



Proposed G3 Terminal Vancouver Response to Community Consultation – April 22, 2016

Consultation Input
Consideration Report

About G3 Terminal Vancouver

G3 Terminal Vancouver (G3) is a joint venture partnership between G3 Global Holdings and Western Stevedoring Company Limited (Western) established to examine the feasibility of building an export grain terminal at Lynnterm West Gate in the City of North Vancouver at Port Metro Vancouver (PMV). G3 submitted its Project Permit Application to PMV in November 2015 to build a new export grain facility.

Project Overview

G3 Terminal Vancouver is designed to optimize grain receiving, storage, and shipping on Canada's west coast and would facilitate ongoing competitive access to world markets for Canadian farmers and marketers in the face of increasing supply of and demand for Canadian grain. The proposed export grain terminal would be a state-of-the-art facility in which best practices – including those associated with sustainability – are a foundation of design. The project proposes installing and operating the following:

- a railcar receiving facility and loop track
- grain conveyor systems
- a grain storage facility of up to 48 primary concrete storage silos
- a grain cleaning facility
- dust aspiration systems
- administration and maintenance buildings
- access roads including three underpasses
- a berth structure and ship loader
- an electrical substation, protection equipment, meters, power poles and lines required to upgrade to transmission voltage and connect into the BC Hydro transmission system at Brooksbank Avenue

Consultation Program

The goal of G3's communications and consultation process is to provide information to the public and stakeholders, respond to and incorporate feedback, and work collaboratively with all parties in a timely and comprehensive manner throughout PMV's Project and Environmental Review Process.

Comments and feedback gathered from the public during this phase have been shared with PMV and publicly through this Public Consultation Summary Report summarizing all feedback received from the public. A Consideration Report provides a comprehensive response to public feedback received on the Project Permit Application that emerged from consultation between January 4, 2016 and February 1, 2016. Port Metro Vancouver's consultation activities with stakeholders are not included in this report.

The consultation process included:

- Four-week consultation between January 4, 2016 and February 1, 2016
- Hosted an Open House on January 9, 2016 from 1 pm to 5 pm in North Vancouver; 86 members of the public attended
- Updated existing website to enable online consultation between January 4, 2016 and February 1, 2016 at shareyourthoughts.g3terminalvancouver.ca
 - 56 people signed up, 48 provided input via the online shareyourthoughts portal
 - 32 completed the survey
 - 5 completed feedback forms
 - 17 people provided feedback via email
 - 2 people provided feedback via phone
- Presentations to North Vancouver Mayor and Council, and North Shore Waterfront Liaison Committee
- Meetings with City of North Vancouver senior staff
- Meeting with Member of Parliament Jonathan Wilkinson
- Provided a tour of a similarly designed, modern grain terminal for North Vancouver City Fire Department Officials
- Met with Metro Vancouver on proposed amendments to GVRD air quality bylaws 1082/1083 and implications for G3 terminal air permit application
- Community Notification: North Shore News advertisements (December 16 & 18, 2015 & January 6, 2016), letters to local elected officials and neighbouring tenants, and a mail drop postcard delivered twice to the immediate community in an approximate 4 block radius.
- Emails to 23 people who signed up during or following the preliminary consultation period notifying them of the Open House and consultation period

Consideration of Consultation Input

This Consideration Report provides a comprehensive response to feedback from the public between January 4, 2016 and February 1, 2016.

In accordance with Port Metro Vancouver’s Project and Environmental Review Process, PMV leads the key stakeholder consultation in this Application Review Phase. PMV will be leading and directly providing response to any key stakeholder recommendations with G3 input where required.

A full summary of engagement is contained in a Consultation Summary Report on our website at www.g3terminalvancouver.com.

