



# Public Engagement Summary and Considerations Report

October 9, 2020

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# 1. Purpose of the Document

The Public Engagement Summary and Considerations Report (the report) is a requirement of the Vancouver Fraser Port Authority (port authority) Project and Environmental Review (PER) process.

The purpose of the document is to summarize the public engagement process (what was done, why it was done that way and the methods and materials used), the input that was received, how Summit Earthworks (Summit) has considered that feedback, and what it is proposing to do to address public issues and concerns.

This report is publicly available on the Summit website (<https://www.summitearthworks.ca/derwent-way/>). Summit also intends to email a copy of the report to:

- All participants from the digital public engagement sessions;
- All those who were personally invited to the digital public engagement sessions; and
- Those who submitted emails or letters to Summit during the public comment period.

## 2. Overview of the Proposed Project

Summit submitted a project permit application to the port authority to develop the Derwent Way Soil Transfer and Barge Facility Project (the Project) located on the corner of Derwent Way and Salter Street in New Westminster, British Columbia. The port authority is undertaking a review of the Project under Category C of the PER process in accordance with its responsibilities under the *Canada Marine Act* and *Canadian Environmental Assessment Act, 2012*.

The proposed project consists of the construction of a new soil transfer and barge facility on a vacant lot adjacent to Derwent Way that is under the jurisdiction of the port authority. The soil transfer and barge facility design includes the following components:

- A lined, paved and covered 1,200 square metres material storage area including Lock-block containment walls;
- A lined, paved and covered 1,200 square metres material storage area including Lock-block containment walls;
- Noise, aesthetic and dust mitigation features;
- A scale house;
- Truck wheel wash station;
- Water treatment system;
- Conveyor/marine infrastructure; and
- Supporting civil infrastructure such as roads and drainage.

The proposed transfer facility would be receiving waste soil from development sites in Metro Vancouver primarily located in Vancouver, Richmond and New Westminster. The received soils would not contain hazardous waste. The soil would not be stored or treated on site; it would be temporarily stockpiled before being transloaded to an existing treatment/disposal facility, provincially permitted and owned by Summit. Trucks would be encouraged to route via Annacis Industrial area, through designated truck routes, and would access the site from Salter St., with a maximum of 60 trucks arriving at the proposed facility daily.

Pending permit approval, construction of the proposed facility would occur between Monday and Friday from 7:00 a.m. to 4:30 p.m., excluding holidays. The construction phase aligns with the port authority's standard hours of construction.

Industry best practices would be followed during construction along with measures to reduce noise and dust. Lighting would be added as needed and directed down onto the site following the port authority lighting guidelines <https://www.portvancouver.com/wp-content/uploads/2017/04/VFPA-PER-Lighting-Guidelines-FINAL-2015-07-07.pdf>.

No routine or consistently scheduled truck traffic is required for the project. Only intermittent, occasional traffic for deliveries would occur and would present no discernible increase to existing traffic volumes. Construction would be expected to start immediately following permit approval, for a duration of approximately six (6) months.

### 3. Previous Engagement

Summit conducted initial public engagement during 2017. A public engagement plan was developed and approved by the port authority based on its PER guidelines for public engagement. It included the development and distribution of a public notice via Canada Post to residents and businesses in the area around the proposed project site (about a 0.6-kilometer radius based on the communication notification area map in Appendix 1a).

The project page on the Summit website was also updated for residents to view information on the proposed project. More details on this previous engagement can be viewed in its Public Consultation and Consideration Report <https://www.portvancouver.com/wp-content/uploads/2016/12/2019-04-25-Summit-Earthworks-Derwent-Way-Public-Consultation-Summary-Consideration.pdf>.

After reviewing the results of the first public engagement, the port authority requested that Summit do additional in-person public engagement. This was based on changes in design and scope for the proposed project, as well as public requests for more engagement opportunities.

A new public engagement plan focusing on in-person engagement was developed and approved by the port authority in early 2020. It was to feature two evenings of facilitated, small group engagement at the Queensborough Community Centre in late March 2020. A public notice was once again developed and distributed via Canada Post to residents and businesses in the area around the proposed project site (about a 0.6-kilometer radius based on the communication notification area map in Appendix 1a).

The Summit website project page was also updated with information on the engagement sessions, as well as digital copies of the engagement materials that were to be used at the sessions.

However, the on-set of the COVID-19 pandemic meant Summit had to cancel those sessions due to concerns about public health and safety.

Aside from this proposed additional in-person public engagement (and the notification materials prepared for it), there have been no communications and engagement between Summit and the public regarding the proposed project from 2017 until the recent new public comment period (May 29 – July 6, 2020).

## 4. Activities Undertaken

As mentioned in Section 3, Summit had been planning to conduct in-person public engagement in late March 2020. However, the on-set of the COVID-19 pandemic meant Summit had to cancel those sessions due to concerns about public health and safety. Given the continued COVID-19 restrictions regarding in-person gatherings and physical distancing – and to ensure we protect the health and safety of everyone – this public engagement was conducted digitally using Zoom technology. Below is a summary of the activities undertaken and how they were supported from a promotion, information and communication perspective.

Activity	Description
Digital Public Engagement Sessions	<p>Two evenings of small group, facilitated digital public engagement were held using Zoom technology. Designed and led by a professional facilitator, each evening consisted of two separate engagement sessions:</p> <ol style="list-style-type: none"> <li><b>Part A:</b> Construction and Operations Concerns (Facility Design, Traffic, Noise &amp; Aesthetics); and</li> <li><b>Part B:</b> Environment Concerns (Soil, Air Quality, Habitat and Water Quality).</li> </ol> <p>The schedule for the digital facilitated public engagement was:</p> <ul style="list-style-type: none"> <li><b>SESSION #1:</b> Tuesday, June 23, 2020, 5:30 p.m. – 8:40 p.m. Part A was a Zoom meeting from 5:30 p.m. – 7:00 p.m. Part B was a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.</li> <li><b>SESSION #2:</b> Thursday, June 25, 2020, 5:30 p.m. – 8:40 p.m. Part A was a Zoom meeting from 5:30 p.m. – 7:00 p.m. Part B was a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.</li> </ul> <p>The objectives of the engagement were to:</p> <ul style="list-style-type: none"> <li>confirm existing community concerns and identify any additional ones that stakeholders may have;</li> <li>discuss project concerns, Summit’s responses on how to address them and any additional Feedback, comments or suggestions;</li> <li>solicit and document the kind of meaningful feedback that will lead to project mitigations or commitments; and</li> <li>ensure interactivity, engagement and equal opportunity for participation in light of using digital technologies.</li> </ul>
Online survey	An online survey on the proposed project was developed and uploaded to the Summit project website to allow another way for public input.
Email/mail input and responses	Email and mail contacts were provided in notification, communications and engagement materials. Summit responded to all of input received.
Summit project website updates	Summit’s project website was updated to provide information on the proposed project and also direct interested parties towards the different ways for providing feedback.
Zoom polling	A short poll was used at the end of each of the Zoom engagement sessions to get input on the engagement approach.

## 5. Notification Methods and Engagement Materials

The table below includes both the methods undertaken to notify the public and stakeholders about the project and the materials used during the engagement. References are provided with respect to where these methods and materials can be found in the Appendices.

Item	Description	Audience	Timing
Eventbrite site (1-a)	The webpage included instructions on how to register to attend the digital public engagement sessions, as well as background information on the proposed project and links to both the Summit and port authority Derwent Way project websites for additional information.	Queensborough Residents Association Members, residents and businesses of Queensborough, the City of New Westminster and the City of Surrey (within a 0.6 kilometer radius of the project), the City of New Westminster (Mayor and Council and senior staff involved in the project), the Member of Parliament (MP) for New Westminster-Burnaby and the Member of the Legislative Assembly (MLA) for Richmond-Queensborough.	May 29, 2020 – June 25, 2020
Registrant confirmation emails (1-g)	Once registration for the session was confirmed through Eventbrite, registrants were sent individual emails with information regarding the session(s), how to use Zoom and the proposed project.	Digital public engagement session attendees.	May 29, 2020 – June 25, 2020

## 5. Notification Methods and Engagement Materials

Item	Description	Audience	Timing
Summit project website (1-d)	Information on the digital public engagement as well as copies of the public information materials (public mailout, newspaper advertisement and information sheets) and link to an online survey. The website also continued to provide a link to the port authority Derwent Way website (for technical reports and information on the Project Environmental Review process.). Copies of the presentation and recorded audio files from the engagement sessions were also uploaded on the Summit project website.	Queensborough Residents Association Members, residents and businesses of Queensborough, the City of New Westminster and the City of Surrey (within a 0.6 kilometre radius of the project), the City of New Westminster (Mayor and Council and senior staff involved in the project), the Member of Parliament (MP) for New Westminster-Burnaby and the Member of the Legislative Assembly (MLA) for Richmond-Queensborough.	Updated with new information May 29. Updated again June 26, (with presentation), July 7 (regarding end of public comment period) and July 13 (with audio files).
Public Notice (1-d)	Information was included on/for registering in the digital public engagement sessions, as well as background information on the proposed project and links to both the Summit and port authority Derwent Way project sites for additional information.	2,316 residential, commercial and industrial residents surrounding the proposed facility.  Queensborough Residents Association Members, residents and businesses of Queensborough, the City of New Westminster and the City of Surrey (within a 0.6-kilometre radius of the project).	Delivered between June 1 and June 5, 2020  Posted on project website May 29
Personal invitations to digital engagement sessions (1-c)	Information was included on/for registering in the digital public engagement sessions, as well as background information on the proposed project and links to both the Summit and port authority Derwent Way project sites for additional information.	President, Queensborough Residents Association, City of New Westminster officials (Mayor and Council and senior staff involved in the project), the MP for New Westminster-Burnaby and MLA for Richmond-Queensborough.	Sent out Monday June 1

## 5. Notification Methods and Engagement Materials

Item	Description	Audience	Timing
Print Advertisement (1-e)	Information was included on/for registering in the digital public engagement sessions, as well as background information on the proposed project and links to both the Summit and port authority Derwent Way project sites for additional information.	Circulation of the New Westminster Record newspaper (circulation 16,641 as per Glacier Media website ( <a href="https://www.glaciermedia.ca/brands/media-directory">https://www.glaciermedia.ca/brands/media-directory</a> ))	Posted on Summit project website May 29  Half page advertisement appeared in the June 4, 2020 edition of New Westminster Record.
Engagement Presentation (1-h)	The digital engagement presentation covered introductions, goals and objectives, impact of COVID-19, use of Zoom technology, other opportunities for public input during the public comment period, a project overview, separate sections to engage on Construction and Operation Concerns and Environment Concerns, next steps for engagement and a Zoom poll on the engagement format.	Digital public engagement session attendees  Summit Earthworks website visitors	June 23 and 25, 2020  Posted on Summit project website June 26, 2020

## 5. Notification Methods and Engagement Materials

Item	Description	Audience	Timing
Information sheets (1-i)	<p>Information sheets were created to address the concerns raised during the initial public comment period, and to help facilitate the engagement portion of the sessions. They included:</p> <ul style="list-style-type: none"> <li>• Map of the proposed site and project overview</li> <li>• Construction and Operation Concerns and Proposed Mitigations</li> <li>• Environment Concerns and Proposed Mitigations.</li> </ul>	<p>Digital public engagement session attendees</p> <p>Summit Earthworks website visitors</p>	<p>Posted on Summit project website May 29, 2020</p> <p>Screen-shared June 23 and 25, 2020</p>
Online survey (1-l)	<p>An online survey was developed and the link placed on the Summit project website to allow another way to provide public input.</p>	<p>Queensborough Residents Association Members, the residents and businesses of Queensborough, the City of New Westminster and the City of Surrey (within a 1-kilometer radius of the project), the City of New Westminster (Mayor and Council and senior staff involved in the project), the Member of Parliament for New Westminster-Burnaby and the Member of the Legislative Assembly for Richmond-Queensborough.</p>	<p>May 29, 2020 - July 6, 2020</p>

## 5. Notification Methods and Engagement Materials

Item	Description	Audience	Timing
Zoom poll (1-j)	A short poll was created/ launched within Zoom to get input on the engagement approach itself.	Digital public engagement session attendees	Screen-shared June 23 and 25, 2020
Thank you emails (1-k)	Thank you emails were sent to all those who participated in the digital public engagement sessions. They also included website links that were provided during the session.	Digital public engagement session attendees	June 30, 2020

## 6. Level of Public Participation

Summit followed the port authority’s “Public engagement guidelines update in light of COVID-19” (<https://www.portvancouver.com/wp-content/uploads/2020/04/2020-04-29-Guidelines-Public-Engagement-during-COVID-19-1-1.pdf>) in developing a new public engagement plan.

Key adaptations to address included the transition to digital engagement and extension of the public comment period from 20 business days to 25 business days (to accommodate additional participation). The new digital public engagement approach also continued to follow the port authority’s PER guidelines (<https://www.portvancouver.com/wp-content/uploads/2019/09/2018-09-05-PER-Guideline-Public-Engagement.pdf>).

Based on a review of the goals and objectives of both those sets of guidelines, Summit’s objectives for the digital public engagement were to:

- Confirm existing community concerns and identify any additional ones that stakeholders may have;
- Discuss project concerns, Summit’s responses on how to address them and any additional questions, comments or suggestions;
- Solicit and document the kind of meaningful feedback that will lead to project mitigations or commitments; and
- Ensure interactivity, engagement and equal opportunity for participation in light of using digital technologies.

In trying to achieve these objectives, it was recognized that the actual level of public engagement could be impacted by the move to a digital approach, both because of reliance on technology (which could be a challenge for some stakeholders) and because of the COVID-19 Pandemic itself (during which people understandably had other challenges and priorities).

## 6. Level of Public Participation

After reviewing the activities undertaken and the feedback from participants, Summit believes it has met these objectives. Below is a summary of the actual level of participation in the different aspects of the digital public engagement program. This summary is based on the number of unique participants (i.e., individuals who submitted feedback and/or attended the sessions) and the different sources this feedback was compiled from (such as the online survey, the digital engagement sessions and correspondence received).

Activity	Participation
Digital Public Engagement Sessions	59 registrants (out of 18,964 who could have reviewed the print advertisement and received the public notice)  31 attendees (members of the public, Queensborough Residents Association, and local government).
Online survey	32 responders <ul style="list-style-type: none"> <li>• 32 responses to Questions 1 and 2</li> <li>• 27 responses to Question 3</li> <li>• 30 responses to Question 4</li> <li>• 21 responses to Question 5</li> </ul>
Written submissions received by email	Follow up submissions from digital engagement session participants: 6 Letter to the port authority and Summit (via email) from a corporate body: 1 Email to the port authority from a local government representative: 1
Zoom poll	14 full or partial responders; key feedback included: <ul style="list-style-type: none"> <li>• 7 of 8 responding to Question 1 had previously used Zoom more than 10 times;</li> <li>• All 7 responders to Question 2 were satisfied with the digital engagement experience; and</li> <li>• All 6 responders to Question 5 said they would engage again with Zoom in the future.</li> </ul>

## 7. Summary of Feedback Received

Feedback during the public comment period (May 29 – July 6, 2020) came from a variety of sources – the digital engagement sessions, the online survey and emails/letters to Summit and the port authority. A summary of that feedback is in the table below, organized by theme, number of references and main question/comment areas. The indicated number of questions/comments is approximate given that many concerns overlapped multiple themes. See Appendix 2a for the specific digital engagement session transcriptions and responses, as well as the online questionnaire results.

Theme	Approximate number of questions/ comments	Main question/comment areas
Traffic and safety	75+	Number of trucks, traffic congestion, traffic flow, traffic studies, enforcement, community/public safety (children, cyclists, pedestrians), aesthetics.
Air quality and environment	50+	Air emissions, dust, odours, air quality studies, air quality monitoring and reporting, general pollution (short- and long-term impacts), greenhouse gases.
Soil	20+	Difference between contaminated and hazardous waste, biological intake criteria, storage, barge loading, barge transportation and spill response.
Noise	20+	Truck, traffic, engine idling, vibrations on site.
Miscellaneous	20+	Summit's experience on these types of projects, climate change mitigation, geotechnical report, wildlife, riparian area.
Human health	10+	Short/long-term impacts of air emissions and soil, dust dispersion and odour.
Project Environmental Review Process	5+	Port authority's PER process, including what is considered as part of the process, and how decisions are made.

## 7. Summary of Feedback Received

In addition to the themes outline previous, other concerns were raised during the public comment period that are outside of the scope of Summit's proposed project. The following table summarizes those themes using the same format and approach used for the “in-scope” themes.

Theme	Approximate number of questions/ comments	Main question/comment areas
Land use	30+	Proximity of residential neighborhood to industrial areas, other options/locations looked at, criteria for site selection.
Jurisdictions	10+	Involvement and enforcement of the port authority, City of New Westminster and the Province of British Columbia.
Summit existing gravel operation	5+	Difference between the existing Summit gravel operation and the new proposed project; potential incremental truck impacts.
Community investment	1	Interest in whether the port authority would consider supporting projects/amenities in the Queensborough community.

After reviewing the feedback received, Summit understands that the primary concerns for the community are:

- Increased traffic;
- Traffic enforcement;
- Air quality (particularly related to traffic); and
- Land use.

Summit appreciates all the concerns and questions that were provided. Should a permit be issued, Summit commits to implementing appropriate mitigations to address concerns, as identified in this public engagement process, and as required by the port authority. Section 8 offers more details on Summit's considerations based on the feedback received.

## 8. Consideration of Feedback

The table below shows how the feedback received has been considered. The feedback came from the digital engagement sessions, the online survey and emails/letters to Summit and the port authority. All feedback / concerns are organized around the key theme areas, general areas of concern, the ways in which Summit has considered the feedback, and proposals for mitigation. Individual comments and questions have been consolidated into similar themes. However, transcriptions from the digital engagement sessions and results of the online survey are also available in Appendix 2.

### Traffic and Safety

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Increase in overall number of trucks in the area	<ul style="list-style-type: none"> <li>The new facility would receive a maximum of 60 trucks per day, as that is the maximum it could handle in one day.</li> <li>At peak hours, and in the morning and/or afternoon, that could mean a maximum of 8 - 11 trucks an hour, or 2 - 3 trucks every 15 minutes.</li> <li>However, typical volume will be much less. It will likely be 20- 30 trucks per day, and often 1 - 2 trucks every 10 - 15 minutes.</li> </ul>	<p><u>New mitigations</u> Summit has modified its operational approach so that facility traffic will be routed via Annacis Island.</p> <p>Summit will look to develop a Community Liaison Committee to help monitor actual truck numbers.</p>

## 8. Consideration of Feedback

### Traffic and Safety

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Impacts on overall traffic congestion	<ul style="list-style-type: none"> <li>• A traffic impact study was completed for all possible routes into the new facility, including Ewen, Boyd, and Derwent Way.</li> <li>• The estimated number of trucks was based on 2016 traffic counts, background traffic growth of 2% per annum, and growth and development in the area.</li> <li>• The study used 2018 as a beginning and forecast 20 years (2038) as part of the analysis.</li> <li>• An additional traffic memo was provided in October 2019 to assess the need for a southbound left-hand turn lane from Derwent Way onto Salter Street.</li> <li>• The study and traffic memo found impacts at intersections were minimal, intersections would function satisfactorily, and a left turn lane wasn't warranted. The original study and the memo are available on the port authority website (<a href="http://www.portvancouver.com/derwentway">www.portvancouver.com/derwentway</a>).</li> </ul>	<p><u>New Mitigation</u> Summit modified its operational approach so that facility traffic will be routed via Annacis Island.</p> <p>Summit will look to develop a Community Liaison Committee to monitor congestion adjacent to the site during construction and operation.</p>

## 8. Consideration of Feedback

### Traffic and Safety

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
<p>Truck traffic flow to/from facility (and potential impacts on community/public safety)</p>	<ul style="list-style-type: none"> <li>• All site traffic will be encouraged to be routed to/from the south.</li> <li>• Trucks will be also be encouraged to route via the Annacis Industrial area and operate only on designated truck routes.</li> <li>• However, truck traffic is technically able to turn right exiting the facility onto designated truck routes.</li> <li>• After an additional assessment in the traffic memo of October 2019, it was determined that a southbound left turn lane was not warranted based on existing traffic patterns and expected volume.</li> </ul>	<p><u>New mitigation</u> Notification will be provided to clients and haulers regarding site access requirements during the screening and pre-approval process. This would include identifying designated truck routes, recommending access via Annacis Island, and queuing restrictions on major roadways, provincial roadways and adjacent to the railway crossing.</p> <p><u>New mitigation</u> Signage will be in place during operating hours to direct traffic flow to the facility.</p> <p><u>New mitigation</u> Haulers will be encouraged to exit the facility southbound towards the Annacis Island Industrial area.</p> <p><u>New mitigation</u> Haulers and/or specific drivers may be banned from the facility if they choose to ignore preferred access routes.</p> <p><u>New mitigation</u> Summit is committed to exploring the development of a Community Liaison Committee to help monitor traffic flow.</p>

## 8. Consideration of Feedback

### Traffic and Safety

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
<p>Traffic restriction enforcement</p>	<ul style="list-style-type: none"> <li>• Trucks will be mandated to travel along designated truck routes, which are outlined by the City of New Westminster and out of the control of Summit.</li> <li>• However, Summit’s authorization and acceptance procedures for accepting soils coming into the facility will include notification to clients and haulers of the preferred routes to get into the transfer facility.</li> <li>• A sign board will also be posted for southbound traffic prior to the intersection of Derwent Way and Salter Street. It will note that left turns are restricted to the Summit Earthworks facility.</li> <li>• However, Summit cannot restrict all traffic, as other businesses utilize this access point as well.</li> <li>• Summit will also monitor truck routing and encourage all the haulers to use the access point from the Annacis Industrial area.</li> <li>• Finally, Summit will communicate with clients and haulers if they are not following preferred routes.</li> </ul>	<p><u>New mitigation</u> The notification procedures to clients and haulers will include references to preferred routing, queuing and the restricted use of non designated truck routes.</p> <p><u>New mitigation</u> Summit will communicate with clients/haulers if they are not following recommended routes.</p> <p><u>New mitigation</u> Summit will continue ongoing communication with City of New Westminster traffic enforcement officials to help monitor compliance.</p>

## 8. Consideration of Feedback

### Air Quality and the Environment

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
<p>Management of dust during construction and operation</p>	<ul style="list-style-type: none"> <li>• This will be an engineered facility design with mitigation features to drastically reduce the potential for offsite dust migration.</li> <li>• It will be a below grade facility with a covered roof to help contain dust.</li> <li>• The building will also be designed to shield fugitive dust emissions and reduce wind speeds (which can impact the storage of piles) which will greatly reduce potential wind erosion and entrainment of particulate matter into the air.</li> <li>• In addition, perimeter trees will also be retained or replanted to protect against dust dispersion.</li> <li>• On site, a truck wash will be in place to remove dirt from the wheels and truck bed before they leave the facility. There will be also be operational procedures for keeping soils moist and preventing the accumulation of dust.</li> <li>• There will be mechanical means as well, including mist spray nozzles on the hopper that will be used before the soil is transferred to barges.</li> <li>• Summit will also do regular air monitoring during periods of activity.</li> </ul>	<p><u>Previous mitigations</u> A truck wash will be on site.</p> <p>The engineering design is for a below grade facility with a covered roof.</p> <p>Perimeter trees will be retained/ replanted (information regarding boundaries at <a href="http://www.portvancouver.com/derwentway">www.portvancouver.com/derwentway</a>).</p> <p>Soils will be kept moist during on-site handling.</p> <p>A dust suppression spray fogger system in place</p> <p>There will be routine air quality monitoring done on a regular basis.</p>

## 8. Consideration of Feedback

### Air Quality and the Environment

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Dust management specific to barge loading and transportation	<ul style="list-style-type: none"> <li>• Before being loaded on the barge through a covered conveyor system, the soil will be moistened to mitigate the accumulation of dust.</li> <li>• A dust suppression spray fogger system will also be employed during barge loading at the inshore hopper area to further moisten the soil and reduce the likelihood for windborne loss of the soil.</li> <li>• There will be no loading during periods of high winds (for safety reasons), which will also reduce the chances of dust migrating off the site.</li> <li>• Summit will be working with licensed marine contractors to ensure they are using suitable barges for the type of activity.</li> <li>• If following placement of the soil on the barge the weather has changed and winds have increased, the soil pile can be temporarily covered with a polyethylene liner to encapsulate the soil on the barge.</li> </ul>	<p><u>Previous mitigations</u> Soil will be continually monitored and/or moistened during all handling, loading and transport.</p> <p>A variable speed, covered conveyor will be used.</p> <p>A telescopic loading spout will reduce the height from which the soil is dropped.</p> <p>A dust suppression spray fogger system will be in place to further moisten soil.</p> <p>There will be no loading during high winds.</p> <p>Only licensed marine contractors who use suitable barges will be employed to move the soil.</p> <p>The soil pile can be temporarily covered with a polyethylene liner if needed.</p>
Impacts/risks of diesel storage/use on site	<ul style="list-style-type: none"> <li>• Part of the on-site infrastructure includes an above ground storage tank (AST) for diesel fueling of on-site equipment.</li> <li>• Mitigations/controls will include the AST being placed within a concrete berm to provide containment should the unlikely event of a spill occur.</li> <li>• There will also be installation of bollards to protect from any vehicle or equipment impacts.</li> </ul>	<p><u>Previous mitigations</u> The diesel storage tank will be placed in a concrete berm.</p> <p>Bollards will be installed to further protect the tank from vehicle/equipment impacts.</p>

