This summary report presents the findings from the Preliminary Public Comment Period for the Fraser Grain Terminal Project, undertaken by Lucent Quay Consulting Inc. on behalf of Fraser Grain Terminal Ltd. This document has been prepared as part of an application under the Project and Environmental Review (PER) process of the Vancouver Fraser port authority.

Lucent Quay is a Vancouver-based communications and engagement firm with extensive experience in port-related and general transportation projects.

For more information about the consultation process, please see the Approach and Methodology section of this report.
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1. Background

About Fraser Grain Terminal

Fraser Grain Terminal Ltd. is a joint venture of Parrish and Heimbecker Limited (P&H) and Paterson GlobalFoods Inc. (PGF) to construct a grain handling facility along the Fraser River in Surrey, British Columbia. P&H and PGF are Canadian family-owned and operated grain companies with more than 100 years of experience in agribusiness and locations across Canada, including the Alliance Grain Terminal, located on the south shore of the Burrard Inlet. Serving more than 10,000 Canadian farmers and producers, they market grain to more than 40 countries.

About The Project

Fraser Grain Terminal proposes to build a grain export facility at 11041 Elevator Road adjacent to Fraser Surrey Docks on Vancouver Fraser Port Authority (the port authority) land in Surrey, B.C. (the Project). It will be used to ship bulk grain products including wheat, barley, oil seeds, pulses and other specialty grains with a throughput of 4 million tonnes per annum (Mt/a). This new facility will receive grain by rail and load the agri-products on to cargo vessels. The facility and travelling ship loader will have a modern design that minimizes noise and dust from grain handling operations and will replace an aging and obsolete manufacturing warehouse on vacant port land that has not been used for more than two years.

Following demolition* of two existing buildings, new construction on the site will include:

- Unloading station and transfer tower with fully enclosed conveying equipment and a built-in dust suppression system
- 34 above-ground steel storage bins (24 x 3,000 t and 10 x 500 t)
- Travelling ship loader with telescopic cascading spout to reduce dust during vessel loading, replacing existing ship loader fitted with older technology
- Semi-loop rail track and holding tracks to reduce shunting during unloading
- Container loading facility and storage yards
- Rail and truck loading facility
- An administration building and maintenance shop

* A separate demolition permit has been submitted by FGT.

The Project will support Canadian farmers, increase efficiency in grain exports and build strong business relationships with customers around the world. Since 2013, exports of grain and specialty crops have increased by more than 20 per cent, with China and India becoming
increasingly important destinations for Canadian products. This Project will help address two major constraints in getting Canadian grain to overseas customers today: limited western Canada rail capacity, and a shortage of port industrial land for grain handling.
2. Consultation and Engagement

2.1 Overview

On behalf of Fraser Grain Terminal, Lucent Quay Consulting Inc. led a comprehensive round of initial consultation in accordance with the port authority’s requirements. The Preliminary Public Comment Period was held from November 3 to December 1, 2016, and was designed to introduce the Project to interested parties and answer any preliminary comments or questions they may have. Project stakeholders and members of the public were invited to provide comments and ask questions about the scope of studies being completed as part of the Project and Environmental Review (PER) application to the port authority.

All feedback received during the Preliminary Public Comment Period, including the public information meetings and feedback form, is summarized in this report. The Project Team will prepare an input consideration report to outline how feedback and questions will be considered in future phases of the Project application process. Feedback received as part of this Preliminary Public Comment Period will be considered in finalizing the scope of technical and environmental studies and design development for the Project. Following the submission of the permit application, a second phase of engagement and consultation will be conducted, including a community open house, to provide further details about the Project and receive input on the results of our assessments.

2.2 Approach and Methodology

Fraser Grain Terminal is working with the port authority to ensure that community interests are considered as part of the PER process. Fraser Grain Terminal’s approach for the Preliminary Public Comment Period was designed as a comprehensive public engagement process to provide valuable information to key stakeholders and members of the public, and generate meaningful dialogue as part of the process. The consultation plan meets all requirements outlined by the port authority for public and stakeholder consultation.