Public Consultation Feedback

Project Input	Response and Action
MARINE	
<p>Marine Traffic</p> <p>Consultation participants indicated:</p> <ul style="list-style-type: none"> • Project seems reasonable; no concerns • They do not see any problem with the increased vessel traffic in this area, as the total calls are still less than 1 every 2 days • As another proposed project may not go forward, there may be capacity for increased marine traffic • Concern about more marine traffic and wave action on marinas • Concern about environmental impacts of marine traffic • Safety and operational concerns related to berthing tugs 	<p>G3 Terminal Vancouver, a state of the art facility, will utilize best available technology to ensure it is highly efficient. Design ship loading capacity is significantly higher than older grain terminals. As a result, the throughput of the facility will significantly reduce vessel loading and wait time at anchor when compared to existing facilities in Burrard Inlet.</p> <p>Marinas located in the inner harbour and adjacent to navigation channels consider the effects of wake into their design, often designing infrastructure such as a breakwater to limit the effects of passing vessels. Vessels calling on G3 are the same size that call on other terminals within the Vancouver harbour. Therefore wave action generated by deep-sea vessels calling at G3 should not present new concerns that aren’t already effectively managed.</p> <p>For G3 and all other facilities in Port Metro Vancouver jurisdiction and as per the Federal Canada Shipping Act (2001), spills and spill response to the marine environment operates under the National Spill Response Protocol, which specifies that the Canadian Coast Guard</p>

is responsible for all spill response and recovery. In addition to the Coast Guard resources for spill response, the G3 site will have first responder capability and resources available through an agreement with Western Canada Marine Response Corporation for any spills to the marine environment during G3 construction and operational phases.

G3 is working closely with the Pacific Pilotage Authority (PPA) and the BC Coast Pilots to undertake a simulation study to provide operating protocol for the ships berthing at the terminal under various weather and tide conditions. The results will:

- Provide information to develop safe operating protocol for the terminal under various weather and tide conditions
- Formulate the best approach plan for docking and undocking vessels at the terminal
- Assess the number and size of berthing tugs required for docking and undocking vessels at the terminal
- Ensure marine operations of the facility will not compromise safety and operations of the neighboring facilities.

On the coast of British Columbia and within Vancouver harbour, marine pilotage is mandatory for all deep-sea vessels. Pilotage is physically conducted by the BC Coast Pilots who oversee the safe navigation of vessels of all categories and sizes with an accident free record of 99.98% out of over 12,000 assignments per year. Tug support will be provided during berthing.

LAND

Land - Traffic

Consultation participants indicated:

- Truck traffic during operations may decrease from current levels
- Public infrastructure can manage the increase in construction traffic well
- Grain will be delivered by railcar so little to no impact on road traffic is expected other than construction
- Concerns with existing traffic congestion and the potential for increased traffic
- Construction traffic concerns
- Concerns about traffic congestion related to timing of construction with other projects and road improvements
- No support for more traffic
- A neighbouring tenant wants detours or shutdowns be coordinated with them during construction

A traffic study was performed and incorporates expected vehicular volumes. Traffic data was collected at the intersection of Brooksbank Avenue and Cotton Road. Data was compared to the projected operations' traffic volumes. The study found that because grain will arrive by train and be shipped out by vessel, road traffic to and from the site during operations is expected to be less than existing operations at the site. Traffic will primarily be employee vehicles. The traffic study follows the guidelines set out by the City of North Vancouver.

G3 has developed several strategies to reduce traffic including barging many materials to site, decreasing construction-related traffic by over 50,000 trips.

A Construction Traffic Management Plan will be developed to accommodate construction and public traffic. It will include measures, where possible, to reduce impacts on local vehicle traffic. Such measures may include scheduling construction traffic (e.g., equipment deliveries) and the start of construction shifts outside of peak traffic hours.

While the overall traffic to site is anticipated to be significantly reduced from present day, G3 will employ strategies to facilitate non-auto travel and cleaner transportation methods for employees and third parties including:

- Access to the main site entrance for bicycle and pedestrian commuters
- Shower/locker room for employees
- Guaranteed ride home program in emergency circumstances for bike/pedestrian commuters (e.g. facilitate rides to or from a nearby transit station)
- Parking management that contains parking on site, including secure bicycle parking spaces, priority/preferred parking, and emergency vehicle parking
- Signage to enforce lower vehicle speeds within the site and to warn drivers of pedestrian/vehicle conflict zones ahead

Details related to temporary site access and utility relocates will be scheduled in consultation with affected neighboring tenants to minimize impacts on their day to day operations.