## 8. Consideration of Feedback

### Air Quality and the Environment

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
<p>Impacts of dust and air emissions</p>	<ul style="list-style-type: none"> <li>• Air modelling studies were done as part of the application using Metro Vancouver air monitoring stations for background air quality data.</li> <li>• These studies confirmed that the dust control measures for this site would not allow dust beyond the property boundary greater than the Metro Vancouver particulate criteria of 25 micrograms per cubic metre.</li> <li>• They also concluded that emissions from stockpiled and handled soils would not have acute impacts on local air quality.</li> <li>• The design of the facility was also subsequently upgraded to include a roof covering, a below grade storage area and a covered conveyor system from the loading hopper to the barge.</li> <li>• The study also looked at the impact of truck air emissions.</li> <li>• Summit included the air assessment report with its application.</li> <li>• More information about Summit Earthworks' air quality management plan and environmental monitoring is available in the Construction Environmental Management Plan (<a href="http://www.portvancouver.com/derwentway">www.portvancouver.com/derwentway</a>).</li> </ul>	<p><u>Previous mitigations</u> There will be routine air quality monitoring of dust and contaminant levels.</p> <p>Facility dust control measures will include a roof covering, a below grade storage area, a covered conveyor system and others referenced under previous concerns.</p>

## 8. Consideration of Feedback

### Air Quality and the Environment

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
No mitigation on the east property boundary near residential apartments and other receptors	<ul style="list-style-type: none"> <li>Summit understands receptors on the east side of the property boundary are located approximately 280 metres away from the site.</li> <li>No additional controls were put in place on the eastern boundary because particulate is not anticipated to travel that distance.</li> <li>In addition, there are other properties and operations between the proposed facility and residential neighborhoods on the east.</li> </ul>	<p><u>Previous mitigations</u> Perimeter trees will be retained or planted as a dust migration barrier.</p> <p>Facility dust control measures will include a roof covering, a below grade storage area, a covered conveyor system and others referenced under previous concerns.</p>
Odours from the soils	<ul style="list-style-type: none"> <li>As per Metro Vancouver requirements, odours are not allowed beyond the property boundary.</li> <li>The types of soils coming into the facility are not of an organic or compost nature and therefore do not contain any significant odour.</li> <li>All soils will also be placed within the covered, below grade storage area and then can be covered with a tarp to further minimize any odour.</li> <li>Summit will also be monitoring at the property boundary to confirm that odour is not present at the property boundary.</li> </ul>	<p><u>Previous mitigations</u> Any soils with significant odours would be rejected by Summit.</p> <p>All soils will be stored within the covered, below grade storage area.</p> <p>Routine air quality monitoring will be done to confirm adherence to Metro Vancouver odour guidelines.</p> <p><u>New mitigation</u> Summit is committed to exploring the development of a Community Liaison Committee to discuss concerns related to odours or air quality.</p>

## 8. Consideration of Feedback

### Air Quality and the Environment

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Monitoring of air emission levels and impacts	<ul style="list-style-type: none"> <li>Summit will do regular monthly air monitoring at the property boundary that is representative of existing conditions.</li> <li>The monitoring will be done during periods of activity and by qualified environmental professionals, including those with Masters of Science designations and certified Applied Science Technologists who conduct routine monitoring, all of whom are bound by the ethical standards for their profession.</li> <li>The methodology and results will be reported to port authority.</li> </ul>	<p><u>Previous mitigations</u> Routine air quality monitoring will be done by qualified environmental professionals.</p> <p>The methodology and results of the monitoring will be reported to the port authority.</p>
Trucks idling	<ul style="list-style-type: none"> <li>Unnecessary engine idling - defined as idling of engines while they are not in operation – will not take place.</li> <li>Summit will also comply with Ministry of Transportation and Infrastructure guidelines and requirements.</li> <li>More information on these can be found in the Construction Environmental Management Plan for the proposed facility available on the port authority website (<a href="http://www.portvancouver.com/derwentway">www.portvancouver.com/derwentway</a>).</li> </ul>	<p><u>Previous mitigations</u> A Construction Environmental Management Plan has been prepared which includes several best management practices including operation of trucks and heavy equipment. (<a href="http://www.portvancouver.com/derwentway">www.portvancouver.com/derwentway</a>).</p> <p>There will be no unnecessary idling.</p> <p><u>New mitigation</u> Summit is committed to exploring the development of a Community Liaison Committee to help monitor any potential idling.</p>

## 8. Consideration of Feedback

### Air Quality and the Environment

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Impact on greenhouse gases	<ul style="list-style-type: none"> <li>An underlying benefit of the new facility is to minimize the amount of greenhouse gases (GHGs) and trucks on the roads.</li> <li>Currently, a significant number of trucks are travelling a great distance to Summit's facility in Mission.</li> <li>Having a centralized transfer facility, and transferring soil by barge, would allow for a reduced number of truck trips and a resulting GHGs.</li> <li>The facility is also designed to accommodate only a small number of equipment pieces on site.</li> <li>They are limited to trucks coming in to deposit the materials, and an additional one or two heavy equipment vehicles.</li> </ul>	<p><u>Previous mitigations</u> The proposed facility is central to the Lower Mainland, and as such is expected to decrease the distance for trucks to travel and therefore lower GHGs.</p> <p>Construction of a barge transfer facility will result in fewer trucks driving out to Mission, which will further lower GHGs.</p>
Short/long-term environmental impacts or benefits	<ul style="list-style-type: none"> <li>A Construction Environmental Management Plan has been prepared by Summit.</li> <li>Any environmental impacts from the facility will be regulated under guidelines that include the BC Contaminated Sites Regulation (CSR), the BC Environmental Management Act (EMA), Canadian Council of Ministers of the Environment (CCME) Environmental Quality Guidelines, and the BC Approved and Working Water Quality Guidelines.</li> <li>The new facility will also help deal with fairly widespread illegal dumping by providing a centralized location for dealing with contaminated sites in the Metro Vancouver area.</li> </ul>	<p><u>Previous mitigations</u> Summit will adhere to all applicable federal and provincial environmental regulations and guidelines.</p> <p>A Construction Environmental Management Plan has also been prepared and can be found at (<a href="http://www.portvancouver.com/derwentway">www.portvancouver.com/derwentway</a>).</p> <p>A new centralized facility will help reduce the illegal dumping that is currently going on in the region.</p>

## 8. Consideration of Feedback

### Soil Quality, Handling, Management and Transportation

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Soil residue on local roadways	<ul style="list-style-type: none"> <li>The on-site truck wheel wash will remove residuals from the tires and box of the trucks, thus preventing any soil being deposited on local roadways when trucks leave the facility.</li> <li>Summit also will monitor the roadway at the access site and utilize a street sweeper to clean up any accumulation of soil residue on access roads directly adjacent to the facility (Derwent Way /Salter Street).</li> </ul>	<p><u>Previous mitigations</u> The on-site truck wheel wash will manage any truck tire residuals.</p> <p>A roadway monitoring program will ensure no accumulation of soil residue at the site access.</p>
Contaminated soil handling and management	<ul style="list-style-type: none"> <li>The soils to be received at this facility will be designated industrial and commercial soils as per the Contaminated Sites Regulations of BC.</li> <li>Contaminants in the soils brought into the facility will include sodium chloride (from road salting), metals and hydrocarbons.</li> <li>There will be pre-screening and pre-approval of all soils coming into that facility, which will include a review of applicable soil data by a qualified environmental professional in order to confirm acceptance of the soils.</li> </ul>	<p><u>Previous mitigations</u> The facility will only accept industrial and commercial soils as outlined in the BC Contaminated Sites Regulations.</p> <p>Summit will employ pre-screening and pre-approval of all soils prior to accepting them at the facility.</p>

## 8. Consideration of Feedback

### Soil Quality, Handling, Management and Transportation

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Potential for hazardous waste	<ul style="list-style-type: none"> <li>All soils to be received at the facility would first be subject to a pre-approval screening process.</li> <li>That process involves review by a qualified professional to ensure that soils meet the acceptable regulatory environmental standards based on the analytical laboratory data from the source site.</li> <li>The source site data would be obtained as part of an environmental investigation conducted by environmental professionals.</li> <li>Any hazardous waste identified through the site investigation process would not be deemed acceptable to be received at the facility.</li> </ul>	<p><u>Previous mitigations</u> The facility will not accept any hazardous waste.</p> <p>Summit will employ pre-screening and pre-approval of all soils prior to accepting them at the facility.</p>
Contaminant leakage	<ul style="list-style-type: none"> <li>The engineered design of the treatment facility includes an impermeable membrane liner for containment and to prevent leakage.</li> <li>The current ground condition will likely require site preparation - such as preloading – to consolidate it prior to construction and to ensure ground conditions support the soil storage area.</li> <li>Specifications for the impermeable liner will be identified following site preparation and subsurface consolidation.</li> </ul>	<p><u>Previous mitigations</u> Site preparation including subsurface consolidation will be done in advance of construction.</p> <p>An impermeable liner with stringent engineer design criteria will be installed to prevent leakage.</p>

## 8. Consideration of Feedback

### Soil Quality, Handling, Management and Transportation

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Barge loading/ transportation	<ul style="list-style-type: none"> <li>• The dry goods barges to be used will typically consist of a sealed flat deck barge.</li> <li>• Soil loading at the facility will only be done once there is enough soil to fill a barge, and not on an ongoing basis.</li> <li>• Soil will be deposited onto a covered conveyor belt that transfers the soils out to the barge deck via a telescopic spout.</li> <li>• On average, this takes a day (7 - 8 hours) and there are expected to be 3 – 4 barges a month.</li> <li>• As the barge operation is not anticipated to be daily, the barge can be set up to operate during periods of low wind.</li> <li>• There are also facility design features and spill contingency measures which include restrictions on loading during freshet and adverse weather conditions as part of the Derwent Way Transfer Facility Environmental Management Plan to prevent the inadvertent release of soil into the river.</li> <li>• Soil from the transfer facility will be sent to Summit’s provincially permitted treatment facility in Mission by licensed marine contractors using suitable barges for the type of activity and adhering to Transport Canada Marine Guidelines and the Canada Marine Act.</li> <li>• Hopper barges will not be used for the transport of soil between New Westminster and Mission and soil will not be dumped from the barges.</li> </ul>	<p><u>Previous mitigations</u></p> <p>There will be consolidated soil loading - 3 to 4 barges a month - and not ongoing continuous loading.</p> <p>There will be no loading during freshet or high winds.</p> <p>Licensed marine contractors will be used who have suitable barges, follow marine transport guidelines and have independent spill response plans.</p> <p>Summit has developed emergency management plans and spill response plans, which are available on Summit’s Derwent Way project website (<a href="https://www.summitearthworks.ca/derwent-way/">https://www.summitearthworks.ca/derwent-way/</a>).</p>

## 8. Consideration of Feedback

### Soil Quality, Handling, Management and Transportation

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Barge loading/ transportation (Cont'd)	<ul style="list-style-type: none"> <li>An environmental management plan - including a spill response plan - has been prepared for the proposed facility, which is consistent with all Summit's facilities.</li> <li>The licensed marine contractors also have their own guidelines and response plans.</li> </ul>	
Long-term environmental impacts from soil storage	<ul style="list-style-type: none"> <li>An environmental baseline study was completed to investigate any background contamination on the property.</li> <li>The proposed engineer-designed facility would also have an impermeable liner to contain any contaminated soils within the storage area.</li> <li>The selected geomembrane liner will be based on subsurface ground conditions and a geotechnical assessment to ensure the integrity of the liner throughout operation of the facility.</li> <li>The design features of the facility, as well as soil handling and management practices, will also help prevent any release of contaminated soil.</li> <li>Should there ever be termination of the lease, site investigations would be undertaken by Summit to determine whether a post-operation remediation was required.</li> </ul>	<p><u>Previous mitigations</u> An environmental baseline study was completed on the property.</p> <p>This will be an engineer-designed facility.</p> <p>The facility will have an impermeable liner to contain any leaks.</p> <p>Summit would investigate and if necessary undertake post-site remediation if there was ever termination of the lease.</p>

## 8. Consideration of Feedback

### Noise

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Noise from trucks coming to and from the site	<ul style="list-style-type: none"> <li>The facility is expected to operate Monday to Saturday between the hours of 7:30 am and 4:30 pm.</li> <li>There would be a maximum of 60 trucks per day, as that is the maximum the facility can handle.</li> <li>However, typical volume will be much less. It will likely be 20 - 30 trucks per day, and often 1 - 2 trucks every 10 - 15 minutes.</li> <li>The Engineered Traffic study completed by Summit showed that the expected numbers of trucks per day – and during peak hours – will not significantly increase noise over current levels.</li> </ul>	<p><u>Previous mitigations</u> Summit has developed a Construction Environmental Management Plan which outlines operational procedures</p> <p><u>New Mitigations</u> Summit is committed to exploring the development of a Community Liaison Committee to help monitor any potential noise issues.</p>
Noise from vibrations and machinery on site during construction and operations	<ul style="list-style-type: none"> <li>The geotechnical study completed by Summit found that the soils underneath the site are predominantly consolidated soils.</li> <li>The study also concluded that no noticeable noise or vibration impacts are anticipated from soil being deposited within that storage area.</li> <li>Summit will put into place controls during construction and operations to reduce noise pollution. These will include: <ul style="list-style-type: none"> <li>machinery being kept in good mechanical working order and not idling when not operating;</li> <li>minimizing machinery on site to limit any noise impacts;</li> <li>a covered soil storage area; and</li> <li>a sound barrier along the western boundary of the property that will be installed below the railway sightline.</li> </ul> </li> </ul>	<p><u>Previous mitigations</u> There will be limited machinery on site, the machines will be kept in good operating order, and there will be no unnecessary idling.</p> <p>The soil storage area will be covered.</p> <p>A sound barrier will be installed along the western boundary of the property.</p> <p><u>New mitigation</u> Summit is committed to exploring the development of a Community Liaison Committee to help monitor any potential noise issues.</p>

## 8. Consideration of Feedback

### Miscellaneous

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Trees along property boundary	<ul style="list-style-type: none"> <li>Summit was informed that there may be trees which are reaching their end of life at the east of the property boundary.</li> </ul>	<p><u>New mitigation</u> Summit would consider future discussions on tree replacement.</p>
Tree health declining along Stanley Park Greenway	<ul style="list-style-type: none"> <li>The declining health of trees along the Stanley Park Greenway is under the jurisdiction of others.</li> </ul>	<p><u>New mitigation</u> Summit is committed to exploring the development of a Community Liaison Committee to discuss issues and concerns.</p>
Wildlife impacts	<ul style="list-style-type: none"> <li>The local beaver population, waterfowl and other bird species would be considered through wildlife and nesting bird surveys.</li> <li>This would be done prior to any construction and changes that would take place in the riparian area.</li> </ul>	<p><u>Previous mitigation</u> There will be wildlife and nesting bird surveys prior to construction.</p>
Concerns regarding impacts to the dyke reserve and infrastructure on riparian area	<ul style="list-style-type: none"> <li>The City of New Westminster has jurisdiction over the dyke in that area.</li> <li>Following meetings with the City, modifications were made to the layout of the facility to ensure there is no infrastructure on the dyke.</li> <li>The shoreline of the property also has a limited riparian area and is heavily riprapped to protect the banks adjacent to the bridge abatements.</li> <li>The plan is to have minimal impact within the water lot itself.</li> </ul>	<p><u>New mitigations</u> The design for the facility was revised July 18, 2019 to ensure that no infrastructure is on the dyke.</p> <p>There will be minimal work or impact on riparian area.</p>

## 8. Consideration of Feedback

### Miscellaneous

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
<p>Communi- cations and engagement during construction and operations</p>	<ul style="list-style-type: none"> <li>Summit Earthworks has committed to discussing the potential for a Community Liaison Committee.</li> <li>It could act as a forum for ongoing communication about the activities at the new facility should a permit be issued. Summit would also provide updates on construction milestones on its project website.</li> <li>Should a permit be issued, the permit would also include conditions specific to construction and operations that Summit would be required to adhere to.</li> <li>Compliance with project permit conditions is monitored through the port authority’s compliance monitoring and enforcement program (<a href="https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/compliance/">https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/compliance/</a>)</li> </ul>	<p><u>New mitigations</u> Summit is committed to exploring the development of a Community Liaison Committee.</p> <p>Summit would provide updates on construction milestones on its project website.</p>

## 8. Consideration of Feedback

### Human Health

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Impacts of pollution on short- and long-term health	<ul style="list-style-type: none"> <li>Summit engaged qualified professionals to prepare an Environmental Management Plan.</li> <li>The results of the studies for the Plan did not anticipate that emissions from stockpiled and handled soils would have any acute impacts on the local air quality.</li> <li>However due to the close proximity of residents, periodic air sampling will occur during operational times by qualified environmental professionals to measure any airborne concentrations of contaminants.</li> <li>In addition, Summit will follow guidelines for the protection of human health and aquatic life including the BC Contaminated Sites Regulation (CSR), the <i>BC Environmental Management Act</i> (EMA), Canadian Council of Ministers of the Environment (CCME) Environmental Quality Guidelines, and the BC Approved and Working Water Quality Guidelines.</li> </ul>	<p><u>Previous mitigations</u> An Environmental Management Plan has been prepared.</p> <p>Summit will adhere to federal and provincial environmental guidelines and regulations.</p>

## 8. Consideration of Feedback

### Project Environmental Review Process

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Port authority decision making with respect to what constitutes “significant” impacts	<ul style="list-style-type: none"> <li>The port authority’s review of the proposed soil transfer and barge facility is being considered under the <i>Canadian Environmental Assessment Act</i> (CEAA 2012), as it commenced prior to the <i>Impact Assessment Act</i> coming into force in August 2019. It is not considered a ‘designated’ project.</li> <li>The PER process is designed to enable the port authority to consider whether a project is likely to cause significant adverse environmental effects.</li> <li>The environmental effects that are taken into account are outlined in Section 5 of CEAA 2012: <a href="https://laws-lois.justice.gc.ca/eng/acts/c-15.21/page-2.html">https://laws-lois.justice.gc.ca/eng/acts/c-15.21/page-2.html</a></li> <li>More information on policy and guidance documents is available at: policy and guidance documents - <a href="https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance.html">https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance.html</a>.</li> </ul>	None by Summit.
Involvement of the City of New Westminster	<ul style="list-style-type: none"> <li>As part of the PER process, the port authority also conducts formal consultation activities with Indigenous groups and engages with stakeholder groups, including the City of New Westminster.</li> <li>The port authority will consider all feedback received from the public, stakeholders and Indigenous groups as part of this review.</li> <li>Should the application be approved, a summary of comments from stakeholders, Indigenous groups, and the public will be included in the PER report.</li> </ul>	None by Summit.

## 8. Consideration of Feedback

### Concerns Outside of the Proposed Project Scope

As was referenced in Section 7, there were also questions, comments and concerns that came up during the public comment period that are outside of the scope of Summit's proposed project. The following table includes some of those, using the same format and approach used for those that were “in-scope”.

Concerns	Responses and Project Considerations	Proposed Mitigations and Actions
Facility built in proximity to a residential area/ Some community members' opposition to the location of the proposed facility	<ul style="list-style-type: none"> <li>The proposed project site is on land within the port authority's jurisdiction and is designated for Industrial use under their Land Use Plan.</li> <li>As such, any proposals submitted for the port authority's review are anticipated to be industrial in nature.</li> <li>After careful review, the port authority assessed no other available sites were deemed appropriate for the proposed facility.</li> <li>Summit reviewed numerous viable options. This location was ideal in regard to the criteria for the facility, being zoned industrial, having access to major highways, and access to the Fraser River.</li> </ul>	<p><u>Previous mitigations</u> Summit has designed the facility to address community concerns through such measures as a below grade, covered facility, truck traffic restrictions and on-site noise and dust suppression activities.</p> <p><u>New mitigation</u> Summit is committed to exploring the development of a Community Liaison Committee to discuss and deal with facility concerns.</p>
Confusion over the Summit gravel operation	<ul style="list-style-type: none"> <li>The Summit gravel storage and equipment operation is a separate facility located further down Salter Street.</li> <li>While it is not part of this application – and already operational – Summit is open to discussing possible concerns with the potential Community Liaison Committee.</li> </ul>	<p><u>New mitigation</u> Summit is committed to exploring the development of a Community Liaison Committee and would be open to discussing concerns related to the other operation.</p>

## 8. Consideration of Feedback

### Concerns Outside of the Proposed Project Scope

<p>Potential for amenity in Queensborough as part of project</p>	<ul style="list-style-type: none"><li>Independent to any current application, communities may apply to get funding for programs and events that align with the port authority's vision. More information on criteria and the application process for the port authority's Community Investment program is available online (<a href="https://www.portvancouver.com/community/community-investment/">https://www.portvancouver.com/community/community-investment/</a>).</li></ul>	<p>None by Summit.</p>
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# Appendices

## **Appendix 1: Notification and Engagement Materials**

Appendix 1-a: Notification Area Map

Appendix 1-b: Public Notice

Appendix 1-c: Personal Invitations

Appendix 1-d: Summit Website Update

Appendix 1-e: Newspaper Advertisement (print and online)

Appendix 1-f: Eventbrite Page

Appendix 1-g: Email to Registrants

Appendix 1-h: Presentation Slides

Appendix 1-i: Information Sheets

Appendix 1-j: Zoom Poll

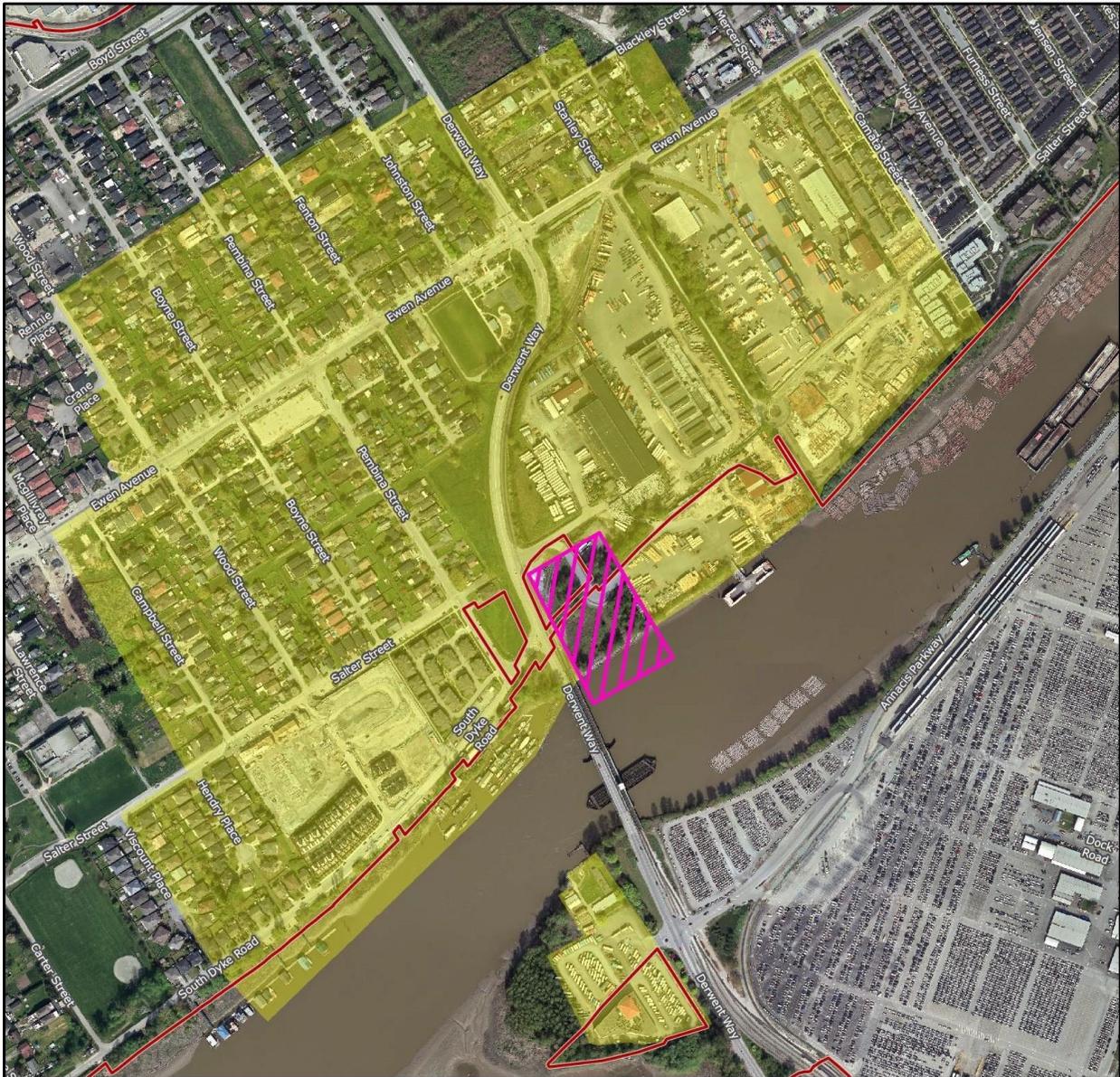
Appendix 1-k: Thank You Emails to Participants

Appendix 1-l: Online Survey

# Appendices

## Appendix 1-a: Notification Area Map

## NOTIFICATION AREA MAP



The public notice flyers were distributed to the yellow areas as well as areas reaching beyond the highlighted zone.

