



**Consideration 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 Consideration Report to the VFPA as per the VFPA Public Consultation External Guidelines for a Category C Project Permit.<sup>1</sup> The report summarizes comments received from the public between September 27 and October 25, 2017. Table I describes how this report addresses the VFPA permit guidelines applicable to consultation activities.

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

<p align="center"><b>VFPA PER External Guidelines Public Consultation 4.4.9 Consideration Report</b></p>	<p align="center"><b>Project Permit Approval</b></p>
<p><i>Following each summary report, the applicant will prepare a consideration report demonstrating to participants and the Vancouver Fraser Port Authority how public feedback was considered</i></p>	
<ul style="list-style-type: none"> <li>• The report should be in an easy to read table format and explain how feedback has resulted in refinements to the project or in proposed mitigation measures for potential project impacts</li> </ul>	<p>Section 3.3</p>
<ul style="list-style-type: none"> <li>• If feedback was considered but did not result in changes, the report should explain the reasons.</li> </ul>	<p>Section 3.3</p>
<ul style="list-style-type: none"> <li>• Where applicable, any commitments made by the applicant should be identified.</li> </ul>	<p>Sections 3.3 and 3.4 <b>Commitments identified as Actions.</b></p>

<sup>1</sup> 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)

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## 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 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. More information about TMEP is available at [www.transmountain.com](http://www.transmountain.com).

Trans Mountain ULC (Trans Mountain) and its contractors continue to seek all necessary permits and approvals from various levels of government and regulatory authorities for TMEP. 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 [“Commissioner Street Project” or “Project”] 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 Upgrade and Expansion Project recently permitted by the VFPA, also part of 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 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.

### 1.1 Project Overview

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 completion of WMT construction).

Located in the western end of the East Vancouver Port Lands (EVPL) area, the proposed temporary infrastructure site for TMEP 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.

### 1.2 About This Document

This document, the Consideration Report, has been prepared to demonstrate to comment period participants and the VFPA how public feedback is being considered including any new commitments made by KLTP and Trans Mountain in response to public feedback.

The Consideration Report will be circulated to the VFPA and any participants who provided contact information in the comment period process, as well as posted to the Trans Mountain Expansion Project website: [www.transmountain.com/community-engagement](http://www.transmountain.com/community-engagement)

Despite the defined comment period for the VFPA Project Environmental Review (PER) process, engagement and communications with stakeholders and the public will continue throughout the development and execution 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:



Figure 1: map of Project location

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

## 2.0 PUBLIC CONSULTATION ACTIVITIES

### 2.1 Notification of Opportunity to Comment

KLTP consultation during the Project Review comment period was initiated through the distribution of 6,055 mail out packages to local residents, online postings to the Project website [www.transmountain.com/wmt-temporary](http://www.transmountain.com/wmt-temporary) and the distribution of printed material at public events.

KLTP also presented to the EVPL Committee a week in advance of the public comment period commencing 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.

## 3.0 INPUT CONSIDERATION

Trans Mountain received 24 comments in total during the 20-business day comment period. Feedback was received in writing (eight emails, two online feedback forms and 13 hand written forms) and one voicemail was left by phone.

### 3.1 Summary of Feedback Received

Key themes that emerged from public feedback are identified in Table 3-1 of Section 3.3 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 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

### 3.2 How Input Will be Considered and Communicated

Input received during the public comment period pertaining to the Commissioner Street Project permit review that were received between September 27, 2017 and October 25, 2017 was compiled in a Public Consultation Summary Report, which will be made available online at <https://www.portvancouver.com/development-and-permits/status-of-applications/kiewit-ledcor-tmep-partnership-2115-commissioner-street-site-1-development/> as well as at [www.transmountain.com/community-engagement](http://www.transmountain.com/community-engagement).

As described in Section 1.2, this 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 and Trans Mountain in response to public feedback.

### 3.3 Consideration of Public Feedback

**Table 3-1: Summary of Public Feedback and Project Team Responses**

COMMENT THEME	PUBLIC FEEDBACK	TRANS MOUNTAIN RESPONSES
<p><b>Socio-Economic Impacts</b></p> <p>Visual Impact of Terminal</p>	<p><b>Viewscape</b> Impact of cranes on viewscape, one of the cranes “is taller than most buildings in the community” at over 73m tall</p>	<p>The two proposed cranes are an essential part of the loading and unloading activity planned for the temporary storage of offshore materials that will arrive by barge. The cranes will be used to load and offload large and heavy materials from trucks and barges, as this work cannot be safely completed with other material handling equipment such as forklifts. The cranes will also assist in the fabrication and assembly of materials and equipment within the Commissioner Street Project site.</p> <p>KLTP recognizes the importance of the preserving the mountain and water views to the surrounding communities and acknowledges the two mobile cranes on site will exceed the recommended height for structures as defined in the East Vancouver Port Lands (EVPL) Plan for “Area 1.” However, the cranes will be used in a variety of locations throughout the site and will not cause a permanent obstacle to resident and public panoramic views.</p> <p>Policy H5 on page 20 of the EVPL plan states: “heights above the guideline limits will normally be considered only for structures occupying a small portion of any site (such as loading towers) and will be limited to a maximum width of 12 metres (40 feet) in most instances.”</p> <p>The combined height and width of both cranes are much less than the limit considered in the Heights and Views Policies of the EVPL Plan:</p> <ul style="list-style-type: none"> <li>• The Liebherr LR1300 crawler crane will have a maximum boom height of 240 feet (73.0 m). and a boom width of approximately 2.5 m; and,</li> <li>• The Tadano Rough Terrain GR-1000XL crane has a maximum</li> </ul>

