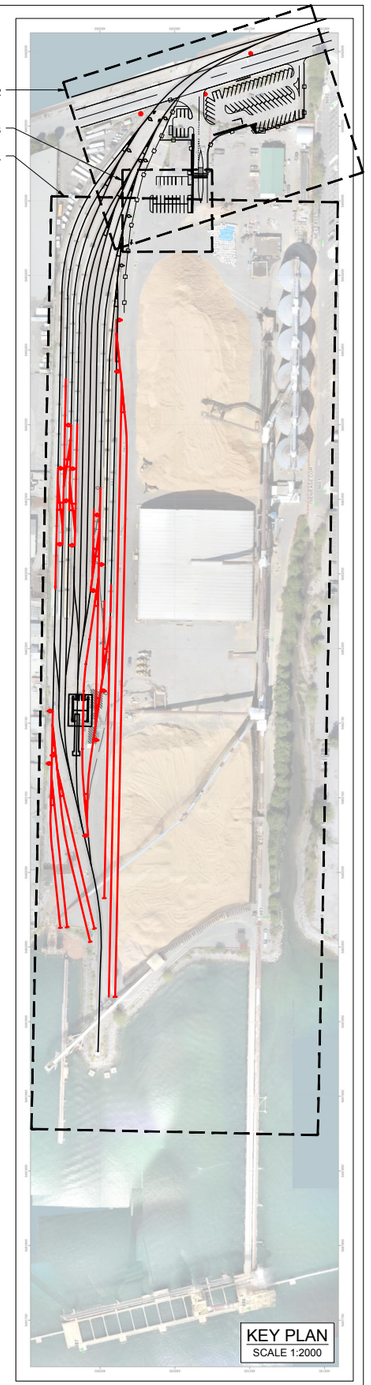

0.5 m 0 1:50 2.5 m

20 m 0 1:2000 100 m

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Rev	Date	Drawn	Description	Ch'k'd	App'd
A	2016/08/23	RH	ISSUED FOR REVIEW	SR	JS

Engineer's Seal

Designed	R. HAY	2016/08/23	Eng check	S. RIDDICK	2016/08/23
Drawn	R. HAY	2016/08/23	Coordination	S. RIDDICK	2016/08/23
Dwg check	A. WELLS	2016/08/23	Approved	J. SUTCLIFFE	2016/08/23