# Appendices

## Appendix 1-b: Public Notice



## Derwent Way Soil Loading & Barge Facility

### Public Notice: Public Consultation

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Summit Earthworks (Summit) will be holding facilitated digital public consultation sessions regarding its proposal to construct and operate the 'Derwent Way Soil Transfer and Barge Facility' located on the corner of Derwent Way and Salter St. in New Westminster. The proposed project is currently being reviewed by the Vancouver Fraser Port Authority (port authority) under their Project and Environmental Review process. These sessions are further to an online public comment period undertaken in 2017.

### Consultation Format

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Given the continued COVID-19 restrictions regarding in-person gatherings and physical distancing – and to ensure we protect the health and safety of everyone – this public consultation will be done digitally using the Zoom technology. There will be two evenings of small group, facilitated digital public consultation designed and led by a professional facilitator. Each evening will consist of two separate sessions on the community concerns identified to date:

- Part A: Construction and Operations Concerns (Facility Design, Traffic, Noise & Aesthetics); and
- Part B: Environment Concerns (Soil, Air Quality, Habitat and Water Quality).

### Facilitated Digital Public Consultation Session Schedule

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**SESSION #1**                      **Tuesday, June 23, 2020, 5:30 p.m. – 8:40 p.m.**  
Part A will be a Zoom meeting from 5:30 p.m. – 7:00 p.m.  
Part B will be a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.

**SESSION #2**                      **Thursday, June 25, 2020, 5:30 p.m. – 8:40 p.m.**  
Part A will be a Zoom meeting from 5:30 p.m. – 7:00 p.m.  
Part B will be a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.

You may register for either one or both parts, on one of the two evenings by visiting:  
[www.summitearthworks.ca/derwent-way/](http://www.summitearthworks.ca/derwent-way/).

## Public Comment Period

Summit is also inviting the public to submit additional comments on the proposed project. **The public comment period will be open until July 6, 2020.**

You may provide your comments:

- Via the on-line survey ([www.summitearthworks.ca/derwent-way/](http://www.summitearthworks.ca/derwent-way/))
- By email ([info@summitearthworks.ca](mailto:info@summitearthworks.ca))
- By regular Mail (Summit Earthworks, c/o Steve Rosell, General Manager, 33171 2nd Avenue, Mission, BC V2V 6T8)

To access information on the proposed project, construction and operational activities, and potential effects on the environment and local communities, visit [www.summitearthworks.ca/derwent-way/](http://www.summitearthworks.ca/derwent-way/).

Technical reports relating to the project can be found at [www.portvancouver.com/derwentway](http://www.portvancouver.com/derwentway).

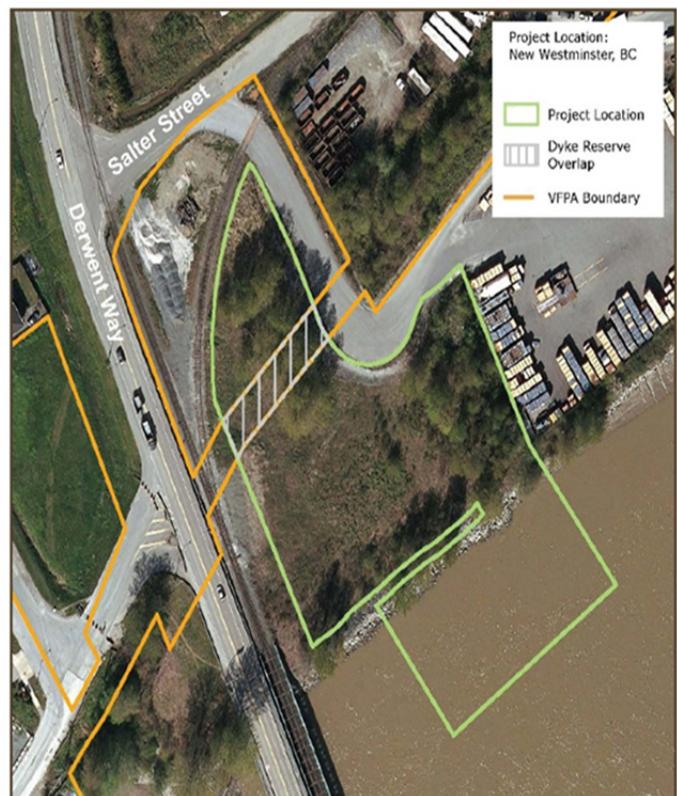
**COMMENTS MAY BE SUBMITTED UNTIL JULY 06, 2020.**

## About the proposed project

The project application is for a transfer facility that would be receiving waste soil from development sites in Metro Vancouver for onward transport to a permanent treatment facility in Mission, BC. The received soils would not contain hazardous waste. The soil would not be stored or treated onsite. The soils would be temporarily stockpiled before being transported by barge to the permanent treatment/disposal facility.

The proposed transfer facility would be constructed with a lined, paved, and covered temporary soil storage area, a sound barrier wall on the western boundary (with a tree hedge), a truck wheel wash station, a water treatment system, and supporting civil infrastructure.

Pending permit approval, construction would be expected to begin shortly after approval, for a duration of approximately 6 months. Once operational, trucks would access the proposed site from Salter St. with about 15 to 30 trucks arriving at the proposed facility daily, to a maximum of 60 trucks.



# Appendices

## Appendix 1-c: Personal Invitations

## Personal Invitation

May 29, 2020

Dear xx,

Summit Earthworks would like to invite you to attend facilitated digital public consultation sessions regarding our proposed Derwent Way Soil Transfer and Barge Facility Project. The facility would receive waste soils from development sites which would be temporarily stockpiled before being transported by barge to a permanent treatment/ disposal facility.

The proposed project is currently being reviewed by the Vancouver Fraser Port Authority under their [Project and Environmental Review process](#). More information on this review can be found at [www.portvancouver.com/derwentway](http://www.portvancouver.com/derwentway).

These facilitated digital public consultation sessions are further to an on-line public comment period undertaken in 2017.

The objectives of the consultation will be to:

- confirm existing community concerns and identify any additional ones that stakeholders may have;
- discuss project concerns, Summit's responses on how to address them and any additional questions, comments or suggestions;
- solicit and document the kind of meaningful feedback that will lead to project mitigations or commitments; and
- ensure interactivity, engagement and equal opportunity for participation in light of using digital technologies.

Given the continued COVID-19 restriction regarding in-person gatherings and physical distancing – and to ensure we protect the health and safety of everyone – this public consultation will be done digitally using the Zoom technology.

There will be two evenings of small group, facilitated, digital public consultation designed and led by a professional facilitator. Each evening will consist of two parts, organized around the community concerns that have been identified to date:

- **Part A:** Construction and Operations Concerns (Facility Design, Traffic, Noise & Aesthetics);
- **Part B:** Environment Concerns (Soil, Air Quality, Habitat and Water Quality).

The schedule for the consultation sessions is:

- **SESSION #1:** Tuesday, June 23, 2020, 5:30 p.m. – 8:40 p.m.  
Part A will be a Zoom meeting from 5:30 p.m. – 7:00 p.m.  
Part B will be a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.
- **SESSION #2:** Thursday, June 25, 2020, 5:30 p.m. – 8:40 p.m.  
Part A will be a Zoom meeting from 5:30 p.m. – 7:00 p.m.  
Part B will be a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.

If you are interested in attending one of these sessions, please contact us at [info@summitearthworks.ca](mailto:info@summitearthworks.ca) to reserve a spot. The general public will be registering for the sessions through the Summit website.

Summit is also inviting the public to submit additional comments on the proposed project via an online survey. The online survey will be available on Summit's website. **The public comment period will be open until July 6, 2020.**

To access information on the proposed project, construction and operational activities, and potential effects on the environment and local communities, visit <https://www.summitearthworks.ca/derwent-way/>.

I hope you will be able to join us on one of the sessions. If you have any questions, please don't hesitate to contact us at [info@summitearthworks.ca](mailto:info@summitearthworks.ca) or by mail at Summit Earthworks, c/o Steve Rosell, General Manager, 33171 2nd Avenue, Mission, BC V2V 6T8

Yours truly;

Attachment

# Appendices

## Appendix 1-d: Summit Website Update

## SUMMIT WEBSITE UPDATE (May 29, 2020)\*

\*(Note that this is content that was published, not representations of what the website looked like when it was live)

### Upcoming digital public consultation sessions

Summit Earthworks (Summit) will be holding two evenings of small group, facilitated digital public consultation regarding its proposal to construct and operate the 'Derwent Way Soil Transfer and Barge Facility' located on the corner of Derwent Way and Salter St. in New Westminster. These sessions are further to an on-line public comment period undertaken in 2017.

Given the continued COVID-19 restrictions regarding in-person gatherings and physical distancing – and to ensure we protect the health and safety of everyone – this public consultation will be done digitally using the Zoom technology. The schedule for the digital facilitated public consultation is:

- SESSION #1**                    **Tuesday, June 23, 2020, 5:30 p.m. – 8:40 p.m.**  
Part A will be a Zoom meeting from 5:30 p.m. – 7:00 p.m.  
Part B will be a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.
- SESSION #2**                    **Thursday, June 25, 2020, 5:30 p.m. – 8:40 p.m.**  
Part A will be a Zoom meeting from 5:30 p.m. – 7:00 p.m.  
Part B will be a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.

Designed and led by a professional facilitator, each evening will consist of two separate consultation sessions on the community concerns identified to date:

- Part A: Construction and Operations Concerns (Facility Design, Traffic, Noise & Aesthetics); and
- Part B: Environment Concerns (Soil, Air Quality, Habitat and Water Quality).

To register for either one or both parts, on one of the two evenings, please visit (*new Eventbrite link*).

Each of the evenings will accommodate up to 50 participants (25 for Part A and 25 for Part B) and people will need to RSVP in advance. An individual will only be able to attend one (1) evening in order to ensure as many people as possible can attend. If the events reach capacity, a waiting list will be developed a waiting list will be developed and consideration will be given to holding additional session(s).

The objectives of the consultation will be to:

- confirm existing community concerns and identify any additional ones that stakeholders may have;
- discuss project concerns, Summit's responses on how to address them and any additional questions, comments or suggestions;
- solicit and document the kind of meaningful feedback that will lead to project mitigations or commitments; and
- ensure interactivity, engagement and equal opportunity for participation in light of using digital technologies

Summit is also inviting the public to submit additional comments on the proposed project. **The public comment period will be open until July 6, 2020.**

You may provide your comments:

- Via the on-line survey ([surveymonkeylink](#))
- By email ([info@summitearthworks.ca](mailto:info@summitearthworks.ca))
- By regular Mail (Summit Earthworks, c/o Steve Rosell, General Manager, 33171 2nd Avenue, Mission, BC V2V 6T8)

## **Public information and consultation materials**

We have developed information materials about the project, construction and operational activities, and their potential effects on the environment and local communities.

*Newspaper Advertisement PDF*  
*Public Notice mailout PDF*

*Information Sheet - Map (PDF)*  
*Information Sheet – Project Summary (PDF)*  
*Information Sheets - Sessions A & B (PDF)*

Technical reports relating to the project can be found at [www.portvancouver.com/derwentway](http://www.portvancouver.com/derwentway).

## **About the proposed project**

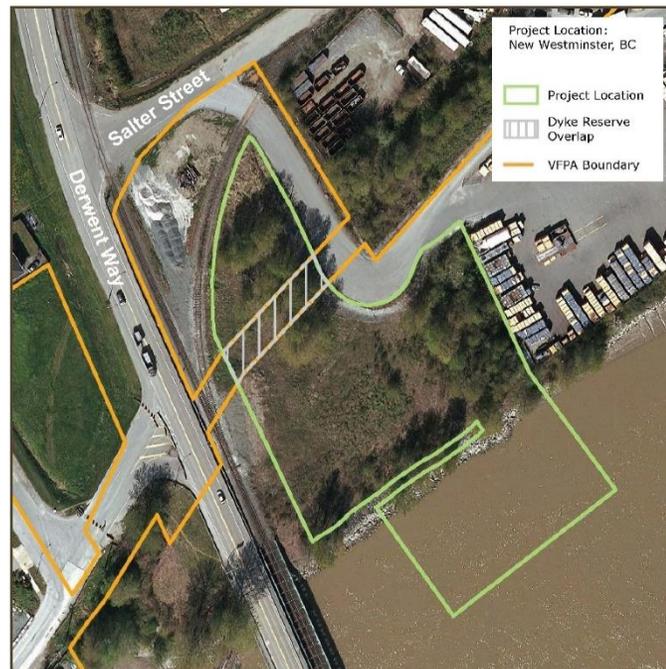
The project application is for a transfer facility that would be receiving waste soil from development sites in Metro Vancouver for onward transport to a permanent treatment facility in Mission, BC. The received soils would not contain hazardous waste. The soil would not be stored or treated onsite. The soils would be temporarily stockpiled before being transported by barge to the permanent treatment/ disposal facility. The proposed transfer facility would be constructed with a lined, paved, and covered temporary soil storage area, a sound barrier wall on the western boundary (with a tree hedge), a truck wheel wash station, a water treatment system, and supporting civil infrastructure. Pending permit approval, construction would be expected to begin shortly after approval, for a duration of approximately 6 months. Once operational, trucks would access the proposed site from Salter St. with about 15 to 30 trucks arriving at the proposed facility daily, to a maximum of 60 trucks.

If you have any questions please contact us at [info@summitearthworks.ca](mailto:info@summitearthworks.ca).

The proposed project is currently being reviewed by the Vancouver Fraser Port Authority under their [Project and Environmental Review process](#).

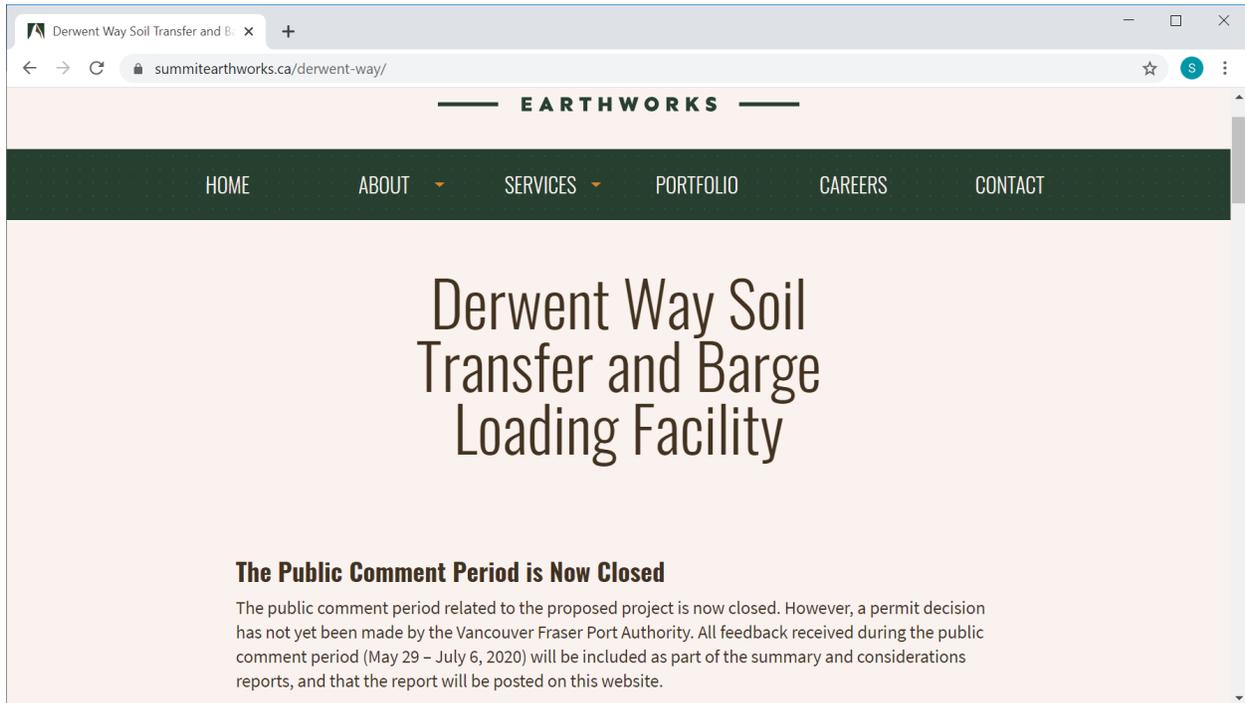
More information on this review and to review application submission materials, please visit <https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/status-of-permit-applications/derwent-way-soil-transfer-and-barge-facility/>.

## **Derwent Way Soil Transfer and Barge Facility**



**SUMMIT**  
EARTHWORKS

## Summit Website Update - July 7, 2020



## Summit Website Update - July 13, 2020

# Derwent Way Soil Transfer and Barge Loading Facility

### The Public Comment Period is Now Closed

The public comment period related to the proposed project is now closed. However, a permit decision has not yet been made by the Vancouver Fraser Port Authority. All feedback received during the public comment period (May 29 – July 6, 2020) will be included as part of the summary and considerations report, and the report will be posted on this website.

### Digital Public Consultation Sessions

Summit Earthworks (Summit) held two evenings of small group, facilitated digital public consultation regarding its proposal to construct and operate the ‘Derwent Way Soil Transfer and Barge Facility’ located on the corner of Derwent Way and Salter St. in New Westminster. These sessions were further to an on-line public comment period undertaken in 2017.

Given the continued COVID-19 restrictions regarding in-person gatherings and physical distancing – and to ensure we protect the health and safety of everyone – this public consultation was done digitally using Zoom technology.

Designed and led by a professional facilitator, each evening consisted of two separate consultation sessions on the community concerns identified to date:

- Part A: Construction and Operations Concerns (Facility Design, Traffic, Noise & Aesthetics); and
- Part B: Environment Concerns (Soil, Air Quality, Habitat and Water Quality).

The schedule for the digital facilitated public consultation was:

#### SESSION #1

Tuesday, June 23, 2020, 5:30 p.m. – 8:40 p.m.

Part A was a Zoom meeting from 5:30 p.m. – 7:00 p.m.

Part B was a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.

## SESSION #2

Thursday, June 25, 2020, 5:30 p.m. – 8:40 p.m.

Part A was a Zoom meeting from 5:30 p.m. – 7:00 p.m.

Part B was a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.

The objectives of the consultation were to:

- confirm existing community concerns and identify any additional ones that stakeholders may have;
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- solicit and document the kind of meaningful feedback that will lead to project mitigations or commitments; and
- ensure interactivity, engagement and equal opportunity for participation in light of using digital technologies

The digital public consultation sessions were recorded to help ensure input could be captured. Audio file versions of these sessions can be accessed below:

- [June 23 Part A Digital Engagement Audio File](#)
- [June 23 Part B Digital Engagement Audio File](#)
- [June 25 Part A Digital Engagement Audio File](#)
- [June 25 Part B Digital Engagement Audio File](#)

# Appendices

## Appendix 1-e: Newspaper Advertisement (print and on-line)



# DERWENT WAY PROPOSED SOIL LOADING & BARGE FACILITY

## Facilitated Digital Public Consultation

Summit Earthworks (Summit) will be holding facilitated digital public consultation sessions regarding its proposal to construct and operate the 'Derwent Way Soil Transfer and Barge Facility' located on the corner of Derwent Way and Salter St. in New Westminster. The facility would receive waste soils from development sites which would be temporarily stockpiled before being transported by barge to a permanent treatment/disposal facility. The proposed project is currently being reviewed by the Vancouver Fraser Port Authority under their Project and Environmental Review process. These sessions are further to an on-line public comment period undertaken in 2017.

## Consultation Format

Given the continued COVID-19 restrictions regarding in-person gatherings and physical distancing – and to ensure we protect the health and safety of everyone – this public consultation will be done digitally using the Zoom technology.

## Facilitated Digital Public Consultation Session Schedule

<b>SESSION #1 » Tuesday, June 23, 2020, 5:30 p.m. – 8:40 p.m.</b>	<b>SESSION #2 » Thursday, June 25, 2020, 5:30 p.m. – 8:40 p.m.</b>
Part A will be a Zoom meeting from 5:30 p.m. – 7:00 p.m.	Part A will be a Zoom meeting from 5:30 p.m. – 7:00 p.m.
Part B will be a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.	Part B will be a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.

To **register** for this digital consultation – and to find more information on the proposed project and other ways to provide input – go to [www.summitearthworks.ca/derwent-way](http://www.summitearthworks.ca/derwent-way).

The deadline for public comments is July 06, 2020.

## Advertisement

## Community

## Miss New Westminster 2020 crowned at home

Miss New Westminster 2020, **Madeline King**, was crowned at a homecoming ceremony at the New Westminster Convention Centre on Tuesday night. King, 21, is a student at the University of British Columbia and will represent the city at the Miss British Columbia pageant in September.

The ceremony was hosted by Mayor Hazel Richardson and featured a variety of entertainment, including a performance by the city's brass band. King was crowned by outgoing Miss New Westminster, **Madeline King**, who will be crowned Miss New Westminster 2021.



King, who is a student at the University of British Columbia, will represent the city at the Miss British Columbia pageant in September. She will be crowned by outgoing Miss New Westminster, **Madeline King**, who will be crowned Miss New Westminster 2021.

The ceremony was held at the New Westminster Convention Centre and featured a variety of entertainment, including a performance by the city's brass band. King was crowned by outgoing Miss New Westminster, **Madeline King**, who will be crowned Miss New Westminster 2021.

## Community

## NWSS takes B.C. Game of Apps title

The New Westminster Student Society (NWSS) has won the B.C. Game of Apps title for the second year in a row. The team, consisting of students from the city's high schools, competed in a tournament held in Vancouver.

The NWSS team, led by captain **Madeline King**, defeated their opponents in a final match. The team's success was a testament to their hard work and teamwork throughout the season.



The NWSS team, led by captain **Madeline King**, defeated their opponents in a final match. The team's success was a testament to their hard work and teamwork throughout the season.

**CHOICES markets**

100% LOCAL • FRESH • AFFORDABLE

100% LOCAL • FRESH • AFFORDABLE

100% LOCAL • FRESH • AFFORDABLE

**Dr. Matthew S. Ng**

Family and Cosmetic Dentistry

**YOUR Healthy Smile PARTNER**

604.939.2488

**SUMMIT EARTHWORKS**

**DERWENT WAY PROPOSED SOIL LOADING & BARGE FACILITY**

Facilitated Digital Public Consultation

Summit Earthworks is pleased to be holding the first digital public consultation session for the proposed soil loading and barge facility at Derwent Way. The consultation will be held on the 25th and 26th of June. The consultation will be held on the 25th and 26th of June. The consultation will be held on the 25th and 26th of June.

**Consultation Dates:**

- June 25, 2020, 5:30 pm - 8:00 pm
- June 26, 2020, 9:00 am - 12:00 pm

## Van Dop Gallery opens its doors this weekend

The Van Dop Gallery is pleased to announce the opening of its new gallery space in the heart of the city. The gallery will feature a variety of contemporary art and will be open to the public this weekend.

The gallery is located at 1234 Main Street and will be open from 10:00 am to 6:00 pm on Saturday and Sunday.

**SAY Congratulations To that SPECIAL GRAD in your life**

We will be providing a very special message to your loved one on their special day. The message will be delivered to your loved one on their special day. The message will be delivered to your loved one on their special day.

