



**Public Consultation Summary Report
Vancouver Fraser Port Authority
Project Application Review Phase**

**KIEWIT LEDCOR TMEP PARTNERSHIP
SITE 1 – 2115 COMMISSIONER STREET
VANCOUVER, BC**

**Trans Mountain Expansion Project -
Temporary Use of Land for
Construction-Related Activities**

December 8, 2017



TABLE OF CONCORDANCE

As part of the Site 1- 2115 Commissioner Street Vancouver Fraser Port Authority (VFPA) Project and Environment Review (PER) process, Kiewit Ledcor TMEP Partnership (KLTP) is required to submit a Public Consultation Summary Report to the VFPA as per the VFPA Public Consultation External Guidelines for a Category C Project Permit.¹ The report summarizes comments received from the public between September 27, 2017 and October 25, 2017. Table I describes how this report addresses the VFPA permit guidelines.

Table I-1: Table of Concordance with VFPA External Guidelines for Public Consultation

VFPA PER External Guidelines Public Consultation 4.4.8 Public Consultation Summary Report	Project Permit Approval
<i>Following the close of each consultation period, the applicant will prepare a summary report that includes the following information:</i>	
• Overview of the proposed project	Section 1.1
• Details of notification methods	Section 2.1
• Details of the consultation materials produced	Section 2.3
• Details of activities undertaken	Section 2.0
• Level of public participation	Section 3.0
• Summary of feedback received	Section 4.0
• Appendix with copies of all consultation materials	Appendices A - E

¹ VFPA PER – Public Consultation Guidelines: <https://www.portvancouver.com/wp-content/uploads/2017/04/VFPA-PER-Public-Consultation-Guidelines-FINAL-2015-07-08.pdf> (Accessed: November 4, 2017)

EXECUTIVE SUMMARY

Trans Mountain and its contractors continue to seek all necessary permits from various levels of government and regulatory authorities for the Trans Mountain Expansion Project (TMEP). In August 2017, Kiewit Ledcor TMEP Partnership (KLTP) filed for a project permit with the Vancouver Fraser Port Authority (VFPA) for the development of Site 1 – 2115 Commissioner Street for use as a marine off-loading facility and laydown yard with associated employee parking and marine taxi service. This site is a temporary infrastructure site in support of the Westridge Marine Terminal (WMT) Upgrade and Expansion, part of the Trans Mountain Expansion Project (TMEP). Site 1 - 2115 Commissioner Street is completely located on federal lands and waters managed by VFPA in Vancouver, British Columbia (BC) and therefore a project permit from the port authority is required.

The VFPA accepted the Project Permit Application for WMT as complete on August 4, 2017. As per the *VFPA PER External Guidelines for Public Consultation*, Trans Mountain initiated notification of a 20-business day public comment period beginning September 27, 2017 with a comment deadline of October 25, 2017. A summary of all comments received is provided in Section 4.2; while all individual comments are documented in Appendix A of this report.

KLTP's consultation methods were in keeping with Trans Mountain's approach to engagement with public audiences for TMEP since May of 2012. Consultation during the Project Review comment period was initiated through the mail out of a comprehensive information package, the dissemination of an information guide at Trans Mountain engagement events, and online postings to the TMEP website (www.transmountain.com/wmt-temporary). Feedback was received in person, over the phone and in writing (via letters and email).

Trans Mountain received 24 comments in total during the 20-business day comment period. 23 were written comments (13 handwritten feedback forms, eight email submissions and two online feedback form submissions), and one comment was made by phone.

Key themes of public feedback (summarized in Section 4.2) were mostly related to socio-economic impacts and environmental impacts in Burrard Inlet. The two most frequent concerns raised were in relation to traffic and noise from construction of the Commissioner Street temporary site.

A separate Consideration Report will be submitted in addition to this report. The Consideration Report provides a summary of comments received to demonstrate to participants and the VFPA how public feedback was considered, including any new commitments made by KLTP in response to public feedback.

Note: this document uses public consultation and public engagement interchangeably. The use of these terms are further explained in Section 1.2.

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DEFINITIONS AND ACRONYMS

Table IV-1: Definitions and Acronyms List

BC	British Columbia
Commissioner Street Project or the Project	Site 1 – 2115 Commissioner Street Project Permit Application
CPCN	Certificate of Public Necessity and Convenience
EVPL	East Vancouver Port Lands
KLTP	Kiewit Ledcor TMEP Partnership
Km	Kilometre
NEB	National Energy Board
PER	VFPA Project Environmental Review Process
TMEP	Trans Mountain Expansion Project
Trans Mountain	Trans Mountain Pipeline ULC
VFPA	Vancouver Fraser Port Authority
WMT	Westridge Marine Terminal

1.0 INTRODUCTION

The Kiewit Ledcor TMEP Partnership (KLTP) has been formed for the construction of the Trans Mountain Expansion Project (TMEP) in the Lower Mainland which includes 35-kilometre (km) of the pipeline from Langley to Burnaby, the Burnaby Mountain Tunnel, Westridge Marine Terminal (WMT), Burnaby Terminal and Sumas Terminal. To support construction of WMT, as part of TMEP, KLTP has identified temporary use of lands in or near Burrard Inlet; as most of the construction for, and access to, WMT will occur from the marine waterway.

Trans Mountain Pipeline ULC (Trans Mountain), operated by Kinder Morgan Canada Limited (KML), received a Certificate of Public Convenience and Necessity (CPCN) on December 1, 2016 from the National Energy Board (NEB) allowing TMEP to proceed; subject to 157 conditions. The BC Provincial Government issued an environmental certificate to Trans Mountain Pipeline ULC for the BC portion of TMEP on January 11, 2017; subject to 37 conditions. Subject to all remaining permits and approvals, Trans Mountain is proceeding with construction of TMEP that would expand the existing Trans Mountain Pipeline (TMPL), which is a 1,150 km pipeline and associated facilities between Edmonton, Alberta (Alberta) and Burnaby, British Columbia (BC); including an expansion of the existing marine terminal at Westridge on the south shore of Burrard Inlet in Burnaby. The expansion would create a twinned pipeline increasing the total nominal capacity of the system to up to 890,000 barrels per day. More information about TMEP is available at www.transmountain.com.

In August 2017, KLTP filed for a project permit with the Vancouver Fraser Port Authority (VFPA) for the development of Site 1 – 2115 Commissioner Street in Vancouver as a temporary infrastructure site to support the construction of Westridge Marine Terminal expansion as part of TMEP. Site 1 – 2115 Commissioner Street [Commissioner Street Project or the Project] would be developed to accommodate a temporary marine off-loading facility and laydown yard with associated employee parking and marine taxi service. The Commissioner Street Project is completely located on federal lands and waters managed by VFPA in Vancouver, BC and therefore a project permit from the port authority is required.

Trans Mountain and KLTP conducted public consultation in accordance with established VFPA guidelines for public consultation processes during the Application Review Phase as part of the Project and Environmental Review (PER) process. As such, this report describes public feedback received during a 20-business day comment period between September 27 and October 25, 2017. In the same time period, VFPA lead stakeholder consultation, and directly responded to any key stakeholder recommendations, with input from KLTP and Trans Mountain where required.

This consultation summary report identifies the timing, methods and content of public consultation regarding the proposed Project.

1.1 Project Overview

The site is located within VFPA jurisdiction at 2115 Commissioner Street in Vancouver, BC. KLTP proposes to develop the overall site for use as a marine off-loading facility and laydown yard with associated employee parking and marine taxi service to remain in place for a period of approximately 30 months (*subject to the duration of WMT construction).

Located in the western end of the East Vancouver Port Lands (EVPL) area, the proposed temporary site is separated from the surrounding residential community by Commissioner Street and a CP Rail right-of-way. See Figure 1 for a map of the location.

Subject to Project Permit approval of Site 1 by the VFPA, the main intended purpose for Site 1 is a marine off-loading facility and laydown yard for TMEP. Other activities include parking on both Site 1 and Site 2 and the transport of construction workers by bus or water taxi to the worksite at WMT. The Site 2 Category B permit was approved by the VFPA in August 2017. This plan focuses on the activities and development proposed for Site 1.

Site 1 was occupied by the previous tenant for over 85 years (VersaCold, a cold-packing facility). KLTP recognizes the longstanding relationship VFPA has established with the communities adjacent to port lands; represented locally by the EVPL Committee. As such, KLTP is respectful of local resident concerns to what changes of activity could be on the site, including any changes to viewscape and marine activity to service the site.



Figure I: location of 2115 Commissioner Street, Vancouver, BC

1.2 About This Document

Trans Mountain has implemented, and continues to conduct an open, extensive and thorough public consultation process, commonly known and referred to by TMEP as stakeholder engagement. VFPA permit guidelines differentiate between stakeholder consultation and public consultation; however, engagement activities outlined in this report will attempt to differentiate activities where feasible to facilitate the permit review. In Trans Mountain's view, engagement is a broader outreach approach that not only provides opportunities for input, but is also used to build relationships and share important information moving forward

This document is a summary of comments received and a public response to such comments as part of KLTP's consultation efforts for the Commissioner Street Project. This report will form part of VFPA's consideration in the review process for the proposed Commissioner Street Project.

A separate Consideration Report will also be prepared to demonstrate to participants and the VFPA how public feedback was considered in Project planning including any new commitments made by KLTP in response to public feedback. The Consideration Report will be circulated to the VFPA and any participants in the comment period process, as well as posted to the “Recent Engagement Events” section of the Trans Mountain Expansion Project website at: www.transmountain.com/community-engagement.

Trans Mountain's engagement and communications, supported by KLTP for the Commissioner Street Project, are ongoing. Despite the defined comment period for the VFPA PER process, engagement with stakeholders and the public will continue throughout the development and operations of the Commissioner Street Project. Methods for ongoing public engagement and communication include notices, community liaison representatives, and a variety of communication channels such as:

- Trans Mountain Expansion Project website (www.transmountain.com)
- Trans Mountain social media channels (Twitter, YouTube, SoundCloud and Facebook)
- Toll free info@ phone line and email (1.866.514.6700 and info@transmountain.com)
- Media inquiry phone line and email (1.855.908.9734 and media@transmountain.com)

2.0 PUBLIC CONSULTATION ACTIVITIES

The VFPA accepted the Commissioner Street Project permit application as complete on August 4, 2017. On September 27, 2017, Trans Mountain initiated notification of a public comment period related to the Commissioner Street Project. Trans Mountain posted information online and distributed printed notification material to residents and businesses nearby. The letter gave notice of a 20-business-day comment period beginning September 27, 2017 with a comment deadline of October 25, 2017. All comments received until October 25, 2017 are included in Appendix A.

2.1 Public Consultation Methods

Consultation during the comment period was initiated through a mail out information package, online postings to the Project website to www.transmountain.com/wmt-temporary and the distribution of additional material at public events.

KLTP presented to the East Vancouver Port Lands (EVPL) Committee a week in advance of the public comment period to answer questions about the project proposal and gain some early feedback on the issues of most concern to businesses and residents of the area. A copy of the EVPL presentation is available in Appendix E.