COMMUNITY	
<p>Community - Viewscapes</p> <p>Consultation participants indicated:</p> <ul style="list-style-type: none"> • Proposed alignment of the structure has resulted in minimal view impacts in the community • Concerns with viewscape impacts as it relates to views • The viewscape study did not consider Cloverley, Adderley, Whitechurch, Keith and Brooksbank areas • Request to see higher resolution viewscape images • Concerns with port development in general • Viewscapes concerns, including a recommendation to put the highest part at the south end • A past port development project caused negative impacts on viewscapes • The viewscape impact is not compatible with the recreational corridor along Lynn Creek 	<p>During project planning and design, an Alternative Siting Study was conducted with numerous considerations taken into account regarding the positioning of the grain silos, including visual impact. The initial design was to have the grain silos oriented east-west, but these were later repositioned to a north-south orientation, minimizing the impacts to community viewscapes, and in particular significantly reducing the visual impact from the Moodyville neighbourhood to the north.</p> <p>Viewscapes locations were chosen at the direction of PMV. Cloverley was included in the study, and other areas noted by the public were within the vicinity of studied locations. Additional viewscape analysis requirements are at the discretion of PMV.</p> <p>The current viewscape shots are the best resolution available.</p> <p>Site design including building locations is determined by numerous factors including operational needs/efficiency for a loop track design, and mitigating potential viewscape impacts on the community.</p> <p>G3 defers to PMV on port development.</p>
<p>Community - Light</p> <p>Consultation participants indicated:</p> <ul style="list-style-type: none"> • They don't expect the facility to cause additional light and exterior lights will be shielded to prevent impact on the community • Appreciation for G3's attention to preventing unnecessary light pollution • Port terminal operations require a lot of light 	<p>A lighting plan has been developed to mitigate light impacts. The lighting plan and design considers building code requirements and light exposure to surrounding areas. The existing high mast lighting will be decommissioned and removed. The permanent facility lights will be directed into the facility and not towards neighbouring sites. Where necessary, light shields will be used to control the light profile and avoid light pollution. Since LED lights are being used and fixtures will be directed down, there will be very minimal (less than 1%) illumination above the 90% plane. Special care will be taken to keep light from being directed towards the water to avoid affecting marine navigation. The</p>

<ul style="list-style-type: none"> • Concerns about existing and increased light • Concerns about loss of light (shadows) 	<p>majority of the outdoor lights will be controlled via the facility control system and kept off unless needed, significantly reducing the potential for light leaving the facility During construction, care will be taken to direct light fixtures into the facility and away from any residential areas.</p> <p>A shadow study was commissioned in compliance with PMV requirements. Consideration was given to the orientation of the silos to mitigate shadow impacts and the grain silos were repositioned from an east-west to a north-south configuration, minimizing shadow impacts. The overall impacts of shade throughout the year on the surrounding residential community are minimal to none, although shade effects are evident within a limited section of the Moodyville neighbourhood during the winter solstice period in the early morning.</p>
<p>Community - Noise</p> <p>Consultation participants indicated:</p> <ul style="list-style-type: none"> • Noise is not anticipated to be an issue, and the manner in which trains will be operated will reduce potential noise from the site • Concerns about existing and increased noise associated with train horns and shunting, vacuum systems, fans, exhaust portals and alarms • Concerns about nighttime noise • Concern about the length of time for construction and related noise • Concerns regarding vibration • Location and number of noise receptors were not adequate • Would like to see a commitment to ongoing noise measurement / monitoring 	<p>Projected noise generating components of the terminal that would be expected to generate some community impact were considered for potential noise mitigation in an attempt to eliminate such impacts, to a point at which the change in disturbance would be insignificant.</p> <p>G3's proposed loop track design is unique and allows for continuous unloading of grain while the train is slowly moving on the loop track. This allows trains to remain intact which reduces noise, including that associated with shunting (rail cars bumping into one another when unloading is not continuous as is common at older grain terminals).</p> <p>Rail lubricators and friction devices are a best practice and will be employed to further reduce noise emissions from rail movement resulting in a rail source that is not expected to contribute noise significantly to the overall project. Details on the rail lubricators and friction devices are as follows:</p> <ul style="list-style-type: none"> • Gauge Face Lubricators at 2 locations – lubrication application directly to the wheel flange mounted on the inside rails; • Top-of-Rail Friction modifiers at 5 locations – a state of the art lubrication system installed on the outside of the rail to manage top-of-rail friction and specifically