**Order your special message today!**

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**CONGRATULATIONS**

To that SPECIAL GRAD in your life

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**Order your special message today!**

604.939.2488



**Royal City Record**  
Published on Jun 3, 2020

## New West Record June 4, 2020

## Advertisement

## Similar to

## Advertisement

# Appendices

## Appendix 1-f: Eventbrite Page

## EVENTBRITE CONTENT\*

\*(Note that this is the content that was published, but is not a representation of what the Eventbrite looked like when it was live)

### **Title: Summit Earthworks Digital Public Consultation Sessions**

#### **Description**

Summit Earthworks (Summit) will be holding facilitated digital public consultation sessions regarding its proposal to construct and operate the ‘Derwent Way Soil Transfer and Barge Facility’ located on the corner of Derwent Way and Salter St. in New Westminster. The facility would receive waste soils from development sites which would be temporarily stockpiled before being transported by barge to a permanent treatment/disposal facility. More information on the project can be found at [www.summitearthworks.ca/derwent-way/](http://www.summitearthworks.ca/derwent-way/).

The proposed project is currently being reviewed by the Vancouver Fraser Port Authority under their [Project and Environmental Review process](#). More information on this review can be found at [www.portvancouver.com/derwentway](http://www.portvancouver.com/derwentway).

These facilitated digital public consultation sessions are further to an on-line public comment period undertaken in 2017.

The objectives of the consultation will be to:

- confirm existing community concerns and identify any additional ones that stakeholders may have;
- discuss project concerns, Summit’s responses on how to address them and any additional questions, comments or suggestions;
- solicit and document the kind of meaningful feedback that will lead to project mitigations or commitments; and
- ensure interactivity, engagement and equal opportunity for participation in light of using digital technologies

Given the continued COVID-19 restrictions regarding in-person gatherings and physical distancing – and to ensure we protect the health and safety of everyone – this public consultation will be done digitally using the Zoom technology. The schedule for the digital facilitated public consultation is:

#### **SESSION #1**

**Tuesday, June 23, 2020, 5:30 p.m. – 8:40 p.m.**

Part A will be a Zoom meeting from 5:30 p.m. – 7:00 p.m.

Part B will be a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.

#### **SESSION #2**

**Thursday, June 25, 2020, 5:30 p.m. – 8:40 p.m.**

Part A will be a Zoom meeting from 5:30 p.m. – 7:00 p.m.

Part B will be a separate Zoom meeting from 7:10 p.m. – 8:40 p.m.

Each of the evenings will accommodate up to 50 participants (25 for Part A and 25 for Part B) and people will need to reserve in advance to attend one or both parts. An individual will only be able to attend one (1) evening in order to ensure as many people as possible can attend. If the events reach capacity, a waiting list will be developed and consideration will be given to holding additional sessions in the future.

## **How to access Zoom**

Use of Zoom is free. Participants can use it in their website browser or download free software. To access the Zoom meeting you are registered for, all that is needed is to click on weblink that will be sent to you. That will allow you to enter the Zoom meeting “waiting room”. The host will invite you into the meeting once it begins. For more information on Zoom and how to join meetings, please go to <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>.

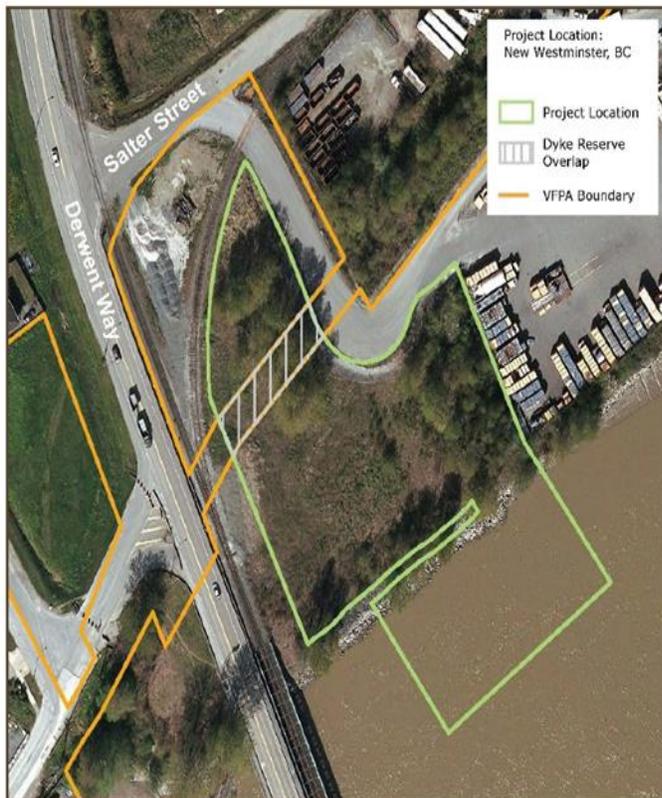
## **Other opportunities to provide input**

Summit is also inviting the public to submit additional comments on the proposed project. Summit has developed information materials about the project, construction and operational activities, and their potential effects on the environment and local communities. The information materials, technical reports, consultation materials and an on-line survey to allow public input are all available at: <https://www.summitearthworks.ca/derwent-way/>.

**Comments may be submitted until July 06, 2020.**

For more information on this digital facilitated public consultation or the proposed project, please contact Summit at [info@summitearthworks.ca](mailto:info@summitearthworks.ca).

## **Event Image**



<b>Date and Time (<i>side bar</i>)</b> Tuesday, June 23, 2020 5:30 p.m. – 8:40 p.m. PST Add to Calendar	<b>Format</b> Zoom meeting
--	-------------------------------

<b>Date and Time (<i>side bar</i>)</b> Thursday, June 25, 2020 5:30 p.m. – 8:40 p.m. PST Add to Calendar	<b>Format</b> Zoom meeting
---	-------------------------------

**Details (*separate button*)**

- **June 23 - Part A: 5:30 p.m. – 7:00 p.m.**

**Free**

Sales start on Friday, May 29, 2020

Part A will have facilitated digital consultation on Construction and Operations Concerns (including Facility Design, Traffic, Noise & Aesthetics) using the Zoom technology.

- **June 23 - Part B: 7:10 p.m. – 8:40 p.m.**

**Free**

Sales start on Friday, May 29, 2020

Part B will have facilitated consultation on Environment Concerns (including Soil, Air Quality, Habitat and Water Quality) using the Zoom technology.

- **June 25 - Part A: 5:30 p.m. – 7:00 p.m.**

**Free**

Sales start on Friday, May 29, 2020

Part A will have facilitated consultation on Construction and Operations Concerns (including Facility Design, Traffic, Noise & Aesthetics) using the Zoom technology.

- **June 25 - Part B: 7:10 p.m. – 8:40 p.m.**

**Free**

Sales start on Friday, May 29, 2020

Part B will have facilitated consultation on Environment Concerns (including Soil, Air Quality, Habitat and Water Quality) using the Zoom technology.

**REGISTER**

# Appendices

## Appendix 1-g: Email to Registrants

### **Email to Registrants**

*(Note: this is a copy of the content from the original email. The call-in details were provided in the email generated by Eventbrite)*

#### **TITLE: Information for Summit Earthworks Digital Consultation Session**

Thank you for registering on Eventbrite for the Summit Earthworks (Summit) digital public consultation session.

#### **You have registered for the following session:**

- Date, time, specify whether A or B or both

#### **To join the session from your computer:**

1. Click to join (or copy and paste this link you're your browser): *specific meeting link*
2. When prompted, enter the following information:
  - Meeting ID:
  - Password:
3. Please enter the same name use the same email as the one you used to register so that Summit Earthworks can verify you against the list of registrants.

#### **To join the session from your phone (audio-only):**

1. Dial xxx
2. Enter xxx

More information on accessing Zoom can be found at <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

Please join the session as close to the meeting time as possible (*Note: we will wait 5 minutes before starting if needed*).

Once you have activated the meeting link, you will be placed in the Zoom “waiting room” with your audio, visual and engagement settings muted or turned off. The facilitator will review all participants in the waiting room to confirm they have registered for this session based on the name and email address used in their Eventbrite registration. Note that if you have not registered on Eventbrite and/or are using a different name or email address from the one used on Eventbrite, you will not be able to join the meeting.

In advance of the digital public consultation session, you are encouraged to visit the Summit Earthworks project site <https://www.summitearthworks.ca/derwent-way/>. There you will find background information on the proposed project, digital copies of the consultation materials we will be referencing and additional ways to provide input (including an on-line survey).

Thank you again for interest in the proposed project. If you have any questions in advance of the session, please do not hesitate to email the facilitator Stephen Bruyneel (SB Communications & Public Affairs Ltd.) at [bruyneel@telus.net](mailto:bruyneel@telus.net). You can also contact Summit with any project-specific questions in advance of the session at [info@summitearthworks.ca](mailto:info@summitearthworks.ca).

# Appendices

## **Appendix 1-h: Presentation Slides**

**(These were used during the digital public engagement sessions)**



# Derwent Way Soil Loading & Barge Facility, Part A

June 2020

# Evening Schedule

- Introduction (10 minutes)
- Project overview (15 minutes)
- Part A: Construction and Operations (60 minutes)
- Wrap up (15 minutes)
- Evaluation poll, next steps, other ways to provide input
- Part B: To follow

# Introductions

**Facilitator**

**Summit Earthworks  
and consultants**

**Vancouver Fraser  
Port Authority**

# Consultation Objectives

A constructive, respectful and safe environment that allows Summit to:

## Confirm

existing community concerns and identify any additional ones that stakeholders may have;

## Discuss

project concerns, Summit's responses on how to address them and any additional questions, comments or suggestions that stakeholders may have;

## Solicit and document

the kind of meaningful feedback that will lead to project mitigations or commitments; and

## Ensure

interactivity, engagement and equal opportunity for engagement in light of using digital technologies.

# Impact of COVID-19 on Engagement

- Restrictions on in-person gatherings and requirements to maintain physical distancing limit in-person consultation
- Digital engagement creates opportunities for the public to continue to provide input on projects
- Zoom technology – while not the same as “face to face” – offers opportunities for two-way dialogue and input

# Engaging with Zoom

Once enabled and unmuted, use chat and “hands up” functions to ask questions or make comments

Facilitator will coordinate answers from Summit and its consultants

Session is being recorded to capture all input

# Other ways to provide input

1.

## Online Survey

[summitearthworks.ca/derwent-way/](http://summitearthworks.ca/derwent-way/)

2.

## Email

[info@summitearthworks.ca](mailto:info@summitearthworks.ca)

3.

## Regular Mail

Summit Earthworks, 33171 2nd Avenue,  
Mission, BC V2V 6T8

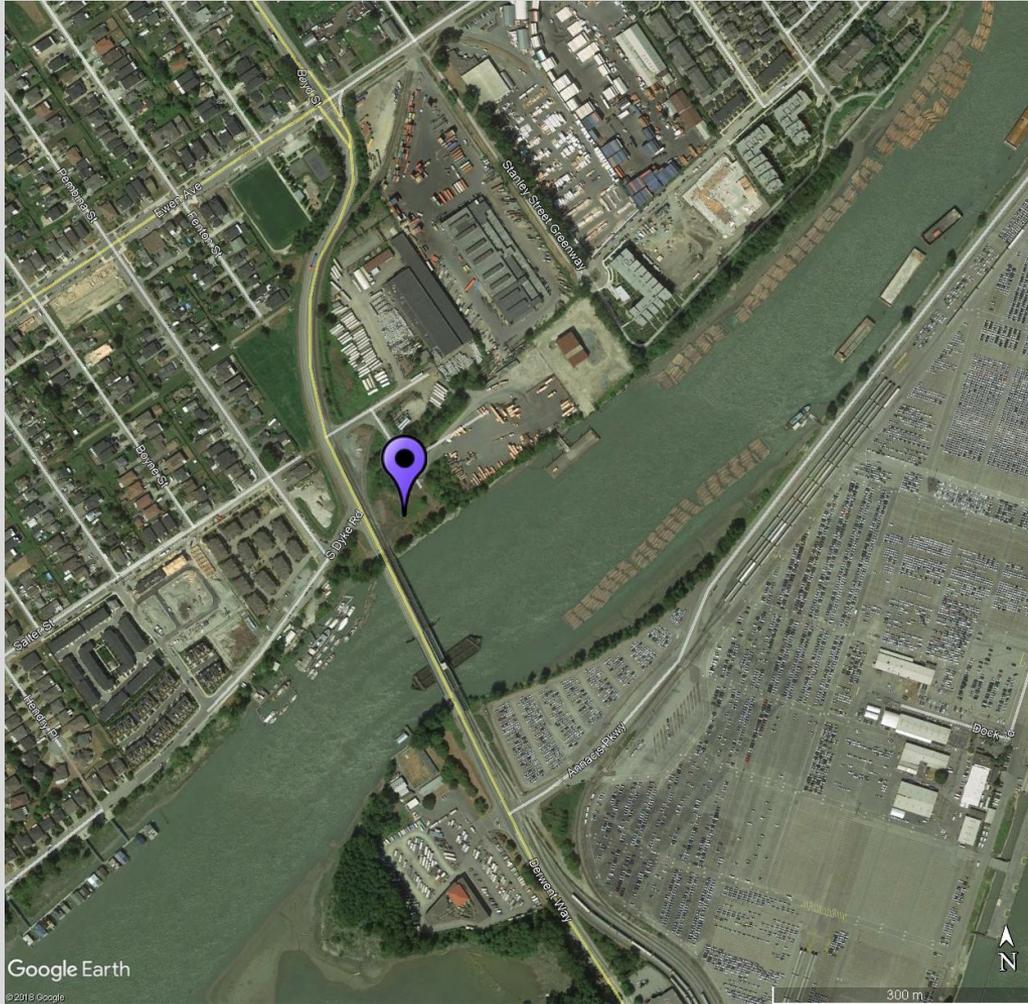
4.

**Public comment deadline is  
July 06, 2020**

# Project Overview



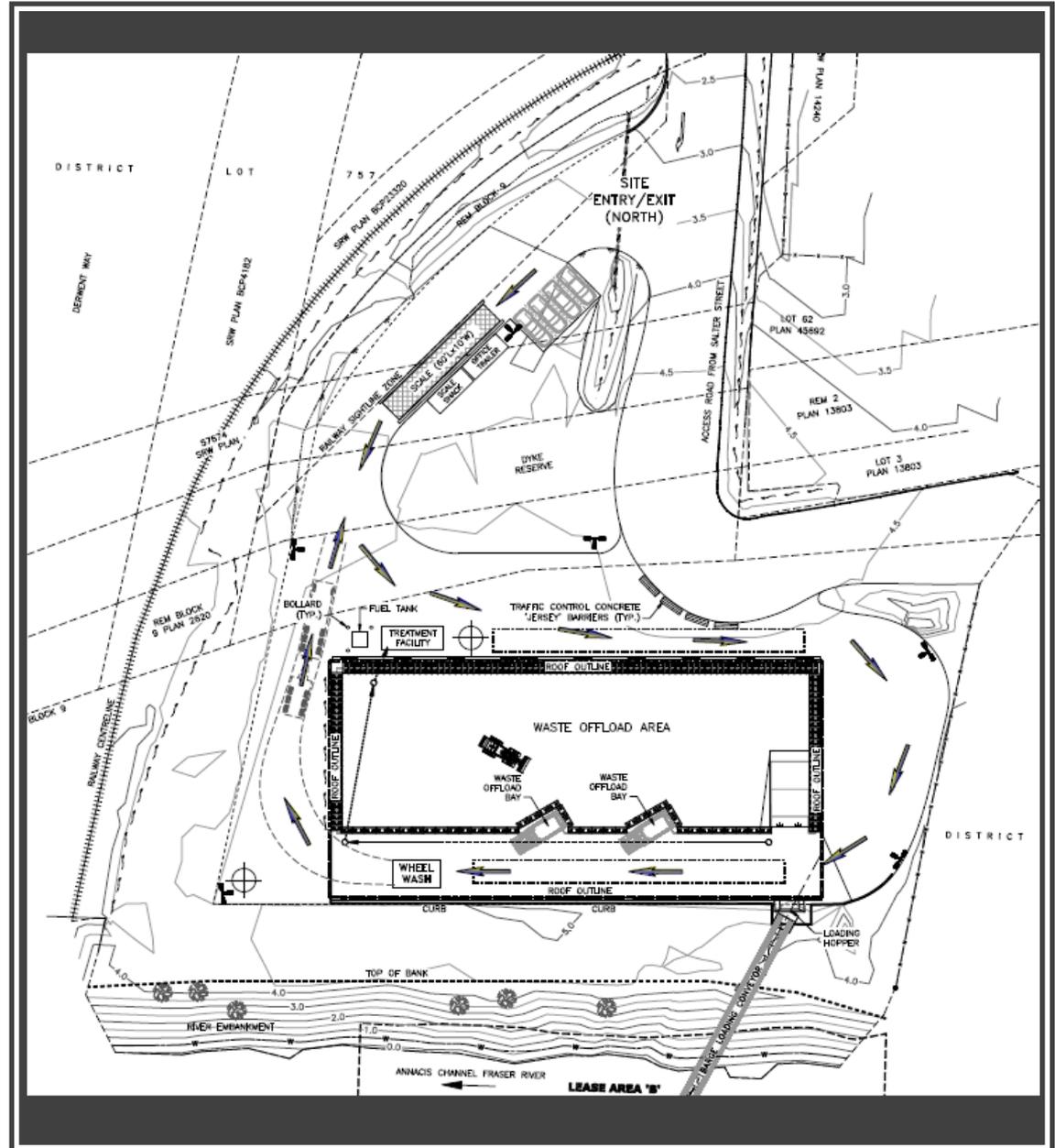
# Derwent Way Soil Storage and Transfer Facility Project



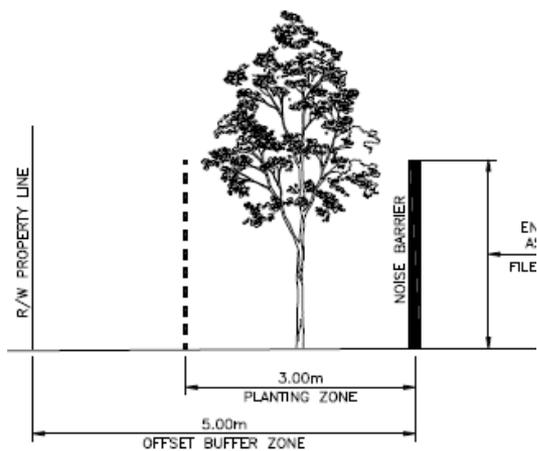
- Derwent Way & Salter St.
- Proposed transfer facility for receiving waste soil primarily from development sites and remediation sites in Metro Vancouver.
- Residential, Commercial and Industrial standards. No hazardous waste accepted at the facility.
- Temporary soil storage only. No onsite treatment.
- The soils would be transferred by truck and barge to a permanent treatment / disposal facility in Mission, BC for remediation.

The proposed project would be constructed with:

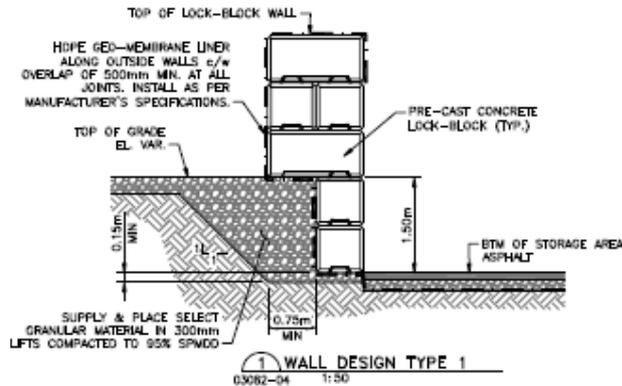
- Lined, paved, and covered temporary soil storage area,
- Sound barrier wall on the western boundary (with a tree hedge) to minimize noise to the neighboring properties,
- Truck wheel wash station,
- Water treatment system,
- Scale house, and
- Barge infrastructure



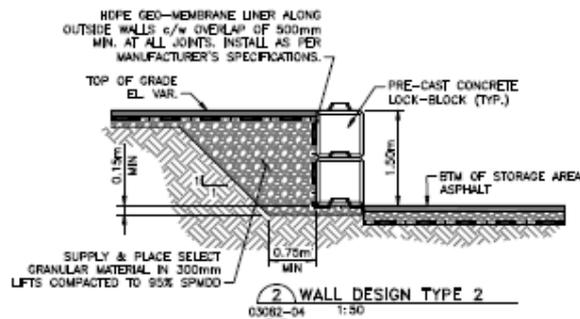




1 NOISE BARRIER AND PLANTING ZONE  
1:50



1 WALL DESIGN TYPE 1  
03082-04 1:50



2 WALL DESIGN TYPE 2  
03082-04 1:50

## Noise-reducing features:

- Soil berm and noise barrier fence;
- Below ground level soil storage area;
- Tree barrier on the west border of the property.

## Environmental protection features:

- Impermeable lining of soil storage area;
- Lock block perimeter wall around the soil storage area;
- Water collection and onsite treatment;
- Culvert, storm drains and catch basins;
- Two underground infiltration systems to direct stormwater from the roof drainage;
- Containment curb south and east of the unloading area;
- Soil loading hopper to contain excess runoff.



**Facilitated  
Group  
Engagement –  
Construction &  
Operations  
Concerns**

**Community concerns and  
proposed mitigations to date**

**Review information sheets**

**Facilitated questions/  
comments and responses  
from Summit and consultants**

**Facilitated  
Group  
Engagement –  
Construction &  
Operations  
Concerns**

**Additional comments and  
questions**

**Facilitated questions/  
comments and responses  
from Summit and consultants**

## Wrap up and next steps

Next steps for public feedback

Other opportunities to provide input (deadline July 06, 2020)

[summitearthworks.ca/derwent-way/](https://summitearthworks.ca/derwent-way/)

Conclusion

# Break





# Derwent Way Soil Loading & Barge Facility, Part B

June 2020

# Evening Schedule

- Introduction (10 minutes)
- Project overview (15 minutes)
- Part B: Environment (60 minutes)
- Wrap up (15 minutes)
- Evaluation poll, next steps, other ways to provide input

# Introductions

Facilitator

Summit Earthworks  
and consultants

Vancouver Fraser  
Port Authority

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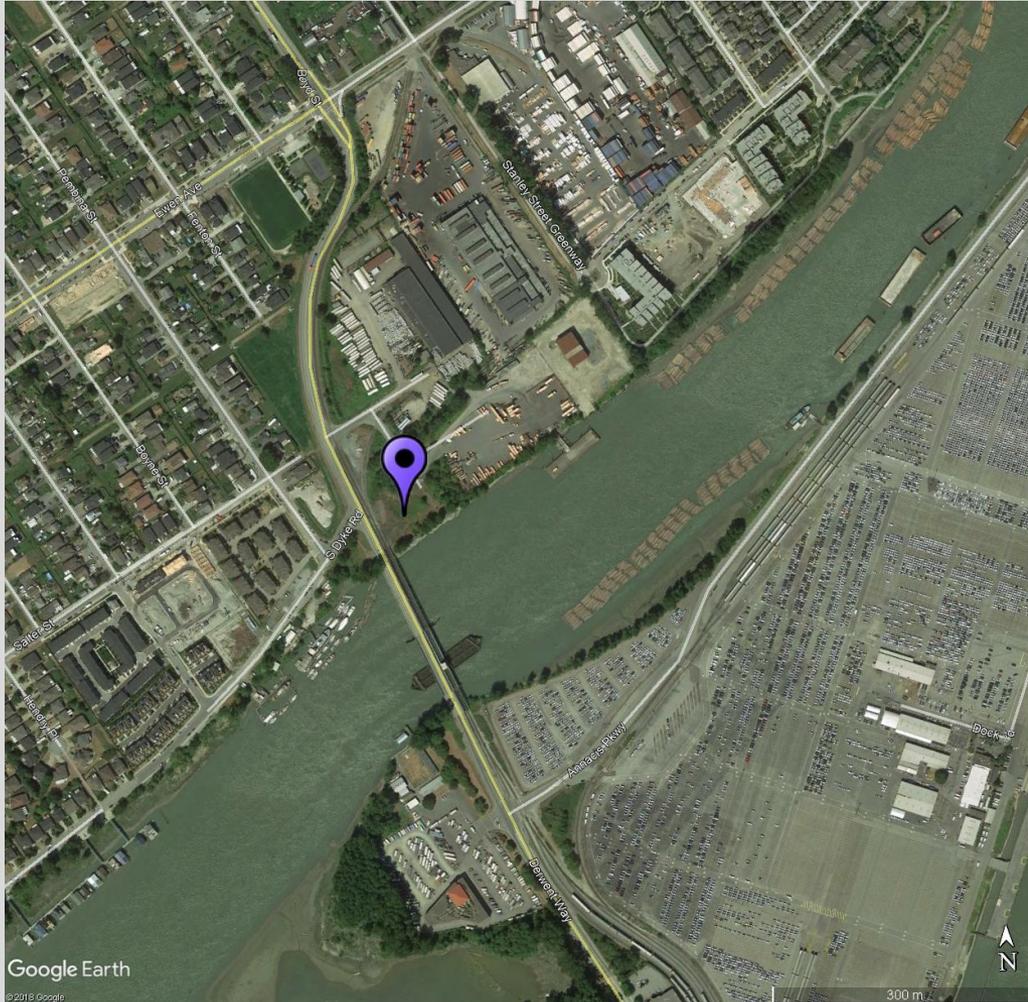
4.