2.2 Target Audiences

VFPA provided KLTP with notification area maps where public notification would be required in Vancouver (see Appendix B). The notification area is roughly four-block radius from the Project site.

2.3 Notification Materials

All samples of notification materials and web postings initiated by Trans Mountain are available in Appendix C.

Between September 27 and October 25, 2017, Trans Mountain distributed approximately 6,005 printed information packages to neighbourhoods in Vancouver (see Appendix B for distribution map). Initially, 2,500 pieces were delivered to 370 legal lots within the notification area between September 28 and October 2, 2017. Multiple attempts were made to hand deliver to certain strata buildings however no response was received. Based on the difficulty of accessing building management, and in response to feedback received from residents and strata councils from some multi-unit buildings, an additional mail out was initiated through Canada Post on October 5 where 3,505 mail out packages were mailed to individual units within the notification area.

The information package was in the form of a cover letter, a four-page information guide that featured details about the Commissioner Street Project; including greater detail about the construction program and some of the plans in place to mitigate construction impacts to the surrounding communities. A complete copy of the mail out information package is available in Appendix C.

In addition to the mail out information package, on August 18, 2017 Trans Mountain made the newsletter available online on a new webpage: www.transmountain.com/wmt-temporary.

As of November 4, 2017, there were 147 page views for <http://www.transmountain.com/wmt-temporary>; 123 of the views were unique.

2.4 Other Activities Undertaken

In advance of the public comment period, KLTP participated in a public information session hosted by Trans Mountain in Burnaby, BC on September 21, 2017 to provide construction updates for the general public. KLTP representatives were available to answer questions about the Commissioner Street Project proposal. Also, the four-page information guide developed for the mail-out package was distributed at the information session (see Appendix C) with an explanation of the public comment process that would soon be underway as part of a VFPA PER application that was filed.

3.0 PUBLIC PARTICIPATION

Trans Mountain received 24 comments in total during the 20-business day comment period. 23 were written comments (13 handwritten feedback forms, eight email submissions and two online feedback form submissions), and one comment was made by phone.

Trans Mountain did not receive any media requests, nor were any letters to the editor identified in print and online news media local to Vancouver.

4.0 SUMMARY OF FEEDBACK RECEIVED

Key themes that emerged from public feedback are identified in Table 4-1 of Section 4.2 below. Most comments related to the potential impacts of construction related noise from pile driving, and concern for the addition of truck and vehicle traffic to a busy road network, affecting communities near the port authority access points.

Key themes of public feedback include:

- **Socio-Economic Impacts**
 - Visual impact of Project Construction and Operations
 - Traffic
 - Noise
 - Vibration from construction activity
 - Lighting
 - Project schedule and hours of work
 - Proximity of Project to Neighbourhoods
 - Investment & Community Benefits
 - Notification / Consultation
 - Cumulative Impacts of other Port projects
- **Environmental Impacts**
 - Impacts to Burrard Inlet from construction
 - Waste management
 - Air Emissions (including GHGs)
- **Safety & Emergency Response**
 - Spill Response
 - Safety

4.1 How Input Will be Considered and Communicated

Detailed comments and questions pertaining to the Commissioner Street Project permit review that were received between September 27, 2017 and October 25, 2017 are provided in Appendix A.

As described in Section 1.2, a separate Consideration Report has been submitted in addition to this report. The Consideration Report provides a summary of comments received (as per comment summary in Section 4.2 of this report) to demonstrate to participants and the VFPA how public feedback was considered in Project planning, including any new commitments made by KLTP in response to public feedback.

The Consideration Report will be circulated to the VFPA and any participants in the comment period process, as well as posted to the “Community Engagement” webpage on the Trans Mountain Expansion Project website and the port authority website (www.portvancouver.com)..

4.2 Public Consultation Feedback Summary

Table 4-1: Public Consultation Feedback Summary

COMMENT THEME
Socio-Economic Impacts
Visual Impact of Project construction and operations <ul style="list-style-type: none"> Impact of cranes on viewscape, one of the cranes is taller than most buildings in the community at 73.2 m tall
Traffic <ul style="list-style-type: none"> Concern about current level of truck traffic that parks on city streets waiting to enter the Port, particularly McGill Street. Suggestion KLTP should provide assurance they will avoid this practice Concern about traffic impacts during rush hour periods which are particularly busy, e.g. traffic always spills

COMMENT THEME
<p>over into residential neighborhood streets such as Eton, Cambridge and Oxford and Dundas</p> <ul style="list-style-type: none"> • Concern about truck traffic that uses Commissioner Street overpass versus Clark Street Access - resulting in truck traffic on Powell Street, Nanaimo Street and McGill Street to access Commissioner Street Port entry. • Amount of traffic on Nanaimo Street, McGill/Dundas Streets and Powell Street is already busy and more traffic will compound the issue • Concern about effects of increased truck and vehicle traffic on cyclists in the area
<p>Noise</p> <ul style="list-style-type: none"> • Truck noise already a nuisance, more trucks will make it "unbearable" • Residents exposed to Port noise such as beeping and sirens, don't want to see this added to • Concern for noise between 7am - 8pm, particularly pile driving • Potential for pile driving noise to disrupt community livability • Noise from trucks and trains are constant issue for residents, the Project will add to noise levels for the community • Question the attention paid to underwater noise impacts on fish, versus people. • Restricting hours of work [for pile driving] to daytime hours only (7am - 8pm) doesn't alleviate noise for seniors and other people home all day. • Request for more information about how the project will contribute to community noise levels • Potential for noise outside of bylaw hours for City of Vancouver • Potential for increase noise from water taxi • Noise from construction such as ground compaction activities
<p>Vibration from Construction Activity</p> <ul style="list-style-type: none"> • Effect of pile driving vibrations on residential area • Effect of pile driving vibration on marine life
<p>Lighting</p> <ul style="list-style-type: none"> • Concern about adding to ambient light effects (light pollution) on the community • Concern about duration and potential for night-time operation of lighting. • Concern for 10 x 1,000 watt floodlights • Request for "full cut off lighting" to reduce light pollution and disturbance
<p>Project Schedule and Hours of Work</p> <ul style="list-style-type: none"> • Concern hours of work could be outside City of Vancouver noise bylaw hours
<p>Proximity of Project to neighbourhoods</p> <ul style="list-style-type: none"> • Request for better map to determine proximity of Project to neighbourhood • Concern the land use is not compatible with land uses in the City of Vancouver anymore.
<p>Investment & Community Benefits</p> <ul style="list-style-type: none"> • Request for information as to whether the taxpayer will be paying for the lease or any of the improvements to accommodate the project • Request for community benefits to offset negative impacts to the community (currently see zero benefits and several disadvantages) • Leave a legacy for the community - e.g. work with non-profits in the community to understand community needs and support through donations • Request for proponent to upgrade surrounding area, including access road
<p>Notification / Consultation</p> <ul style="list-style-type: none"> • Concern about distribution to multi-unit buildings. Suggestion of Canada Post to ensure individual delivery • Many neighbours unaware of TMEP project plans and would like to see better outreach so they can be

COMMENT THEME
<p>informed and engaged</p> <ul style="list-style-type: none"> Multiple requests for community bulletin boards as a means to share information about the project. Road signs, newsletters and email were other popular formats requested Want to know the local neighbourhood will be kept informed going forward as well Comment that the description of temporary was misleading
<p>Cumulative Impacts of other Port projects</p> <ul style="list-style-type: none"> Concern about multiple construction projects happening in the Port area Concern TMEP was approved by the NEB without the Commissioner Street Project - due consideration must be given to the Commissioner Street Project effects on community, city and the harbour.
Environmental Impacts
<p>Impact to Burrard Inlet from Construction</p> <ul style="list-style-type: none"> Impacts of pile driving to fish and the marine environment Concerns about water pollution from Project, including from water taxi operation Concern TMEP has focused on pipeline versus marine impacts of the project; request marine impacts be part of the Commissioner Street Project evaluation
<p>Waste Management</p> <ul style="list-style-type: none"> How waste such as paints, coatings, solvents, sand blast waste, etc., will be managed Potential for hazardous materials on site
<p>Air emissions (including GHGs)</p> <ul style="list-style-type: none"> Carbon offsets for carbon emissions from construction on site Expectation the site is left in better environmental condition than when developed and occupied by the Project Concerns about global warming - want to see investment in green energy instead of the Project and pipeline expansion Request for more information about potential air quality impacts of this project (start to finish) on air quality
Safety & Emergency Response
<p>Spill Response</p> <ul style="list-style-type: none"> Plans in place for hazardous airborne and liquid or solid material spills
<p>Safety</p> <ul style="list-style-type: none"> Request for a description of the safety plans for crane operation, prevention of accidents on site Request whether permits obtained for airspace to be taken up by the crane

**APPENDIX A: PUBLIC COMMENTS RECEIVED BY TRANS MOUNTAIN & KLTP
FROM SEPTEMBER 27 TO OCTOBER 25, 2017**

APPENDIX A

Table A-1: Comments received during the comment period: September 27 to October 25, 2017