Scale at D size	Status	Rev	Security
AS NOTED	IFR	A	

Drawing Number
373557-MMD-00-P0-DR-RW-1001

Title
FIBRECO EXPORT INC.
TERMINAL ENHANCEMENT PROJECT
DRAWING LIST & GENERAL NOTES

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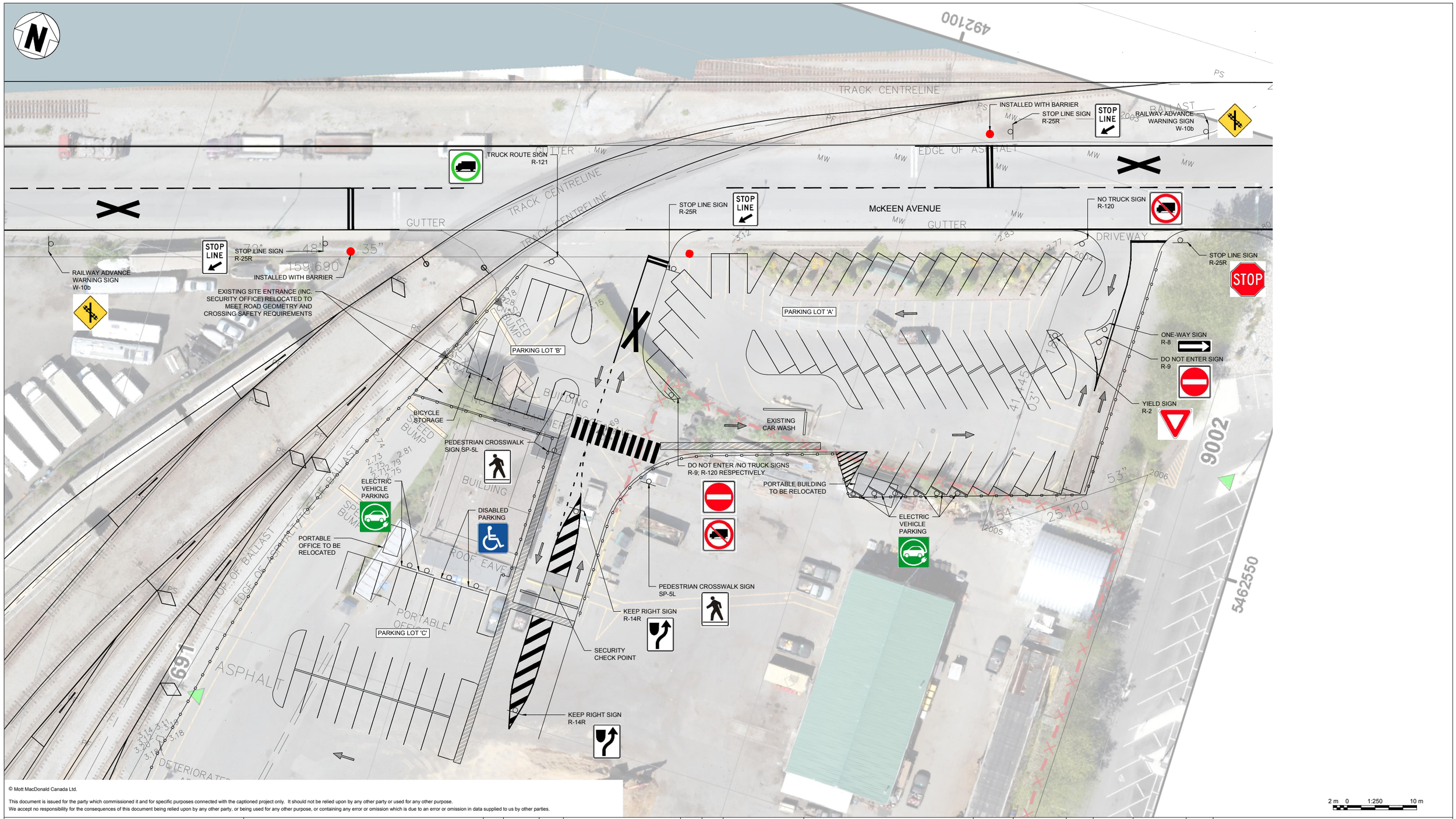

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Canada

Rev	Date	Drawn	Description	Ch'k'd	App'd
A	2016/08/23	RH	ISSUED FOR REVIEW	SR	JS

Engineer's Seal

Legend

- PARKING SPACES
- FENCE LINE
- CURB LINE
- FOOTPATH
- PAVEMENT MARKING
- CN CROSSING WARNING LIGHTS (INSTALLED)
- TRAFFIC FLOW
- PEDESTRIAN X-ING
- MEDIAN MARKINGS
- TRAFFIC SIGN
- EX. TRACK

Designed	A. WELLS	2016/08/23	Eng check	S. RIDDICK	2016/08/23
Drawn	R. HAY	2016/08/23	Coordination	J. SUTCLIFFE	2016/08/23
Dwg check	S. RIDDICK	2016/08/23	Approved	J. SUTCLIFFE	2016/08/23