<ul style="list-style-type: none"> • A recommendation for a greenspace between the terminal and the residential and commercial strip to mitigate noise impacts 	<p>located on curves at this project.</p> <p>All rail lubrication systems will be powered by solar panels.</p> <p>Additional noise mitigation is focusing on the following:</p> <ul style="list-style-type: none"> • Four baghouse aspirator blower exhausts: achieving a reduction of 10 decibels from exhaust silencers, considered to be a reasonable and achievable reduction. • Two pair of belt tensioner tower motors: achieving a reduction of 10 decibels through use of either barriers, enclosures, quieter motors, or a combination thereof. <p>Note: a 10 dB reduction in sound is perceived as reducing the given sound by half.</p> <p>Train horns are generally heard near at-grade crossings. As trains would not traverse any at-grade rail crossings in the approach to the site, train horn noise is not expected to be a significant source of noise.</p> <p>Noise levels generated on site during construction will remain below best practice standards of 85dBA. The majority of construction activities will occur during regular day time hours (7am to 8pm window). A Construction Communication Plan is being developed and regular updates including telephone contact information will be available to the public.</p> <p>PMV guidelines and specific noise receptor locations formed the basis of the environmental noise assessment. Sensitive noise receptors used in the noise study followed US EPA definition (out of US) for sensitive receptors - "Sensitive receptors include, but are not limited to, hospitals, schools, daycare facilities, elderly housing and convalescent facilities."</p> <p>PMV operates and maintains eleven Noise Monitoring Terminals, of which 4 are located along Low Level Road. One Noise Monitoring Terminal, 'CNV Heywood' is located at the corner of Low Level Road and Heywood Street, within sight of the proposed G3 project. Please see a link to PMV's online portal for real-time noise monitoring equipment at: http://www.portvancouver.com/port-dashboard/noise-monitoring.</p>
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<p>Community - Dust and Air Emissions</p> <p>Consultation participants indicated:</p> <ul style="list-style-type: none"> • The project appears to be incorporating best in class technologies for dust mitigation • A neighbouring port site is a major contributor to dust, and grain terminals are negligible by comparison • Concerns regarding existing dust and air emissions; no support for additional emissions • Concerns with the ability to model dust and air emissions • Questions about ongoing monitoring of dust • Dust will be a problem for employee vehicles and suggest a car wash • Despite latest technology, dust will still be released into the air • Wants to see confirmation of projected air emissions during construction and for 2, 5 and 10 year time period • Doesn't believe mitigations will work • Requested long term air quality measurement stations in Moodyville, Calverhall and Lower Lynn 	<p>Next generation, best-in-class technologies have been incorporated in the plans for G3 Terminal Vancouver to reduce dust and air emissions. These include covered and/or totally enclosed air conveyor belt systems that extend over ships for loading to reduce air pollution, telescoping spouts that push the limits of grain loading cleanliness, and a continuous rail loop and receiving system with robotic rail car gate openers/closers that will result in fewer exhaust emissions than traditional unload methods with relatively frequent shunting and stop-start accelerations.</p> <p>An environmental air assessment evaluated overall impacts to the surrounding environment. G3 is not expected to be a noticeable contributor to dustfall in the area (dustfall is the material that deposits on horizontal surfaces). Airborne dust is not expected to be generated in noticeable quantities. G3's project is not expected to contribute any significant negative impacts to local air quality. Regional air quality objectives will be maintained.</p> <p>G3 has used accepted methods of modelling as per PMV protocols.</p> <p>G3 will monitor to validate performance and has a preventative maintenance program which includes inspection and lubrication as required.</p> <p>Monitoring and maintenance of equipment is an integral part of efficient and effective operations including dust mitigation equipment.</p> <p>G3 will also develop and adhere to an air emissions management plan.</p> <p>A permit application for air quality emissions has been submitted to Metro Vancouver.</p>
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<p>Community - Fire Safety and Emergency Preparedness</p> <p>Consultation participants indicated:</p> <ul style="list-style-type: none"> • Systems appear to have been designed to the highest applicable standards and modern technologies will make this a safe facility • Concern about reliance on automated machines and sensors • Concern about the potential for fire and explosion • Concern about a single firefighting access route and connection locations; an alternate route and connections on the upwind or westerly side are needed • G3 should adhere to the safety recommendations found in the Finn Commission Report (Inquiry into Safety of Grain Elevators 1969-1978) • Concern about the ability and preparation for emergency response to handle an incident of large scale and during busy traffic times • Fire Safety and Emergency preparedness will need to be reviewed with local fire department and with a neighbouring tenant • Concern about fire department resources 	<p>G3 will have state of the art automation and computer controls to monitor operations and mitigate fire risk. Other preventative measures include enclosed equipment whenever grains are handled inside of structures, electrical equipment with appropriate classification for usage, appropriately placed monitoring sensors, extensive dust control, an ongoing maintenance and inspection schedule, and a Spill Prevention and Emergency Response Plan submitted to PMV.</p> <p>The facility will be continuously monitored through the live streaming video feeds by G3’s control room operators. State of the art automation and computer controls provide faster alert and response time with redundancy built in through human oversight to monitor operations and mitigate fire risk.</p> <p>G3 is working with representatives of the North Vancouver City Fire Department and with Port Metro Vancouver. In addition, G3 completed a Fire Risk and Dust Explosion Assessment for the facility. Safety mitigation measures from the assessment are being incorporated into the facility design. G3 will use the best available technologies to control dust produced by the facility in various stages, including:</p> <ul style="list-style-type: none"> • Railcar unloading: Point-of-generation capture will occur at the receiving hoppers and receiving belt conveyors. • Baghouses and bin vents: Conveyors, elevators and transfer points will be enclosed at the points of dust generation and equipped with filtered dust collectors. • Ship loadout system: Covered belt conveyors will extend over the ships for loading, each with a spout that extends into holds of the ship. The configuration at the top of the spout will minimize the air in the grain column. The relatively small amount of dust created in the spout will be filtered. • Pelleted screening loadout system: Pelleted screenings will be loaded onto trucks using a Dust Suppression Hopper loading spout, which will be equipped with a dust collector. <p>Building code evaluation with PMV, a 3rd party code consultant and the City of North Vancouver engineering department is currently being conducted. The design will conform</p>