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
1.	Thursday September 28, 2017	Email	Wall Street, Vancouver, BC	<i>[contact information redacted for privacy]</i>	<p>I am on the Strata Council for Pacific Landing and am writing to complain about the method used to distribute your “Notice of Public Comment Period re: 2115 Commissioner St”</p> <p>When I left my apartment today I noticed someone had left a pile of envelopes outside the front of our building that stated “Notice of Public Comment Period re: 2115 Commissioner St.” This looked like a pile of junk mail, and the outside of the envelopes did not mention that the envelopes were from Trans Mountain.</p> <p>If Trans Mountain is really serious about communicating with its Neighbors, you would have paid the Post Office to place the Notices in each of the 48 mail boxes in our building to ensure that such important information does not get tossed in the garbage as junk mail.</p> <p>Your envelope contains information that could have a big impact on the residents of our building. I went into the TMEP website www.transmountain.com/wmt-temporary but could not find an online feedback form that you said in your letter would be posted on-line?</p>
2.	Saturday September 30, 2017	Email	Wall Street, Vancouver, BC	<i>[contact information redacted for privacy]</i>	<p>My name is <i>[contact information redacted]</i> and I am a resident of the building at 2277 Wall Street in Vancouver. I received an email from a resident in my building on Thursday that he had found a letter stuffed under the automated parking entrance to our apartment outlining Trans Mountain's Temporary Use of Land Notification. It was only because he was on a bicycle rather than in a vehicle that the letter was even noticed or opened. Fortunately, he took the initiative to share the notification with the rest of the building residents.</p> <p>I expect you would agree that this is an extremely clumsy first step in engaging the directly affected community in a conversation about the work that will be occurring on their doorstep. Perhaps it was a one time oversight, but it makes one wonder whether the single family residents east of our building were more directly engaged in the process? And what about the buildings to the East of ours? Were they also contacted in the same haphazard manor and is there a concerned resident in those buildings ready to bring attention to the matter? Surely there was a way for your group to locate addresses for individual residents in the affected buildings. The Port of Vancouver has been able to contact us directly in the past regarding construction and development on Commissioner Street so I would expect that an organization with your reach would have similar access to contact information.</p> <p>Large projects like this require direct engagement and trust for all the stake holders involved. This first effort at contacting the community has not been well received in our building and has left people feeling overlooked, anxious and suspicious. I would hope you would make a second direct and purposeful attempt to share your intentions with Wall Street residents so they can make informed decisions and actively participate in the permitting process.</p>
3.	Saturday September 30, 2017	Online submission – Feedback Form	“lives one block away” No address provided	<i>[no name or other contact information provided]</i>	<p>[contents of feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? I am strongly against Trans Mountain using 2115 Commissioner Street in Vancouver as a temporary use site for their project. I live one block away from the site and find the noise coming from the loading docks already too much of an issue. With Trans Mountain adding to that it will make noise in the area unbearable. KLTP states that the added traffic into the area from their employees will not be significant, but I strongly disagree. The amount of traffic heading south on Nanaimo from McGill Street onto Dundas Powell Streets is already at an unsustainable level, any additional traffic will simply compound the issue. Simply put I do not support the Trans Mountain Expansion Project and their proposal to have a temporary use site at 2115 Commissioner Street.</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. Neither agree nor disagree</p> <p>3. What information are you interested in receiving? [No answer provided]</p>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
					<p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) [respondent selected]: Newsletters</p> <p>5. Do you have any additional comments or suggestions for the project team? Kinder Morgan and their Trans Mountain pipeline project are NOT welcome in this community!</p>
4.	Tuesday October 10, 2017	Mail – Feedback form	No address provided	<i>[No name provided, other contact information redacted]</i>	<p>[contents of feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? <u>NO PIPELINES</u></p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. <u>NO PIPELINES</u> [written across choices]</p> <p>3. What information are you interested in receiving? <u>NO PIPELINES</u> [written across choices]</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) [respondent selected]: none. [The word “NO” written across choices.]</p> <p>5. Do you have any additional comments or suggestions for the project team? <u>NO PIPELINES</u> [written across choices]</p> <p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. No selection</p> <p>[On the back page of the feedback form the words written: “WE SAY NO TO PIPELINES. PROTECT MOTHER EARTH!”]</p>
5.	Wednesday October 11, 2017	Mail – Feedback form	Cambridge Street, Vancouver BC	<i>[no name provided, return address redacted]</i>	<p>[contents of feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? The use of the word “temporary” is misleading. Have you ever heard of a permanent construction project? No construction. Period. Take your TMEP, your pipeline] deceit] SOD Off.</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. Strongly Disagree</p> <p>3. What information are you interested in receiving? Transparency re pipeline.</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) [respondent selected]: email [added the words “or Canada Post notices”], community bulletin boards</p>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
					<p>5. Do you have any additional comments or suggestions for the project team? See #1</p> <p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. No selection</p>
6.	Wednesday October 11, 2017	Mail – Feedback form	Wall Street, Vancouver, BC	<i>[contact information redacted for privacy]</i>	<p>[contents of feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? [No answer provided]</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. Somewhat Disagree.</p> <p>3. What information are you interested in receiving? Level of noise being created between 7am – 8pm ESP re PILE DRIVING!!!! Also – the effect / impact the vibrations from PILE DRIVING will have on Marine Life and the Residential Buildings on the waterfront. Hours the ‘Lighting’ will be ‘on’.</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) [respondent selected]: email, Community Bulletin Boards</p> <p>5. Do you have any additional comments or suggestions for the project team? [No answer provided]</p> <p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. Yes [contact information provided]</p>
7.	Friday October 13, 2017	Email	Wall Street, Vancouver, BC	<i>[contact information redacted for privacy]</i>	<p>Thank you for sending the request for input regarding the potential use of 2115 Commissioner Street. It was informative and thoughtful. However, I have several concerns about this project. As a resident of 2180 Wall Street, I value the relative serenity of the area as well as my unobstructed view of the Burrard Inlet and Lion’s Gate Bridge. (A privilege my wife and I pay for, let me assure you.)</p> <p>Looking at the proposal for 2115 Commissioner Street, I can see that this serenity will be disrupted with the sound of pile-driving and the view will be obstructed, temporarily, with high cranes. So I object to this use. However, I feel there could be a solution.</p> <p>I look at Transmountain, and what this company has to gain: plenty. Work, financial gain, expansion, etc. A continuation of their business model. I get it. But what do I, my wife and the other residents of the 2000 block of Wall Street gain? Nothing. What do we lose? Peace and quiet and the view we specifically moved here to enjoy.</p> <p>So of course I oppose. I will see zero benefits and several disadvantages.</p>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
					<p>My solution: Transmountain should compensate the residents of Wall Street.</p> <p>My first thought is a one-time payment for lose of use and enjoyment of our property. I think this is fair—City Bylaws indicate that “loss of use and enjoyment” is, for lack of the legal verbiage, “a real thing.”</p> <p>But honestly, I don’t expect this to go through.</p> <p>So I’d like to see Transmountain contribute to the community they will be disrupting. The following examples would be acceptable in my mind:</p> <ul style="list-style-type: none"> Weekly clean-up crews patrolling Wall Street. Collect litter and abandoned furniture. Show us you care. Fund renovations and enhancements to our local parks. Cambridge Park comes to mind. Or perhaps new facilities for children at some of the small “parklets” dotted along the northwest side of Wall Street. A community event. Fun, food, etc. Paid for by Transmountain. Or, hell, cut us a cheque for our troubles. You can afford it. <p>If you want our support, support us in return. Because right now I see no reason to support this application, so I remain opposed and will voice my opposition going forward.</p>
8.	Thursday October 19, 2017	Email	Wall Street, Vancouver, BC	<i>[contact information redacted for privacy]</i>	<p>The following are my comments and concerns regarding Temporary Use of Land for Construction - 2115 Commissioner Street, Vancouver</p> <ul style="list-style-type: none"> Your information guide states “the proposed temporary site is separated from the surrounding residential community by Commissioner Street and a CP Rail right-of-way.” The noise from trucks and trains are a constant issue with residents of Wall St and surrounding areas. Your proposed site will only add to the noise of the community. The fact that the site is separated by the road and train track is irrelevant. Your figure 1 map is small and does not show much of Wall St. It is difficult to determine the proximity of the site to the building addresses on Wall St. Your guide states “KLTP recognizes the longstanding and respectful relationship VFPA has established with the communities adjacent to port lands; represented locally by the EVPL Committee. As such, KLTP is respectful of local resident concerns to what changes of activity could be on the site, including any changes to viewscape and marine activity to service the site.” I have lived on Wall St for 30 years and do not agree that VFPA has a longstanding and respectful relationship with communities adjacent to the port lands. Our community is represented on the EVPL Committee by volunteer members of the Burrardview Community Association. They faithfully attend the EVPL meetings to address concerns of the community. I wonder how seriously the VFPA or KLTP are in addressing the community concerns. In Reference to Pile Driving in your guide, I am concerned about the noise that will impact the community. Your guide states concerns about the migrate impacts on fish and underwater noise, but does mention any concern the effect Pile Driving noise has on people. Restricting hours of work from 7am to 8pm will not alleviate the noise for seniors and other residents who are home all day.
9.	Sunday October 22, 2017	Online submission – Feedback Form	unknown	<i>[no contact information provided]</i>	<p>[Contents of scanned feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site?</p> <p>That all carbon emissions from Water taxis, crane operations etc., be offset through a program of the municipalities choosing above and beyond regulation set by the NEB and province of BC.</p> <p>That remediation of the site be completed upon teardown and be sufficient for next commercial lease without further cleanup. Leave the land in better standing than it was at original possession date.</p> <p>Trans Mountain should also take a lead in the community to work with non profits in the immediate vicinity to understand the impact and how they can potentially become a donating partner. i.e. Quest Outreach, Pacific Association of First Nations Woman, urban native youth association etc...</p> <p>2. Please indicate the extent to which you agree with the following statement:</p> <p>I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP.</p> <p>[Respondent selected]: Neither agree nor disagree.</p>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
					<p>3. What information are you interested in receiving? The above question is an error as per the ask below. Please review and resend the questionnaire once it has been reviewed and edited.</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) Email [contact not provided]</p> <p>5. Do you have any additional comments or suggestions for the project team? If the trans mountain continues to move forward I hope TM can leave a strong legacy of supporting our community.</p>
10.	Monday October 23, 2017	Email	McGill Street, Vancouver, BC	[contact information redacted for privacy]	<p>I have multiple concerns about 2115 Commissioner from the information presented. It would be helpful if you could provide more information via road signs, newsletters, and online ads.</p> <p>I will start by saying that both residents of my household on McGill Street cycle to work. We both need to go west to get to work and east to return home. The journey between Wall Street and Commercial Drive is already dangerous due to the amount and type of traffic. Adding 130 light duty vehicles will not make this safer, in fact it will only become more dangerous with the addition of vehicles.</p> <p>One of the cranes cited is 73.2m tall, taller than the majority of buildings in the neighbourhood, and would thus interrupt the viewscape. In addition 10, 1 000 watt floodlights would create light pollution.</p> <p>Despite your efforts to 'mitigate impacts to fish', driving 60-70 piles into the ocean floor will disrupt the fish. Burrard Inlet is in the process of being restored, see the project at New Brighton park. Pile driving will impact all of the marine environment, not just the fish. You could ask David Suzuki. The marine environment needs protection, not pile driving.</p> <p>I will finish by suggesting you go away. Leave us alone. You have done enough damage. The message that Trans Mountain puts all of life in its path at risk, and that is most of British Columbia, is clear.</p> <p><u>Kinder Morgan Tank Farm Die-In</u></p>
11.	Wednesday October 25, 2017	By Phone	Vancouver, BC	[contact information redacted for privacy]	<p><i>Transcript of voicemail left on Trans Mountain info line:</i> [check against delivery]</p> <p>Hi, I am calling about the Trans Mountain construction project at the Port Authority, we received a, a letter asking for feedback we live in Vancouver.</p> <p>Yeah, my name is [contact info redacted], our household is strongly opposed to any pipeline expansion because of the very real crisis of global warming. We don't want this in Vancouver, we don't want this in British Columbia, we don't want this anywhere actually. And we are very strongly opposed. And I think that, I think we speak for a lot of people in our neighbourhood. so yeah, you asked for our feedback, there is our feedback. My phone number is [contact info redacted] and yeah, I hope you guys don't expand because I think it is an environmental crisis if you do, very sincerely. I hope that you that are able to invest in green energy instead. I don't begrudge anyone having a job, certainly. People need to make a living. But this is no longer the way to make a living. It is an emergency we can't continue to use fuel the way we have been using it and a pipeline is a catastrophe. OK, I hope you take my comments sincerely, it's certainly meant sincerely and I hope the City of Vancouver is successful in stopping your pipeline. Thanks very much.</p>
12.	Wednesday October 25, 2017	Email	[Hastings Sunrise] Vancouver, BC	[contact information redacted for privacy]	<p>I'm writing in response to the invitation for feedback on the planned use of lands in/near Burrard inlet for the Trans-Mountain Expansion Project.</p> <p>You will see (in my feedback, attached) that my household has concerns about the impact of this project on local residents and potentially- the local ecology.</p> <p>I don't think this initiative was very effective in reaching my neighbours, as most I've talked to were unaware of the planned construction site. I hope there are</p>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
					<p>plans to inform and involve the local neighbourhood going forward as well.</p> <p>Copying Port Vancouver, given concerns about multiple concurrent construction projects in the area. Also, the city councilor liaisons to Hastings-Sunrise.</p> <p>[contents of scanned feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? There is already a large scale construction project schedule to being Oct 31, 2017 in proximity to this. (GCT Vanterm Maintenance & Expansion Project). 1275 Franklin <-> 2115 Commissioner GCT Vanterm TMEP Has the Vancouver Fraser Port Authority considered the very significant combined impact of these projects on our neighbourhood?</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. Somewhat disagree</p> <p>3. What information are you interested in receiving? 1) Environmental protection plan. All environmental mgmt. plans – for pollution prevention, spill prevention, aquatic surveys. 2) Noise regulation – we already experience significant noise from the port, creating a challenge for reste [residents?] often resulting in a constant beeping or siren sound. 3) Lighting – is the lighting intended to remain on 24 hrs? Again – it will combine with the already strong ambient light affecting residents of Hastings Sunrise.</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) <ul style="list-style-type: none"> [respondent selected] email, newsletter, community signage & bulletin boards </p> <p>5. Do you have any additional comments or suggestions for the project team? In talking to my neighbours I've found that most are unaware of the intended TMEP project plans. Given that we are mere blocks from the site of 2115 Commissioner, I would like to see better outreach to the community to really ensure we are informed and engaged.</p> <p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. Yes. [contact provided]</p>
13.	Wednesday October 25, 2017	Email	Wall Street, Vancouver, BC	[contact information redacted for privacy]	<p>I am a resident of 2800 Wall Street.</p> <p>1). Kindly detail the effect this project from start to finish will have on the air quality, add to water pollution, contribute to the noise levels from the Clark Street to New Brighton Park vicinities.</p> <p>2). Also, hauler trucks doing Port business parking on city streets are already unacceptable. We have many hauler trucks parked on our roads awaiting their turns at the Port. This includes McGill Street, McGill exit off the freeway and along the east side of the Hastings Park grounds. This practice creates hazard conditions, especially the ones parked along McGill Street. Please assure me that your company will not contribute to this unneighbourly practice.</p> <p>3). Route your trucks will take most likely will be what the Port takes. Will your trucks be using the unfortunate route that has Port traffic bypassing the Clark Street access and using Powell St, Nanaimo St., McGill and then turning left onto the Commissioner overpass to gain access to the Port? It is unfortunate that this traffic pattern exists (The unnecessary mixing haulers with cars.), due to, the unacceptable unwillingness of the Port to have spent the money to modify Port roadways when revamping the Port to meet their security requirements.</p>