**Public comment deadline is  
July 06, 2020**

# Project Overview



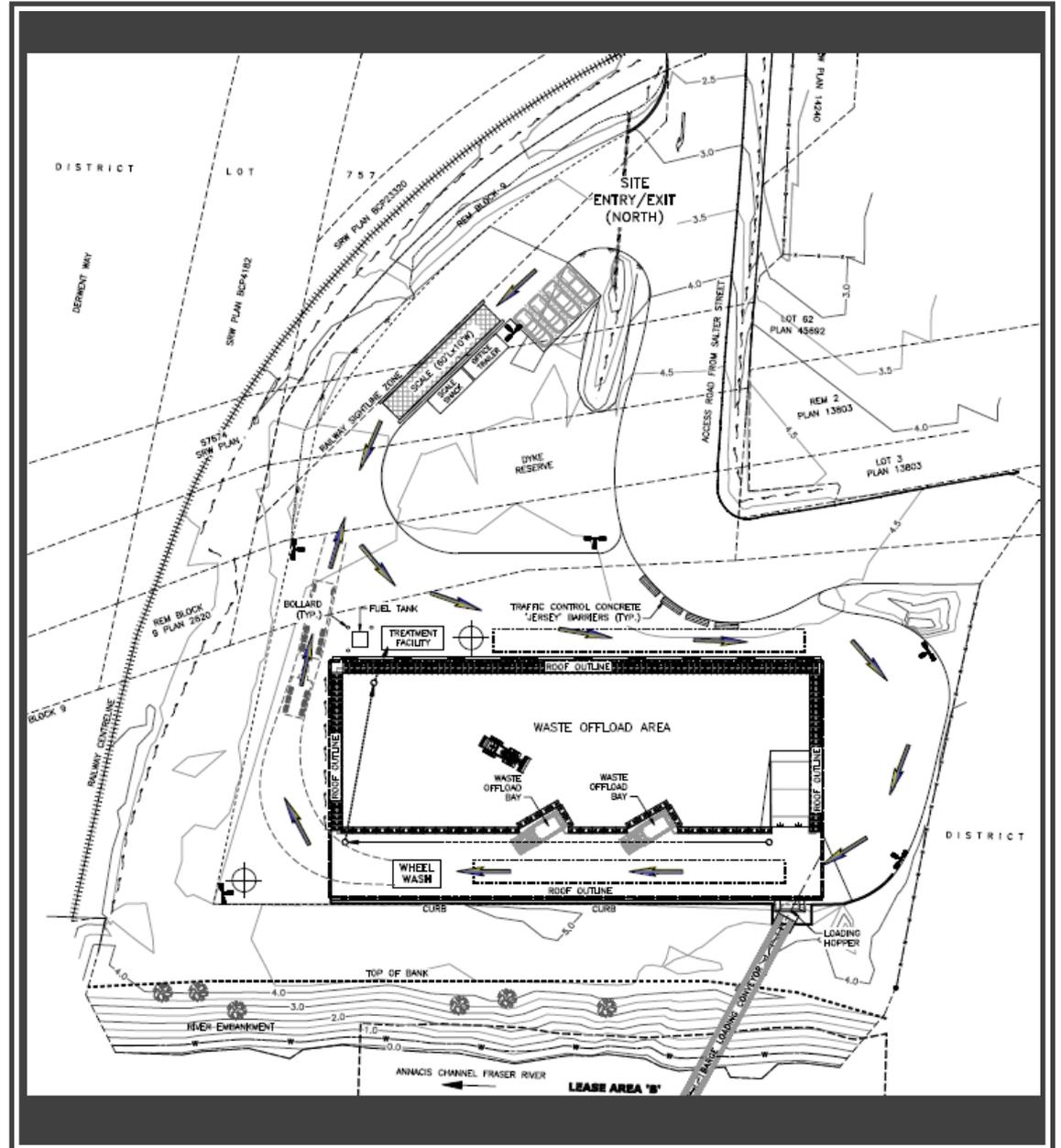
# Derwent Way Soil Storage and Transfer Facility Project



- Derwent Way & Salter St.
- Proposed transfer facility for receiving waste soil primarily from development sites and remediation sites in Metro Vancouver.
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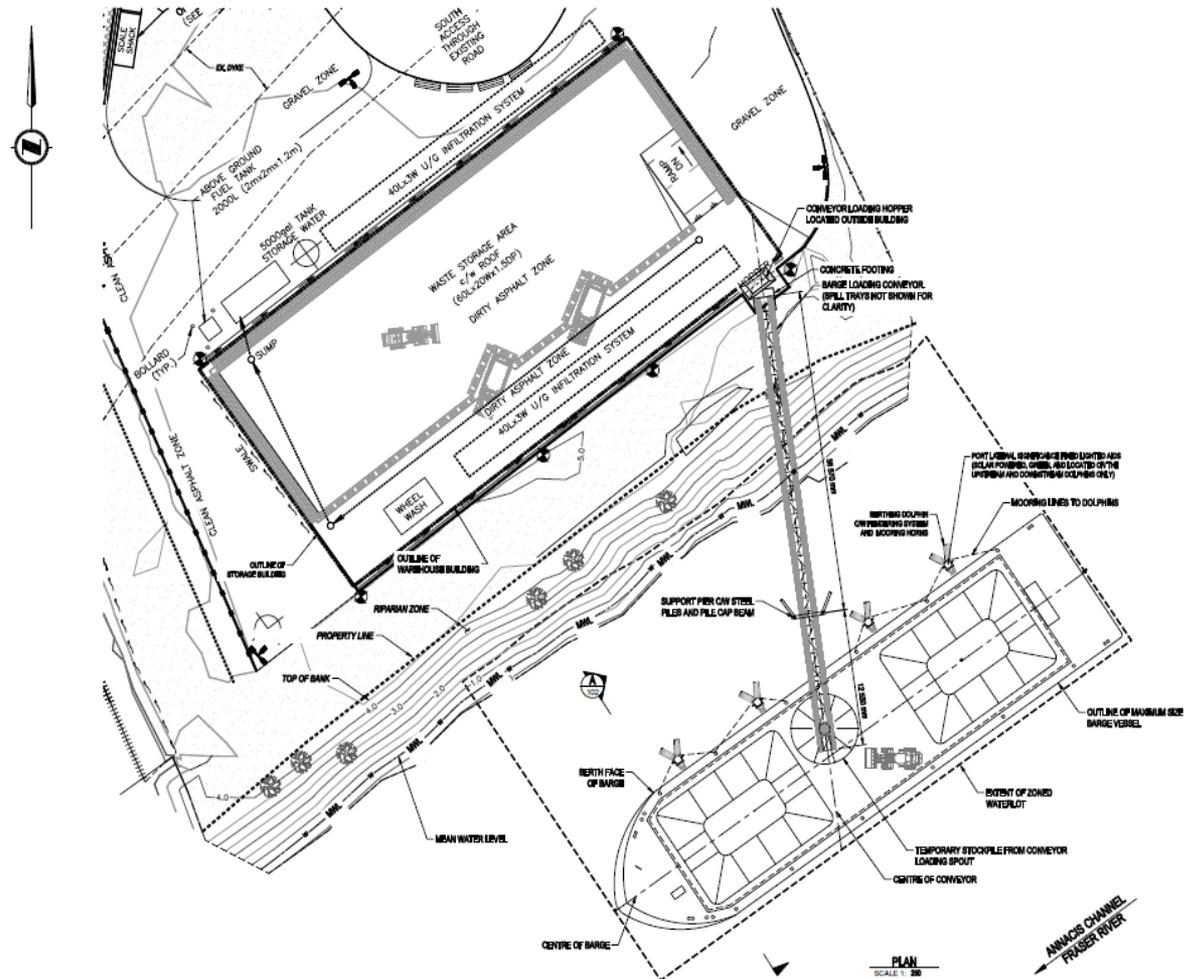
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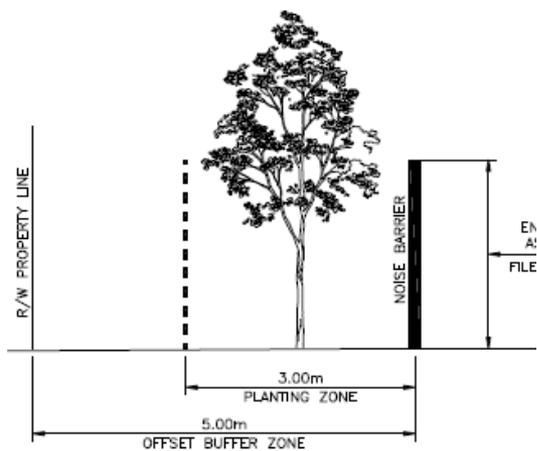
- Lined, paved, and covered temporary soil storage area,
- Sound barrier wall on the western boundary (with a tree hedge) to minimize noise to the neighboring properties,
- Truck wheel wash station,
- Water treatment system,
- Scale house, and
- Barge infrastructure



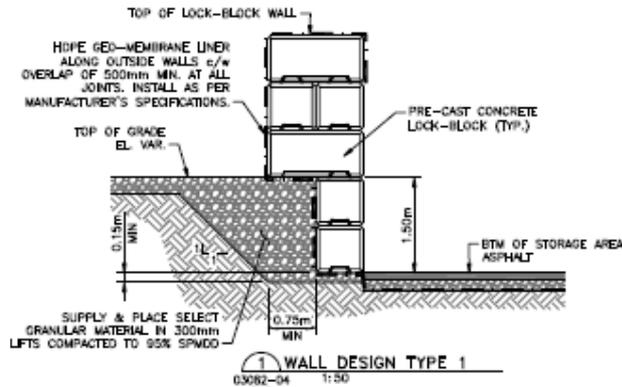
## **Barge loading:**

Soils will be received at the facility and temporarily placed into stockpiles, not exceeding 5 m in height, into the contained storage area on the property. Depending on throughput, soils will be loaded once weekly (4 max per month) onto a barge via conveyor and towed by tug 48 km up the Fraser River to Summit's landfill facility.

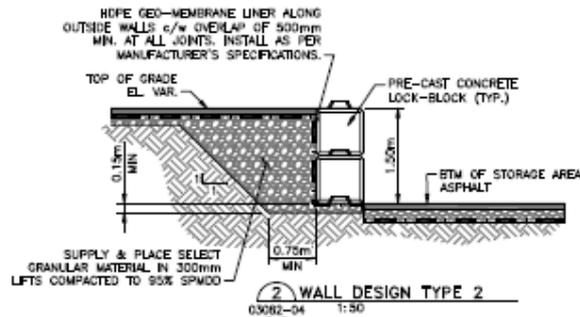




1 NOISE BARRIER AND PLANTING ZONE  
1:50



1 WALL DESIGN TYPE 1  
03082-04 1:50



2 WALL DESIGN TYPE 2  
03082-04 1:50

## Noise-reducing features:

- Soil berm and noise barrier fence;
- Below ground level soil storage area;
- Tree barrier on the west border of the property.

## Environmental protection features:

- Impermeable lining of soil storage area;
- Lock block perimeter wall around the soil storage area;
- Water collection and onsite treatment;
- Culvert, storm drains and catch basins;
- Two underground infiltration systems to direct stormwater from the roof drainage;
- Containment curb south and east of the unloading area;
- Soil loading hopper to contain excess runoff.



**Facilitated  
Group  
Engagement –  
Environmental  
Concerns**

**Community concerns and  
proposed mitigations to date**

**Review information sheets**

**Facilitated questions/  
comments and responses  
from Summit and consultants**

**Facilitated  
Group  
Engagement –  
Environmental  
Concerns**

**Additional comments and  
questions**

**Facilitated questions/  
comments and responses  
from Summit and consultants**

## Wrap up and next steps

Next steps for public feedback

Other opportunities to provide input (deadline July 06, 2020)

[summitearthworks.ca/derwent-way](https://summitearthworks.ca/derwent-way)

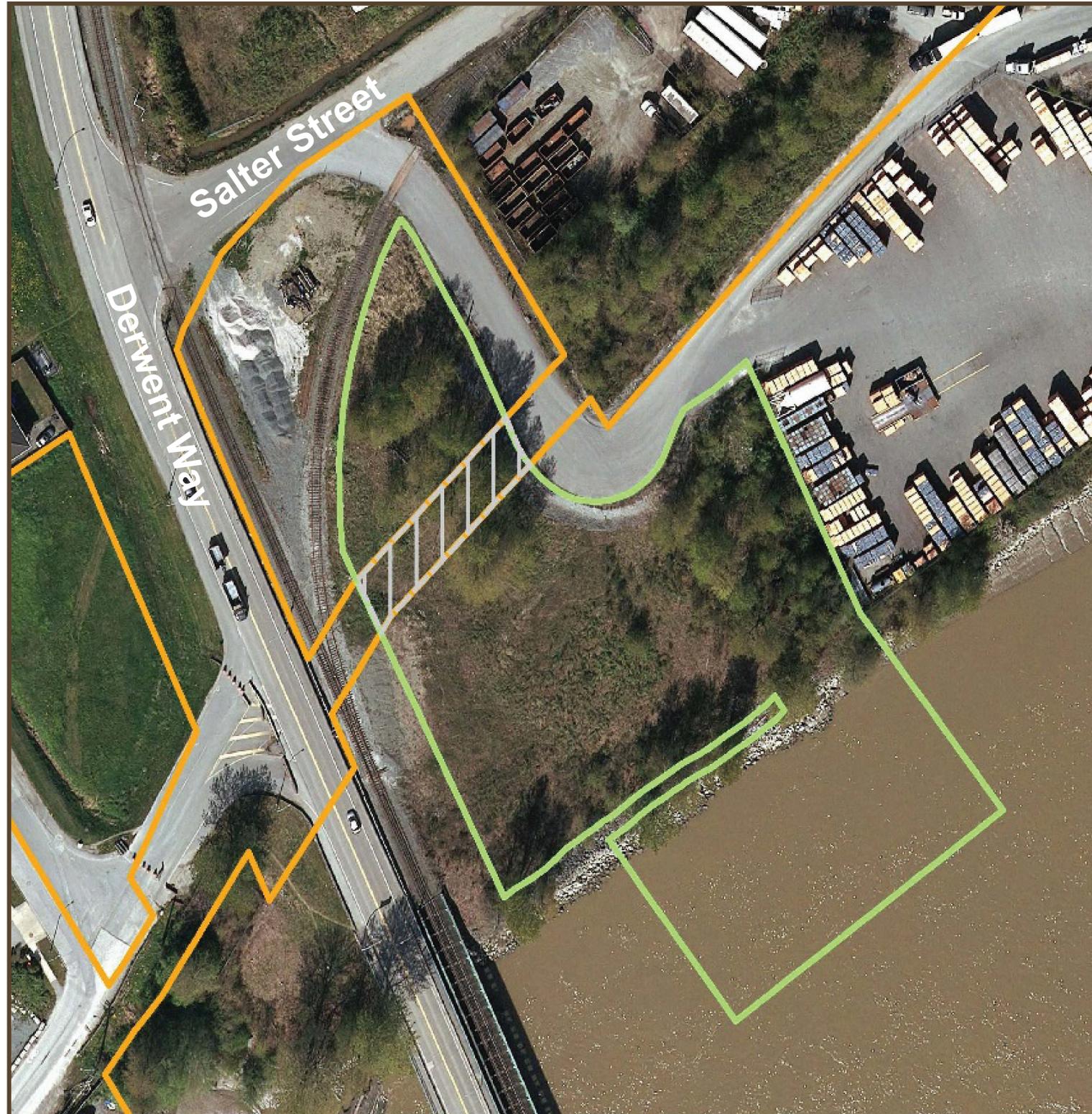
Conclusion

# Appendices

## **Appendix 1-i: Information Sheets**

**(These were used during the digital public engagement sessions)**

# Derwent Way Soil Transfer and Barge Facility



Project Location:  
New Westminster, BC

 Project Location

 Dyke Reserve Overlap

 VFPA Boundary

# Project Overview

**Location:** Southeast corner of Derwent Way and Salter Street in the Queensborough area of New Westminster.

**Proposed Use:** Soil transfer and barge facility that would receive waste soil from development sites in Metro Vancouver, primarily from Vancouver, Richmond and New Westminster.

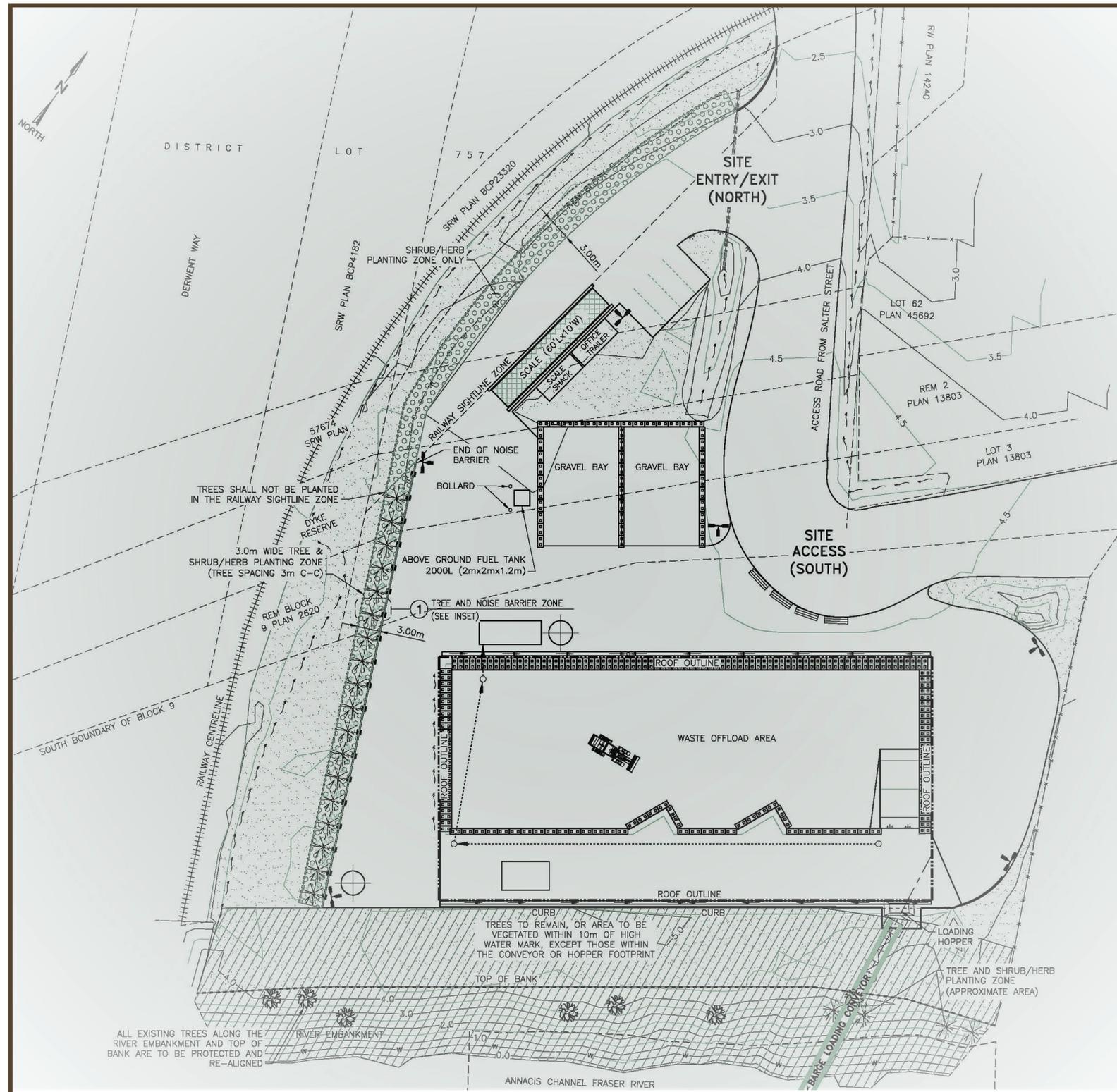
**Operation:** Waste soil would be received via trucks and temporarily stored on site. The soil would then be transferred to a barge, or truck, for transportation to an off-site treatment/disposal facility. Trucks would access the site from Salter Street with a maximum of 60 trucks arriving at the proposed facility daily.

**Soils:** Soil content would be reviewed prior to acceptance by the facility. The facility may accept soils containing contamination but would not accept soils containing hazardous waste. Contaminated soils would not be treated on site.

**Infrastructure:** A lined, paved, and covered temporary soil storage area, a sound barrier wall on the western boundary (with a tree hedge), a truck wheel wash station, a water treatment system, scale, and scale house.

**Construction:** Monday to Saturday, 7:00 a.m. – 4:30 p.m., excluding holidays. This aligns with the port authority's standard hours of construction. Industry best practices would be followed during construction along with measures to reduce noise and dust. Lighting would be added as needed and would be directed down onto the site. Trucks would only use designated truck routes. Pending project approval, construction would take about 6 months.

# Site Plan



The proposed project would be constructed with:

- Lined, paved, and covered temporary soil storage area,
- Sound barrier wall on the western boundary (with a tree hedge) to minimize noise to the neighboring properties,
- Truck wheel wash station,
- Water treatment system,
- Scale house, and
- Barge infrastructure.

# Construction and Operational Community Concerns (Part A)

## Facility Design

Concern	Proposed Mitigations
Design of the Facility	<ul style="list-style-type: none"> <li>• Below grade, covered facility</li> <li>• Soil storage area will have an impermeable liner with containment walls</li> </ul>

## Traffic

Concern	Proposed Mitigations
Safety	<ul style="list-style-type: none"> <li>• Traffic impact study completed</li> <li>• Trucks will operate only on existing truck routes</li> </ul>
Volume	<ul style="list-style-type: none"> <li>• No trucks on residential streets</li> <li>• Trucks will be routed via Annacis Industrial area</li> <li>• No trucks to queue on residential streets</li> </ul>

## Noise

Concern	Proposed Mitigations
Construction vehicles, operating machinery and trucks	<ul style="list-style-type: none"> <li>• No unnecessary engine idling</li> <li>• Covered, subgrade facility will minimize any noise</li> <li>• New and well-maintained vehicles</li> <li>• Construction and operating hours will be Monday to Saturday, 7:00 a.m. to 4:30 p.m.</li> </ul>

## Aesthetics

Concern	Proposed Mitigations
Look of the facility, how it fits in with the local environment	<ul style="list-style-type: none"> <li>• About 50 Swedish Columnar trees to be planted</li> <li>• Southwest barrier wall to improve aesthetics</li> </ul>

# Environmental Community Concerns (Part B)

## Habitat

Concern	Proposed Mitigations
Wildlife/Habitat	<ul style="list-style-type: none"> <li>• Pre-clearance nest survey to be done</li> <li>• Marine construction only during allowable fish window</li> </ul>
Vegetation	<ul style="list-style-type: none"> <li>• As much vegetation retained as possible</li> <li>• Tree and shrub restoration plan</li> </ul>

## Air Quality

Concern	Proposed Mitigations
Dust <ul style="list-style-type: none"> <li>• Construction vehicles and trucks</li> <li>• Control/suppression strategies</li> </ul>	<ul style="list-style-type: none"> <li>• Wheel wash station</li> <li>• Bed covers on trucks and low vehicle speeds</li> <li>• Dust suppression during construction</li> <li>• Telescopic loading spout to reduce drop distance to barge</li> <li>• Variable speed loading conveyor</li> <li>• Spray system for hopper loading</li> <li>• Wind barrier along western boundary</li> <li>• Routine air quality monitoring</li> </ul>

## Soil

Concern	Proposed Mitigations
Accepted Soil Characteristics	<ul style="list-style-type: none"> <li>• No topsoil/organics therefore no odour concerns</li> <li>• No hazardous waste</li> </ul>
Soil Management <ul style="list-style-type: none"> <li>• Storage and Handling</li> </ul>	<ul style="list-style-type: none"> <li>• All pre-approved as per BC Ministry of Environment regulations</li> <li>• Temporary soil storage only</li> <li>• Soil storage area covered</li> <li>• Pile heights no more than 5 meters</li> </ul>

## Water Quality

Concern	Proposed Mitigations
Spill Protection	<ul style="list-style-type: none"> <li>• Spill prevention plan and spill trays on conveyor</li> <li>• Spill trays on conveyors</li> <li>• Water collection from storage area to be treated prior to discharge</li> </ul>

# Appendices

## Appendix 1-j: Zoom Poll

## **Zoom Poll**

### Background

The Zoom technology allows for the generation of an in-meeting poll. At the end of each public consultation session, summit launched a poll to ask attendees for their input on the use of the Zoom technology and the digital engagement format. The specific questions that compromised the poll are included below.