COMMENT THEME	PUBLIC FEEDBACK	TRANS MOUNTAIN RESPONSES
		<p>boom height of 150 feet (45.7 m) and boom width of approximately 0.6m.</p> <p>Reference:</p> <p>East Vancouver Port Lands Area Plan, 2007:  <a href="https://www.portvancouver.com/wp-content/uploads/2015/04/East_Vancouver_Port_Lands_Plan_1.pdf">https://www.portvancouver.com/wp-content/uploads/2015/04/East_Vancouver_Port_Lands_Plan_1.pdf</a>                      (accessed November 7, 2017)</p>
<p>Traffic</p>	<p><b>Effects on Overall Level of Traffic</b></p> <ul style="list-style-type: none"> <li>Amount of commuting traffic on Nanaimo Street, McGill/Dundas Streets and Powell Street is already busy and more traffic will compound the issue</li> <li>Concern about effects of increased truck and vehicle traffic on cyclists in the area</li> </ul> <p><b>Effects of Increased Truck Traffic for Port</b></p> <ul style="list-style-type: none"> <li>Concern about traffic impacts during rush hour periods which are particularly busy, e.g. traffic always spills over into residential neighborhood streets such as Eton, Cambridge and Oxford and Dundas</li> <li>Concern about truck traffic that uses Commissioner Street overpass vs. Clark Street Access – resulting in truck traffic on Powell Street, Nanaimo Street and McGill Street to access Commissioner Street Port entry.</li> <li>Concern about current level of truck traffic that park on city streets waiting to enter the Port, particularly McGill Street. Suggestion KLTP should provide assurance they will avoid this practice.</li> </ul>	<p>The Vancouver Fraser Port Authority (VFPA) requires a traffic impact assessment<sup>2</sup> as part of the Project and Environmental Review of the Commissioner Street Project. As indicated in the traffic impact assessment, the proposed access/egress point to service the Project site are as follows:</p> <ol style="list-style-type: none"> <li><b>McGill Street / New Brighton Road (east Port access)</b> <ul style="list-style-type: none"> <li>Access for site deliveries by truck</li> </ul> </li> <li><b>Clark Drive (central Port access)</b> <ul style="list-style-type: none"> <li>Employee vehicle access</li> <li>Shuttle bus access</li> </ul> </li> <li><b>Marine dock</b> <ul style="list-style-type: none"> <li>Water taxi service for employee transport</li> <li>Barges with equipment and product deliveries</li> </ul> </li> </ol> <p><b>Effects on Overall Level of Traffic</b></p> <p>Most of the traffic associated with site operations will be workers arriving early in the morning to be transported to their construction site by bus or water taxi for their day shift. Workers will return to the site for their commute home.</p> <ul style="list-style-type: none"> <li>Approximately 130 light duty and other worker vehicles will access the site each day during the operations period. These vehicles will mainly</li> </ul>

<sup>2</sup> Commissioner Street Project Traffic Impact Study, July 2017: <https://www.portvancouver.com/wp-content/uploads/2017/08/2.-17-122-2115-Commissioner-StSite-1-App-K-TrafficImpactStudy.pdf> (Accessed Nov 7, 2017)



COMMENT THEME	PUBLIC FEEDBACK	TRANS MOUNTAIN RESPONSES
		<p>arrive at the site between 6:00am and 7:00am and leave the site between 3:30pm and 6pm, Monday through Friday.</p> <ul style="list-style-type: none"> <li>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</li> </ul> <p><b>ACTION:</b> To mitigate impacts of worker traffic on the neighbourhood, KLTP will:</p> <ul style="list-style-type: none"> <li>Encourage workers to take the bus and/or carpool and water taxi (as applicable from the Westridge Marine Terminal construction site) to the Commissioner Street Project site to reduce traffic vehicle trips.</li> <li>Stage work periods where practicable to not coincide with present AM and PM peak travel times.</li> <li>Implement protocols for commuting staff, workers and contractors to consider the needs of residents in the area and avoid cutting through local neighbourhoods as they commute to and from the Project site.</li> <li>A site access plan will be provided to workers prior to accessing the site. This will include instruction not to travel neighbourhood streets such as Wall Street. Traffic management is an item that will be highlighted during site safety orientation for new workers coming on site</li> </ul> <p><b>Effects of Increased Truck Traffic for Port</b></p> <ul style="list-style-type: none"> <li>KLTP anticipates moderate truck traffic, approximately 10 trucks per day, to service the Project site throughout operations. These trucks are expected to arrive between 7:00am – 9:00am and 5:30pm to 7:30pm daily.</li> <li>KLTP will monitor traffic flows and adjust our delivery plans as necessary.</li> </ul> <p><b>ACTION:</b> KLTP will remind all product and service providers of the need to use their assigned access/egress points. An information sheet will be distributed to truck drivers with driving route instructions and any time restrictions on deliveries.</p>