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					Your reply to the above three items would be appreciated.
14.	Wednesday October 25, 2017	Email	unknown	<i>[contact information redacted for privacy]</i>	<p>Find attached my comments for the Proposed Temporary Use of Land For Construction Related Activities. Please take these comments into account during your project and environmental review of the Commissioner St. site.</p> <p>[contents of scanned cover letter & feedback form]:</p> <p>[Cover letter]: Although the TMEP and its sub-project, the WMT have been given the go ahead by the Federal government, there is a court challenge currently against the project questioning the effect of the increased marine traffic the TMEP will have on the inner harbor traffic, the Georgia strait and Juan de Fuca traffic, the off shore marine traffic and the effect of this increased traffic on the tourism industry, the safety of the recreational fishing and boating uses in the effected waterways, the marine life in the effected waterways, and the increased likelihood of a marine disaster or spill and aquatic damage due to this increased heavy tanker traffic.</p> <p>I understand that the environmental review for the TMEP was done on the pipeline (i.e.: land portion) of the project only. To exclude other portions of the overall project is the wrong and likely illegal approach to reviewing the project and is akin to a "divide and conquer" type of approach. No approvals should be given to any portion of the project without proper and due consideration of the project as a whole and all the effects of every aspect of the project. (i.e.: certainly there would be no ill-effects to marine assets for a land based pipeline, but obviously, there is marine impact from such a pipeline) All effects of every part of the project need to be reviewed and I understand this has not been done. Similarly, this Temporary Land for Construction Related Activities site is a small subproject that is part of the TMEP. Now that the go-ahead has been given for the TMEP, this sub-project must be reviewed for the ill-effects it poses on the surrounding community, city and harbour.</p> <p>Either the Temp Land for Construction Related Activities site portion of the project must be reviewed as part of the overall pipeline project for its detrimental effects on its surroundings or it should be moved to a different location or cancelled as a project in and of itself. Some of my concerns for this Temporary Land For Construction Related Activities Site in the ports lands are as follows:</p> <ol style="list-style-type: none"> 1. Increased traffic in the arterial and secondary roads of the immediate neighborhoods near to this site. (Added traffic to rush hour periods which are already close to maximum) 2. Increased noise to surrounding neighborhoods to this site - past normal noise bylaw hours within the city of Vancouver and echoes out across harbor. Hopefully this site doesn't have the same crazy beeping and sirens that the rest of the port uses for everything 7 days a week/24 hrs a day. 3. Added water taxi noise and pollution. 4. Pounding or vibrating piles to marine and aquatic life and noise to public. 5. Excess noise and disturbance of vibratory compaction or ground pounding for increased ground support density. 6. Full cut off lighting is required to avoid light pollution and disturbance. 7. Excess material handling with trucks to the site - our neighborhood already overimpacted almost every day as the second narrows bridge backs up daily and commuter traffic backs up McGill, Nanaimo and west along Powell. When this happens – almost daily- traffic always spills over into residential neighborhood streets such as Eton, Cambridge and Oxford and Dundas. When I come home from work and try to get out of my vehicle I usually have to stop a steady stream of racing vehicles down my normally quiet residential street in order to open my car door. 8. What precautions are being taken for treatment of spilled airborne and liquid/solid hazardous materials and potential spills or containment of deleterious waste such as paints, coatings, solvents, sand blast waste etc. 9. What plans have been put in place for seismic damage caused by toppled large cranes? Is the air space taken care of for cranes, crane lift plans in place? 10. Who will be paying for the improvements required for the road, asphalt, chain-link fence trestle dock- I would assume Transmountain correct? Certainly not the taxpayer- this should not be a subsidy to Transmountain. 11. Lease for this land use paid for by Transmountain correct? - No taxpayer subsidy please. 12. Why not upgrade the land around the location of the WMT with these facilities and the access roads so that once the WMT is built they can be used by the workers of the terminal itself. Why spend \$\$\$ upgrading a site further west and shuttling everything by water over to this other site for a short time period when the activity will all happen there anyway over the long term. <p>This land use is not compatible with the surrounding land uses in the city of Vancouver anymore.</p>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
					<p>[Feedback form questions / answers]</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? Yes see attach document.</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. Somewhat agree</p> <p>3. What information are you interested in receiving? Answer to questions in my accompanying letter</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) Email [contact provided]</p> <p>5. Do you have any additional comments or suggestions for the project team? See letter.</p> <p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. Yes.</p>
15.	Thursday October 26, 2017	Mail – Feedback Form	Cambridge Street – Vancouver	[contact information redacted for privacy]	<p>[Contents of feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? I do not support expansion of your pipeline. You are risking the most precious of resources to this coast: the Salish Sea. You are trying to make a few short sighted dollars while risking the long-term health of generations of people, animals and plants far into the future. I HOPE YOUR CONSCIENCE SPEAKS TO YOU. TIME IS RUNNING OUT TO CHANGE OUR WAYS. BURNING TAR SANDS OIL IS ENSURING WE PUT THE ENVIRONMENT THAT SUSTAINS US, AND IS THE SOURCE OF ALL TRUE wealth, in the toilet.</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. [Respondent indicated]: Somewhat agree</p> <p>3. What information are you interested in receiving? I am interested in being informed that expansion of the Trans Mountain pipeline has been cancelled, due to public outcry and lack of economic viability.</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) [Respondent indicated]: Community Bulletin Boards</p> <p>5. Do you have any additional comments or suggestions for the project team? I do not support expansion of the pipeline. It is overdue to start phasing out fossil fuels in favour of cleaner energies that don't forfeit our environment. Can't you see the environment is being trashed for future generations? Come on people!</p>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
					<p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. No</p>
16.	No date provided [no date stamp, received prior to October 25, 2017]	Mail – Feedback form	Yale Street, Vancouver, BC	[contact information redacted for privacy]	<p>[Contents of feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? I strongly approve this project!!!</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. Strongly agree</p> <p>3. What information are you interested in receiving? [No answer provided]</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) Email [contact provided]</p> <p>5. Do you have any additional comments or suggestions for the project team? [No answer provided]</p> <p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. [No answer provided]</p>
17.	No date provided [no date stamp, received prior to October 25, 2017]	Mail – Feedback form	[not indicated]	[no contact information provided]	<p>One comment written on cover of feedback form:</p> <p>Citizens of Canada oppose this travesty!</p> <p>People of Vancouver Burnaby and lower mainland will lay down our bodies and lives to stop this atrocity!</p> <p>YOU SHALL NOT PASS!</p>
18.	No date provided [no date stamp, bur received prior to October 25, 2017]	Mail – Feedback form	Napier Street, Vancouver, BC	[contact information redacted for privacy]	<p>[Contents of feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? We strongly oppose the Transmountain Expansion Project because of the environmental catastrophic damage it causes.</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. Strongly Disagree</p> <p>3. What information are you interested in receiving? None.</p>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
					<p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) [Respondents selected]: Traffic apps (Waze), email, newsletter, Trans Mountain website, social media (twitter), social media (Facebook), Road Signage, Community Bulletin Boards, Online Newspaper ads, Local Newspaper ads.</p> <p>5. Do you have any additional comments or suggestions for the project team? Please consider the environment, our valued communities, our ocean + the life that is support, and the health + vitality of future generations. Stop the Transmountain Expansion Project.</p> <p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. No.</p>
19.	No date provided [no date stamp, received prior to October 25, 2017]	Mail – Feedback form	[not indicated]	[no contact information provided]	<p>[Contents of scanned feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? No pipelines</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. No Pipelines [written across selections]</p> <p>3. What information are you interested in receiving? No Pipelines</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) No Pipelines [written across selections]</p> <p>5. Do you have any additional comments or suggestions for the project team? No Pipelines</p> <p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. No Pipelines [written across selections]</p>
20.	No date provided [no date stamp, received prior to October 25, 2017]	Mail – Feedback form	Odium Drive, Vancouver, BC	[contact information redacted for privacy]	<p>[Contents of feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? I object to the Transmountain Expansion Project. Therefore I object to any land use which renders the project feasible.</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. [No response]</p> <p>3. What information are you interested in receiving? I'm not open-minded on this subject, because my bottom line is the potential environmental damage to the coast.</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply)</p>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
					<p>[No response]</p> <p>5. Do you have any additional comments or suggestions for the project team? [No response]</p> <p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. [No response]</p>
21.	No date provided [no date stamp, received prior to October 25, 2017]	Mail – Feedback form	Adanac Street, Vancouver, BC	<i>[contact information redacted for privacy]</i>	<p>[Contents of feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? I'm opposed to it. I am opposed to any action taken to facilitate the Kinder Morgan expansion of the pipeline and adjacent amenities.</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. [Respondent selected]: Strongly Disagree</p> <p>3. What information are you interested in receiving? Whatever is relevant to the Kinder Morgan Expansion</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) [Respondent selected]: Email, Newsletter & Local Newspaper Ads</p> <p>5. Do you have any additional comments or suggestions for the project team? Stop Kinder Morgan</p> <p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. [Respondent selected]: Yes [contact information provided]</p>
22.	No date provided [no date stamp, received prior to October 25, 2017]	Mail – Feedback form	Triumph Street, Vancouver, BC	<i>[contact information redacted for privacy]</i>	<p>[Contents of feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? Yes – as a Vancouver citizen and neighbourhood resident of the Hastings Sunrise Community, my primary suggestion is to stop this program and any expansion activity immediately.</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. [Respondent selected]: Strongly Agree</p> <p>3. What information are you interested in receiving? I am only interested in receiving information regarding the cessation of this ridiculous and unnecessary project.</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) [Respondent selected]: Newsletter</p> <p>5. Do you have any additional comments or suggestions for the project team? Yes – please stop doing this or any actions until full consent has been reached.</p>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
					<p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. [Respondent selected]: No</p>
23.	No date provided [no date stamp, received prior to October 25, 2017]	Mail – Feedback form	Oxford Street, Vancouver, BC	<i>[contact information redacted for privacy]</i>	<p>[Contents of feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? I AM FULLY IN SUPPORT OF THE PIPELINE</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. [Respondent selected]: Strongly Agree</p> <p>3. What information are you interested in receiving? PROGRESS</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) [Respondent selected]: Newsletter & Local Newspaper Ads</p> <p>5. Do you have any additional comments or suggestions for the project team? [No response]</p> <p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. [Respondent selected]: No [written next to selection]: No computer.</p>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
24.	No date provided [no date stamp, received prior to October 25, 2017]	Mail – Feedback form	Triumph Street, Vancouver, BC	<i>[contact information redacted for privacy]</i>	<p>[Contents of feedback form]:</p> <p>1. Do you have any comments or suggestions for the Project team to consider as part of their application for the development of the temporary use of this site? Very concerned about additional traffic, hazardous materials, and the increase of air pollution, which is quite serious in this area already.</p> <p>2. Please indicate the extent to which you agree with the following statement: I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP. [Respondent selected]: Somewhat agree</p> <p>3. What information are you interested in receiving? Understanding more re risks to environment and effect on traffic routes – and which routes.</p> <p>4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply) [Respondent selected]: Newsletter</p> <p>5. Do you have any additional comments or suggestions for the project team? Am not in favour of the project at all</p> <p>6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time. [Respondent selected]: Yes</p>