Scale at D size	Status	Rev	Security
1:250	IFR	A	

Drawing Number
373557-MMD-00-P0-DR-RW-1002

Title

FIBRECO EXPORT INC.
TERMINAL ENHANCEMENT PROJECT
SITE ACCESS, CAR PARKING & SIGNAGE GENERAL ARRANGEMENT

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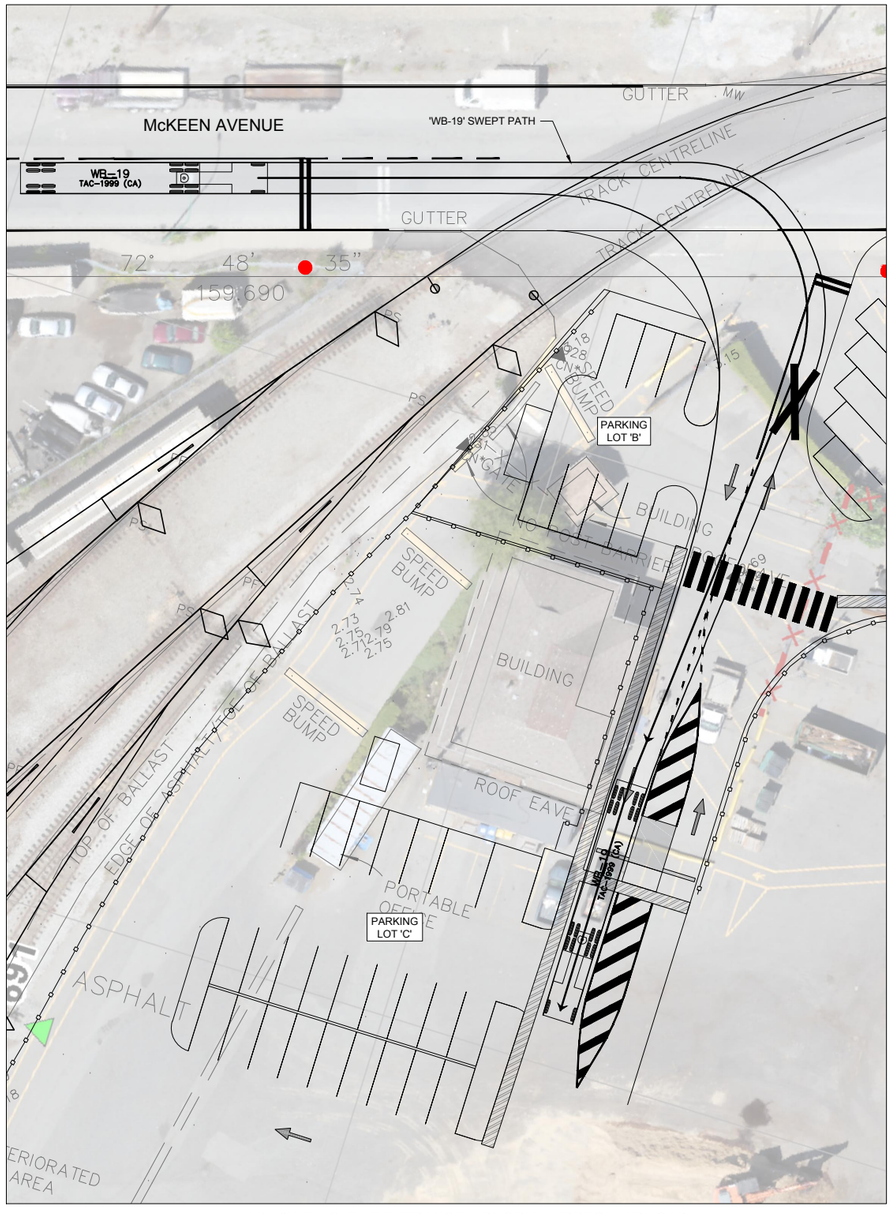
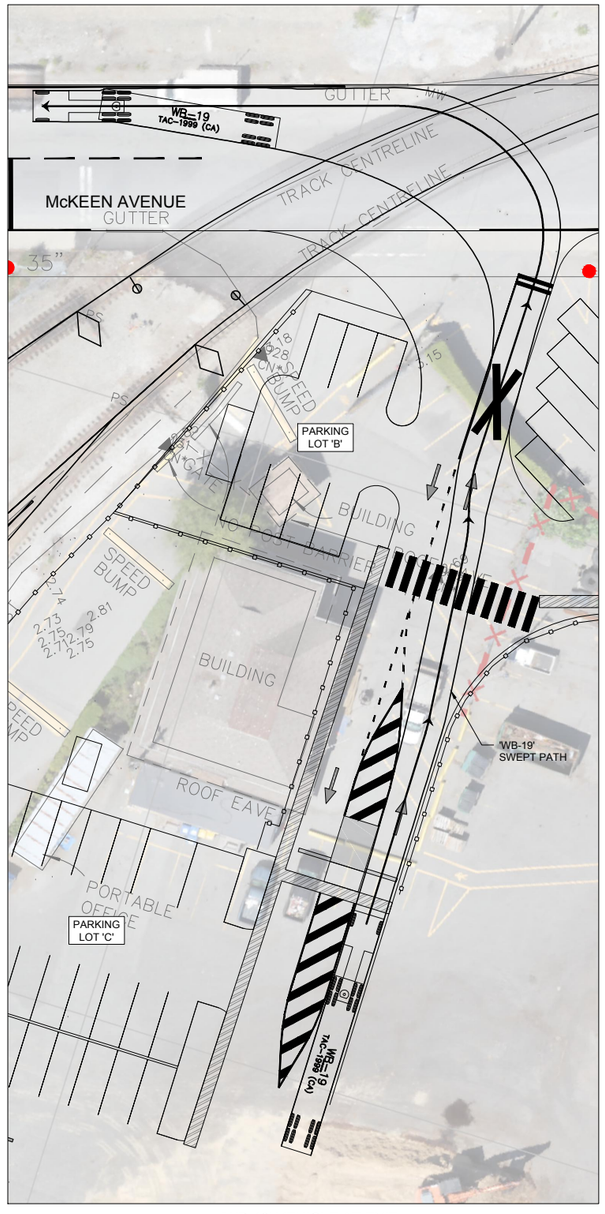
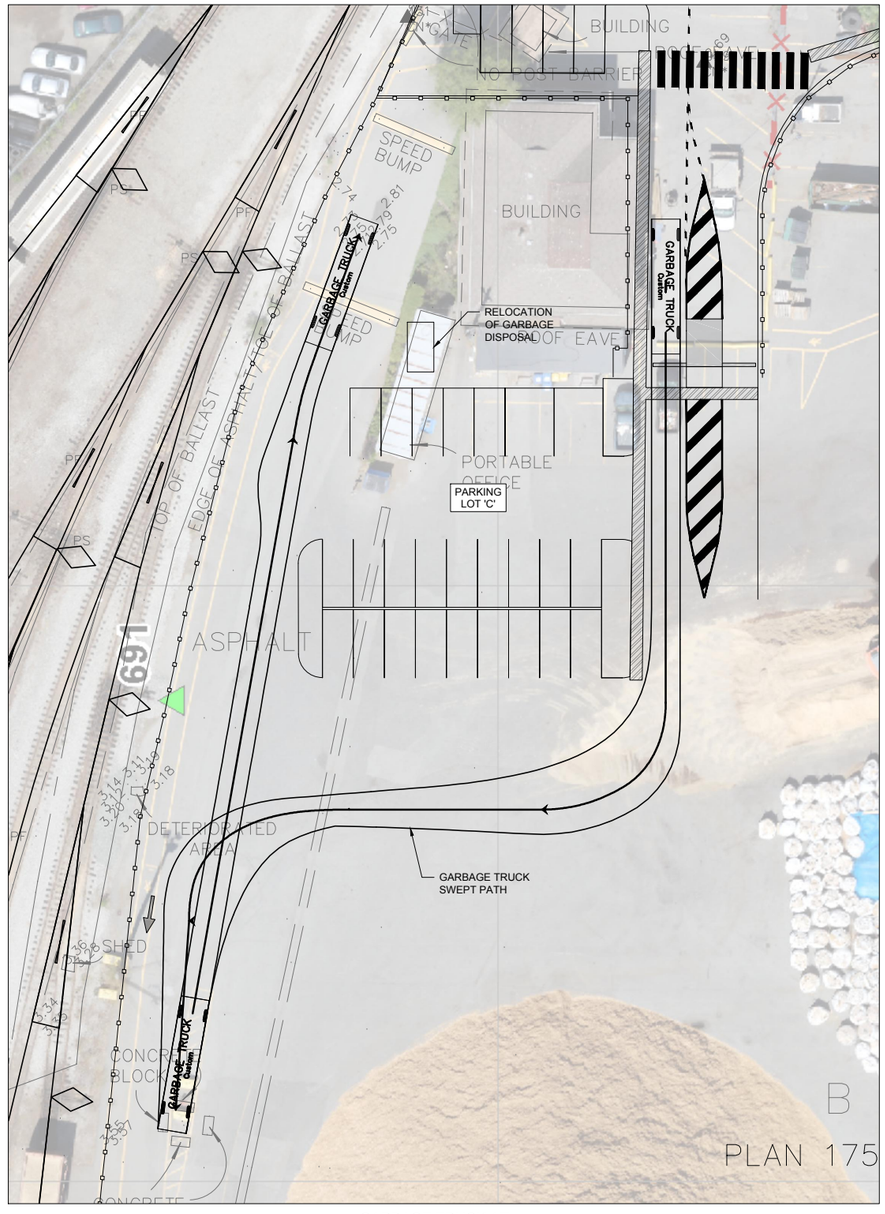