### Zoom Poll

How many times have you used the Zoom technology?

- 0 (this was my first time)
- 1-5
- 5-10
- More than 10 times

On a scale of 1 to 5, with 5 being very satisfied, how satisfied are you with this digital consultation experience?

- 1 (very unsatisfied)
- 2 (unsatisfied)
- 3 (neutral)
- 4 (satisfied)
- 5 (very satisfied)

Which Zoom features did you find helpful to public consultation?

- Join in from anywhere on any device
- Dial-in option (option to call in to the meeting)
- Screen-sharing with participants
- Interactivity features (e.g., raise a hand, chat, activate participants' microphones)
- None of the above

Which Zoom features did you find hindering to public consultation?

- Join in from anywhere on any device
- Dial-in option (option to call in to the meeting)
- Screen-sharing with participants
- Interactivity features (e.g., raise a hand, chat, activate participants' microphones)
- None of the above

Would you be interested in participating in future online public consultation sessions, if required (check all that apply)?

- Yes, using Zoom
- Yes, using other platforms different from Zoom (e.g., GoToWebinar, Skype, etc.)
- No, I prefer to participate in in-person sessions
- No, I am not interested in participating in future online or in-person sessions

# Appendices

## Appendix 1-k: Thank you Emails to Participants

## **Thank you emails to participants**

*(Note: this is the content copied from original emails, but each email was tailored to each session and included necessary follow-up information or details requested by attendees)*

**Subject:** Follow up to Summit Digital Public Consultation Sessions

Good morning, all! Just a quick follow up to the Summit Digital Public Consultation Session that you attended last week on xx.

First off, thank you for your time, input and the way you engaged! You provided a significant amount of input for Summit to consider and did it in a very respectful manner.

**Also, just a reminder that the he Public Comment Period on the proposed project remains open until July 6, 2020.**

Opportunities for additional input include an on-line survey, as well as email or mailing of comments directly to Summit.

Information on those – as well as digital copies of the public consultation materials - can be found on Summit's project website at <https://www.summitearthworks.ca/derwent-way/>. We will be updating that site today to add a copy of the presentation as well. The port authority also has a project website with more information at [www.portvancouver.com/derwentway](http://www.portvancouver.com/derwentway).

Thank you again and stay safe!

# Appendices

## Appendix 1-l: Online Survey

## Summit Earthworks Derwent Way Soil Loading and Barge Facility

1. Are you planning to - or were you able to - attend one of the Summit digital public consultation sessions?

- Yes
- No

2. Are there any project issues that you would like to highlight?

3. Do you have any other questions or comments regarding Summit's proposed mitigation strategies to these issues?

4. Do you have any additional comments or questions regarding the building and/or operation of the proposed project?

5. Do you have any other general comments or questions you would like to add?

# Appendices

## **Appendix 2: Engagement Feedback**

Appendix 2-a: Digital Public Engagement Sessions Feedback and Responses

Appendix 2-b: Online Survey Results

Appendix 2-c: Zoom Poll Results

# Appendices

## **Appendix 2-a: Digital Public Engagement Sessions Feedback and Responses**

**SUMMIT ENGAGEMENT SESSION QUESTIONS AND ANSWERS - June 23<sup>rd</sup> Part A\***  
 \*(Audio files of this session are located at <https://www.summitearthworks.ca/derwent-way/>)

**Note:** Summit and the port authority provided additional context to the answers provided during the session, including responses sent as follow up emails. This information is indicated in [blue](#).

**Verbal Questions (no chat questions)**

<b>Question/Comment</b>	<b>Responder</b>	<b>Response</b>
How will truck traffic routing via Annacis industrial area be enforced?	Summit Earthworks	We recognize traffic and traffic safety in and around the area is a prime concern. For enforcement, we don't have the ability to enforce that. What we do have is an authorization and acceptance procedure, and as part of that procedure in accepting soils coming into our facility we identify to clients and haulers the routes to get into our facilities. Beyond that, trucks are mandated to travel along designated truck routes as identified by the City of New Westminster. We will be monitoring that as best we can and encouraging all the haulers to use the access point from Annacis as much as possible, but we don't have the ability to enforce that, but will encourage that.
I would like to see some enforcement, but I believe Summit has answered as best it could.	None	None needed
In regards to the traffic study completed, did it only look at the route coming from Annacis, or did you inspect Derwent Way, Boyd and the Queensborough Bridge as well? All of those are designated truck routes and that would put a significant number of extra dump trucks into a residential neighborhood as well as clogging up an already congested bridge, which is the primary way in and out of this area	Summit Earthworks Consultant	All available truck routes were studied and evaluated as part of the traffic study to determine the impacts from any and/or all of those routes. We did a traffic analysis using the Traffic Highway Class Manual and we looked at a number of routes. But at the end of the day we propose going with the truck routes from the south of Annacis Island. The analysis looked at intersections at Derwent Way with Ewen, Salter, South Dyke Road and Annacis Parkway, so on both sides of the bridge. What we found were the impacts to those intersections were minimal and the intersections will still function satisfactorily.
Just to clarify, the impact study was done primarily on Derwent Way and Annacis Island direction? Because there are no controls and it is a truck route, what if dump trucks do go the other way? Will everything work, especially with all the new subdivisions going in? And when was this study performed? Was it accounting for all the new development happening in the area?	Summit Earthworks Consultant  Summit Earthworks Consultant	I will have to get back to you on whether it considered those questions as the study was done by a colleague of mine.  <a href="#">Given that the expected site traffic is expected to be less than 20 vehicles per hour in the a.m. and p.m. peak hours, the traffic impact on the intersection of Derwent Way/Salter Street and the neighbouring intersections are expected to be minimal. All drivers will be asked to route through Annacis Island – this will be monitored by Summit.</a>  <a href="#">The traffic study took the traffic from 2016 and 2017 and moved it forward to 2018 and looked forward until 2038, assuming an increase in volume of 2 percent per year over that period. There was a follow up appendix to that study done more recently that also looked into a potential left turn lane and the impact of the rail crossing. The study found the impacts at intersections were minimal and the intersections would still function satisfactorily.</a>

**June 23<sup>rd</sup> Part A: Verbal Questions**

Question/Comment	Responder	Response
<p>The operating hours will be Monday to Saturday. Why was it decided to be 6 days a week and not five days?</p>	<p>Summit Earthworks</p>	<p>It is primarily a product of the needs of construction-related activities. A lot of the development and construction sites we would be receiving the soil from also work on Saturdays. We typically often work on Saturdays as well, so those are the days and hours that were selected for the facility. They do fall within the City of New Westminster bylaw requirements and the Port Authority allowable construction hours.</p>
<p>I live in the neighborhood where I know the traffic is being rerouted for this operation. I just find that trucks do go by Derwent Way and back to Annacis Island, but very minimally on weekends. It is just a noise concern for me having it 6 days a week instead of 5 days a week.</p>	<p>Summit Earthworks</p>	<p>A comment in general in regards to noise related to traffic and trucks. One of the concerns that seems to be directed quite frequently is the number of trucks. When people saw the upper cap limit of 60 trucks a day they did tend to be taken aback by that. But the reality of the situation is that when you break that down through the course of the day its often looking at 1 – 2 trucks every 10 – 15 minutes, so its not going to result in a constant parade of trucks lined up and down the streets. The facility can only handle a maximum of 60 trucks throughout the course of the day, so that is where that number came from. That doesn't necessarily address the operating days or hours, but in terms of the noise from the trucks and the vehicles, it isn't going to be to the degree that some people are necessarily anticipating.</p>
<p>Any comments on aesthetics?</p>	<p>Summit Earthworks</p>	<p>In the design of the facility, aesthetics was something that was taken into consideration despite it being in an industrial zoned property. We wanted to make sure that the look of the facility wasn't something that was garish and stood out to people. So there are aesthetics in terms of providing buffers and new plantings of trees. It also includes the covered roof structure and the below grade storage area. All will lead to a less obtrusive looking facility, one that is going to be fairly subtle. We have a few proposals as far as to the roof design and colour which will also help, so we are definitely going to look into and consider those as well.</p>
<p>Looking at the operation of the facility, you mention no unnecessary engine idling would be taking place. Can you describe what that means? Also, the facility is currently in operation and you can definitely hear it. What is the current volume that is flowing through there so we can gauge what the expected increase is going to be with this extra maximum of 60 trucks per day and all the excess work associated with that?</p>	<p>Summit Earthworks</p>	<p>First off, to clarify, this proposed facility, the Derwent Way facility we are discussing today, is not in operation at the moment, it hasn't even been constructed yet. So if you have questions regarding the proposed facility, I can address those today.</p>

**June 23<sup>rd</sup> Part A: Verbal Questions**

Question/Comment	Responder	Response
Is Summit not also responsible for the existing gravel operation that's in there?	Summit Earthworks	Yes, we do operate a separate facility on a separate property and there is a gravel storage and equipment storage facility that is located further down Salter Street. But they are two separate projects and two separate facilities.
What is the definition of unnecessary engine idling?	Summit Earthworks	Vehicles will not be idling when they do not have to. It is in our best interests as well. We try to make sure we minimize the amount by only having equipment on when its being operated. That keeps greenhouse gases down, that reduces or fuel bill, and a commitment we are making to the facility as well.
We experience on a quite a regular basis the operations in the gravel pit/facility, and I'm trying to equate what the noise is going to be in relation to this new facility. Is there a way to tie those two together in terms of volume, combining the other facility operated by Summit and this new one? How many trucks or machines do you have operating in that current facility that I can equate to this new facility?	Summit Earthworks	The current facility runs periodically, most days it hasn't been in operation the last couple of months. But a front-end bucket loader similar to what would be operating on the Derwent Way site and gravel trucks access that facility similar to what would be received at the other facility. Those are typical similarities in terms of types of equipment.
Is this new facility going to be 3 times the size, 4 times the size?	Summit Earthworks  Summit Earthworks	The footprint is roughly the same size, slightly smaller in terms of square footage, but I would have to confirm that and get back to you.  <a href="#">The Salter Street gravel storage facility has a land lease area of 6640 m<sup>2</sup>, while the land lease area of the proposed Derwent Way facility is 7014 m<sup>2</sup>.</a>
Have there been any drawings or renderings in terms of what the facility is going to look like?	Summit Earthworks	Yes, those and other reports and project information can be accessed through a link on our project website. They include a full engineered drawing package that outlines everything that has been designed for the facility.
It's mentioned that the vehicles will be new and well maintained. Have you considered electric vehicles for your fleet?	Summit Earthworks	For heavy construction vehicles, that's not something that is viably available yet. We don't have the means for that. Most heavy construction equipment still requires diesel engines unfortunately.
Would there be anything else (other than heavy machinery) on-site that could be electric?	Summit Earthworks	We will have very few pieces of operating equipment in the facility. It is fairly self-sustaining and self-operating. The trucks come in, deposit the material to the below ground cell. That material gets temporarily stockpiled and once we have enough material, we have a single piece of equipment, a front-end loader, that would basically load it into a hopper and it would run along a conveyer belt onto a barge to be transported up river. So there are not going to be multiple pieces of equipment running around the site. Its not large enough for it and or designed for it. Other than trucks coming into the facility, there is one or two pieces of equipment that operate on the site.

**June 23<sup>rd</sup> Part A: Verbal Questions**

Question/Comment	Responder	Response
There are, on average, 30 barges colliding and sinking every year in greater Vancouver area. What are the controls around accidents and what is the possible exposure to the community?	Summit Earthworks	We have taken all the necessary precautions possible in terms of the transfer of the soil from our facility to the barge. We will be working with the licensed marine contractors that we hire to ensure that they are using suitable barges for the type of activity. But at that point those marine contractors are bound by Transport Canada regulations and their own health and safety requirements to transport that material upriver. We don't have any control of those aspects once the material is on the barge.
If an accident was to happen on the barge but at your docks, is it Summit's responsibility?	Summit Earthworks	I'm not saying its not our responsibility. The procedures for us and the marine contractors are different, as are the responsibilities on how to address any issues. Accidents themselves are relatively rare. But they have their own health and safety plans and procedures for how to deal with those. We are not experienced in dealing with marine accidents. That is something they would be dealing with. Any impacts that would be related to our facility and land-based issues we would have to respond to.
Is this Summit's first experience working with marine contractors? What kind of history do you have?	Summit Earthworks	Our facility in Mission also has a barge facility and we receive hundreds of thousands of tonnes on an annual basis via barge from various points across the province. So we do have extensive experience with that.
What is the long-term exposure of having contaminated soil on this site if you ever decide to shut down this facility/sell it off? What does that do to the land there for future use of this in the Queensborough area?	Summit Earthworks	Before any work was done on the site, an environmental baseline study was completed on the property to get a sense of any background contamination and what the current status is on the property. It is an engineer designed facility so it comes with water collection and a lined facility with an impermeable liner to contain any contaminated soils within that storage area. So there is no migration or transfer of contaminated soil. That should be occurring outside of that storage area. If we decided to move on from that property, we have requirements to the property owner to return that property to its pre-existing state.
Will the recording and slide deck be available to the public?	Summit Earthworks	Yes it will be.

**June 23<sup>rd</sup> Part A: Verbal Questions**

Question/Comment	Responder	Response
<p>Could the port authority explain the Project Environmental Review process?</p>	<p>Port authority</p>	<p>This proposed project is in the port authority jurisdiction and we are responsible for the administration, management and control of land and water within our jurisdiction. When we get a proposal for a project such as this one, we use our review process called "Project and Environmental Review". This is an application process where a proponent such as Summit submits their proposal to us. We review it, and request various technical studies to assess the environmental impacts and any other concerns that we may have about the impact of the project. As part of our PER process, the port authority engages with the public and with stakeholders, including the City of New Westminster, and consults with a number of Indigenous groups that have asserted or treaty rights in the application area. We have been doing that with this project for quite a while as it originally came in to us in December 2016. There was some initial public engagement for this project in 2017. Since then, there have been changes to the scope of the project and requests for some additional studies as we continued our internal review of the project. At the moment (June 23, 2020) we are still engaging, and we intend to review the feedback from these sessions and any other feedback that we receive to assess whether the mitigations address those concerns. In order to reach our permit decision/if we were going to reach an approval of this, we would have to be satisfied that the project would not cause significant adverse environmental impacts that could not be mitigated. That is the kind of standard we would have to reach in order to approve the project. At the moment we are in the review phase.</p> <p>The port authority uses our PER process to determine whether a project can go ahead without significant adverse impacts to the environment and community that cannot be mitigated, and to fulfill our responsibilities under the <i>Canada Marine Act</i>, and the <i>Canadian Environmental Assessment Act, 2012</i> (as this project was submitted before August 28, 2019 when the <i>Impact Assessment Act</i> came into effect).</p> <p>More information on our PER process is available online (<a href="http://www.portvancouver.com/permitting-and-reviews/per/">www.portvancouver.com/permitting-and-reviews/per/</a>).</p>

**SUMMIT ENGAGEMENT SESSION QUESTIONS AND ANSWERS - June 23<sup>rd</sup> Part B\***  
 \*(Audio files of this session are located at <https://www.summitearthworks.ca/derwent-way/>)

**Note:** Summit and the port authority provided additional context to the answers provided during the session, including responses sent as follow up emails. This information is indicated in [blue](#).

**Chat Room**

<b>Question/Comment</b>	<b>Responder</b>	<b>Response</b>
How will noise and air pollution coming from trucks and machines powered with diesel engines be managed?	Summit Earthworks  Summit Earthworks Consultant	We are proposing to use all new equipment. It will come with very high emissions standards. The amount of equipment would be very limited, 1 – 2 pieces of equipment are required for the operation of the site. In terms of the noise, there were several noise mitigating features including below grade soil storage area, covered roof and noise buffers on the perimeter of the site that are likely to limit any noise and air pollution.  During the design phase of the facility, we looked at the dust generation from the facility and assumed we had a stockpile on the site. We did some air modelling for that stockpile assuming we had no roof on it and at that point it was confirmed the dust control measures of this site would not allow dust beyond the property boundary greater than the Metrovancouver particulate criteria of 25 micrograms per cubic metre. In addition to that, after this air assessment was done, we decided to put a roof on the building which will further reduce the potential dust generation from the facility.
Would the proposed facility result in an increase in trucks?	Summit Earthworks Consultant	The amount of trucks proposed for the facility are quite minimal when compared to current background truck levels. Assuming maximum usage of the facility, 60 trucks per day, we would see at peak hours in the morning and/or in the afternoon up to 8 - 11 trucks an hour which, would work out to 2 – 3 trucks every 15 minutes. Based on that, we didn't find significant impacts on traffic or the air quality.
Adding more trucks to the already high truck traffic area is an issue for me.	Summit Earthworks  Port authority	On average, 1 – 2 trucks every 15 minutes. Based on the current congestion in the area, that is not likely to be noticeable.  I wanted to add that when it comes to truck traffic and what happens on-site vs. off-site, the applicant can only aim to address concerns related to their site specifically. Once trucks get off the site, on local or provincial roads, different authorities and jurisdictions come into play. While on-site and off-site activities may be connected in some cases (e.g., truck routes), there is only so much control that can be exerted by an applicant.  <a href="#">As part of the review process for the proposed project, the applicant is required to submit a variety of technical studies, including a traffic impact study. The study, as well as an additional traffic memo provided October 2019, is available on the port authority website (<a href="http://www.portvancouver.com/derwentway">www.portvancouver.com/derwentway</a>).</a>
Does the port authority have land only in Queensborough and Mission?	Port authority	No, the port authority has land throughout the Metro Vancouver region. It doesn't go that far up the Fraser Valley, and it mostly includes Burrard Inlet and the lower reaches of the Fraser River, but not just the Queensborough area.

**June 23<sup>rd</sup> Part B: Chat Room**

Question/Comment	Responder	Response
<p>From what was stated, it sounded like this is the only solution for the Lower Mainland. Could Summit use any other location?</p>	<p>Summit Earthworks  Port authority</p>	<p>This location was ideal in regards to the criteria for the facility, being zoned industrial, having access to major highways, and access to barge facilities. That was why this one was selected.</p> <p>We are a constrained in the region and industrial land is under a lot of pressure. There is a limited amount of industrial land in the region to start with and even less in the port authority jurisdiction that is next to roadways and water ways. When potential tenants approach us, we have a limited stock to direct them to. There is a constant tension in the lands available for residential, commercial, and industrial land uses in the lower mainland.</p> <p><a href="#">After careful consideration, no other sites were deemed suitable or are available to support the proposed used.</a></p>
<p>This zone is neighbouring residential area and it is one of the worst in terms of traffic. Do you have a property in Port Coquitlam?</p>	<p>Port authority</p>	<p>The port authority has a limited inventory of sites. This site was the one that worked for Summit’s proposed operations and that certainly drives location. While this site is adjacent to residential areas, the residential areas are not under port authority jurisdiction. Those are municipal jurisdictions, in this case the City of New Westminster. Much of this residential area was previously zoned industrial, much like the land we are talking about today. Over the last 15 – 20 years these lands and many throughout the region have been rezoned for residential subdivision and that starts to put pressure on industrial land regionally, along waterways and transportation routes. That, I think is an unfortunate reality of where we find ourselves in the lower mainland of BC in the confined spaces that we have and the competing interests.</p> <p><a href="http://www.portvancouver.com/about-us/topics-of-interest/land-use-planning/">For more information on how the port authority manages land under our jurisdiction, visit our website www.portvancouver.com/about-us/topics-of-interest/land-use-planning/.</a></p>
<p>Has Annacis Island been considered?</p>	<p>Summit Earthworks</p>	<p>We considered all viable options in terms of available industrial land and this site met all the criteria.</p>
<p>I realize air pollution was touched on earlier, but can you comment specifically on if any noticeable smells will reach the neighbouring residential areas?</p>	<p>Summit Earthworks  Summit Earthworks Consultant</p>	<p>The types of soils we will be bringing in are not compostable soils, not organic soils that contain any municipal solid waste. So any of those types of odorous contributors are not the types of soils that we would be bringing into the facility.</p> <p>The design features were to mitigate any odours going beyond the property boundaries. Should any soil that arrives have an odour, it will be placed within the building and also within the tarped and contained area. There also would be ongoing air monitoring at the facility to verify that there are not odours or air contaminants that migrate beyond the property boundary.</p>

**June 23<sup>rd</sup> Part B: Verbal Questions**

Question/Comment	Responder	Response
Regarding soil treatment going on at the facility - what kind of treatment are we talking about? Is it chemical treatment? What exactly would the treatment include?	Summit Earthworks	This is only a transfer facility, so there is no treatment that will take place on this site.
Have you considered the vibrations caused by the increased number of trucks in the neighborhood, as well as from the soil treatment and dumping of the soil onto the facility? Would that increase vibrations or similar types of irritation to the neighborhood?	Summit Earthworks Consultant	We have had a geotechnical study done for the property that, combined with the engineering we have done for the facility, showed there wouldn't be any noticeable noise impacts whatever from soil being deposited within that storage area. We considered the vibration as well and, for the most part, the soils underneath are fairly competent soils, so we don't have any significant concerns with vibrations.
Could you confirm we should not see any vibrations from truck loading and unloading in the area?	Summit Earthworks	As far as operation of the equipment, there are very limited amounts of equipment on the site. The rubber tired-type equipment proposed for the site is very, very unlikely to be noticeable, not only by someone in the near by residences, but even standing on the facility itself. It is highly unlikely you would feel anything when materials get deposited into the storage cell.
Can you talk about the types of soil you are going to bring in? I understand it is contaminated soil, but contaminated covers a very, very wide of what's in there and I'm wondering what's in there. Is it anything or specific areas we should be expecting?	Summit Earthworks  Summit Earthworks Consultant	The soils we are proposing to receive at this facility are industrial and commercial soils. That designation is through the Contaminated Sites regulations of BC. We pre-screen and pre-approve any soils coming into our facility and that acceptance procedure involves review of applicable soil data by an environmental professional in order to confirm acceptance.  Typically, you would see contaminants such as sodium chloride from road salting and metals and hydrocarbons as the primary contaminants that would be in the soil.

**June 23<sup>rd</sup> Part B: Verbal Questions**

Question/Comment	Responder	Response
<p>What is the process the port authority goes through related to environmental review?</p>	<p>Port authority</p>	<p>As part of the review, we request a series of technical studies. In this case we requested an air quality study, the traffic management study, a construction and environmental management plan, and mitigations that are proposed in terms of any environmental concerns. All the information that has been submitted as part of the application, including these studies, is posted on the port authority website (<a href="http://www.portvancouver.com/derwentway">www.portvancouver.com/derwentway</a>).</p> <p>We are still in the process of reviewing the application internally at the moment. Our team is made up of various different departments. There is the planning department, but we also have environmental specialists, engineers and engagement members of our team. This review is being done internally and I can't share the details of that at the moment. But when it comes to making a decision, we do have to ensure that any proposals we approve do not have any significant adverse environmental impacts that cannot be mitigated. That is crucial to us in making a decision. And as I said we are still in the review process at the moment so we are considering the feedback from these sessions and any other feedback received previously.</p> <p>As part of our PER process, we engage with the public and stakeholders, including the City of New Westminister, and consult with a number of Indigenous groups that have asserted or treaty rights in the application area. The input that we receive is also part of the Project and Environmental Review process. The link to the port authority website for the proposed project is <a href="http://www.portvancouver.com/derwentway">www.portvancouver.com/derwentway</a>.</p>
<p>In terms of long-term environmental impacts, could you share some information on what that assessment is? Running barges and trucks is not exactly heading towards the green goals that exist in the Metro Vancouver area. So, how does expanding this kind of work in our neighborhoods feed towards that?</p>	<p>Summit Earthworks  Summit Earthworks</p>	<p>As far as the overall green aspect, the underlying benefit is to actually to minimize the amount of greenhouse gases and trucks on the roads. Currently trucks are travelling a great distance to our facility in Mission, a significant amount of trucks and greenhouse gases are produced with all of those loads coming out to Mission. Having a centralized transfer facility within the City boundaries allows for a reduced number of trucks, and transferring that soil by barge up to Mission also greatly reduces the travel distance.</p> <p>Other benefits are having a localized transfer facility to handle and responsibly manage contaminated soils. There is fairly widespread illegal dumping due to a limited number of permitted facilities, so having a facility like this that is regionally located will benefit and reduce the amount of illegal dumping. It will provide a location for dealing with contaminated sites in the greater Vancouver area.</p> <p>In terms of a broader land use approach, and how this ties into environmental concerns, if we can look to ways to get vehicles off the road in a regional sense using barges, it is what we call a short sea shipping system. So you load up one barge and that takes numerous trucks off the road regionally. And that is something that is considered as part of this application.</p>
<p>Were no other sites researched in terms of where this could go? Were there three other sites, were there no other sites? How did we end up where we are?</p>	<p>Summit Earthworks</p>	<p>No, to clarify, this site was selected as it met the majority of the criteria we required. We evaluated several other sites and this site met our needs best.</p>

**June 23<sup>rd</sup> Part B: Verbal Questions**

<b>Question/Comment</b>	<b>Responder</b>	<b>Response</b>
There was mention of the tree barrier that was put on the west side of the facility and I wanted to ask why there wasn't also consideration of putting a tree barrier on the east side, which is actually closest to where some of the residents are in that area.	Summit Earthworks	The east side of the property actually borders on another industrial property, a wood loading facility, so that was the reason that there was no consideration of that on the east side. The west side in terms of proximity borders on Derwent Way and across from it is residential.