	<p>to appropriate standards including the National Building Code of Canada and will be certified by professional engineers.</p> <p>G3 provided a tour for City of North Vancouver Fire Department Officials of a similarly designed, modern grain terminal.</p> <p>G3 will coordinate with neighbouring tenants on the Emergency Response Plan.</p> <p>Primary emergency access will be via the Brooksbank underpass. Alternate emergency access routes are currently being confirmed.</p> <p>G3 has satisfied the recommendations in the Finn Commission report. G3's response to the Finn Commission recommendations numbered 14-21 are as follows:</p> <p>14: All bucket elevator legs will be equipped with speed switches which are programmed to sound an alarm and shut off equipment feeding the leg under a 90% speed condition and subsequently shut the actual elevator leg down if the speed decreases to 80% of operating speed. Bucket elevators will also have the following safety end devices – speed sensors, belt alignment sensors, plug sensors, bearing temperature detection and high amp detection.</p> <p>15: Dust systems will be monitored and interlocked accordingly to ensure that equipment aspirated by the dust system will not start without the associated dust system being operational and will sound an alarm and allow a clean out period prior to shutting equipment down to avoid shut down under a loaded condition.</p> <p>16. All bucket elevator legs are installed exterior to enclosed buildings, so extension through the roof is not applicable. All bucket elevators will be equipped with restrained pressure relief panels installed at the head and along the height of the trunking sections.</p> <p>17. Manually operated sprinkler heads will be installed in each of the bucket elevator legs.</p> <p>18. High level and high high level switches will be installed in bulk scales and similar garner spaces which will monitor filling activities to alarm and shut down feeding equipment to</p>
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	<p>prevent overfilling conditions. All equipment is protected by plug sensors or sensing system at discharge areas.</p> <p>19. Full length stop chord systems are not contemplated in our project design as this requirement had unique applicability to open belt conveyors where belt motion could be observed along the conveyor's full length. Our project contemplates totally enclosed belt conveyors which will be equipped with speed switches, discharge hood high level indication, bearing temperature monitoring, belt misalignment temperature sensing and alignment switches and product depth monitoring sensors in lieu of the pull stop chord equipment.</p> <p>20. Heat detectors will be installed in connection with potential heat generating equipment areas such as the hammer mill and pelleting operations.</p> <p>21. Applicable equipment that may have V-Belt drive systems (i.e. potential grain cleaning equipment) will be of fire resistant construction. All conveyor and fan systems (belt conveyors, bucket elevators, drag and screw conveyors) will be of direct drive configuration. If belt drives are needed they will be a timing belt style only (Goodyear Eagle, HTD, Polychain, etc) and rated for the application.</p>
ENVIRONMENT	
<p>Environment - Biophysical Habitat Assessment and Nesting Birds</p> <p>Consultation participants indicated:</p> <ul style="list-style-type: none"> • A question about daily site monitoring related to the biophysical environment • Concerns about pest management • Concern about increased birds and rodents attracted by grain • Concern about wildlife, habitat and marine impacts • Interest in seeing environment preservation 	<p>G3 will comply with all Federal laws and regulation with respect to the biophysical environment.</p> <p>During construction, G3 will employ environmental monitoring which is consistent with best practices and is required by PMV.</p> <p>G3 Terminal Vancouver will have a pest control management plan that follows best and licensed practices in pest management including but not limited to traps, monitoring, and cleaning at regular intervals.</p>