'WB-19' VEHICLE AT ENTRANCE (ABNORMAL/IRREGULAR LOAD)
SCALE 1:250



'WB-19' VEHICLE AT EXIT
SCALE 1:250



GARBAGE TRUCK AT PARKING LOT 'C'
SCALE 1:250

NOTES:

1. FOR GENERAL NOTES SEE DWG. 373557-MMD-00-P0-DR-RW-1001

2 m 0 1:250 10 m

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FIBRECO

FIBRECO EXPORT INC.
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CANADA, V7P3H9

Rev	Date	Drawn	Description	Ch'k'd	App'd
A	2016/08/23	RH	ISSUED FOR REVIEW	SR	JS

Engineer's Seal

Legend

- PARKING SPACES
- FENCE LINE
- CURB LINE
- FOOTPATH
- PAVEMENT MARKING
- CN CROSSING WARNING LIGHTS
- TRAFFIC FLOW
- PEDESTRIAN X-ING
- MEDIAN MARKINGS
- TRAFFIC SIGN
- EX. TRACK

Designed	A. WELLS	2016/08/23	Eng check	S. RIDDICK	2016/08/23
Drawn	R. HAY	2016/08/23	Coordination	J. SUTCLIFFE	2016/08/23
Dwg check	S. RIDDICK	2016/08/23	Approved	J. SUTCLIFFE	2016/08/23