APPENDIX B: NOTIFICATION AREA MAPS

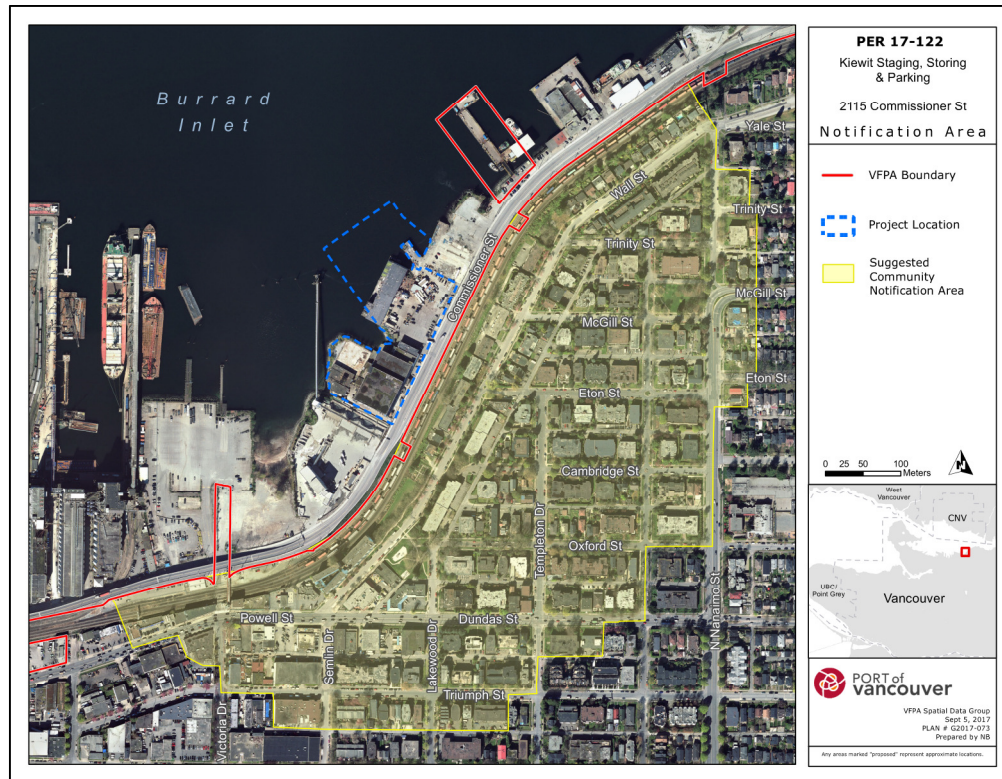


Figure II: Notification Area in Vancouver, BC

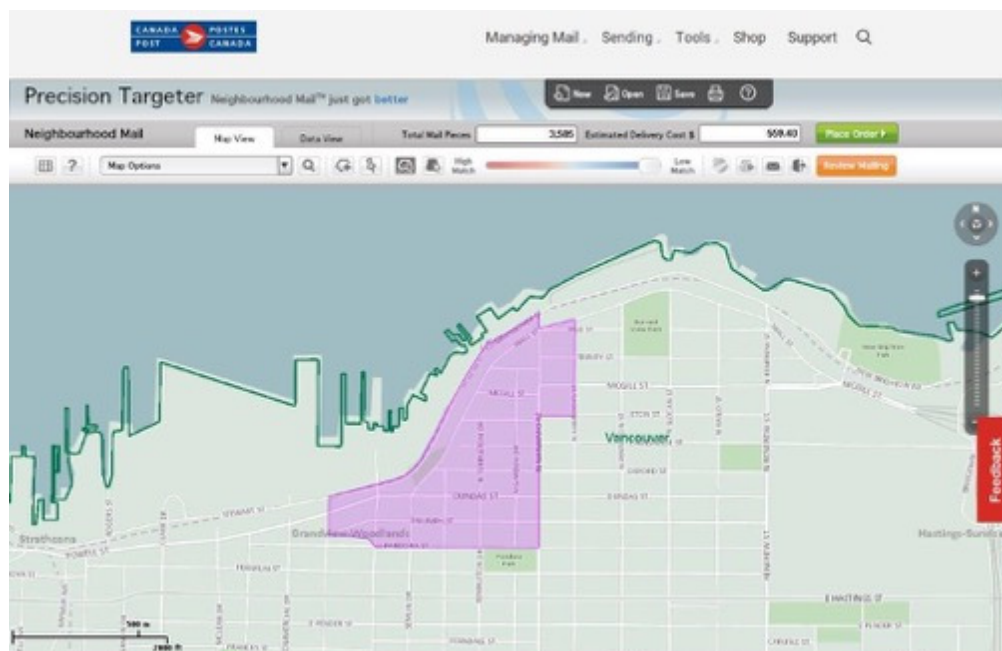


Figure III: Canada Post delivery for Vancouver

APPENDIX C: MAILOUT - NOTIFICATION MATERIALS



Trans Mountain Expansion Project  Email: info@transmountain.com |  Phone: 1.866.514.6700
 Website: www.transmountain.com |   TransMtn |  youtube.com/user/TransMtn

September 27, 2017

Dear neighbour:

RE: PROPOSED TEMPORARY USE OF LAND FOR CONSTRUCTION-RELATED ACTIVITIES

As you may be aware, Kiewit Ledcor TMEP Expansion Project Partnership (KLTP) has submitted a Category C project permit application for Site 1 of 2115 Commissioner Street.

An information guide has been enclosed with this letter that provides more information about the intended scope of site development and operations beginning in 2018, subject to VFPA approval of the project permit.

This notification kicks off a 20-business day comment period commencing September 27, ending on October 25, 2017.

We welcome your comments by phone at 1.866.514.6700, by email at info@transmountain.com or in written form. A feedback form is enclosed for your use – it can be mailed to:

Attn: Community Liaison - 2115 Commissioner Street
c/o Trans Mountain Expansion Project
PO Box 84028 Bainbridge
Burnaby, BC V5A 4T9

For questions regarding the Vancouver Fraser Port Authority's permitting process, please call 604-665-9570 or email Permit.Comments@portvancouver.com.

A webpage has been created on the TMEP website: www.transmountain.com/wmt-temporary. Browsers may opt in to notifications about this site at transmountain.com to receive updates by email or text message. In addition, Trans Mountain will post an online feedback form to receive comments.

Sincerely,

Community Liaison – 2115 Commissioner Street
Trans Mountain Expansion Project

/encl.



**KINDER MORGAN
CANADA LIMITED**

2844 Bainbridge Avenue, PO Box 84028, Bainbridge, Burnaby, BC, V5A 4T9 CANADA 1



TEMPORARY USE OF LAND FOR CONSTRUCTION

2115 Commissioner Street, Vancouver, BC

September 2017

Construction of Westridge Marine Terminal (WMT), as part of the Trans Mountain Expansion Project (TMEP or Project), is expected to begin in September 2017. The Kiewit Ledcor TMEP Partnership (KLTP) has been formed for the construction of TMEP in the Lower Mainland, which includes 35 km of the pipeline from Langley to Burnaby, the Burnaby Mountain Tunnel, Westridge Marine Terminal, Burnaby Terminal and Sumas Terminal. To support WMT construction, KLTP has identified temporary use of lands in or near Burrard Inlet; as most of the construction for, and access to, WMT will occur from the marine waterway.

Temporary land use is required for a variety of Project construction activities, which include hosting contractor yards and offices, stockpile sites for materials and equipment, and processing areas to facilitate the on- or off-loading of materials.

Temporary sites are evaluated based on a number of considerations, such as location, road access, prior land use and feedback from stakeholders. A site is chosen in keeping with the Project objectives to minimize potential impacts to communities and maximize economic opportunities, while ensuring the safe and efficient construction of the Project.