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		<ul style="list-style-type: none"> <li>Any reports received by Trans Mountain’s information line or from the VFPA will be investigated for follow up with contractors, employees and/or delivery service providers.</li> </ul>
<p>Noise and Vibration from Construction Activity</p>	<p><b>General noise concern</b></p> <ul style="list-style-type: none"> <li>Request for more information about how the project will contribute to community noise levels</li> </ul> <p><b>Traffic noise</b></p> <ul style="list-style-type: none"> <li>Truck noise already a nuisance, more trucks will make it “unbearable”</li> <li>Residents exposed to Port noise such as beeping and sirens, don’t want to see this added to</li> <li>Noise from trucks and trains are constant issue for residents, the Project will add to noise levels for the community</li> <li>Potential for increase noise from water taxi</li> </ul> <p><b>Pile driving and construction noise</b></p> <ul style="list-style-type: none"> <li>Concern for noise between 7:00am – 8:00pm, particularly pile driving</li> <li>Potential for pile driving noise to disrupt community livability</li> <li>Question the attention paid to underwater noise impacts on fish, vs. people.</li> <li>Restricting hours of work [for pile driving] to daytime hours only (7:00am – 8:00pm) doesn’t alleviate noise for seniors and other people home all day.</li> </ul>	<p><b>General noise mitigation</b></p> <ul style="list-style-type: none"> <li>KLTP will operate within the parameters of the Vancouver Fraser Port Authority (VFPA) <i>Environmental Noise Assessment</i> guidelines.<sup>3</sup> As such mitigations are put in place to limit the amount of noise generated on site through construction and operations.</li> <li>As defined in the Construction Environmental Management Plan,<sup>4</sup> Project construction will primarily entail the following noise generating activities: <ul style="list-style-type: none"> <li>Sub-excavation of soils (e.g., using excavators);</li> <li>Trucking of materials along haul routes to and from site;</li> <li>Ground improvement pile driving (e.g., using drill rig, vibratory hammer, impact hammer),</li> <li>Grading and sub-base construction (e.g., using dozers, excavators, rollers and compactors);</li> <li>Some construction materials could come in by barge; and,</li> <li>Local contractor adjacent to site may be used for pile driving activities and material delivery.</li> </ul> </li> <li>Mitigation measures will include the preparation and implementation of noise management procedures, best efforts to target noise emission levels of equipment, and implementation of best management practices to control demolition and construction noise emissions.</li> </ul>

<sup>3</sup> VFPA Project and Environmental Review - Guidelines – Environmental Noise Assessment (July 2015) <https://www.portvancouver.com/wp-content/uploads/2015/05/PER-Noise-Assessment-Guidelines-FINAL-2015-07-09.pdf> (Accessed November 10, 2017)

<sup>4</sup> August 2017 – Project Permit Application Construction Environmental Management Plan: Kiewit Ledcor TMEP Partnership 2115 Commissioner Street: <https://www.portvancouver.com/wp-content/uploads/2017/08/1.3-17-122-2115-Commissioner-StSite-1-App-H-1-CEMP.pdf> (Accessed Nov 10, 2017)

COMMENT THEME	PUBLIC FEEDBACK	TRANS MOUNTAIN RESPONSES
	<ul style="list-style-type: none"> <li>• Noise from construction such as ground compaction activities</li> <li>• Potential for noise outside of bylaw hours for City of Vancouver</li> </ul> <p><b>Vibration from Pile Driving:</b></p> <ul style="list-style-type: none"> <li>• Effect of pile driving vibrations on residential area</li> <li>• Effect of pile driving vibration on marine life</li> </ul>	<p>Examples of key noise mitigation measures:</p> <ul style="list-style-type: none"> <li>• Project-related vessels will be maintained in good working condition to reduce acoustic emissions (both above and below the water surface).</li> <li>• Use vibratory methods of pile installation, to the extent feasible (e.g., where geophysical conditions allow). Limit in-water impact pile driving to daytime only.</li> <li>• Relocate or reorient stationary equipment to engage natural noise screening/dampening features;</li> <li>• Communicate with the public regarding work procedures and scheduling of noisy activities and,</li> <li>• Train all personnel on noise mitigation strategies within the noise mitigation plan.</li> </ul> <p><b>Traffic noise:</b></p> <ul style="list-style-type: none"> <li>• A moderate level of truck traffic (10 trucks a day) is expected to service the site between the permitted workhours. To mitigate truck noise, KLTP will stipulate:             <ul style="list-style-type: none"> <li>○ Trucks avoid unnecessary engine revving and use of engine brakes;</li> <li>○ A site layout plan that will minimize the use of back-up beepers while still complying with WorkSafe BC regulations;</li> <li>○ Promote travel routes to avoid noise-sensitive receptors in residential neighbourhoods nearby;</li> </ul> </li> <li>• Also, as identified in the <i>Construction Environmental Management Plan</i><sup>5</sup> - establish speed limits, approved by Trans Mountain, on the pipeline construction footprint and access roads. KLTP can approach the City and VFPA to post signs stating the applicable speed limits for construction traffic to improve safety and minimize impacts from air emissions and dust.</li> </ul>

<sup>5</sup> August 2017 – Project Permit Application Construction Environmental Management Plan: Kiewit Ledcor TMEP Partnership 2115 Commissioner Street: <https://www.portvancouver.com/wp-content/uploads/2017/08/1.3-17-122-2115-Commissioner-StSite-1-App-H-1-CEMP.pdf>