Scale at D size	Status	Rev	Security
1:250	IFR	A	

Drawing Number
373557-MMD-00-P0-DR-RW-1003

Title
FIBRECO EXPORT INC.
TERMINAL ENHANCEMENT PROJECT
VEHICLE CLEARANCE & ACCESS PLAN
'WB-19' & GARBAGE TRUCK

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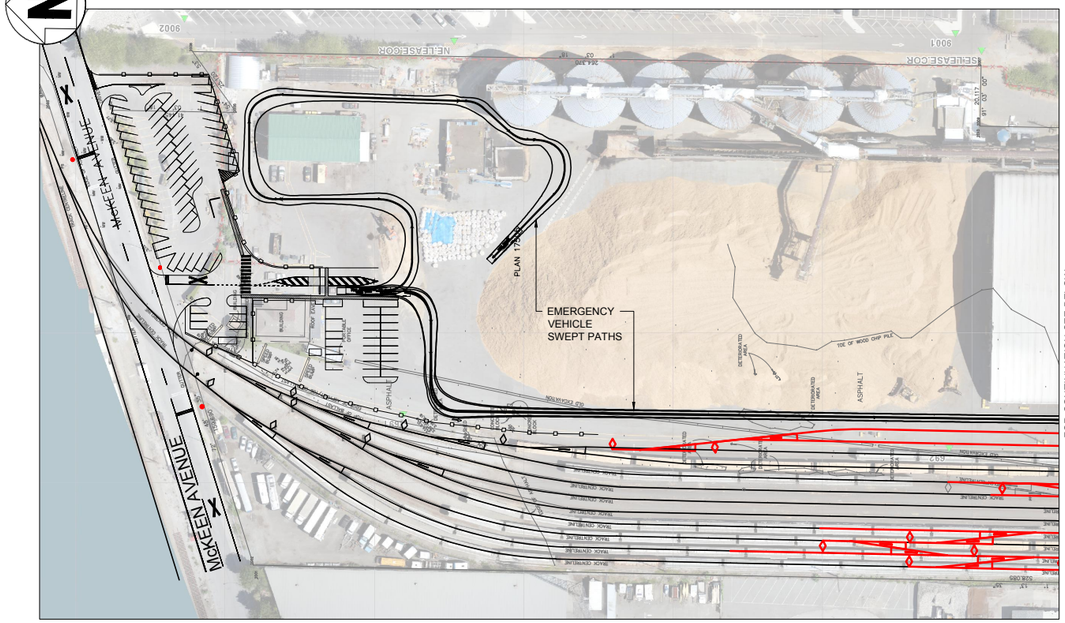
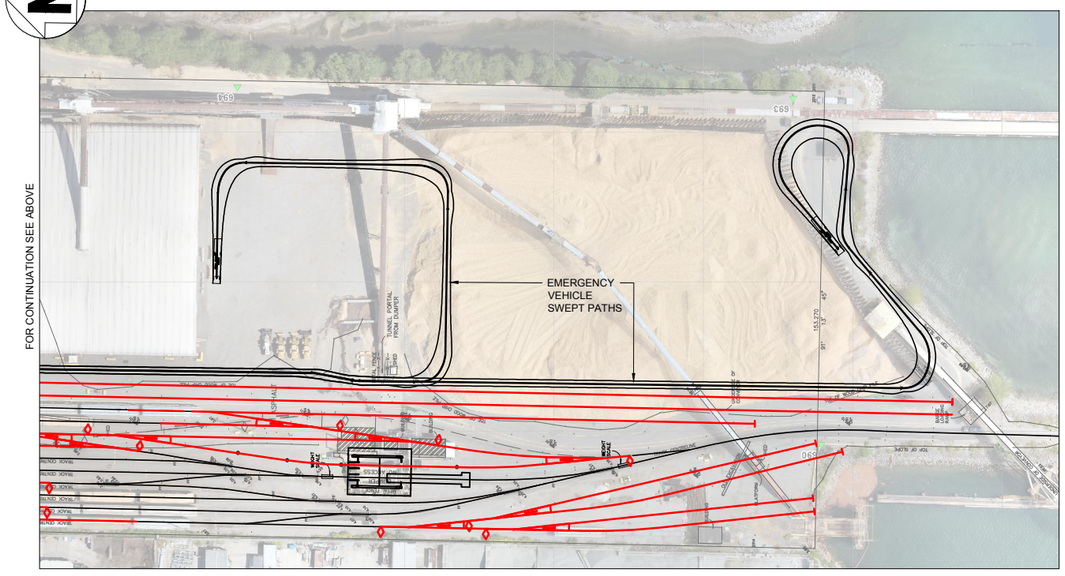
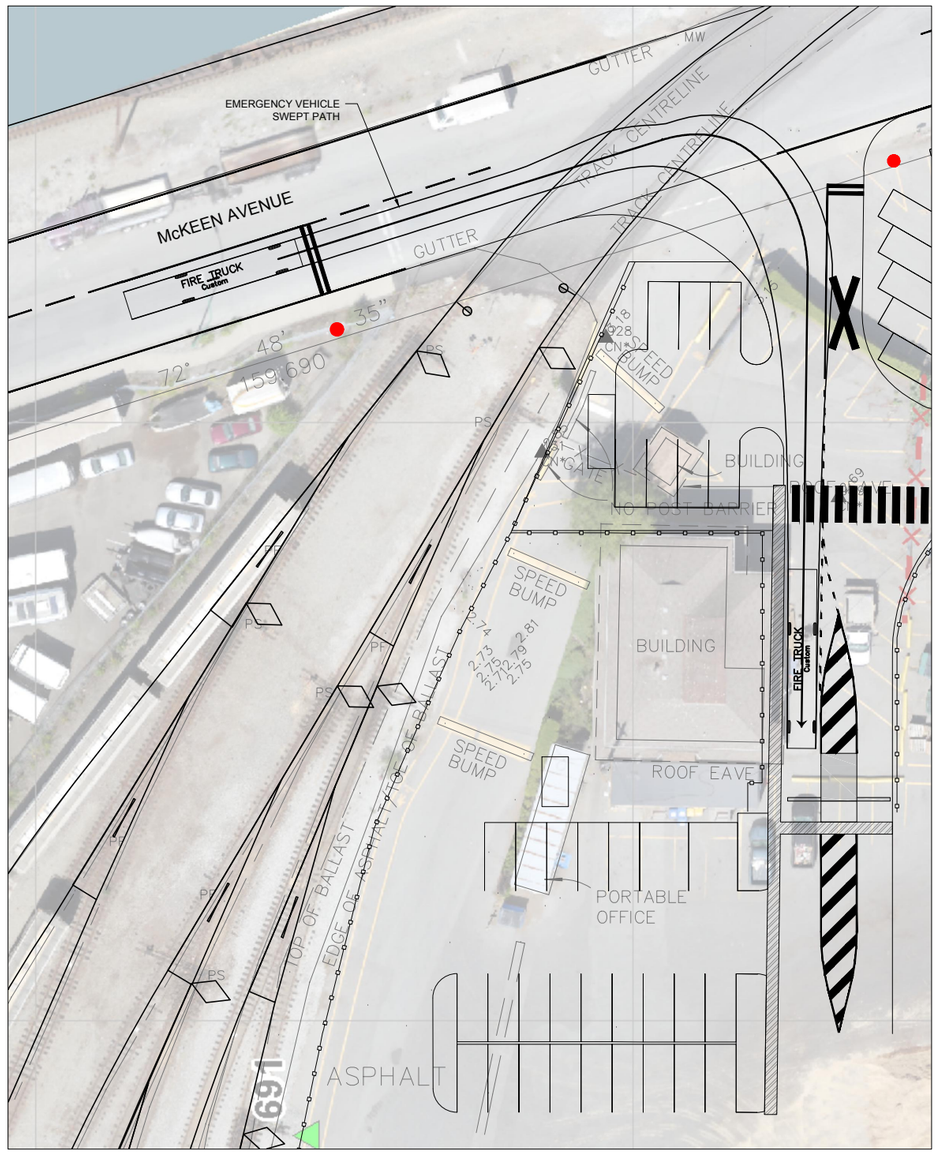