**SUMMIT ENGAGEMENT SESSIONS QUESTIONS AND ANSWERS - June 25<sup>th</sup> Part A\***  
 \*(Audio files of this session are located at <https://www.summitearthworks.ca/derwent-way/>)

**Note:** Summit and the port authority provided additional context to the answers provided during the session, including responses sent as follow up emails. This information is indicated in blue.

**Chat Room**

Question/Comment	Responder	Response
The way that the instructions were provided were confusing. This certainly limits access to this meeting. Consider making the link visible to participants not hidden in a secondary document. Some people may get confused and not participate.	Summit Earthworks Consultant	I apologize if you had problems accessing; we did this on Tuesday and had no issues. But if there is anything I can do please let me know.
How will mitigation that falls into the 'best practices' category such as no unnecessary engine idling be enforced? Will this be included in the operating permit?	Summit Earthworks	It will be part of our operational plan for the facility and items of that operational plan will also be part of the permit that we have with the landowner. In addition to it being a best practice, it is also within our best interest, not wanting to have equipment idling and wasting fuel. Those are all things we will be emphasizing.
How will unnecessary engine idling be defined, and how will the public be informed of the permit requirements?	Summit Earthworks	Unnecessary idling is idling of engines when they are not in operation. As far as the permitting aspect, I will turn that over to the Port.
	Port authority	Summit Earthworks has indicated <i>unnecessary engine idling</i> would not be taking place. The applicant has defined this as idling of engines while they are not in operation. Summit has also indicated it will comply with Ministry of Transportation and Infrastructure guidelines and requirements. For more information, see the Construction Environmental Management Plan for the proposed facility available on the port authority website.
	Port authority	The application is currently under review and we haven't made a decision yet. If a permit is issued, it would be posted on the port authority website ( <a href="http://www.portvancouver.com/derwentway">www.portvancouver.com/derwentway</a> ).
Trucks going southbound on Derwent, will there be a left turn lane onto Salter. How will you accommodate for the railway crossing on Salter?	Summit Earthworks	As all site traffic will be encouraged to be routed to/from the south, a southbound left turn lane will not be added. Regardless, it was not deemed to be warranted based on existing traffic patterns and expected volume.

**June 25<sup>th</sup> Part A: Chat Room**

<b>Question/Comment</b>	<b>Responder</b>	<b>Response</b>
How will Summit mitigate soil residue on local roadways?	Summit Earthworks	The onsite truck wheel wash will prevent any soil being deposited on local roadways from trucks leaving the facility. We also will monitor the roadway at the site access and utilize a street sweeper for any accumulation of soil residue on access roads directly adjacent to the facility (Derwent Way / Salter Street)
Will odor or smell be an issue?	Summit Earthworks  Summit Earthworks Consultant	So the types of soils coming into the faculty typically don't carry any significant odour. The soils are not of an organic or compost nature, but for a more technical view I will turn that over to Jason our environmental consultant.  On the Metrovancouver requirements, you are not allowed to have any odour beyond the property boundary so the soils are unlikely to have odour. However, if they do the mechanism is that soils will be placed within the building and then will also be covered with a tarp to encapsulate the soil to minimize any odour. In addition to that, Summit will also be monitoring at the property boundary to confirm that odour is not present at the property boundary.
Trucks going southbound on Derwent will cross the bike/pedestrian path on Ewen, and will travel on Boyd Street between a residential area and a bike path, which is a pedestrian route to the shopping center. More trucks on this route would seem to be a negative impact to residents.	Summit Earthworks  Port authority  Port authority	Trucks are obligated to travel along designated truck routes. It is under the jurisdiction of the City of New Westminster to identify what those routes are. We really have no controls or enforcement to force trucks to travel along other preferred routes. We are going to encourage access to the facility from the south as much as possible through the mechanisms I spoke about, but as for travelling along the designated truck routes that is the responsibility of those who have jurisdiction and authority for those roads.  The applicant has no ability to enforce but has ability to work with the operators coming to the site. The jurisdiction of the roads off-site is a combination of local and provincial depending on the route or the highway. Should we issue a permit, which is not done yet, that is something we can look to convey and highlight to the applicant. If this continues to be a concern in the future, we could advocate, but we don't have an enforcement ability on lands that are not under our jurisdiction.  Should a permit be issued, the permit would be posted on the project webpage: <a href="http://portvancouver.com/derwentway">http://portvancouver.com/derwentway</a> .
Will the trucks be allowed to exit with a right turn and drive out via Derwent way to Queensborough Landing and Bridge?	Summit Earthworks	Yes, it is a safer way for the trucks to exit the site instead of making a left-hand turn and crossing traffic, but both options are available to vehicles leaving Salter Street. There are no restrictions to making right- or left-hand turns coming out of our facility.
There were comments regarding increase in truck traffic, potential impacts, and perceived uncertainty.	Summit Earthworks	Answers to these have been provided throughout the session.

**June 25<sup>th</sup> Part A: Chat Room**

Question/Comment	Responder	Response
The swing bridge could have an impact on drivers needing to exit via Annacis.	Summit Earthworks	If trucks are onsite, during periods the swing bridge is open (thus closed to traffic), there is sufficient room for trucks to remain queued onsite within the facility boundaries if they need to turn left. But, as stated in an earlier response regarding right hand turns from Salter Street onto Derwent Way, trucks do have the ability to exit to the north travelling along designated truck routes to leave Queensborough.
The logic of allowing additional truck traffic because it represents a small increase over existing truck traffic seems questionable, as by this logic there would be no limit as long as the impact was incremental.	Summit Earthworks	The limits we have indicated are based on maximum daily site capacity. So even incremental increases to our “expected” 20 – 30 daily truck volume would not exceed our upper cap limit of 60 trucks daily.
Analysis can derive whatever result that is sought, what is real is that you can’t enforce or guarantee a) that the trucks will go through the proposed route, and b) the increase in traffic will be real - it is a business more trucks is more business	Summit Earthworks	Although I could make guarantees or assurances for certain operational or environmental aspects discussed, I do not believe they would have significance. Instead, I believe the assurances or level of certainty derived from the analytical and scientific data holds much more value. Although we do not have the authority to enforce truck travel, our operational procedures and administrative controls will support responsible truck travel along designated truck routes. An upper cap limit was indicated – 60 trucks daily which is the maximum capacity for the site. That said, the upper cap limit is not expected yet was documented and studied to demonstrate the minimal increases to existing traffic (current) and future patterns. The “anticipated” barge volume of 4 barges a month is based on projections of inbound soil volumes and allows for the maximum cap limit of daily inbound soils. It would occur within an existing waterway with several other industrial barge loading operations that currently exist all along the Fraser River.
The City of New Westminster has Seven Bold Steps for Climate Action, how does your project align with these goals, especially in reducing the carbon footprint.	Summit Earthworks	I’m not familiar with the City of New West’s climate action program, but can say that one of the benefits and objectives of this facility is actually to minimize GHGs. Currently trucks, multiple trucks, make the track along the roads out to our facility in Mission BC, multiple hours to get there and back round trip. The objective of this facility is to have a more centralized facility near the densities of Metrovancouver where a lot of the development and construction projects are located and need to get rid of the contaminated soil. Our facility will reduce the number of trucks that have to be travelling on the roads for multiple hours a day. It also provides the benefit of reducing the potential of illegal dumping, which is occurring. It is well documented in the news, there is evidence that it happens because people prefer not to travel and transfer soil long distances at high costs to do that. Also, this site is under federal/Port jurisdiction, not the City of New Westminster.
	Port authority	One of the port authority's objectives is to reduce green house gas emissions. As such, we support more marine based transportation of goods through short-sea shipping, as well as the reduction in the number of trucks making long road journeys. With a centralized soil transfer facility, there is the element of reducing the number of trucks on the road. In addition, transferring the soils by barge is more efficient for this type of transfer.

**June 25<sup>th</sup> Part A: Chat Room**

<b>Question/Comment</b>	<b>Responder</b>	<b>Response</b>
The geotechnical report indicates that there will be substantial total and differential settlement in the stockpile area due to the fill load. It doesn't seem that the geomembrane liner has been detailed to accommodate the predicted magnitude of settlement without rupturing.	Summit Earthworks  Summit Earthworks Consultant	The current ground condition would require fill in order to consolidate it prior to construction and in advance of placement of the impermeable liner and in order to make sure that ground conditions would support the soil storage area and the impermeable liner.  In our study we looked at the settlement criteria as well as the Railway Association of Canada rules, looking at the stringent criteria for different soil settlements for this type of facility. The most stringent requirements we could find were with settlements exceeding 75 mm over a 20-meter environmental distance. But the maximum that we calculated or predicted would be 30 – 40 over a much shorter distance so we feel that that this liner would be sufficient.
To clarify, will this facility be fully covered, to prevent air flow moving through the facility and through the surrounding area?	Summit Earthworks	It is not an enclosed facility, but is below ground and fully covered. Likely a domed roof, which is the current design, as well as aesthetically pleasing materials and colours, but it will be sub grade. Additionally, the trees on the border will limit the dust leaving the facility and we are committed to monthly monitoring of air quality, water quality, all those kinds of things.
The carbon footprint; is it a guesstimate or is it based on a study? If so where is the study?	Summit Earthworks	<a href="#">The GHG reduction is a logical assumption based on measurables such as travel distance, time and fuel consumption/emissions.</a>
Will the barges be covered during transit? If not, how will dust and volatiles be managed?	Summit Earthworks	<a href="#">Dry goods barges are typically not covered while in transit. Since soils will be damp/moist as per our transfer facility best management practices, no dust production is likely to occur.</a>
Truck impact study results? Will there be a fuel tank on site that has diesel equipment? New Westminister City has a climate action levy 3.5% to fight climate change; will it be negated by this facility?	Summit Earthworks	We are bound by federal jurisdiction, not the City of New Westminister. There will be a fuel tank on the site. We can talk about the controls in the environment section.
The Queensborough Residents Association held a public meeting on this project last August and at that time, it was suggested that a better area might be found for this facility. The port authority reps said they had other prospective areas that they could look at. Was any other less residential site considered at all?	Port authority  Port authority	Following up on the questions shared during the Queensborough Residents Association public meeting, the port authority's planning and real estate teams discussed site selection criteria for the proposed project. After careful consideration, and given the limited stock of vacant industrial lands, no other sites were deemed suitable or are available to support the proposed uses. The position of the proposed facility adjacent to the Fraser River and major truck routes means it is well situated for the proposed facility to receive soil by truck from the Metro Vancouver region and transfer it by barge up river to Mission.  There are limited industrial sites throughout the region, not just in New Westminister. Picking from a limited supply would be the best way to describe it. This site has been industrial for a significant amount of time. Under our Land Use Plan, the site is designated as industrial, and that is the intention given truck and water access. This makes this a very valuable site for industry.

**June 25<sup>th</sup> Part A: Chat Room**

<b>Question/Comment</b>	<b>Responder</b>	<b>Response</b>
<p>Does the City of New Westminster have direct input as to the permitting of the facility?</p>	<p>Port authority</p>	<p>Yes, the port authority does engage with the City and has since we received the application. We received it about 4 years ago now, and have been going through the review for some time. but the ultimate decision maker is the port authority, as it is Federal jurisdiction.</p>
<p>What I'm hearing from you is lack of certainty, because you can't enforce where a truck will go. You promise trucks will go a certain way but you don't know if it will happen and the community will be left with the nightmare of having to deal with 5 or 7 jurisdictions. You talk about every 10 or 15 minutes, but don't provide an upper limit. So it is a business. The more trucks the more business, the more money, so the business will want to have more trucks. So if you can't regulate where the trucks go, you also can't regulate how many trucks there will be. And then who is going to measure it? Are we going to have a scientific way to do that? No. And then the last word you are using is anticipate. Four barges; what is that based on? There is no substantive number or promise or agreement that would limit that, so we are left with a situation in the future when you will say "we anticipated, we did a study, we had the enforcement mechanisms". So we as a community would be suffering. My last comment is that this is an industrial site. I understand that, but it is within a community, so that makes a difference. This is a lot of uncertainty for something that will bring contaminated soil, pollution that will affect the lungs of everybody. It is not guaranteed that there won't be pollution flying off to your neighbour next door. The pollutants are very, very powerful and you are talking about getting contaminated soils from properties. So who knows what's there? So if you don't do a study for each piece of soil you are bringing, then we don't know what you are bringing. So we are the rat labs getting cancer every 10 – 15 years. This is a lot of uncertainty for something that is very serious.</p>	<p>Summit Earthworks</p>	<p>As far as us being unprepared or not having the information, I would argue that is not the case. The anticipation about barges is based on market trends and current volumes. The reference to an upper cap limit of trucks, we talked about that and that upper limit is 60, that's all the facility can handle on a daily basis. The anticipated volume on a daily basis is 20 -30. We are not unprepared we have done 4 years of work and study and the env review process with the Port and we have a lot of information to back up that data. Hopefully that addresses your questions.</p>

**June 25<sup>th</sup> Part A: Chat Room**

Question/Comment	Responder	Response
<p>Will Summit will be doing anything with the City or the Province, since that is a provincial roadway to manage potential queuing issues? I heard from the last session it is not anticipated there would be queues, but we've found from our experience living in Queensborough there are delays. So what infrastructure changes will be made to handle those?</p>	<p>Summit Earthworks</p>	<p>The design of the facility itself allows for several trucks to queue either on the property itself or on the secondary road of Salter Street to avoid any queuing on major roadways or provincial roadways or adjacent to the railway crossing. Beyond that we also have some mechanisms in place to try and divert as much as we can any truck traffic from the south via Annacis. Even any trucks that happen to access from the north would have to continue south to the loop off of Annacis and come to the facility from the south end.</p>
<p>The difficulty is there isn't really an enforcement practice that anyone can undertake to enforce that. Do you have fines? Is there a monetary arrangement where Summit is being paid for the remediation of the materials? Is there anything to encourage haulers not to cut through the communities?</p>	<p>Summit Earthworks</p>	<p>As far as cutting through the communities, all trucks are required to travel along designated truck routes and we would expect that they would do that. But the enforcement of that is not by Summit, but the jurisdiction responsible for enforcing it. We will do all that we can to encourage drivers and put in all the mechanisms that we have in place to encourage them to access the facility. We do also have the ability to ban haulers if they continue to have a complete disregard for our preferred access points.</p>
<p>We live in the area. You sort of answered this but are drivers that are going to this facility going to be encouraged to go to Annacis Island? Derwent is a truck route; so are trucks are going to be encouraged to go the other way?</p>	<p>Summit Earthworks</p>	<p>Correct. We will encourage that access way as much as possible. We will have sandwich boards up during operational hours on Derwent that show no left turn access into the facility. As well, as part of our screening and authorization process, all haulers will receive a site map with access instructions to the facility.</p>
<p>Your company is not very old, but beyond that in the best of circumstances we would be hoping that the truckers follow the instructions. In reality there is way you can certify that the trucks will not be going through other routes. So what will happen is perhaps if this gets built and the trucks are going in all directions, we as a community will be left to fight it. That would be a very complicated situation because are already a lot of trucks coming and going through and it will get even worse. I understand that you will put up sandwich boards and you will hope and you will hire, but at the end of the day once it is in operation there are no guarantees that the trucks will go the way they are supposed to and at best it will increase traffic. So beyond hoping and putting it in a document and writing it, do we know as a community that there will not be an impact that happens. So what are you doing that is different and how is it not going to make it worse for us? And how is it not going to decrease the quality of our life?</p>	<p>Summit Earthworks</p>	<p>I do recognize the concern and the number of questions that we have regarding traffic that is a major concern to people in the community. Again, as far as jurisdiction and enforcement, we don't have the ability to do that. There are mechanisms to allow for enforcement of trucks travelling on non designated routes and we are not just hoping it will happen. We are putting mechanisms in place to make sure we encourage as much as possible the trucks accessing our facility in the manner that we want.</p>

**June 25<sup>th</sup> Part A: Chat Room**

Question/Comment	Responder	Response
<p>So the operative word you are using is that you are hoping that it will happen that way. Years down the road, when everything is said and done, we would be likely left with a problem where there would be trucks going in different directions. So there is no certainty that you can provide that this will not happen. I think from that perspective this is very negative for the community because basically you would be increasing our already existing problem, and that is not good for us. So if you cannot provide certainty then why would we be in favour of this?</p>	Summit Earthworks	<p>The certainty again can only come from the best practices we put in place. I never used the word hope, that was something that you introduced. Its not hope. We will encourage drivers to use the routes that we outline and have mechanisms in place to try and encourage them to do so. In regards to the volume of traffic, the amount of trucks that will be travelling through the neighborhood on a daily basis is quite limited. In a day, the maximum trucks allowable to access our facility, based on the capacity of 60 per day, averages between 5 and 7 trucks over the course of an hour. If you break that down further, it is only 1 – 2 trucks every 15 minutes. Based on the travel study we did, that shows very minimal increases to traffic volume.</p>
	Summit Earthworks Consultant	<p>We did the analysis based on the maximum allowed of 60 trucks per day. That’s not the anticipated amount, which is closer to 20 – 30 per day. But even if it was running at maximum, we found that at peak hour we would see 8 – 11 trucks in both the morning and afternoon, and on average it would actually be much less than that. So it is really 2 -3 trucks every 15 minutes when we are looking at the peak flow. Our analysis at looked at the intersections of Derwent Way, Ewen, Dyke Road, Annacis Parkway and Salter and basically what we found is that the impact of the traffic over the next 20 years is very minimal. The change in traffic as a result of this project will have very minimal impacts on those intersections.</p>
	Port authority	<p>As part of the Project and Environmental Review process, we request studies, including the traffic impact study, and look at how mitigations proposed minimize truck traffic. Off-site truck traffic is a difficult topic and falls under the responsibility of various authorities and jurisdictions, and while the two are connected, the applicant has limited control over what happens outside of the proposed development site. During a meeting in late 2019 with the City of New Westminster, we discussed truck traffic and proposed re-routing via Annacis Island. We understand the community is very concerned about this. It’s a complex topic. The site is designated industrial under our Land Use Plan, and we would anticipate truck traffic towards it, as well as for other sites that use the intersection.</p> <p>Further to discussions with the City of New Westminster, an additional traffic memo was provided in October 2019, to assess the need for a southbound left-hand turn lane from Derwent Way onto Salter Street. This memo is available on the port authority website <a href="http://www.portvancouver.com/derwentway">www.portvancouver.com/derwentway</a>.</p>

**June 25<sup>th</sup> Part A: Chat Room**

<b>Question/Comment</b>	<b>Responder</b>	<b>Response</b>
<p>What year and month was the traffic study done, because the last one I looked at was 2017? We have had a huge change in traffic flow in Queensborough since then. My other question is when traffic is running south on Derwent and coming up to Salter will there be a left turn lane put in because you also have a railway crossing there? It is a very tricky access point for trucks and traffic to flow unimpeded.</p>	<p>Summit Earthworks Consultant</p>	<p>The study took the traffic from 2016 and 2017 and moved it forward to 2018 assuming an increase in volume and looked forward until 2038 assuming an increase in volume of 2 percent per year over that period. There was a follow up appendix to that study done more recently that also looked into the left turn lane and the impact of the rail crossing.</p>
<p>A comment you made earlier that there will be no more than times a month will be barges be loaded. So what is that process like? Is it more like once a week and one barge a week? How does that work exactly?</p>	<p>Summit Earthworks</p>	<p>We anticipate that at its peak we would be looking at one barge a week/four per month, but that is peak volumes of four per month. Typical is one to two barges per month.</p>
<p>Will the remediated soil be staying under the roof and then moved on at one point? Is it all moved on at once or is it happening throughout the day and throughout the weeks? One time or all the time?</p>	<p>Summit Earthworks</p>	<p>The trucks access the facility and deposit soil on an ongoing intermittent basis throughout the day or the week into the covered below ground facility. That soil would be collected and once we have enough to load onto a barge that material would then be loaded, likely with a front-end loader or similar type of heavy equipment into the hopper, which has side mounts and is used to contain the soil that is deposited in there. It is then deposited onto the covered conveyer belt that transfers it out to the barge and down via a telescopic spout onto the deck of the barge. On average, that would take the course of a day, between 7 and 8 hours.</p>
<p>Will there be material on the barge continuously throughout the week as well?</p>	<p>Summit Earthworks</p>	<p>No, as I mentioned the process for loading the barge is typically a 7 – 8-hour process. So once we get enough material to load a barge, that would typically be done in the course of day over 7 – 8 hours</p>
<p>If down the line, some safety concerns come up, is it possible to get a commitment from Summit or the Port regarding any infrastructure that could increase the safety, such as having controlled lighting (there is a swing bridge there). One of the concerns is you have cyclists that go to Annacis, people who don't take the highway. There are also issues with whistle cessation. If there is a problem down the line, does Summit or the Port have a plan to make that area safer? Right now, it is determined to be safe, but if incidents come up/outside of Summit's controls, if a safety issue, what will Summit or the Port do to make that area safer?</p>	<p>Summit Earthworks  Port authority</p>	<p>Safety, community, environment are our core commitments. The design for the facility is based on best practices, safe standards both for health and occupational safety for employees and community. That design is still under review. If changes are proposed, we would have to look at that/consider them. It is hard to make a commitment to unknown considerations. The design right now addresses concerns that are known and if that changes, we will review.</p> <p>We know that whistle cessation is a key priority for the City of New Westminster. This is a cross-jurisdictional issue given the multiple vehicles that use that intersection, but any works would have to ultimately be approved by the City of New Westminster. While we cannot commit to anything specific at this time, we understand it is something that is in discussions at the moment and we are open to participating in those discussions.</p>

**June 25<sup>th</sup> Part A: Chat Room**

<b>Question/Comment</b>	<b>Responder</b>	<b>Response</b>
<p>We have been talking about traffic, which is very important to those of us who live here. The Queensborough Bridge connection with the landing and along Derwent Way is a real challenge, particularly in rush hour and with the Hamilton bus station. There is also the pollution from the cars sitting there. The amount of trucks is already very significant from 230 – 3 to 6 pm, and you don't know if you are going to get across the bridge in 20 minutes or 40 minutes. I can't imagine a trucker wanting to turn left and go over the swing bridge, especially if its the wrong way. I just want residents/this panel/Summit to know it is a real problem.</p>	<p>Summit Earthworks</p>	<p>I hear everyone's concerns, we are sympathetic, but unfortunately questions about the existing volume and traffic should be directed to the City of New Westminster and the Province. They implemented the infrastructure that is there, not Summit. We can only put in mechanisms to manage the traffic coming into our facility, an industrial facility that will be accessed by trucks regardless of the type of facility or proponent.</p>

**SUMMIT ENGAGEMENT SESSIONS QUESTIONS AND ANSWERS - June 25<sup>th</sup> Part B\***  
 \*(Audio files of this session are located at <https://www.summitearthworks.ca/derwent-way/>)

**Note:** Summit and the port authority provided additional context to the answers provided during the session, including responses sent as follow up emails. This information is indicated in blue.

**Chat Room**

<b>Question/Comment</b>	<b>Responder</b>	<b>Response</b>
The information sheet is missing environmental health, the impact on human health. On that, what rate of certainty can you provide that the contaminated soil and the accompanying dust and aerosol will not have an impact on the health of those living in the neighborhood (Children, pregnant women, and the elderly) - kids playing in the park nearby and their own backyard? If you cannot provide certainty or cannot guaranteed that it will not affect our health, why should we accept this private venture in our community.	Summit Earthworks	This is an important consideration for community and Summit. The safety of our employees and the community is of prime importance. Based on the studies we have done and in doing this as a company for over 10 years, typical day to day operations are not expected to put the community or residents at risk for adverse health impacts. We are committed to operating within all environmental and health guidelines for the facility whatever jurisdictions are in place, so whether provincial, federal or local we are committed to operating within those environmental and health guidelines.
	Summit Earthworks	I want to reiterate that hazardous materials will not be accepted at this facility, therefore any affects that would be caused by those materials on the community won't happened because those materials won't be received. Also, this facility will contain the soils within the building. There has been an air assessment completed which identified that dust will not leave the property at a concentration that would be unacceptable for Metro Vancouver's air guidelines. There will be ongoing air monitoring to confirm that particulate will not be leaving the site. Thereby there really isn't a pathway for the contaminants to leave the site, so there is a very low risk associated with this site.
What rate of certainty can you provide? 0% 10% 5%? If you cannot provide certainty, why should we accept this project?	Summit Earthworks	Part of our job as environmental contractors is to mitigate risk so throughout the operations every aspect of what we due is to reduce or eliminate risk. Certainty comes from having scientifically quantifiable data which we have conducted studies for, and then we are able to apply a degree of certainty to that. There is never any instance where you can say 100 percent certainty, but based on the studies that we have done we certainly provided evidence that any long term-health effects are very unlikely to occur based on the risk assessment.
The noise and dust mitigation are focused on the west property boundary, however there are receptors to the east as well. Specifically, residential apartments 280 m east, as well as the Stanley Street Greenway & river walk also 280m east.	Summit Earthworks	The focus for providing additional barriers for noise and dust is exactly that i.e. 280 m away to the west, and ability of particulate to travel that distance. The fact that there are other operations and properties to the east are reasons for no additional controls there.