Location

KLTP is currently exploring temporary use of a site within Vancouver Fraser Port Authority (VFPA) jurisdiction at 2115 Commissioner Street in Vancouver, BC for construction-related activities. The proposed temporary site was occupied by the original tenant for more than 85 years (VersaCold – a cold packing facility).

Located in the western end of the East Vancouver Port Lands (EVPL) area, the proposed temporary site is separated from the surrounding residential community by Commissioner Street and a CP Rail right-of-way. See Figure 1 for a map of the location.

KLTP recognizes the longstanding and respectful relationship VFPA has established with the communities adjacent to port lands; represented locally by the EVPL Committee. As such, KLTP is respectful of local resident concerns to what changes of activity could be on the site, including any changes to viewscape and marine activity to service the site.



Figure 1: 2115 Commissioner Street location

Potential Temporary Use

Should KLTP proceed with the temporary use of this location, and subject to Project Permit approvals by the VFPA, the main intended purpose for Site 1 is a marine off-loading facility and laydown yard for the Project. Other activities include parking on both Site 1 and Site 2 and the transport of construction workers by bus or water taxi to the worksite at WMT.

Site 2 operations will begin in October 2017 and could be in operation until the end of May 2020. This includes parking, shuttle bus and water taxi activities.

Trans Mountain Expansion Project
TEMPORARY USE OF LAND FOR CONSTRUCTION
 2115 Commissioner Street, Vancouver, BC

Site preparation for Site 1 is planned for early 2018, subject to VFPA Project Permit approval. Site 1 is expected to be in operation from the end of February 2018 to the end of May 2020 (site timelines are subject to change).

At the end phase of the Project, KLTP will remove all temporary structures, materials and debris on site and perform a full site cleanup to restore the premises back to its state pre-occupation by KLTP.

CONSTRUCTION – SITE PREPARATION

During construction for the temporary site, KLTP and its sub-contractors will access the site over an eight-week period to complete the site preparations. KLTP anticipates one to two contractors will be on-site each day, each having crews of up to 10 people arriving in personal and/or company vehicles. Marine contractors involved in the dock construction may also access the site via water.

What to expect on-site

A number of activities are planned to prepare the site for Project use:

- Minor cleanup and site grading including the removal of any debris left on-site and filling in of pot holes
- Placement of precast concrete barricades and fencing to delineate the Old Wharf due to various structural deficiencies
- Installation of two cranes for material handling at the dock (sample pictures for illustrative purposes):



300 tonne (Liebherr LR 1300 or equivalent) crawler crane, dimensions 8.2 m x 20.4 m x 5.0 m (27 feet x 67 feet x 16.5 feet) with max boom to tip height of 73.2 m (240 feet)



100 tonne rough terrain crane (Tadano GR1000XL or equivalent), dimensions: 3.4 m x 14.3 m x 3.8 m (11 feet x 47 feet x 12.5 feet) with max boom tip height of 45.7 m (150 feet)

- Installation of high standard chain link fencing, with gates for vehicle and pedestrian access
- Ground upgrades to support the crane and other heavy equipment. This includes removal of existing asphalt, temporary removal of gravel, placement of geotextile grid or fabric replacement, placement, compaction and grading of gravel
- Placement of mobile construction trailers and storages that will tie into existing power and communications
- The laydown yard will consist of office trailer, lunchroom, car wash, storage and other ancillary facilities to support construction activities
- Approximately 100 parking stalls (approximately 50 stalls for Site 1, 80 for Site 2) for on-site and off-site workers
- Construction of a temporary trestle dock, including the installation of 60-70 piles ranging between 600-mm to 900-mm in diameter
- Installation of temporary mobile small boat dock made up of three flexi-float barges and a 23.5-m x 1.2-m (77-ft x 4-ft) engineered gangway

Page 2 of 4

Trans Mountain Expansion Project
TEMPORARY USE OF LAND FOR CONSTRUCTION
 2115 Commissioner Street, Vancouver, BC

Pile driving

- Pile installation will occur during daytime hours within the least-risk biological window (August to March) to mitigate impacts to fish and fish habitat; subject to VFPA permit approval, this is scheduled for early 2018.
- Pipe piles will be installed as far as possible via vibratory method. Where necessary the installation will be finished using a diesel impact hammer during daytime hours only
- Underwater noise and pressure will be monitored and mitigated with methods such as bubble curtains to limit noise travel underwater beyond the active construction area

SITE OPERATIONS ACTIVITY

Land-based Activity

Material expected to be handled and stored in the yard includes: steel pipe pile, steel sheet piles, steel beams, rebar, forms, lumber, beams, nuts and bolts, pipe modules, anchors, buoys, wire rope, skip boxes, piping spools, electrical components and insulation.

Cranes will be stationed on-site to load/off-load material from barges and road legal trucks in the laydown areas. Additional material handling equipment, such as forklifts and wheeled loaders will be on-site during the operational stage of the Project.

Marine Activity

All marine activities will be managed safely and in accordance with VFPA rules and guidance as published in the *Port of Vancouver, Port Information Guide*.¹ KLTP anticipates up to two barges being moored at site at any time and for barges to be brought to the site or hauled away from the site approximately once per day. All barge moves will be controlled by tug boats with certified personnel.

Water taxis will transport 50 to 60 workers daily to the Westridge Marine Terminal, located approximately 5 km east of the Second Narrows Bridge. This will require two to three water taxis, each making one trip at the start and end of each shift. One of the water taxi vessels will carry approximately 40 passengers and will measure 10.7 m long x 4.8 m wide. The other one to two water taxi vessels will carry 12 passengers and will measure 8.8 m long x 3.4 m wide. A water taxi will be on-call throughout the shift providing site access to supervisors, inspectors and other personnel.

Hours of Work and Traffic

The construction work associated with site setup will be conducted within VFPA's standard construction hours of Monday to Saturday between the hours of 7 a.m. and 8 p.m.. If any work is required outside of these hours, KLTP will submit a Request for Amendment to the VFPA.

KLTP's goal is to maintain safe work environments and minimize any traffic disruptions.

As is the case for all temporary sites that support the Project, traffic noise is not anticipated to be significant. Once operational:

- Truck traffic to and from construction yards will have a moderate impact on public roadways, with most traffic occurring in the morning (7 a.m. to 9 a.m.) and in the evening (5:30 p.m. to 7:30 p.m.)
- Approximately 130 light duty and other worker vehicles will access the site each day during the operations period. These vehicles will mainly arrive at the site between 6 a.m. and 7 a.m. and leave the site between 3:30 p.m. and 6 p.m., Monday through Friday.

¹ Vancouver Fraser Port Authority, *Port Information Guide*: <https://www.portvancouver.com/marine-operations/port-information-guide/> (accessed August 17, 2017)

Trans Mountain Expansion Project
TEMPORARY USE OF LAND FOR CONSTRUCTION
 2115 Commissioner Street, Vancouver, BC

- The site will also be operational on Saturdays; approximately 40 vehicles per day are anticipated, arriving and leaving at similar times as during the work week
- Materials will be delivered to and hauled from the site on road-legal trucks. KLTP anticipates up to 10 trucks per day will access the site
- The use of water taxi for workers, as well as short driving distances to and from this site, will help reduce overall traffic effects on the adjacent road network
- Buses will be also used to transport workers to Westridge Marine Terminal and other KLTP construction sites for TMEP. This will require one to two buses, each making one trip at the start and end of each shift

Lighting

- Detailed site lighting plan has been prepared by a qualified lighting professional
- Installation of 10 temporary 470-W area lights on the existing wooden poles around the site perimeter
- LED Fixtures will be installed at 9 m (30 ft.) and orientated to 90 degrees facing away from surrounding community. The optics within the LED fixture focuses the light to 180 degrees which diminishes the effects of backlighting
- Installed to improve safety and security on the site, without creating nuisance lighting for the neighbouring community or marine vessels
- Co-ordinated with BC Hydro, necessary approvals and permits will be obtained

Regulatory Requirements

The VFPA has jurisdiction over the entire site and will review the Project Permit applications for Site 1 and Site 2, as per the Port Authority’s guidelines. A Construction Environmental Management Plan (CEMP), Traffic Management Plans and other management plans will be required by VFPA to ensure necessary measures are employed to minimize disruption to neighbours. The CEMP has supporting reports, such as a Storm Water Pollution Prevention Plan, a Spill Prevention and Emergency Response Plan, Terrestrial and Aquatic Bio-physical Survey Reports and Soil Management Plan.

In addition, construction of the Trans Mountain Expansion Project is subject to 157 conditions from the National Energy Board (NEB) and 37 from the BC Environmental Assessment Office (BCEAO). These conditions apply during various stages of the Project’s life cycle, including before construction, during construction and during operation. Conditions are developed to reduce possible risks and to ensure TMEP is planned, built and operated safely. Trans Mountain has been seeking stakeholder feedback in a number of areas, including:

- Environmental and socio-economic assessment for temporary construction lands and infrastructure (Condition 60)
- Environmental protection plan (Condition 78)
- Traffic control plans for public roadways (Condition 73)

Next Steps

KLTP will undergo a Project and Environmental Review of the Commissioner Street sites. Site 1 is a Category C permit that requires up to 120 business days for VFPA review. It will include consultation with Aboriginal groups, and opportunities for stakeholder and public comment. Site 2 is a Category B permit that was approved by the VFPA in August 2017.

Should you have feedback about the use of these sites, please contact **1.866.514.6700** or info@transmountain.com. For more Project information, visit the TMEP website at transmountain.com/wml-temporary.



FEEDBACK FORM

Site 1 - 2115 Commissioner St, Vancouver, BC
(temporary use of land for construction staging of the
Westridge Marine Terminal, part of the Trans Mountain
Expansion Project)

We want to hear from you!

This feedback form is an opportunity for you to provide comments about the proposed temporary use of Site 1 - 2115 Commissioner Street as a marine loading and off-loading facility and laydown for the Westridge Marine Terminal, part of the Trans Mountain Expansion Project (TMEP). A portion of this site will also host parking for workers who will be transported to TMEP construction sites by bus and water taxi. Please complete this short survey and submit by **October 25, 2017**.

For an opportunity to provide feedback on this proposed Project, visit the Trans Mountain website at www.transmountain.com/wmt-temporary or contact us by phone at 1.866.514.6700 or by email at info@transmountain.com. We welcome your feedback.

[illegible]

2. Please indicate the extent to which you agree with the following statement:

I was provided with enough information to understand the intended use of the temporary site and the scope of construction to prepare the site for temporary use during the construction of TMEP.