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		<ul style="list-style-type: none"> <li>• The site layout is designed so that trucks will enter (ingress) from the east entrance of the property and leave from the west entrance. This should greatly reduce the amount of backing up done onsite. This is demonstrated in the drawing package of the Traffic Analysis report on the VFPA website: <a href="https://www.portvancouver.com/wp-content/uploads/2017/08/2.-17-122-2115-Commissioner-StSite-1-App-K-TrafficImpactStudy.pdf">https://www.portvancouver.com/wp-content/uploads/2017/08/2.-17-122-2115-Commissioner-StSite-1-App-K-TrafficImpactStudy.pdf</a></li> </ul> <p><b>Pile driving and construction noise</b></p> <ul style="list-style-type: none"> <li>• Construction will see the installation of 54-60 piles (ranging between 600mm to 900mm) diameter over three to four weeks. Several measures are being taken to limit the noise effects of pile driving:             <ul style="list-style-type: none"> <li>○ Installation will occur in least-risk fisheries window to minimize impacts to juvenile fish</li> <li>○ In-water impact pile driving will be limited to daytime only</li> <li>○ Piles will be installed as far as possible by vibratory method; finished using a diesel impact hammer; this will reduce the need for impact pile driving down to a maximum of five to six hours per day.</li> <li>○ Use of underwater bubble curtains to limit noise travel underwater. This involves the use of forced air around the base of the pile underwater. Hydrophones are deployed adjacent to ensure underwater noise levels are not exceeded.</li> </ul> </li> <li>• The construction work associated with site setup will be conducted within VFPA's standard construction hours of Monday to Friday between the hours of 7:00 am – 8:00 pm and Saturdays between the hours of 9:00 am – 8:00 pm. The City of Vancouver's noise bylaw stipulates construction noise on private property can be between 7:30 am – 8:00 pm on Weekdays and between 10:00 am – 8:00 pm on Saturdays (no work on Sundays).</li> </ul> <p><b>ACTION:</b> Equipment mobilization will begin at 7:00 am, whereas pile</p>

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		<p>driving activity will be initiated at or after 7:30 am on Weekdays.</p> <p><b>Vibration from Pile Driving:</b></p> <ul style="list-style-type: none"> <li>The approach taken to mitigate noise is expected to reduce the overall potential for nuisance effects of the piling activity, including vibration.</li> <li>Based on experience and industry best practices to be employed, vibration from pile driving was not determined to be an issue of significant impact to neighbours or wildlife</li> </ul>
Lighting	<ul style="list-style-type: none"> <li>Concern about adding to ambient light effects (light pollution) on the community</li> <li>Concern about duration and potential for night-time operation of lighting.</li> <li>Concern for 10 x 1,000 watt floodlights</li> <li>Request for “full cut off lighting” to reduce light pollution and disturbance</li> </ul>	<ul style="list-style-type: none"> <li>A detailed site lighting plan will be developed by a qualified lighting professional. Lighting will be designed in accordance with VFPA guidelines</li> <li>Installation of 10 temporary 470-watt area LED lights on the existing wooden poles along site perimeter; this is a reduction in wattage from what was originally proposed at 1,000 watt floodlights</li> <li>LED Fixtures will be installed at 9 m (30 ft.) and orientated to 90 degrees facing away from surrounding community</li> <li>The optics within the LED fixture focuses the light to 180 degrees which diminishes the effects of backlighting; thereby minimizing light pollution</li> <li>Lighting is to be installed to improve safety and security on the site, without creating nuisance lighting for the neighbouring community or marine vessels. If KLTP received feedback contrary to this goal, lighting can be adjusted.</li> </ul>
Proximity of Project to Neighbourhoods	<ul style="list-style-type: none"> <li>Request for better map to determine proximity of Project to neighbourhood</li> <li>Concern the land use is not compatible with land uses in the City of Vancouver anymore.</li> </ul>	<p><b>ACTION:</b> A new map will be distributed with the consultation summary reports and posted online to show the proximity of the Project to neighbourhoods.</p> <ul style="list-style-type: none"> <li>The Port of Vancouver is an important economic trade area for all of Canada. The Vancouver Fraser Port Authority (VFPA)’s land use planning accounts for this type of industrial use and will continue to provide local jobs and economic development in future. More information is available on the VFPA website</li> </ul>

COMMENT THEME	PUBLIC FEEDBACK	TRANS MOUNTAIN RESPONSES
		<p><a href="https://www.portvancouver.com/development-and-permits/land-use-plan/?doing_wp_cron=1510420651.3221108913421630859375">https://www.portvancouver.com/development-and-permits/land-use-plan/?doing_wp_cron=1510420651.3221108913421630859375</a></p> <ul style="list-style-type: none"> <li>KLTP is mindful of the VFPA approach to sustainable trade, while protecting environmental and community values. The Project and Environment Review process<sup>6</sup> forms part of the VFPA assessment of such impacts on the community.</li> </ul>
Investment and Community Benefits	<p><b>Cost to taxpayers</b></p> <ul style="list-style-type: none"> <li>Request for information as to whether the taxpayer will be paying for the lease or any of the improvements to accommodate the project</li> </ul> <p><b>Community Benefits in Recognition of Impacts</b></p> <ul style="list-style-type: none"> <li>Request for community benefits to offset negative impacts to the community (currently see zero benefits and several disadvantages).</li> <li>Leave a legacy for the community – e.g. work with non-profits in the community to understand community needs and support through donations</li> <li>Request for proponent to upgrade surrounding area, including access road</li> </ul>	<p><b>Cost to taxpayers</b></p> <ul style="list-style-type: none"> <li>KLTP is responsible for all lease costs and agreed improvements required for the site. There will be no costs to the taxpayer.</li> </ul> <p><b>Community Benefits in Recognition of Impacts</b></p> <ul style="list-style-type: none"> <li>KLTP has committed to an overall site upgrade as part of the lease agreement with the Vancouver Fraser Port Authority (VFPA). This will improve the safety and longevity of the wharf structure.</li> </ul> <p><b>ACTION:</b> KLTP is considering other potential benefits in the context of the potential impacts to the surrounding area from construction and operations of the site.</p>
Notification / Consultation	<p><b>Concern for Initial Notification of Comment Period</b></p> <ul style="list-style-type: none"> <li>Concern about distribution to multi-unit buildings. Suggestion of Canada Post to ensure individual delivery</li> <li>Many neighbours unaware of TMEP project plans and would like to see better outreach so they can be informed and engaged</li> </ul> <p><b>How to Engage</b></p> <ul style="list-style-type: none"> <li>Multiple requests for community bulletin boards to share information about the project. Road signs, newsletters and</li> </ul>	<p><b>Concern for Initial Notification of Comment Period</b></p> <ul style="list-style-type: none"> <li>In response to immediate feedback from a resident of strata unit, a second mail out was initiated a week after the first mail out using Canada Post to ensure every unit received at least one copy of the comment period information package. The information was available on transmountain.com for the duration of the comment period. KLTP will ensure this method is used going forward.</li> </ul> <p><b>How to Engage</b></p> <p><b>ACTION:</b> KLTP is committed to continued engagement with the local</p>