**June 25<sup>th</sup> Part B: Chat Room**

Question/Comment	Responder	Response
<p>If this proposal goes through is there a possibility for the Port to offer a perk to the Queensborough Community?</p>	<p>Port authority</p>	<p>This is something the port authority is open to. We have a community investment fund through which where we invest a certain amount of our net income to support projects throughout the region, on lands under our jurisdiction. Typically, these projects are closely associated with port authority projects and lands but communities could apply independent of this development application.</p> <p>Due to the uncertainty and impact of COVID-19, we will be postponing the next application deadline to September 24, 2020. For more information and updates, please visit our website (<a href="http://www.portvancouver.com/community/community-investment">www.portvancouver.com/community/community-investment</a>), or contact us at <a href="mailto:community.investment@portvancouver.com">community.investment@portvancouver.com</a>.</p> <p>The focus of our Community Investment program is to support programs and events that aim to create connections and maintain a healthy environment. For example, we look to fund programs and/or services that aim to enhance the quality of life for those living in our neighbouring communities. In 2019, we supported organizations such as the Greater Vancouver Food Bank, Backpack Buddies and the Port Moody Ecological Society. We do not fund capital projects. For more information on the program, funding guidelines and the application process, please visit our website.</p>
<p>Can you clarify if there are means to water the material on the barge while the barge is in transit to address dust?</p>	<p>Summit Earthworks</p>	<p>Once the barge has left our facility, although we maintain ownership of the material and work with marine contractors, they follow their own set of protocols and Transport Canada regulations regarding transporting material on water. We do have a very stringent health and safety plan and a spill response plan. As far as dust monitoring or suppression on the barge. Summit will be working with licensed marine contractors to ensure they are using suitable barges for the type of activity. If following placement of the soil on the barge the weather has changed and winds have increased, the soil pile can be temporarily covered with a polyliner to encapsulate the soil on the barge.</p>
<p>Shouldn't background air quality be measured at/adjacent to the site? To determine if the impact from the site is 'significant' or not?</p>	<p>Summit Earthworks Consultant</p>	<p>The modelling itself takes into account the worst case in terms of what is seen at the Metro Vancouver air monitoring stations. As far as when the facility operates, it will be based on monitoring data specific to the site. There will be wind monitoring device on the site and samples will be collected at the property boundaries verifying that there isn't particulate leaving the property.</p>

**June 25<sup>th</sup> Part B: Chat Room**

Question/Comment	Responder	Response
<p>Who dictates the composition of the diking on the Summit site? Also, with respect to protecting the riparian area on the shoreline.</p>	<p>Summit Earthworks Consultant</p> <p>Port authority</p>	<p>The City has jurisdiction of the dike in that area. We have following meetings with the City made modifications to the layout of the facility so there is no infrastructure on the dike. The shoreline that fronts the property has a very limited riparian area. It is actually fairly heavily rip-rapped to protect the banks adjacent to the bridge abutments. The majority of the construction will be upland and it will just be the spout, which is lower down towards where the barge tie-up is, so minimizing any work to be done below the high-water mark.</p> <p>This has come up in discussions between the City of New Westminster and the port authority. The dyking authority is the municipality and there is a dyke reserve that runs through the site. We have had conversations with the City about the height of that dyke reserve. However, we looked at the geodetic data and found that the height of the dyke is 4.5 meters in that area, which is considered sufficient. The equipment and the improvements that were proposed on the dyke reserve were relocated away from the dyke reserve, which is now unobstructed. In respect to the riparian area, changes were made to the application as part of the review process. It was proposed there would be a barge ramp for loading the barges, but this has been replaced for a conveyor which would have less of an impact on the riparian area.</p>
<p>The Metro Vancouver air monitoring stations that were referenced in terms of background air quality don't seem to be representative of the immediate site area. Has there been any measurement of background air quality at the residential and public gathering areas adjacent to the site? Wouldn't that be required to assess the potential impact to air quality at residential receptors as a result of the facility operations?</p>	<p>Summit Earthworks Consultant</p>	<p>The Metrovancouver air monitoring stations were used for background air quality data. Other industrial facilities in the area would have been included as well. But it is primarily using the Metrovancouver data for the background assessment.</p>
<p>Was that based on existing threshold amounts or is it the new threshold on top of that or are they in isolation?</p>	<p>Summit Earthworks Consultant</p>	<p>In the study it looked at the existing air as well and verify that the additional would not exceed that value as well.</p>
<p>Will the results of the air and water monthly measurements be made publicly available? And were they taken to ensure that it wasn't during quiet times? This is especially important if the community has issues with increased pollution and/or increases in respiratory diseases?</p>	<p>Summit Earthworks</p>	<p>For the air and water monitoring study plan, these will be done on a routine basis, not scheduled around activity, but on a regular month to month basis so they are representative of existing conditions.</p>

**June 25<sup>th</sup> Part B: Chat Room**

Question/Comment	Responder	Response
Will the air quality monitoring data be made public?	Summit Earthworks  Port authority	Typically, we don't release monitoring results at our facilities. We do report on those results to the regulatory bodies and then those regulatory bodies take whatever actions are required in terms of either implementing requirements for changes at the facilities or other mitigating results that would come from that reporting.  Documents provided to the port authority during the PER process are posted on the project website. Since monitoring reports would be provided after the project has received a permit, these would not typically be posted online. Nonetheless, our project team would review these reports to monitor compliance with permit conditions.
How is the quality of your measurements monitored? Are they taken at faced value or verified by the anyone?	Summit Earthworks	Any monitoring that is done at the site is done by independent third-party professionals. The results of air monitoring would be shared with the Port, both the methodology and the results to verify that they were collected, measured and reported according to regulations.
What grievance mechanism exists if down the road there is an increase of pollution as a result of the proposed site	Port authority	If a permit is approved, it would include conditions related to the construction and operational phases that Summit would be required to adhere to. Compliance with these conditions would be monitored through our compliance monitoring and enforcement program. For more information, visit our website ( <a href="http://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/compliance">www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/compliance</a> )
Can Summit or the port authority provide the contact information for the individual at the City of New West that we can address our concerns to in the event that there are still concerns after this consultation?	Port authority	If you would like to follow up on specific questions addressed to the City of New Westminster, we would recommend first sending an email to the Planning Department. They should be able to direct your query to the relevant staff member for a response: <a href="mailto:plnpost@newwestcity.ca">plnpost@newwestcity.ca</a> .

**June 25<sup>th</sup> Part B: Verbal Questions**

Question/Comment	Responder	Response
<p>The port authority has indicated that the decision to grant the permit will be based on an assessment of 'significant' impact. That seems subjective. Can the port authority share the criteria for the determination?</p>	<p>Port authority</p>	<p>The port authority’s review of the proposed soil transfer and barge facility is being considered under the <i>Canada Marine Act</i> and the <i>Canadian Environmental Assessment Act</i> (CEAA 2012), as it commenced prior to the <i>Impact Assessment Act</i> coming into force in August last year. As part of our review, we are required to assess “significant” impacts on the environment.</p> <p>I agree this term may seem subjective, in terms of what is significant, but there are definitions under the CEAA 2012, and our environment team are really familiar with this and what is required as part of our review.</p> <p>Our Project and Environmental Review process is designed to enable the port authority to consider whether a project is likely to cause significant adverse environmental effects. For this application, the environmental effects that are taken into account are outlined in section 5 of CEAA 2012: <a href="https://laws-lois.justice.gc.ca/eng/acts/c-15.21/page-2.html">https://laws-lois.justice.gc.ca/eng/acts/c-15.21/page-2.html</a>.</p> <p>More information on policy and guidance documents is available at: <a href="https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance.html">https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance.html</a>.</p>
<p>Once the soil is on the barge, what prevents it blowing off in heavy winds? Is there a mitigation strategy in place to prevent that happening?</p>	<p>Summit Earthworks</p>	<p>Several things there. One, we have operational procedures for keeping soils moist and preventing the accumulation of dust before it even reaches that point. We also have mechanical means as well, including misters before the soil is transferred to the barge. In terms of when the material is on the barge itself, it would be very moist material, dropped from a very low height using that telescopic loading spout, so that also doesn’t create dust dispersion. Final, typical barge loading is in a 7 – 8-hour window and then the barge is gone from the site. We do have protocols for minimizing dust and dispersion from the site.</p>
<p>Does that include on the barge itself?</p>	<p>Summit Earthworks</p>	<p>On the barge, it would be wet material that we have mitigated the accumulation of dust before the soil gets deposited. If for some reason we are in extremely dry conditions we may mitigate further by hosing down the soil on the barge. As far as high winds, we can’t load through high winds for safety reasons, so that also reduces the chances of dust migrating off the site.</p>

**June 25<sup>th</sup> Part B: Verbal Questions**

<b>Question/Comment</b>	<b>Responder</b>	<b>Response</b>
<p>Just for information, I recall seeing in presentations to City Council and reports that the trees along the Stanley greenway are a bit of a mitigation factor in terms of controlling dust. I wanted to let you know that we have spoken on an unrelated issue to Parks and Rec and those trees are nearing the end of their lifespan so they will probably be taken down. It is difficult because it is a riparian area, but they are at risk of falling anyway because of their lifespan. I'm wondering if there is any commitment that Summit has in terms of environmental upgrades to help the City in areas that aren't directly on Port land but has been mentioned as a mitigation for air quality?</p>	<p>Summit Earthworks  Port authority</p>	<p>Those trees are well beyond the property boundaries of this facility and also not on the property that is of this jurisdiction. It is something I would be interested in looking at in more detail but can't comment on it at this time without looking at it in more depth.</p> <p>This was discussed during the review of the Summit gravel operation on an adjacent property located further down Salter Street. The proposed change of use did not require a review under the Project and Environmental Review process and only required a change in leasing. Nonetheless, we required a dust fence be put up seeing as the trees were reaching the end of their life. As a result, there should be some dust fencing helping prevent dust particles transferring to the residential area.</p>
<p>Can the port authority talk a bit about the environmental aspects of the review?</p>	<p>Port authority</p>	<p>In terms of the review, the port authority does request a number of technical studies as part of the review, some of those at the onset and then as we review it, we have to go back to Summit and request some additional ones. We have an environmental programs team who are experienced in reviewing this data and asking the necessary questions to ensure we are comfortable with what is being proposed. And when it comes to making the permit decision, we have to ensure that the proposal can go ahead without significant adverse impacts to the environment that can't be mitigated. Our environment team plays a very large role in the process.</p>

**June 25<sup>th</sup> Part B: Verbal Questions**

<b>Question/Comment</b>	<b>Responder</b>	<b>Response</b>
<p>We have found that strong communications have been a very good way to manage residents’ concerns, because there are ongoing operations. An example completely unrelated to Summit is the modular housing that is going in, there is a Community Advisory Committee that presents their concerns to the operators. So my question is will there be a communication process between/with the City and residents where Summit can let us know what is happening right now, or this is a change that we are making, etc.? Is there going to be a communications process, or presentations to us about changes?</p>	<p>Summit Earthworks</p> <p>Port authority</p>	<p>Yes, this has been discussed and there is a good opportunity to form a Community Liaison Committee to meet once a quarter or once a month to the give the community a forum for ongoing communication about the activities at our facility. People can voice concerns and have open discussion back and forth. That is something we are planning on doing.</p> <p>Regarding communications, the applicant provided a public engagement plan as part of our Project and Environmental Review process. We reviewed that plan, and as a result of that you may have seen a number of communication activities to promote the sessions. Similarly, for construction, should the project be approved, the proponent would be required to issue notifications within an area of 500 metres from the proposed facility. Strong communications are part of this process.</p> <p><a href="http://www.portvancouver.com/wp-content/uploads/2019/09/2018-09-05-PER-Guideline-Public-Engagement.pdf">In determining the scope of public engagement (and notifications) for proposed projects, the port authority has developed technical guidelines to assist the applicants in understanding the expectations of the port authority in the engagement process for proposed projects within our jurisdiction; the guidelines are available on our website (www.portvancouver.com/wp-content/uploads/2019/09/2018-09-05-PER-Guideline-Public-Engagement.pdf).</a></p> <p><a href="#">If a permit is issued, conditions related to construction communication would be included in the port authority permit.</a></p>
<p>What is rip-rap?</p>	<p>Summit Earthworks</p>	<p>Rip rap is just large sized quarry rock. It is placed along the shoreline to maintain the integrity of the shoreline and protect against waves, things crashing into the shore and erosion so soil doesn’t wash away.</p>
<p>For your information, there is a beaver family that has become quite active.</p>	<p>Summit Earthworks</p>	<p>Not only beavers, but any waterfowl or bird species. Before any construction we have to conduct a wildlife and nesting bird survey to make sure we aren’t going to be impacting any existing wildlife on the site.</p>

# Appendices

## Appendix 2-b: Online Survey Results

## ONLINE SURVEY RESULTS (32 Respondents)

### 1. Are you planning to - or were you able to - attend one of the Summit digital public consultation sessions?

- Yes (18), No (14)

### 2. Are there any project issues that you would like to highlight?

- Yes, too close to a residential area
- Health and safety
- Negative impact to surrounding family-oriented neighborhood such as increased traffic and environmental
- Poison our community doesn't look like a great idea
- Noise, traffic, dust concerns. With the increased inbound and outbound traffic, will it cause congestion in the area? Will there ever be a line up of trucks outside the facility or is it designed to handle the projected hourly truck traffic?
- Initial lack of local consultation. Pollution and increased traffic in what is now a mainly residential area.
- No more heavy trucks in area... too many as it is
- We cannot afford any more traffic, heavy commercial or not, in this area. and as there is no way to guarantee the health and safety of residents due to the increase traffic pollution as well as contaminated soil then this should not be in and around residential developments. Especially a community that is growing so fast with little infrastructure to handle the current growth
- Air contamination and truck noises
- Noise, pollution
- Yes, issues with added truck traffic on the kids' route to school: more congestion, pollution from diesel trucks that are not checked, slowing down the access on the only road to Port Royal community. Ignorance presented so far for the community concerns, it is like talking to the wall or giving us incorrect information in order to prove the choice of location for this project. Pollution from the site itself if something is not according to the plan, with business party being so hard to reach now, I can just imagine how it will be later. There seems to be high concern and studies done about impact on local wild life and none about community. Studies are payed by investor, not impartial third party, of course there is no impact in that case. There is a talk about how long is discussion about this project, maybe would've been shorter if business first reached out to community 3 years ago.
- Soil & rocks on roadway going in and out of facilities, increased damage to roads
- Contaminated Soil
- Air quality and traffic volume
- Health and Safety of residents of Queensborough
- The unmarked envelop to announce Public Consultation was sneaky.
- Traffic congestion on Derwent Way, particularly the congestion at the Queensborough intersections to merge onto the 91A and Queensborough Bridge. This is a City of New West engineering concern seems to be trumped by Federal Port Authority rulings leaving the impacted neighbourhood shopping at an extreme negative impact. Rush hour idling congestion omits way more greenhouse gas than trucks driving to Mission.
- Increased truck traffic on Derwent Way
- Truck traffic in an area that is residential, no longer industrial
- This is a Residential neighbourhood and increased truck traffic should absolutely NOT be allowed.
- The idea of placing this facility next to a residential neighbourhood is ridiculous. This will be an industrial, noisy facility that has no place here. I realize the land is deemed industrial but this project is not a good fit.
- Increased truck traffic unacceptable
- noise pollution, air quality pollution, traffic noise
- Derwent Way & Salter St
- High traffic on Derwent/Boyd
- Are totally against such a development.

- Increased truck traffic around Queensborough. Please find a designated truck route that doesn't use the Queensborough bridge on ramp at Howes. It's just enough there already with trucks blocking the intersection
- Building a waste disposal facility in the middle of a residential area
- Yes. Noise and pollution bit short and long term
- Traffic, noise, air quality
- The increase amount on truck traffic. The storage of possibly contaminated materials in a residential area.

**3. Do you have any other questions or comments regarding Summit's proposed mitigation strategies to these issues?**

- Not enough for this area and too many trucks
- what budget and ongoing resources are allocated to concerns arising?
- No real mitigation the true it's they are going to put poison and more truck in our community
- I do not believe Summit can fully mitigate local residents' concerns based on the number of trucks they plan on bringing in each day.
- Their mitigation strategies are flimsy
- see above. If you cannot guarantee health and safety, it should not be here. We have enough commercial traffic already with the trucks and the trains. No more please and no contaminated soil or materials should be handled or transferred via this location
- I don't think strategies are going to solve this problem
- I question the standards being imposed.
- The only strategy we've experienced so far is avoiding answering some of the questions, twisting the truth to prove the point and not listening to the community concerns. It would be nice to do bit of the opposite approach.
- Traffic, Health and Safety
- Would you like this in your own personal neighborhood?
- Encouraging truckers to come and leave by Annacis Island is not enough. Every commercial truck - especially dump trucks with tandem trailers shake our home foundations.
- The mitigation strategy to have all truck traffic enter the site via Annacis Island is a good one; however, the unwillingness of Summit to take action against drivers who disregard this advisory makes it a meaningless token gesture. Other commercial/industrial operators in QB have fined or banned operators who violated entry policies meant to minimize disruption to the community.
- 15 to 30 trucks, up to 60 trucks per day would complicate already challenging traffic flow
- There is no mitigating the harm of 60 trucks a day crossing Derwent and Ewen. This is a family neighbourhood. Children ride their bikes and walk to school on this route. Adding more truck traffic is unacceptable. I implore you to build this facility elsewhere.
- Truck traffic through a residential community. This was a point brought up at the meeting last year. There will be no way to relegate the trucks through Annacis Industrial area. Drivers will take the fastest route to their destination. Queensborough is an island with limited access for the people who live here. The area in question is across the street from a residential neighbourhood with families raising their children in what was a quiet neighbourhood.
- None of the mitigation strategies will address the increased truck traffic on a 2-lane road with the distinct possibility of train traffic causing delays and backups
- this facility is not a good fit here in Queensborough it does not benefit or add any value to the community
- Environmental pollution
- See above
- We should be talking about avoidance; mitigation is limiting damage - we want no damage
- Haven't seen the mitigation strategies so cannot say at this time
- How will you mitigate air pollution, especially for expecting mothers, critically ill, and children?

**4. Do you have any additional comments or questions regarding the building and/or operation of the proposed project?**

- Not needed near this residential area
- I am opposed
- How is it possible the City of NW tries to put residential areas next to industrial chemical waste?
- I would like to see renderings of the building.
- Put it somewhere else
- see above. We need to reduce noise traffic and pollution here, not increase it
- I don't want this project happening around a residential area
- Living right next to the proposed facility, the minimum requirement is to not have any changes in noise or pollution levels. This must be a guarantee. Otherwise the project is a failure and should not move forward.
- Wouldn't Annacis island be a better choice since it is on the same location, but it is commercial area only and it has much better access from the highway?
- Traffic, Health and Safety
- Just stay away.
- The actual facility seems like a good idea
- This is a residential and family neighbourhood. Please do not bring more truck traffic to this area. Our children deserve safe and calm streets. This area already has an abundance of large trucks. Please, please find another location for this facility.
- Summit has been very vague with operational hours and the amount of truck traffic. Families are across the street from the proposed facility and have bought there because of the peaceful river setting. To put this transfer station here is ludicrous. Not one of your employees would approve of this going in beside their home.
- This is a residential and family neighbourhood. Please do not bring more truck traffic to this area. Our children deserve safe and calm streets. This area already has an abundance of large trucks. Please, please find another location for this facility.
- Summit has been very vague with operational hours and the amount of truck traffic. Families are across the street from the proposed facility and have bought there because of the peaceful river setting. To put this transfer station here is ludicrous. Not one of your employees would approve of this going in beside their home.
- This is a residential neighborhood and an industrial site such as this is inappropriate
- Please find another location my family and I are strongly opposed to this facility
- Sewage and Noise
- See above
- Will there be any emissions?
- We do not want a polluting endeavor next to where people live, eat, sleep and no amount of mitigation will reduce the impact of pollution in our bodies
- Queensborough over the last 4 years has become majority residential. As things change, the location of this project should too. It does not make sense to have a facility like this across the streets from people's homes...
- The neighborhood is opposed to any projects that would increase truck traffic.

**5. Do you have any other general comments or questions you would like to add?**

- Too much increase in truck traffic and noise in this residential area
- Recommendation to look for an alternative location
- The session was not very informative and there is not much information on the project website. The port authority site does contain the required studies but these are very technical. A summary would have been appreciated on the presentation slides. There was an expectation that construction and ongoing operations information would have been provided. It was dependent on the participant to have completed research before attending the session to ask educated questions. In this regard, I don't feel like the project team provided an opportunity for meaningful engagement from the community. I strongly do not support this project as it is in a residential area. There are more than enough industrial businesses in the area already.

- I do not want this in this community. Less than 200 m from residential housing. Should be in a more suitable industrial area.
- please listen to the community that is wholly opposed to this and do not do this here.
- I don't like this
- I think you should do more. Perhaps if this is to move forward and your going to join the community, then you need to be part of bettering it. Above and beyond additional social and environmental supports would be a good start. Build a playground, build a forest, build a daycare... look at what the community needs. Otherwise, your just imposing negative externalities that are not wanted in a residential neighborhood.
- Queensborough is not a dumping ground.
- The lack of consideration for residents and commuters.
- Addressing the truck traffic issue would go a long way towards reducing opposition to the project, and it is a relatively low-cost solution when coupled with enforcement. If other industrial operators can work to address the community's concerns, why can't Summit? What are the hours of operation? During morning or evening rush hour? Late evening hours?
- It is simply not ok for you to build this facility in our family neighbourhood. Please find an alternate location. We are already at risk with the current load of truck traffic. Our children and families deserve to be safe - more trucks will add emissions, noise pollution and additional risk when walking/cycling. Please build this elsewhere.
- Do not go ahead with this project. To do so would be equal to saying, what we say and feel is not important. Our home values are not important, our quality of air and noise are not important. Do not proceed with this project.
- The community of Queensborough has gone through a lot of development over the past few years some good some not so good this would be not so good
- Child and community safety
- Queensborough is developing as a residential area with expensive investments by owners. Industrial developments shouldn't be pursued in the area.
- how can you guarantee that 2, 5, 10, 15 or 20 years from now people in our community will be suffering from diseases by being exposed to contaminated soil (if you are talking bout mitigation, there is damage)?
- The location of this facility must be reconsidered. Our community is filled with families, expecting mothers, and children. It is not safe for the residents who live here.

# Appendices

## Appendix 2-c: Zoom Poll Results

## Zoom Poll Results (14 respondents)

### Background

The Zoom technology allows for the generation of an in-meeting poll. At the end of each public consultation session, summit launched a poll to ask attendees for their input on the use of the Zoom technology and the digital engagement format. The specific questions that comprised the poll are included below, along with the combined sessions' results.

Combined results from all sessions (*note: results are expressed below inside parentheses*)

**1. How many times have you used the Zoom technology?**

- 0 (1)
- 1-5 (0)
- 5-10 (0)
- More than 10 times (7)

**2. On a scale of 1 to 5, with 5 being very satisfied, how satisfied are you with this digital consultation experience?**

- 1 (0)
- 2 (0)
- 3 (3)
- 4 (3)
- 5 (1)

**3. Which Zoom features did you find helpful to public consultation?**

- Join in from anywhere on any device (3)
- Dial-in option (option to call in to the meeting) (0)
- Screen-sharing with participants (5)
- Interactivity features (e.g., raise a hand, chat, activate participants' microphones) (4)
- None of the above

**4. Which Zoom features did you find hindering to public consultation?**

- Join in from anywhere on any device (1)
- Dial-in option (option to call in to the meeting)
- Screen-sharing with participants (1)
- Interactivity features (e.g., raise a hand, chat, activate participants' microphones) - None of the above (6)

**5. Would you be interested in participating in future online public consultation sessions, if required (check all that apply)?**

- Yes, using Zoom (6)
- Yes, using other platforms different from Zoom (e.g., GoToWebinar, Skype, etc.) (2)
- No, I prefer to participate in in-person sessions
- No, I am not interested in participating in future online or in-person sessions