<p>and expansion initiatives with references to Lynn Creek restoration, nesting poles for eagles, expansion of natural areas, and return of the site to its natural state.</p> <ul style="list-style-type: none"> • They are unclear of the impact on current or other marine issues for the rip rap as it relates to water lot leases and marine operations • No environmental assessments were completed in the site's initial development in the early 1900's (by the National Harbours Board and Department of National Defence) 	<p>As the site is currently paved, vegetation is extremely limited and provides little food or shelter value, consisting of primarily non-native or invasive species. All vegetation clearing will be conducted outside of the general bird nesting window (April 1 – July 31), therefore bird nesting surveys will not be required prior to clearing. Should clearing be conducted during the bird nesting window, nesting surveys will be conducted prior to clearing by a qualified environmental professional.</p> <p>Current design requires a flood berm in the northeast corner of the G3 lease that borders the banks of Lynn Creek. The eastern side of the berm that faces Lynn Creek will be planted with native plant species consistent with the natural riparian plant community of Lynn Creek.</p> <p>Marine habitat impacts associated with proposed works include habitat loss from pile removal and the loss of existing sea bottom attributed to revetment rock placement. Conversely, the removal of creosote-treated piles will remove a contaminant of concern for aquatic life. G3's project plan calls for the removal of 232 creosote timber piles and 176 concrete piles, and the installation of 14 steel pipe piles (24" diameter) and 116 steel pipe piles (36" diameter). New rock will provide habitat for fish and invertebrates, including Dungeness crab. New rock, in concert with the removal of decks that will enhance ambient light conditions within the water column, will prospectively enhance kelp and algae production. The presence of kelp and algae will mitigate the loss of structural complexity associated with pile removal. Structural complexity within the water column is important as fish forage and seek refuge in structurally complex habitats. The potential habitat enhancement resulting from the proposed project will offset negative impacts to the marine environment.</p> <p>There are no anticipated construction or operational impacts to Lynn Creek and the Lynn Creek estuary given the buffer distance from any actual construction activity and the current riparian limits of Lynn Creek. The Project has developed Erosion and Sediment Mitigation and Emergency Spill Prevention Response Plans that have considered the sensitive nature of the Lynn Creek to mitigate any potential impacts to the estuary and riparian habitat. The final design will expand the current effective Lynn Creek riparian zone on the northeast corner of the lease with plantings of native riparian plant species</p>
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	<p>appropriate to Lynn Creek.</p> <p>The marine structures including the rock revetment will not encroach on any existing neighbouring water lot leases. A post construction bathymetric survey will be conducted in the areas around the new facility.</p>
CONSTRUCTION	
<p>Construction</p> <p>Consultation participants indicated:</p> <ul style="list-style-type: none"> • Construction plan has taken into account impacts to local traffic • Dust and noise directly related to construction will be managed well • The response to construction access and staging is good • Concern about construction traffic and the time span of construction • Impact of construction on crows • Concern about construction noise generally, and related to pile driving and slip forming specifically • Concern with vibrational effects of heavy construction 	<p>A Construction Traffic Management Plan will be developed to accommodate construction and public traffic. It will include measures, where possible, to reduce impacts on local vehicle traffic. Such measures may include scheduling construction traffic (e.g., equipment deliveries) and the start of construction shifts outside of peak traffic hours.</p> <p>A Construction Communications Plan will direct proactive communications regarding any disruptions and mitigations related to construction activities.</p> <p>A Construction and Environmental Management Plan will guide the overall environmental best management practices to be implemented during construction for the terminal to minimize potential impacts on the environment and to meet regulatory requirements.</p> <p>Dust generated onsite during construction will primarily be a result of onsite equipment operating on gravel or dirt roads. Dust sources will be mitigated by watering roads or stock piles as necessary and using a water truck or sprinklers as is best suited for the situation.</p> <p>Noise levels generated on site will remain below best practice standards of 85dBA. The majority of construction activities, particularly those that generate noise (pile driving, demolition, etc.) will occur during regular day time hours (7am to 8pm window).</p> <p>G3 has developed several strategies to reduce traffic including barging many materials to site, decreasing construction-related traffic by over 50,000 trips.</p> <p>G3 will comply with all federal, provincial and municipal laws and regulations with respect</p>