<sup>6</sup> Vancouver Fraser Port authority Project and Environmental Review process: <https://www.portvancouver.com/development-and-permits/project-and-environmental-reviews/> (Accessed Nov 11, 2017)

COMMENT THEME	PUBLIC FEEDBACK	TRANS MOUNTAIN RESPONSES
	<p>email were other popular formats requested.</p> <ul style="list-style-type: none"> <li>Want to know the local neighbourhood will be kept informed going forward as well</li> <li>Comment that the description of temporary was misleading</li> </ul>	<p>community and will endeavour to communicate, where practical, with the community in consideration of the feedback received.</p> <ul style="list-style-type: none"> <li>The use of land is temporary in that is only to service the construction of the Trans Mountain Expansion Project. As soon as construction program has terminated, the Commissioner Street Project would be complete. KLTP recognizes however, the time period is of significance to neighbours and mitigations will be put in place to minimize impacts from the Project as described in managements plans available on the VFPA website, such as the Construction Environmental Management Plan and the Traffic Management Plan. More information is available on the VFPA website: <a href="https://www.portvancouver.com/development-and-permits/status-of-applications/kiewit-ledcor-tmep-partnership-2115-commissioner-street-site-1-development/">https://www.portvancouver.com/development-and-permits/status-of-applications/kiewit-ledcor-tmep-partnership-2115-commissioner-street-site-1-development/</a></li> </ul>
<p>Cumulative Impact of Other Port Projects</p>	<ul style="list-style-type: none"> <li>Concern about multiple construction projects happening in the Port area</li> <li>Concern TMEP was approved by the NEB without the Commissioner St Project – due consideration must be given to the Commissioner St Project effects on community, city and the harbor.</li> </ul>	<ul style="list-style-type: none"> <li>The Project and Environment Review process<sup>7</sup> forms part of the Vancouver Fraser Port Authority (VFPA) assessment of impacts to communities and the environment. The port authority has a program in place for long term planning; sustainability is built into that program. See the VFPA Sustainability report <a href="https://www.portvancouver.com/news-and-media/news/port-authority-releases-2016-economic-impact-study-and-sustainability-report/">https://www.portvancouver.com/news-and-media/news/port-authority-releases-2016-economic-impact-study-and-sustainability-report/</a></li> <li>In addition, as the Commissioner Street Project is one of the temporary infrastructure sites for the Trans Mountain Expansion Project, it is also subject to NEB conditions: <ul style="list-style-type: none"> <li>Condition 60: Environmental and socio-economic assessment - s.58 temporary construction lands and infrastructure (A84130);</li> <li>Condition 61: List of temporary infrastructure sites (A84135);</li> <li>Condition 73: Traffic Control Plans for public roadways (A84149, A84150, A84151); and</li> </ul> </li> </ul>

<sup>7</sup> Vancouver Fraser Port authority Project and Environmental Review process: <https://www.portvancouver.com/development-and-permits/project-and-environmental-reviews/> (Accessed Nov 11, 2017)