The Preliminary Public Comment Period included the following activities, which are described in more detail in sections 2.3 and 2.4 of this document:

- Developed a Project website to make information available to the community and stakeholders
• Created an information brochure including a Project description and details about how to participate, made available for download on the Project website and in print at information meetings
• Developed an online feedback form to collect community and stakeholder input (paper copies were available at public meetings)
• Developed notification letters for stakeholders and local residents
• Delivered notification letters by hand, regular mail and email to local residents and businesses and three community associations
• Developed and delivered notification letters to government stakeholders by email and regular mail
• Placed advertisements in three local newspapers
• Hosted two information meetings at locations in local communities

2.3 Notification

The Project Team designed an effective plan to notify key stakeholders, and nearby businesses and residents about the consultation process and opportunities to participate.

2.3.1 Notification Letters to Stakeholders and Community

Notification letters outlining several opportunities to participate in the Preliminary Public Comment Period were distributed to the local community and stakeholders by regular mail, email or hand delivery. The notification letter contained background Project information and details about how to participate. A breakdown of notification letter distribution is provided below:

• 6,800 letters were mailed to residents in Surrey, Delta and New Westminster
• 200 letters were hand delivered to residents in Surrey and Delta, in areas adjacent to River Road
• 13 letters were emailed to neighbouring businesses
• 12 letters were emailed to other business stakeholders

Letters were also sent to the following government representatives and organizations:
• City of Surrey, City of New Westminster and Corporation of Delta
• Members of Parliament for Surrey Centre, Delta and New Westminster-Burnaby
• Members of the Legislative Assembly for Surrey-Whalley, Delta North and New Westminster
See Appendix 1 for samples of the resident and stakeholder notification letters and maps of notification areas.

2.3.2 Advertising in Local Newspapers
Advertisements were placed in three local newspapers, providing the public with information about the start of the Preliminary Public Comment Period, where to find information about the Project, and details about the public information meetings. Details of the advertisements are noted below:

- New Westminster Record, November 3, 2016
- Surrey Leader, November 4, 2016
- Delta Optimist, November 4, 2016

See Appendix 2 for copies of the newspaper advertisements.

2.3.3 Project Website
A dedicated Project website (FraserGrainTerminal.ca) was created to provide key stakeholders and members of the public with information about the Project. Key services the website provided are:

- Background information about the Project
- Details outlining how to participate in consultation
- A link to the online feedback form
- Downloadable PDF copies of consultation documents (notification letters and information brochure)
- A link to sign up for Project updates
- Project email and phone contact information
- Link to the port authority website for information about the application process

2.3.4 Project Database Communications
The Project Team established and maintained a Project database to log all Project communications, as well as a secondary database for all Project participants who have provided their email address and indicated a desire for future Project updates.

Participants provided their email addresses at public information meetings and online at the Project website. During the Preliminary Public Comment Period, 90 people signed up to receive Project updates. An email was sent to the Project database on December 1, 2016 to remind
participants about the upcoming closing date for the public comment period. The email achieved an open rate of 52 per cent, and resulted in 10 people visiting the feedback form directly from the link provided in the email.

See Appendix 3 for a copy of the Project update email.

2.4 Engagement Methods

2.4.1 Information Brochure
A four-page information brochure was created for digital distribution to stakeholders, for download on the Project website and as a printed take-away at public events. The information brochure provided:
- Background about Fraser Grain Terminal
- An overview of the Project
- A list and description of technical studies to be conducted
- Details on how to participate in the Preliminary Public Comment Period

See Appendix 4 for a copy of the information brochure.

2.4.2 Online Feedback Form
A four-question feedback form was used to collect input as part of the Preliminary Public Comment Period. Designed primarily as an online feedback form, a link to the feedback form was provided on the Project website and printed copies were available at the public information sessions. Detailed results can be found in Section 5 of this report.

See Appendix 5 for a copy of the hard copy feedback form.

2.4.3 Public Information Meetings
Two public information meetings were held in Delta and New Westminster during consultation, and were designed to create an opportunity for community dialogue about the Project.

Details of the public information meetings are as follows:
Trinity Lutheran Church, 11040 River Road, Delta
Wednesday, November 16 from 4:00 – 6:00 p.m.