- | | |
|--------------------------|----------------------------|
| <input type="checkbox"/> | Strongly Agree |
| <input type="checkbox"/> | Somewhat Agree |
| <input type="checkbox"/> | Neither Agree Nor Disagree |
| <input type="checkbox"/> | Somewhat Disagree |
| <input type="checkbox"/> | Strongly Disagree |

3. What information are you interested in receiving?

4. What is your preferred method for receiving any future communications about 2115 Commissioner Street? (please check all that apply):

- | | |
|--------------------------|---------------------------|
| <input type="checkbox"/> | Traffic Apps (Waze) |
| <input type="checkbox"/> | Email |
| <input type="checkbox"/> | Newsletter |
| <input type="checkbox"/> | Trans Mountain Website |
| <input type="checkbox"/> | Social Media (Twitter) |
| <input type="checkbox"/> | Social Media (Facebook) |
| <input type="checkbox"/> | Road Signage |
| <input type="checkbox"/> | Community Bulletin Boards |
| <input type="checkbox"/> | Online Newspaper Ads |





Site 1 - 2115 Commissioner St, Vancouver, BC

<input type="checkbox"/>	Local Newspaper Ads
<input type="checkbox"/>	Other: _____
5. Do you have any additional comments or suggestions for the Project team?	
6. Would you like to receive emails with project updates and information about future opportunities for participation? You can withdraw your consent at any time.	
<input type="checkbox"/> Yes <input type="checkbox"/> No	

CONTACT INFORMATION: <i>Contact information collected by way of this form is for sole use of Kinder Morgan and its affiliates and will not be shared with any third parties.</i>			
Category:	<input type="checkbox"/> BUSINESS <input type="checkbox"/> RESIDENT <input type="checkbox"/> OTHER: _____		
First/Last Name:			
Address: (Street Address, City, Postal Code)			
Phone:		Cell (mobile):	
Email:			

Thank you for your comments.

APPENDIX D: WEBSITE

Temporary Use of Land for Construction - 2115 Commissioner Street, Vancouver - Trans Mountain

Construction in your area Project Overview
News Existing Pipeline Contact Us

Temporary Use of Land for Construction - 2115 Commissioner Street, Vancouver

Home Project Overview Communities Lower Mainland Westridge Marine Terminal Temporary Use of Land for Construction - 2115 Commissioner Street, Vancouver

Construction of Westridge Marine Terminal (WMT), as part of the Trans Mountain Expansion Project (TMEP or Project), is expected to begin in September 2017. The Kiewit Ledcor TMEP Partnership (KLTP) has been formed for the construction of TMEP in the Lower Mainland, which includes 35 km of the pipeline from Langley to Burnaby, the Burnaby Mountain Tunnel, Westridge Marine Terminal, Burnaby Terminal and Sumas Terminal. To support WMT construction, KLTP has identified temporary use of lands in or near Burrard Inlet as most of the construction for, and access to, WMT will occur from the marine waterway.

Temporary land use is required for a variety of Project construction activities, which include hosting contractor yards and offices, stockpile sites for materials and equipment, and processing areas to facilitate the on- or off-loading of materials.

Temporary sites are evaluated based on a number of considerations, such as location, road access, prior land use and feedback from stakeholders. A site is chosen in keeping with the Project objectives to minimize potential impacts to communities and maximize economic opportunities, while ensuring the safe and efficient construction of the Project.

Location

KLTP is currently exploring temporary use of a site within Vancouver Fraser Port Authority (VFPA) jurisdiction at 2115 Commissioner Street in Vancouver, BC for construction-related activities. The proposed temporary site was occupied by the original tenant for more than 85 years (VersaCold – a cold packing facility).

Located in the western end of the East Vancouver Port Lands (EVPL) area, the proposed temporary site is separated from the surrounding residential community by Commissioner Street and a CP Rail right-of-way. See Figure 1 for a map of the location.

KLTP recognizes the longstanding and respectful

<https://www.transmountain.com/enr/44mpg090>

Temporary Use of Land for Construction - 2115 Commissioner Street, Vancouver - Trans Mountain

relationship VFPA has established with the communities adjacent to port lands; represented locally by the EVPL Committee. As such, KLTP is respectful of local resident concerns to what changes of activity could be on the site, including any changes to viewscape and marine activity to service the site.



2115 Commissioner Street, Vancouver, BC

Potential Temporary Use

Subject to Project Permit approvals by the VFPA, the main intended purpose for Site 1 is a marine off-loading facility and laydown yard for the Project. Other activities include parking on both Site 1 and Site 2 and the transport of construction workers by bus or water taxi to the worksite at WMT.

Site 2 operations will begin in October 2017 and could be in operation until the end of May 2020. This includes parking, shuttle bus and water taxi activities.

Site preparation for Site 1 is planned for early 2018, subject to VFPA Project Permit approval. Site 1 is expected to be in operation from the end of February 2018 to the end of May 2020 (site timelines are subject to change).

At the end phase of the Project, KLTP will remove all temporary structures, materials and debris on site and perform a full site cleanup to restore the premises back to its state pre-occupation by KLTP.

Construction – Site Preparation

During construction for the temporary site, KLTP and its sub-contractors will access the site over an eight-week period to complete the site preparations. KLTP anticipates one to two contractors will be on-site each day, each having crews of up to 10 people arriving in personal and/or company vehicles. Marine contractors involved in the dock construction may also access the site via water.

What to expect on-site

<https://www.transmountain.com/enr/44mpg090>

Temporary Use of Land for Construction – 2115 Commissioner Street, Vancouver – TransMountain

A number of activities are planned to prepare the site for Project use:

- Minor cleanup and site grading including the removal of any debris left on-site and filling in of pot holes
- Placement of precast concrete barricades and fencing to delineate the Old Wharf due to various structural deficiencies
- Installation of two cranes for material handling at the dock (sample pictures for illustrative purposes):
- Installation of high standard chain link fencing, with gates for vehicle and pedestrian access
- Ground upgrades to support the crane and other heavy equipment. This includes removal of existing asphalt, temporary removal of gravel, placement of geotextile grid or fabric replacement, placement, compaction and grading of gravel
- Placement of mobile construction trailers and storages that will tie into existing power and communications
- The laydown yard will consist of office trailer, lunchroom, car wash, storage and other ancillary facilities to support construction activities
- Approximately 100 parking stalls (approximately 50 stalls for Site 1, 80 for Site 2) for on-site and off-site workers
- Construction of a temporary trestle dock, including the installation of close to 60-70 piles ranging between 600-mm to 900-mm in diameter
- Installation of temporary mobile small boat dock made up of three flexi-float barges and a 23.5-m x 1.2-m (77-ft x 4-ft) engineered gangway



300 tonne (Liebherr LR 1300 or equivalent) crawler crane, dimensions 8.2 m x 20.4 m x 5.0 m (27 feet x 67 feet x 16.5 feet) with max boom tip height of 73.2 m (240 feet)



100 tonne rough terrain crane (Tadano GR1000XL or equivalent), dimensions: 3.4 m x 14.3 m x 3.8 m (11 feet x 47 feet x 12.5 feet) with max boom tip height of 45.7 m (150 feet)

<https://www.transmountain.com/en/Temporary>

Temporary Use of Land for Construction – 2115 Commissioner Street, Vancouver – TransMountain

Pile driving

- Pile installation will occur during daytime hours within the least-risk biological window (August to March) to mitigate impacts to fish and fish
- habitat: subject to VFPA permit approval, this is scheduled for early 2018.
- Pipe piles will be installed as far as possible via vibratory method. Where necessary the installation will be finished using a diesel impact hammer during daytime hours only.
- Underwater noise and pressure will be monitored and mitigated with methods such as bubble curtains to limit noise travel underwater beyond the active construction area

Site Operations Activity

Land-based Activity

Material expected to be handled and stored in the yard includes: steel pipe pile, steel sheet piles, steel beams, rebar, forms, lumber, beams, nuts and bolts, pipe modules, anchors, bays, wire rope, skip boxes, piping spools, electrical components and insulation.

Cranes will be stationed on-site to load/off-load material from barges and road legal trucks in the laydown areas. Additional material handling

equipment, such as forklifts and wheeled loaders will be on-site during the operational stage of the Project.

Marine Activity

All marine activities will be managed safely and in accordance with VFPA rules and guidance as published in the *Port of Vancouver, Port Information Guide*. KLTP anticipates up to two barges being moored at site at any time and for barges to be brought to the site or hauled away from the site approximately once per day. All barge moves will be controlled by tug boats with certified personnel.

Water taxis will transport 50 to 60 workers daily to the Westridge Marine Terminal, located approximately 5 km east of the Second Narrows Bridge. This will require two to three water taxis, each making one trip at the start and end of each shift. One of the water taxi vessels will carry approximately 40 passengers and will measure 10.7 m long x 4.8 m wide. The other one to two water taxi vessels will carry 12 passengers and will measure 8.8 m long x 3.4 m wide. A water taxi will be on-call throughout the shift providing site access to supervisors, inspectors and other personnel.

[Vancouver Fraser Port Authority, Port Information Guide:](https://www.portvancouver.com/marine/)
<https://www.portvancouver.com/marine/>

<https://www.transmountain.com/en/Temporary>

Site 1 – 2115 Commissioner Street,
Vancouver, BC

Temporary Use of Land for Construction - 2115 Commissioner Street, Vancouver - Trans Mountain

[operations/port-information-guide/](https://www.transmountain.com/en/operations/port-information-guide/) (accessed August 17, 2017)

Hours of Work and Traffic

The construction work associated with site setup will be conducted within VFPA's standard construction hours of Monday to Saturday between the hours of 7 a.m. and 8 p.m.. If any work is required outside of these hours, KLTP will submit a Request for Amendment to the VFPA.

KLTP's goal is to maintain safe work environments and minimize any traffic disruptions.

As is the case for all temporary sites that support the Project, traffic noise is not anticipated to be significant. Once operational:

- Truck traffic to and from construction yards will have a moderate impact on public roadways, with most traffic occurring in the morning (7 a.m. to 9 a.m.) and in the evening (5:30 p.m. to 7:30 p.m.)
- Approximately 130 light duty and other worker vehicles will access the site each day during the operations period. These vehicles will mainly arrive at the site between 6 a.m. and 7 a.m. and leave the site between 3:30 p.m. and 6 p.m., Monday through Friday.
- The site will also be operational on Saturdays; approximately 40 vehicles per day are

- anticipated, arriving and leaving at similar times as during the work week.
- Materials will be delivered to and hauled from the site on road-legal trucks. KLTP anticipates up to 10 trucks per day will access the site.
- The use of water taxi for workers, as well as short driving distances to and from this site, will help reduce overall traffic effects on the adjacent road network.
- Buses will be also used to transport workers to Westridge Marine Terminal and other KLTP construction sites for TMER. This will require one to two buses, each making one trip at the start and end of each shift.

Lighting

- Detailed site lighting plan has been prepared by a qualified lighting professional.
- Installation of 10 temporary 470 watt area lights on the existing wooden poles along the site perimeter.
- LED Fixtures will be installed at 9 m (30 ft.) and orientated to 90 degrees facing away from surrounding community. The optics within the LED fixture focuses the light to 180 degrees which diminishes the effects of backlighting.
- Installed to improve safety and security on the site, without creating nuisance lighting for the neighbouring community or marine vessels.
- Co-ordinated with BC Hydro, necessary approvals and permits will be obtained.