COMMENT THEME	PUBLIC FEEDBACK	TRANS MOUNTAIN RESPONSES
		<ul style="list-style-type: none"> <li>○ Condition 78: Facilities Environmental Protection Plan (Temporary Construction Lands and Infrastructure) (A84142).</li> <li>● As such, addenda were filed on June 30, 2017 with the NEB for each of the applicable conditions. Filings can be viewed on the NEB's website as part of <i>Trans Mountain Pipeline ULC - Trans Mountain Expansion Project Addendum to Condition 60 61 73 78</i> (NEB Filing ID A84762): <a href="https://apps.neb-one.gc.ca/REGDOCS/Item/View/3297639">https://apps.neb-one.gc.ca/REGDOCS/Item/View/3297639</a></li> </ul>
<b>Environmental Impacts</b>		
<p>Impact to Burrard Inlet from Construction</p>	<p><b>Marine Impacts – General</b></p> <ul style="list-style-type: none"> <li>● Concern TMEP has focused on pipeline versus marine impacts of the project; request marine impacts be part of the Commissioner St Project evaluation</li> <li>● Expectation the site is left in better environmental condition than when developed and occupied by the Project</li> </ul> <p><b>Pile Driving Impact to Fish</b></p> <ul style="list-style-type: none"> <li>● Impacts of pile driving to fish and the marine environment</li> </ul> <p><b>Water Quality</b></p> <ul style="list-style-type: none"> <li>● Concerns about water pollution from Project, including from water taxi operation</li> </ul>	<p><b>Marine Impacts – General</b></p> <ul style="list-style-type: none"> <li>● Impacts to the marine environment, as well as coastal communities and Aboriginal groups were part of the National Energy Board's review of the Trans Mountain Expansion Project (TMEP). The area studied was along the entire shipping corridor between Burnaby to west of the Strait of Juan de Fuca, the end of Canada's territorial sea.</li> <li>● TMEP has implemented several environmental and marine safety programs that will support efforts to recover aspects of marine biodiversity (i.e. investments in research for marine mammals and Pacific Salmon), while also ensuring improved safety for all commercial marine vessels in the Salish Sea. Learn more at:             <ul style="list-style-type: none"> <li>○ <a href="http://www.transmountain.com/marine">www.transmountain.com/marine</a></li> <li>○ <a href="http://www.portvancouver.com/environment/water-land-wildlife/marine-mammals/echo-program/">www.portvancouver.com/environment/water-land-wildlife/marine-mammals/echo-program/</a></li> <li>○ <a href="https://www.psf.ca/news-media/pacific-salmon-foundation-conduct-third-party-assessment-pipeline-construction-across">https://www.psf.ca/news-media/pacific-salmon-foundation-conduct-third-party-assessment-pipeline-construction-across</a></li> </ul> </li> </ul> <p><b>Pile Driving Impact to fish</b></p> <ul style="list-style-type: none"> <li>● KLTP provided information related to the <u>Construction Environmental Management Plan<sup>8</sup></u> for the Commissioner Street Project which outlines measures to mitigate noise and other potential environmental</li> </ul>

<sup>8</sup> August 2017 – Project Permit Application Construction Environmental Management Plan: Kiewit Ledorc TMEP Partnership 2115 Commissioner Street: <https://www.portvancouver.com/wp-content/uploads/2017/08/1.3-17-122-2115-Commissioner-StSite-1-App-H-1-CEMP.pdf>



COMMENT THEME	PUBLIC FEEDBACK	TRANS MOUNTAIN RESPONSES
		<p>effects from construction. Namely, pile driving activity cannot exceed a certain noise threshold, and must take place within the appropriate fisheries window for Burrard Inlet (August – March of each year)</p> <p><b>Water Quality</b></p> <ul style="list-style-type: none"> <li>• In addition to the <i>Construction Environmental Management Plan</i>, which provides for water management; a <i>Stormwater Pollution Prevention Plan</i> (SPPP)<sup>9</sup> has been developed and submitted to VFPA as part of the Project Permit Review.</li> <li>• The storm water design for the marine yard has all storm water runoff directed away from Burrard Inlet and towards the existing catch basins at the south of the site.</li> <li>• Best management practices will encompass prevention, containment/reduction and treatment.</li> <li>• The implementation of this SPPP and associated mitigation measures will minimize harmful impacts from storm water runoff to Burrard Inlet.</li> <li>• Specific to operation of water taxi, marine vessels are to be refuelled at a commercial gas dock; however, for any refueling at the Project site, the following measures will be employed to limit the risk of fuel spills in water if refueling within 100 m of the marine environment is necessary and is approved by an Environmental Inspector:             <ul style="list-style-type: none"> <li>○ All containers, hoses and nozzles are free of leaks;</li> <li>○ All fuel nozzles are equipped with automatic shut-offs;</li> <li>○ Operators are stationed at both ends of the hose during fuelling, unless the ends are visible and readily accessible by one Operator; and</li> </ul> </li> </ul>

<sup>9</sup> August 2017 – Project Permit Application Stormwater Pollution Prevention Plan: Kiewit Ledcor TMEP Partnership 2115 Commissioner Street: <https://www.portvancouver.com/wp-content/uploads/2017/08/1.4-17-122-2115-Commissioner-StSite-1-App-H-2-StormwaterPollutionPreventionPlan.pdf> (Accessed November 13, 2017)

COMMENT THEME	PUBLIC FEEDBACK	TRANS MOUNTAIN RESPONSES
		<ul style="list-style-type: none"> <li>○ Fuel remaining in the hose is returned to the storage facility</li> <li>● In the event a spill from refueling occurs, spill prevention and emergency response procedures are outlined in the <i>Spill Prevention and Emergency Response Plan</i>.<sup>10</sup></li> </ul>
Waste Management	<ul style="list-style-type: none"> <li>● How waste such as paints, coatings, solvents, sand blast waste, etc., will be managed</li> <li>● Potential for hazardous materials on site</li> </ul>	<ul style="list-style-type: none"> <li>● The Project site must abide by the B.C. Environmental Management Act, regarding the storage, handling, and disposal of hazardous materials and waste.</li> <li>● A Waste Management Plan is included in <i>the Construction Environmental Management Plan</i>.<sup>11</sup> The Plan has been prepared to provide guidelines for dealing with the generation of Project waste, and to provide guidelines for dealing with the procurement, storing and handling of hazardous materials and chemicals required for the Project.</li> <li>● In the plan, potential Project-related wastes have been divided into two categories, namely hazardous waste and non-hazardous waste, for discussion of storage, handling and disposal procedures. Waste characterization will follow the proper guidelines (e.g. BC Hazardous Waste Legislation Guide) and ensure compliance with proper transportation and disposal procedures.</li> </ul>
Air Emissions	<p><b>GHGs &amp; Carbon Offsets</b></p> <ul style="list-style-type: none"> <li>● Carbon offsets for carbon emissions from construction on site.</li> <li>● Concerns about global warming – want to see investment in green energy instead of the Project and pipeline expansion</li> </ul> <p><b>Air Quality</b></p> <ul style="list-style-type: none"> <li>● Request for more information about potential air quality</li> </ul>	<p><b>GHGs &amp; Carbon Offsets</b></p> <ul style="list-style-type: none"> <li>● The Trans Mountain Expansion Project (TMEP) is required to offset all carbon emissions associated with the construction of TMEP, as per the National Energy Board (NEB) Condition of Approval no. 142 “GHG Emissions Offset Plan – Project Construction”. NEB Condition 140 “Post-Construction Greenhouse Gas report” stipulates the submission to the NEB of an accounting of all carbon emissions associated with the construction of TMEP. The Commissioner Street Project is a</li> </ul>