Old Crow Coffee, 655 Front Street, New Westminster
Saturday, November 26 from 2:00 – 4:00 p.m.

The purpose of the meetings was to introduce members of the community to the Project, collect input and answer participants’ questions. Key areas for discussion included:

- Scope of Technical Studies;
- Preliminary design work; and,
- Overview of how the terminal will operate.

The two meetings were informal, drop-in style events with printed reference materials available for review and take-away, and two iPads were provided for participants to access the online feedback form. The Project Team and subject matter experts were in attendance to provide information about the Project and answer questions from participants.
3. Participation

The Preliminary Public Comment Period provided a variety of methods for participation, including public events and a feedback form. Participation results are as follows:

- 90 people requested to be added to the Project database
- 62 people attended the two public information meetings
- 29 people completed the online feedback form
- 13 people requested a follow up by the Project Team
- Four written submissions were received by email

Of the 41 people who attended the information meeting in Delta on November 16, 2016:

- One identified as a regulator
- Two identified as neighbouring businesses
- Two identified as companies looking for business opportunities
- 36 attendees identified themselves as residents

Of the 21 people who attended the information meeting in New Westminster on November 26, 2016:

- Two identified as community association representatives
- Two identified as companies looking for business opportunities
- One identified as a regulator
- 16 identified themselves as residents

Most participants in Delta and New Westminster indicated that they had heard about the meeting through the notification letters. Some participants in New Westminster had read about it in a community newspaper, and a few heard about the event through an email invitation.

Of the four written submissions received via email:

- Two submissions were from local or regional government representatives
- One letter was submitted by a local business
- One letter was submitted by a local resident (this resident also submitted the same comments through the online feedback form and through their local Member of Parliament)
The Project Team notified three local governments about the public comment period. The City of Surrey, Corporation of Delta and City of New Westminster were notified by email on November 2, 2016. The City of New Westminster provided a written response, as noted above, and a representative from the Corporation of Delta provided a response through the online feedback form. The City of Surrey declined to provide input, indicating that they do not have comments or concerns at this time. Federal and provincial government representatives did not provide input for the Preliminary Public Comment Period, however, one Member of Parliament forwarded comments from a local resident. A summary of the responses is included in the key themes section of this document.

As part of the online feedback form, participants were asked if they would like to be followed up with by a member of the Project Team, and 13 respondents indicated that they would like follow up communication. Project Team representatives followed up with each of these respondents, and a summary of the discussions is reflected in the key themes section of this document.
4. Key Themes

4.1 Feedback Form Key Themes

Twenty-nine participants completed the online feedback form between November 3 and December 1, 2016. Key themes from the online responses include:

- Potential for dust from operations and how it will be mitigated
- Increased train traffic and noise from trains, specifically whistles, idling and shunting
- Lighting from the facility
- Ships running while in port and whether shore power is an option
- Height of silos and conveyors, and concerns about impact of views
- Vehicle traffic increases
- General support for a grain terminal
- Spill prevention and response procedures
### 4.2 Public Information Meeting Key Themes

<table>
<thead>
<tr>
<th>Meeting</th>
<th>Key theme</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key themes below are categorized as follows:</strong></td>
<td></td>
</tr>
<tr>
<td>• Few = 1 to 3 people</td>
<td></td>
</tr>
<tr>
<td>• Some = 3 to 5 people</td>
<td></td>
</tr>
<tr>
<td>• Many = over 10 people</td>
<td></td>
</tr>
<tr>
<td>Public Information Meeting #1</td>
<td></td>
</tr>
<tr>
<td>Delta, B.C.</td>
<td>• Many participants had questions or expressed concerns about the unrelated proposed coal terminal at Fraser Surrey Docks.</td>
</tr>
<tr>
<td>Wednesday, November 16, 2016</td>
<td>• Some participants wanted to know if the Fraser Grain Terminal would replace the coal terminal.</td>
</tr>
<tr>
<td></td>
<td>• Many participants expressed concerns about current noise levels in the area, in particular train whistles and the noise of steel pipes being moved at night.</td>
</tr>
<tr>
<td></td>
<td>• Many participants expressed support for a grain terminal.</td>
</tr>
<tr>
<td></td>
<td>• Many participants had questions about how dust would be controlled and concerns with current dust levels.</td>
</tr>
<tr>
<td></td>
<td>• Many participants had questions about noise and the type of noise that could be expected.</td>
</tr>
<tr>
<td></td>
<td>• Some participants had concerns about increases in train activity from a traffic perspective.</td>
</tr>
<tr>
<td></td>
<td>• Some participants had questions about the height and number of silos.</td>
</tr>
<tr>
<td></td>
<td>• A few participants had questions about shipping traffic including frequency and size of vessels.</td>
</tr>
</tbody>
</table>
Many participants expressed support for a grain terminal but wanted to be sure that noise, lighting and dust mitigation would be considered.