	to the biophysical environment.
<p>Construction Environmental and Management Plan</p> <p>Consultation participants indicated:</p> <ul style="list-style-type: none"> • The environmental management plan addresses all typical concerns for a construction project • Concern with construction management environmental plans being followed through by contractors 	<p>G3 has developed a Construction Environmental Management Plan (CEMP) to guide the overall environmental best management practices to be implemented by the construction team for the terminal to reduce or eliminate effects on the environment and to meet regulatory requirements. The general objectives of the CEMP are to:</p> <ul style="list-style-type: none"> • protect valued ecological components and socio-economic features during the design, demolition and construction phases of the project; • ensure compliance with the conditions of environmental approvals from regulatory authorities; and • reduce potential environmental liabilities. <p>Environmental and Construction Managers will be responsible for the overall construction process, adherence to principles and orientation to the CEMP for field supervisors. A key component for the implementation of a successful environmental program is an understanding by field crews and supervisors of how construction activities impact the environment, and mitigation measures to reduce or eliminate those impacts.</p> <p>Environmental monitors will verify compliance with the EMP through surveillance (field) monitoring, under supervision of the Environmental Manager. The Environmental Monitor will be a qualified internal or external, 3rd party resource.</p>
GENERAL COMMENTS	
<p>General Comments</p> <p>Consultation participants indicated:</p> <ul style="list-style-type: none"> • Support for the project – jobs, tax generation, regional benefits • Questions about current and future terminal employees and the relocation of businesses • Interest to access data on the project from an independent source • Opposition to the project and its size 	<p>G3 anticipates 175 jobs during construction and 50 – 60 permanent jobs once operational. Indirectly, G3 would help generate additional employment through its work with suppliers and other companies. Should the project be approved, G3 intends to use local suppliers and labour whenever economically feasible.</p> <p>G3 is following PMV’s project and environmental review process and has contracted highly regarded engineering and technical firms to conduct the technical studies related to the</p>

<ul style="list-style-type: none"> • G3 should consider an alternative location • Concern about the public consultation process • A need for an independent ombudsman for resident complaints • Concerns about existing port activities and port development generally • Inquiries about community amenities/benefits including potential for a large green space or park between the terminal and the road and a separate bike lane between Mountain Highway and Main and Barrow • G3 received a petition voicing opposition to the project with 550 signatures of which 418 identified themselves as North Vancouver residents. The comments included concerns with noise, air quality and dust, traffic, views, light, environment, the project size and location and with existing and increased port development and the port consultation process. 	<p>project. PMV’s review includes detailed technical and environmental assessments, and public, municipal stakeholder and First Nations consultation. The scope of consultation undertaken was at the direction of PMV, with the input of consulting professionals, and based on best practices given the scope of the project.</p> <p>A Construction Communication Plan is being developed and regular updates including contact information will be available to the public. Depending on the impact of the construction activity, notifications could include:</p> <ul style="list-style-type: none"> • Mail drop to residents • Email updates to residents and stakeholders requesting ongoing communications • Telephone contact information, also containing ongoing construction updates • Website • Newspaper advertisements in the North Shore News <p>G3’s project proposal is consistent with PMV’s objectives for port land use, and many factors were taken into account when selecting the proposed site, including deep water port and rail access. Multiple configurations of the site were considered at the pre-design phase prior to submitting the application, to mitigate any likely impacts to the environment and the community.</p> <p>G3 intends to be a positive neighbour and community citizen and is exploring community amenity contributions.</p> <p>Concerns raised in the petition were integrated into and were found to be consistent with the comments listed above. Please see specific responses above.</p>
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Prepared by G3 Terminal Vancouver with support from FleishmanHillard.