<sup>10</sup> August 2017 – Project Permit Application Spill Response Emergency Response Plan: Kiewit Ledcor TMEP Partnership: <https://www.portvancouver.com/wp-content/uploads/2017/08/1.5-17-122-2115-Commissioner-StSite-1-App-H-3-SpillResponseEmergencyResponsePlan.pdf> (Accessed November 13, 2017)

<sup>11</sup> August 2017 – Project Permit Application Construction Environmental Management Plan: Kiewit Ledcor TMEP Partnership 2115 Commissioner Street: <https://www.portvancouver.com/wp-content/uploads/2017/08/1.3-17-122-2115-Commissioner-StSite-1-App-H-1-CEMP.pdf>

COMMENT THEME	PUBLIC FEEDBACK	TRANS MOUNTAIN RESPONSES
	<p>impacts of this project (start to finish) on air quality</p>	<p>temporary infrastructure site required to facilitate TMEP, as such, KLTP will be working with TMEP’s contracted carbon accounting firm to understand exactly the carbon footprint involved in the construction of the Commissioner Street Project and the carbon offsets purchased will be purchased accordingly.</p> <ul style="list-style-type: none"> <li>• Carbon offsets are typically investments in carbon-reducing technologies; such as green energy projects.</li> <li>• More information is available in Appendix 3 of the NEB Recommendation Report for Trans Mountain (NEB Filing ID A77045-1) <a href="https://apps.neb-one.gc.ca/REGDOCS/File/Download/2969681">https://apps.neb-one.gc.ca/REGDOCS/File/Download/2969681</a></li> </ul> <p><b>Air Quality</b></p> <ul style="list-style-type: none"> <li>• Construction related impacts are generally of short-term duration however may still cause adverse air quality impacts. Air pollutants generated during construction generally fall into one of two categories – airborne dust and vehicular exhaust emissions.</li> <li>• Airborne and fugitive dust can be generated during dry periods and arise from disturbances of soil and construction aggregates, vehicular traffic on temporary unpaved roads, and wind erosion of stockpiles. Several mitigations for air quality impacts are proposed in the <i>Construction Environmental Management Plan</i> (CEMP), such as: driving at slower speeds to avoid dust, minimizing idling time, proper maintenance of engines and other construction equipment, choice of fuel use, and the compaction and stabilization of surfaces of completed earthworks with vegetation.</li> </ul>
<b>Safety / Emergency Response</b>		
<p>Spill Response</p>	<p><b>Spill response</b></p> <ul style="list-style-type: none"> <li>• Plans in place for hazardous airborne and liquid or solid material spills</li> </ul>	<p><b>Spill response</b></p> <ul style="list-style-type: none"> <li>• Spill prevention and emergency response procedures are outlined in the <i>Spill Prevention and Emergency Response Plan</i>.<sup>12</sup></li> </ul>

<sup>12</sup> August 2017 – Project Permit Application Spill Response Emergency Response Plan: Kiewit Ledcor TMEP Partnership: <https://www.portvancouver.com/wp-content/uploads/2017/08/1.5-17-122-2115-Commissioner-StSite-1-App-H-3-SpillResponseEmergencyResponsePlan.pdf> (Accessed November 13, 2017)

COMMENT THEME	PUBLIC FEEDBACK	TRANS MOUNTAIN RESPONSES
		<ul style="list-style-type: none"> <li>• A spill is defined as a discharge of a pollutant into the natural environment from or out of a structure, vehicle, or other container, that is abnormal in quality considering all the circumstances of the discharge.</li> <li>• Spill kits are to be readily available in all work areas and provided in all construction vehicles. The risk of spills will be assessed in advance of construction, or in advance of new construction activities, to determine the appropriate type and the quantity of spill response equipment and materials to be stored on-site in a suitable location. Operators and on-site Construction Foremen will be trained to contain spills or leakage from equipment.</li> <li>• The Shift Supervisor will immediately take the necessary steps, including reliance on external resources, to abate an uncontrolled discharge. They will provide the necessary labour, equipment, materials and absorbents to contain and remove the spill, clean up the affected area, dispose of waste materials at an approved disposal site, and restore the area.</li> <li>• Any individual who notices a potential spill, spill, or equipment malfunction is to stop work immediately and shut down equipment. The person involved will contact the Shift Supervisor. The Shift Supervisor will respond with additional spill response equipment if necessary and notify the Facility Manager, who will also respond. All parties are to remain at the scene until required information is gathered.</li> <li>• Initial response to spills during the works will be as follows:             <ol style="list-style-type: none"> <li>1. Assess safety risks in the spill area.</li> <li>2. Notify Shift Supervisor</li> <li>3. Stop the flow of the hazardous material if it is safe to do so.</li> <li>4. Secure and isolate the spill area.</li> <li>5. Assess the situation (identify product, equipment involved, affected area, spill status, time of spill).</li> <li>6. Begin containing and recovering the spill with on-site emergency spill equipment if it is safe to do so.</li> <li>7. Complete the spill notification and reporting procedure.</li> </ol> </li> <li>• More information is detailed in the Spill Prevention and emergency</li> </ul>