Many participants had questions about how dust will be controlled and concerns with current dust levels.

Many participants had questions about noise and the type of noise that could be expected.

Some participants had concerns about increases in train activity from a traffic perspective.

Some participants had questions about the height and number of silos and conveyors.

Some participants had questions about lighting for the facility.

A few participants had questions about shipping traffic, including frequency and size of vessels.

A few participants had questions about whether rodents will be an issue and if so how they would be controlled.

A few participants had questions about whether there will be odour stemming from the facility.

A few participants had questions about cross-contamination of grain with coal dust.
4.3 Written Submissions

During the Preliminary Public Comment Period, four written submissions were received via email. Two submissions were from local or regional government representatives, one letter was submitted by a local business, and a local resident submitted one letter (this resident also submitted the same comments through the online feedback form and through their local MP).

Questions and areas of interest identified in the submissions from the local and regional government representatives include:

- Light intrusion, noise control and mitigation of dust
- Risk reduction measures for combustible dust hazards
- Fire prevention and emergency response capability
- Increases in shipping and provision of appropriate navigation aids and pilots
- Ecological impacts of potential grain spills
- Concerns about traffic congestion and emergency vehicle access
- Emission sources considered as part of the assessment
- Suggest additional study scope for human health and land use impacts
- Suggest additions to the Environmental Management Plan including measures to adapt to climate change impacts
- Suggest a cumulative effects assessment

Questions and areas of interest identified in the submissions from the local business and local resident include:

- Current traffic congestion and emergency vehicle access and potential increases from proposed project
- Increased train noise
- Lighting from the proposed terminal
- Consultation process
- Number, height and location of silos
- Increased Industry located along the Fraser River instead of Burrard Inlet
5. Detailed Online Feedback Form Results

During the Preliminary Public Comment Period, 29 completed feedback forms were received. The following provides the detailed results of all input received.

1. To help us understand where people who are interested in this Project live or work, please provide the first three characters of your work and/ or home postal code.

<table>
<thead>
<tr>
<th>Post Code</th>
<th>Work</th>
<th>Home</th>
</tr>
</thead>
<tbody>
<tr>
<td>V3L</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>V3M</td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>V3S</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>V3V</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>V3Y</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>V4C</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>V4K</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>V5E</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>V5R</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>V6T</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>V6J</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>V7B</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>V8J</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>
2. As part of the review process, technical studies are being undertaken in the following areas. Please indicate which areas are of most interest to you (please check all that apply):

- Air Quality (dust) 21
- Biophysical including Vegetation and Species-at-risk 9
- Environmental Management (demolition and construction) 9
- Hazardous Materials Management (demolition) 5
- Lighting 16
- Noise 22
- Spill Prevention and Emergency Response 10
- Stormwater Pollution Prevention 11
- Traffic 14
- View and Shade 6

Number of Respondents
3. **Please use the space below to provide your questions or comments about any of the areas of study listed above, or any additional comments about the proposed Project.**