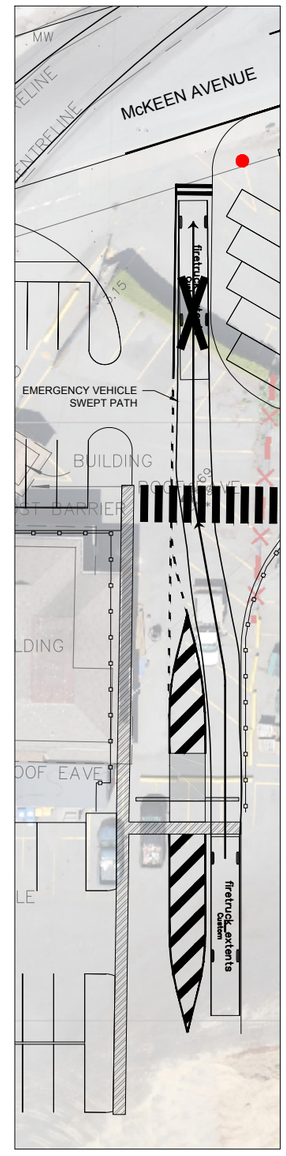
EMERGENCY VEHICLE ROUTE PLAN - NORTH
SCALE 1:2000



EMERGENCY VEHICLE ROUTE PLAN - SOUTH
SCALE 1:2000



EMERGENCY VEHICLE AT ENTRANCE
SCALE 1:250



EMERGENCY VEHICLE AT EXIT
SCALE 1:250

NOTES:

1. FOR GENERAL NOTES SEE DWG. 373557-MMD-00-P0-DR-RW-1001

2 m 0 1:250 10 m
20 m 0 1:2000 100 m

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Rev	Date	Drawn	Description	Ch'k'd	App'd
A	2016/08/23	RH	ISSUED FOR REVIEW	SR	JS

Engineer's Seal

Legend

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Drawn	R. HAY	2016/08/23	Coordination	J. SUTCLIFFE	2016/08/23
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Scale at D size	Status	Rev	Security
AS NOTED	IFR	A	

Drawing Number
373557-MMD-00-P0-DR-RW-1004

Title
FIBRECO EXPORT INC.
TERMINAL ENHANCEMENT PROJECT
VEHICLE CLEARANCE & ACCESS PLAN
EMERGENCY VEHICLE

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