COMMENT THEME	PUBLIC FEEDBACK	TRANS MOUNTAIN RESPONSES
		<p>response Plan filed with the VFPA Project permit application:  <a href="https://www.portvancouver.com/wp-content/uploads/2017/08/1.5-17-122-2115-Commissioner-StSite-1-App-H-3-SpillResponseEmergencyResponsePlan.pdf">https://www.portvancouver.com/wp-content/uploads/2017/08/1.5-17-122-2115-Commissioner-StSite-1-App-H-3-SpillResponseEmergencyResponsePlan.pdf</a></p>
<p>Safety</p>	<p><b>Safe Operation of Crane</b></p> <ul style="list-style-type: none"> <li>Request for a description of the safety plans for crane operation, prevention of accidents on site.</li> </ul> <p><b>Permit</b></p> <ul style="list-style-type: none"> <li>Request whether permits obtained for airspace to be taken up by the crane</li> </ul>	<p><b>Safe Operation of Crane</b></p> <p>All Crane Operations will be compliant with Kiewit Corporation Crane Procedures Manual which includes; training and authorization of operators, inspection and maintenance of the cranes, procedures for crane assembly and disassembly, and detailed procedures for safe crane operations. All of these policies and procedures meet, and often exceed, Provincial Regulations and industry best practices</p> <p><b>Permit</b></p> <ul style="list-style-type: none"> <li>A permit has been sought from NAV CANADA for the operation of the cranes. NAV CANADA provided the permit in October 2017, and indicated it has evaluated the captioned proposal and has no objection to the Project as submitted provided that the following conditions are met: <ul style="list-style-type: none"> <li>The crane is lit during operating hours</li> <li>In the interest of aviation safety, it is incumbent on NAV CANADA to maintain up-to-date aeronautical publications and issue NOTAM as required.</li> </ul> </li> </ul> <p><b>ACTION:</b> as per the permit requirements, KLTP will notify NAV CANADA at least 10 business days prior to the start of construction so the appropriate updates and notifications can be made.</p>

### 3.4 Summary of Actions Committed by KLTP in Response to Public Feedback

**Table 3-2: Summary of KLTP Action Items in Response to Public Feedback**

Action Items:
<p><b>ACTION:</b> To mitigate impacts of worker traffic on the neighbourhood, KLTP will:</p> <ul style="list-style-type: none"> <li>• Encourage workers to take the bus and/or carpool and water taxi (as applicable from the Westridge Marine Terminal construction site) to the Commissioner Street Project site in an effort to reduce traffic vehicle trips.</li> <li>• Stage work periods where practicable to not coincide with present AM and PM peak travel times.</li> <li>• Implement protocols for commuting staff, workers and contractors to consider the needs of residents in the area and avoid cutting through local neighbourhoods as they commute to and from the Project site.</li> <li>• A site access plan will be provided to workers prior to accessing the site. This will include instruction not to travel neighbourhood streets such as Wall Street. Traffic management is an item that will be highlighted during site safety orientation for new workers coming on site</li> </ul>
<p><b>ACTION:</b> KLTP will remind all product and service providers of the need to use their assigned access/egress points. An information sheet will be distributed to truck drivers with driving route instructions and any time restrictions on deliveries.</p>
<p><b>ACTION:</b> Equipment mobilization will begin at 7:00 am, whereas pile driving activity will be initiated at or after 7:30 am on Weekdays.</p>
<p><b>ACTION:</b> A new map will be distributed with the consultation summary reports and posted online to show the proximity of the Project to neighbourhoods.</p>
<p><b>ACTION:</b> KLTP is considering other potential benefits in the context of the potential impacts to the surrounding area from construction and operations of the site.</p>
<p><b>ACTION:</b> KLTP is committed to continued engagement with the local community and will endeavour to communicate, where practical, with the community in consideration of the feedback received.</p>
<p><b>ACTION:</b> as per the permit requirements, KLTP will notify NAV CANADA at least 10 business days prior to the start of construction so the appropriate updates and notifications can be made.</p>

## APPENDIX A: DEFINITIONS AND ACRONYMS

**Table 0-1: Definitions and Acronyms List**

BC	British Columbia
Commissioner Street Project or the Project	Site 1 – 2115 Commissioner Street Project Permit Application
CEMP	Construction Environmental Management Plan
EVPL	East Vancouver Port Lands
KLTP	Kiewit Ledcor TMEP Partnership
NEB	National Energy Board
PER	VFPA Project Environmental Review Process
SPPP	Stormwater Pollution Prevention Plan
TMEP	Trans Mountain Expansion Project
Trans Mountain	Trans Mountain Pipeline ULC
VFPA	Vancouver Fraser Port Authority
WMT	Westridge Marine Terminal