<table>
<thead>
<tr>
<th>#</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>How will dust be collected and what will become of collected dust/air liftings?</td>
</tr>
<tr>
<td>2</td>
<td>I live across the river and have documentation of dust entering the air from current loading operations. I note that this will be covered in your application and would like to have assurances this will take place. Noise from train arrivals/departures, loading/unloading procedures and ship loading operations are of concern due to wind shifts and sound travel. Currently lighting is intense at certain times from port operation and concern about additional lighting is of interest along with spills and prevention response.</td>
</tr>
<tr>
<td>3</td>
<td>None.</td>
</tr>
<tr>
<td>4</td>
<td>No dredging of Fraser River to accommodate Super Panamax vessels.</td>
</tr>
<tr>
<td>5</td>
<td>Greetings, I live across the river from the proposed terminal. The only concern I have is with the train noise...specifically the horns. The horns currently being sounded from the port of surrey are extremely bothersome. They are incessant all night long. The sound carries very clearly across the river. Anything done to minimize the frequency and duration of the horn blowing would be appreciated. Good luck</td>
</tr>
<tr>
<td>6</td>
<td>Hello, Will Shore power be available for ships? It's should be mandatory for ships to go on shore power while loading/unloading. Noise is a big concern for us, what will be the operation hours? What type of noise reduction system to be used? Green space should be built for community use.</td>
</tr>
<tr>
<td>7</td>
<td>Control of dusting during unloading of grain cars and ship loading operations is my main interest. Have an extensive background in the handling and ship loading of mine concentrates and am familiar with various ship loading methods including the good one mentioned in the preliminary Project information. Also interested in rail and marine traffic issues. Looks like a fine Project for Delta and Canada.</td>
</tr>
<tr>
<td>8</td>
<td>None</td>
</tr>
<tr>
<td>9</td>
<td>We are residents of the Annieville community and have been for almost 25 years. We have noticed a great deal of increased noise from the docks, particularly at night. What steps will be taken to ensure that our community is not subjected to any further noise pollution (particularly at night)?</td>
</tr>
<tr>
<td>10</td>
<td>Hello. I'm slightly disturbed at how the only concept rendering you seem to make available on the website and in the handouts seems to only show a view of the proposed terminal from the point of view up in the air above the river. Nothing shows what the view will be like from the residential point of view. It seems rather deceptive that we would only be given one perspective on how this new terminal will look. I am also concerned about the fact that very little prior warning was given leading up to the community meetings. I would like to see full concept drawings and would like to have a relative idea of what this will look like from my home. Also I would like to know if community input will have any bearing on whether or not this project will go ahead.</td>
</tr>
<tr>
<td>11</td>
<td>Operating hours of the facility. Comparison of noise level of proposed and existing. Comparison of dust created proposed and existing.</td>
</tr>
<tr>
<td>12</td>
<td>Why build such a facility to far up river with all the challenges of keeping the river open to navigation for the current size grain carrier ships and no doubt further larger ships? ... It would seem a better fit to expand Roberts Banks to accommodate grain shipment along with their coal and container facilities.</td>
</tr>
<tr>
<td>13</td>
<td>Noise from the docks is already outrageously, sleep depriving, obscenely loud. What do you plan to do to abate intrusive noise. Also, we don't need any more light pollution. What about the plan to limit stray light?</td>
</tr>
<tr>
<td>14</td>
<td>We are primarily interested in how this project will affect vehicle and train traffic and what the corresponding impacts to the North Delta community will be. Specifically we are interested in noise and air quality impacts related to the change in traffic.</td>
</tr>
<tr>
<td>15</td>
<td>We feel that the area around the Surrey Fraser Docks is obsolete as a port since the time for ships to come up and down the river from its mouth is too far (time is money). Also we object to the dredging of the river to allow larger ships to navigate up to the area proposed and it will adversely affect the salmon run. It is time for the gentrification of the Surrey waterfront opposite New Westminster. It is the only waterfront available in North Surrey and eventually people will realize the potential as a playground for the growing city of Surrey. Let industry go to the mouth of the Fraser. Wake up, Surrey.</td>
</tr>
<tr>
<td>16</td>
<td>We support the ongoing and expanded use of the Fraser River as a working river. Marine and rail transport reduces our carbon footprint and reduces hazardous truck traffic. New facilities which replace older, aged facilities reduce neighbourhood and environmental impacts.</td>
</tr>
<tr>
<td>17</td>
<td>As if it's not already a traffic nightmare. Sure, build it. Vancouver, Bby, Sry..... all turned into a city I no longer know or like.</td>
</tr>
</tbody>
</table>
18 | I live near the Surrey/Fraser docks and every year I have to sweep fine black dust from my deck and I have to breath the polluted air from high-sulphur fuel belching from ships from the Fraser River area. I have three major concerns regarding the FGT Project and site: 1. The dust from grain handling and ship loading 2. The sulphur and particulates belching from ships using high-sulphur fuel 3. Old freighters lacking shore power hook-up facilities and run their engines while docked. I was at the November 26th FGT open house and am satisfied that the proponent will use the latest dust control facilities for grain handling and loading. However, I am very concerned that Fraser Port and the Federal Government are not implementing legislation and regulations requiring ships to use low-sulphur fuel and not requiring the all ships must be equipped for and connected to shore power. The Federal Government should pass legislation banning high sulphur fuel and requiring shore power for all ships coming to our Canadian ports and Fraser Port should do everything in it's power to recommend this to the Federal Gov. As you know, this is not new and other countries and port authorities already have these requirements. This action should be taken before any more Projects are approved.