<https://www.transmountain.com/en/operations/>

Temporary Use of Land for Construction - 2115 Commissioner Street, Vancouver - Trans Mountain

Regulatory Requirements

The VFPA has jurisdiction over the entire site and will review the Project Permit applications for Site 1 and Site 2, as per the Port Authority's guidelines. A Construction Environmental Management Plan (CEMP), Traffic Management Plans and other management plans will be required by VFPA to ensure necessary measures are employed to minimize disruption to neighbours. The CEMP has supporting reports, such as a Storm Water Pollution Prevention Plan, a Spill Prevention and Emergency Response Plan, Terrestrial and Aquatic Bio-physical Survey Reports and Soil Management Plan.

In addition, construction of the Trans Mountain Expansion Project is subject to 157 conditions from the National Energy Board (NEB) and 37 from the BC Environmental Assessment Office (BCEAO). These conditions apply during various stages of the Project's life cycle, including before construction, during construction and during operation. Conditions are developed to reduce possible risks and to ensure TMER is planned, built and operated safely. Trans Mountain has been seeking stakeholder feedback in a number of areas, including:

- Environmental and socio-economic assessment for temporary construction lands and infrastructure (Condition 60)
- Environmental protection plan (Condition 78)
- Traffic control plans for public roadways (Condition 73)

Next Steps

KLTP must undergo a Project and Environmental Review of the Commissioner Street sites. Site 2 is a Category B permit that was approved by the VFPA in August 2017. Site 1 is a Category C permit that requires up to 120 business days for VFPA review. This includes a public comment period between September 27 and October 25, 2017 providing opportunities for stakeholder and public comment.

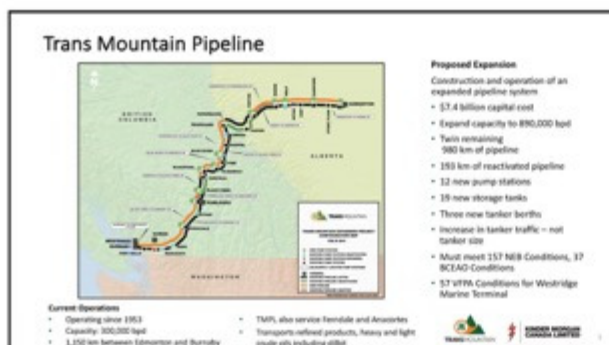
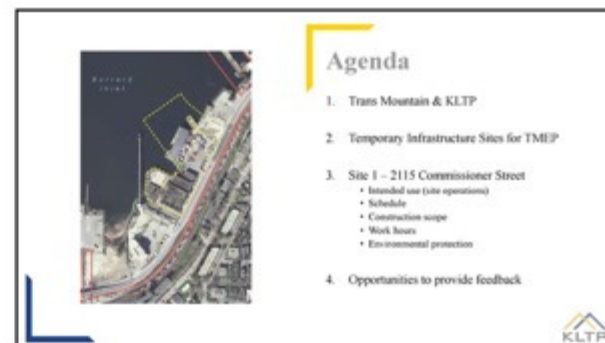
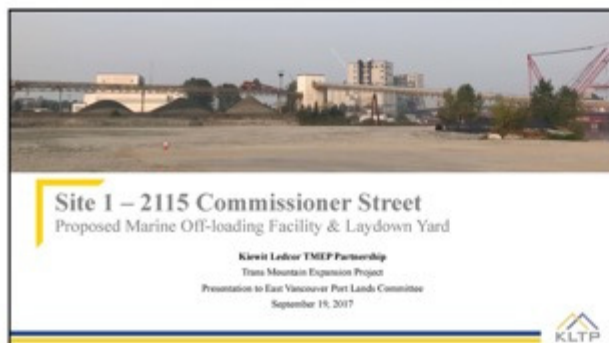
Feedback on the use of this site closed on Oct 25, 2017. If you have any questions please contact 1.866.514.6700 or info@transmountain.com.

For questions regarding the Vancouver Fraser Port Authority's permitting process, please call 604-665-9570 or email Permit.Comments@portvancouver.com.

Details about the permit application are available on the VFPA [website](https://www.vfpa.ca/).

<https://www.transmountain.com/en/operations/>

APPENDIX E: PRESENTATION TO EAST VANCOUVER PORT LANDS COMMITTEE



Temporary Land Use in Burrard Inlet




- Construction of marine works for Westridge will occur from the marine waterway between fall 2017 and spring 2020
- KLTP has identified temporary use of lands in or near Burrard Inlet, including 2115 Commissioner St to support construction





2115 Commissioner Street – Site 1

- KLTP has submitted a Category C project permit application to the Vancouver Fraser Port Authority (VFPA) for the development of 2115 Commissioner Street as a temporary infrastructure site to support the construction of Westridge Marine Terminal




Site Operations


- Site 1 is intended as a marine loading and off-loading facility and laydown yard, with associated prefabricated trailers
- Other activities include parking on both Site 1 and Site 2 and the transport of construction workers by bus or water taxi to the worksite at WMT

Site Operations – On Land



- Two cranes will be stationed on-site to load/offload material from barges and trucks in the laydown areas
- Additional material handling equipment, such as forklifts and wheeled loaders will be on-site during the operational stage of the Project



Site Operations - Marine

- Up to two barges to be moored at site at any time
 - One barge in and one barge out each day; all barges to be controlled by tug boats with certified personnel
- Two to three water taxis will transport 50 to 60 workers daily to the WMT site
 - One vessel to carry ~40 passengers
 - Two vessels to carry ~12 passengers
- Each water taxi will make one trip at the start and end of each shift



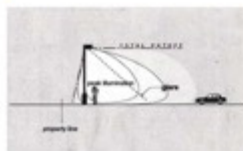
Traffic Management – Site Operations

	Light duty vehicles	Trucks	Buses
Weekday	130 6:00am - 7:00am 5:30pm - 6:00pm	10 7:00am - 9:00am 5:30pm - 7:30pm	Up to 2 buses
Saturday	40 6:00am - 7:00am 5:30pm - 6:00pm	10 7:00am - 9:00am 5:30pm - 7:30pm	Up to 2 buses

- The use of water taxi for workers as well as short driving distances to and from this site will help reduce overall traffic effects on the adjacent road network
 - Impacts are also managed because of established ingress/egress points for Commissioner Street port traffic
- Approximately 130 light duty and other worker vehicles will access the site each day before morning peak commuting period
- 1-2 buses will be used to transport workers to Winbridge and other KLTP construction sites for TMEP. Each making one trip at the start and end of each shift
- Materials will be delivered to and hauled from the site on trucks



Lighting



- A detailed site lighting plan will be developed by a qualified lighting professional. Lighting will be designed in accordance with VFPA guidelines
- Installation of 10 temporary 470 watt area lights on the existing wooden poles along site perimeter
- LED Fixtures will be installed at 9 m (30 ft.) and orientated to 90 degrees facing away from surrounding community
- The optics within the LED fixture focuses the light to 180 degrees which diminishes the effects of backlighting
- Installed to improve safety and security on the site, without creating nuisance lighting for the neighbouring community or marine vessels



Schedule – Construction & Operation

- Early 2018: 8 weeks of site preparation (construction), subject to VFPA project permit approval
- February 2018 to the end of May 2020: Site 1 is expected to be in operation, subject to VFPA project permit approval

(timelines subject to change)



Construction Scope – Site 1

Site preparation includes:

- creation of a construction equipment laydown area
- security fence installation
- parking stalls delineation
- installation of site offices (prefabricated trailers)
- installation of temporary marine structures such as trestle dock and temporary mobile small boat dock for water taxis



Work Hours

Construction

- The construction work associated with site setup will be conducted within VFPA's standard construction hours of Monday to Saturday between the hours of 7:00 am and 8:00 pm

Site Operations

- Movement of project personnel may occur outside 7:00 am – 8:00 pm; all work will observe VFPA noise guidelines



Construction Environmental Management Plan*

- Submitted as part of permit application to VFPA
- Environmental best management practices for construction to reduce or eliminate effects on the environment and meet regulatory requirements
- Detailed biophysical assessment reports of the existing aquatic and terrestrial habitat have been completed
 - On-land: entire ground area previously disturbed by human activity
 - Marine: No long-term or irreversible effects expected for local fish and invertebrates

*also known as the Environmental Protection Plan



Construction Environmental Management Plan (cont'd)

- Potential effects to marine mammals, birds and/or fish from underwater noise, artificial lighting, or vessel movement to be mitigated during construction and operation of the proposed infrastructure and associated marine traffic
- Measures include:
 - Adherence to least-risk fisheries windows when piling
 - Safe operations of Project-related vessels will be in observance of VFPA Guidelines and Port Information Guide
 - Bird strike warnings to construction vessels during migration and bad weather
 - Erosion and sediment control measures



Mitigating Construction Impacts

Pile Driving

- Installation of approx. 60 piles (ranging between 600-mm to 900-mm) diameter over 3-4 weeks
- Installation will occur in least-risk fisheries window to minimize impacts to juvenile fish
- In-water impact pile driving will be limited to daytime only
- Piles will be installed as far as possible by vibratory method; finished using a diesel impact hammer
- Use of underwater bubble curtains to limit noise travel underwater



OPPORTUNITIES TO PROVIDE FEEDBACK



Permit Status

- The Category C permit has entered the permit review phase with VFPA
- A public comment period of 20-business days is planned to start in late September / early October (tbc with VFPA)
 - Neighbours will receive direct notification by mail once comment period is announced
 - The proposed notification area will be in accordance with VFPA's Public Consultation Guidelines and agreed in advance with VFPA



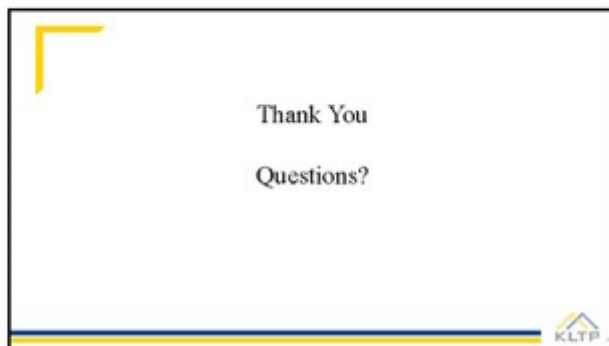
Ongoing Engagement & Communications

- Feedback can be provided in person, by phone or in writing
 - For inquiries from stakeholders, neighbours and general public:
 - Information line: 1-866-514-6700
 - Email: info@transmountain.com
 - Ongoing communication about construction activities through multiple channels including online, traditional and social media
 - www.facebook.com/TransMtn
- For questions regarding the Vancouver Fraser Port Authority's permitting process, please call 604-665-9570 or email Permit.Comments@portvancouver.com
- Inquiry management process
 - Ensure all inquiries and complaints receive timely responses
 - Track and report on all inquiries and complaints for NEB and VFPA

**Timing and specific activities may change*



2017-11-06



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