19 | None

20 | I have no particular concerns. I attended the open house at Old Crow to find out more about the Project.

21 | None

22 | Noise - rail noise through New Westminster, Surrey, and train whistles.

23 | Hours of work time. Rodent control. Trains sitting idle/engines running.

24 | Will this be primarily used for trucking, or as a point of short sea shipping as well?

25 | Will there be a community response team available to deal with any concerns once the Project is under way and after completion?
My first concern is air quality. There are two areas of concern regarding this. The first is dust control from the grains being loaded. Many times I have seen huge clouds of dust rising from ships being loaded at the present facility. Proper dust abatement procedures will be critical as the prevailing winds are often from these port facilities towards the NW Quay where we live. The second issue regarding air quality is regarding reduced air emissions from ships in port awaiting loading or being loaded. I would recommend that shore electrical power be made available so that ships using the facility can plug in while in the facility and thereby eliminate harmful emissions from such poor quality bunker fuel commonly used by such ships. I would recommend that shore power be made available as part of this development so that it is available as a means of eliminating pollution from this toxic source. This area of concern is compounded by the fact that I understand that many more ships are expected to use the upgraded facility. My second area of concern is that every effort be made to keep noise to a minimum particularly at night during normal sleeping hours. Noise travels across the river very well and better than most people anticipate. (For example it is not uncommon to hear many noises such as metal clanging or back up alarms at night coming from the south side of the river. Thank you for the opportunity to comment. I look forward to receiving any further updates on this Project.

For the vessels in the inlet waiting or loading burning fuel - look at shore power Air quality - how are you mitigating dust If building on a potentially toxic site how will you ensure proper abatement and prevent soil disruption.

I live in N. Delta, in one of the areas that will be most impacted by FGTs proposed expansion. After attending both public feedback sessions, I found that very few of my questions were answered. The spokespersons did not seem very well informed. My first question is why bother to hold public sessions, if no more information is to be revealed then what is offered in the flyer? My second question is does FGT really want public feedback? I received my invitation; hand delivered in a nondescript envelope, the night before. Many of my neighbours had a similar experience; others not receiving it at all. The public session in Delta was held during the afternoon in the middle of the week. How many of us could have realistically attended? I had to rush home from work, and made it during the last: 10 minutes; only because traffic was light that day. The session in New West was held on a Saturday; an area less impacted. Why was the Surrey/ Delta session not held on a Saturday as well? Why were the public sessions advertised in the Delta Optimist; a news publication which is not distributed in the impacted neighbourhoods? Why was the drawing on the flyer, depicting the expansion, inaccurate? Why are the grain elevator heights only a fraction of the loading gantry in the photograph? The elevation and distance of the photograph is an outright misrepresentation of the proportions of the grain silos. Looking at the image, Delta/Surrey residents are going to believe that the silos will be much shorter than they actually are planned to be. This is misleading. Was this intentional; to avoid conflict and informed public feedback? Fortunately, by attending the meetings, I gleaned information that I had not anticipated. Raising even more concerns then I originally
had. 1) How will the addition of 34 silos impact our view? We were told that FGT had done studies from many elevations around the impacted neighbourhoods and knew that answer. When requesting to see them, the FGT spokesperson went to get the images/documents; stating she had seen them around somewhere. Back she came, saying she couldn’t find them. We are extremely concerned about this and would like the answer. Please send us in writing, the actual proposed elevation of the grain silos, including the extra height of the conveyer systems on top. How tall is the loading gantry and width of the wall of silos? We would also like to see the elevation study. How will the silos height and total width impact properties in the vicinity of 96th Ave and Dawson Crescent? FGT approximated the silos and conveyer systems would have an elevation of 112 ft. total (11 story building?). This clearly would impact the views of many homeowners both in Surrey and in Delta, as the hill we reside on is not very high. This is not reasonable. The silos should be limited in height, allowing residents on the hill adjacent, to be able to see over the tops of them. An elevation of 50 ft. would be reasonable. This might require more silos, but at least they would not interfere with views and property values. I would also like to know who owns the site. Is the land owned by Port Metro, who will then be making decisions on the rezoning requested by their own tenant; creating a conflict of interest? Please send this information to me. 2) Location of silos determined by soil contamination. We asked if the silos could be shifted 90 degrees; reducing the amount of impact on residential views. The silos would then only be 3 silos wide instead of 8. This compromise would allow some of us to see around them, especially if they are positioned to align with the uninhabited treed ravine which is adjacent to the site. FGT told us this is not possible as they would have to add an additional concrete pad; requiring them to disturb contaminated soil. This is not acceptable. Without question, a condition for any expansion should be that contaminated lands must first be cleaned up. This is an environmental issue and should not be swept under concrete pads. It would be expensive I’m sure, (the cost should be shared by the port), however it would allow flexibility for the placement of the silos and would expand usable space; allowing a greater number of shorter ones. The environment and residents would benefit. The company’s image would be viewed positively, as well as the port; gaining trust and less resistance to its expansion, priceless. 3) Why locate the terminal on the Fraser? Why not chose a location in Burrard Inlet since ships will have to go there anyway? FGT told me that the terminal on the Fraser River will be limited by the depth of the River. Grain freighters, not being able to fill to capacity on the Fraser River, must head off to the Burrard operation to top up. This means bringing more shipping activity, trains and all of the other concerns, to a location where only some grain will be loaded; heading off to another waterway and another community to fill up. The Fraser location doesn’t make sense unless FGT is actually planning a huge expansion in the future that involves dredging the river. Our community needs to know what FGTs complete Fraser River expansion concept is, and its time frame. This is a request for that information. 4) Noise. More trains. We already have our fair share of whistles and engines. We are concerned that the closing of the road
that formerly connected to the highway will result in constant whistling, every time a train must cross the new FGT access road. The road should be positioned so that FTG trains, along with those bound for the coal port are not triggering constant whistles. According to the flyer, FGT assures us that grain transfers will be enclosed to avoid releasing grain dust into the environment. I am requesting that grain transfer sheds, and all conveyor systems are to be insulated for sound as well. Please let me know how this will be accomplished. 5) Lighting. This is a request for all lighting to be dark sky and directed away from all residential locations; all to be dimmed when not required. Lighting on the tops of conveyer structures should only be used when people are actually doing repairs or maintenance. The whole structure doesn’t need to be lit up 24-7 like it’s a moon launch. Thank you for the opportunity to offer my feedback. Please send me the information I have requested. I look forward to hearing from you soon.

While we want to see industry and employment in the area the Fraser surrey docks and Port Metro Vancouver have proven themselves to be very poor dishonest and inconsiderate neighbours if you get approval for this I would hope you do not follow their example. Also of great concern is the idea of removing the tunnel and dredging the river deeper to allow deeper ships, this will allow the salt to back much farther up the river on the flood tides, we do not have the moral right to alter the eco system this much for those that come after us.
4. **Would you like a member of the Project Team to follow up with you directly?**

Participants were asked if they would like to be followed up with by a member of the Project Team, and 13 respondents indicated that they would like follow up communication. Project Team representatives followed up with each of these respondents, and a summary of the discussions is reflected in the key themes section of this document.

*Please sign me up for upcoming email Project notifications.*
6. Summary and Next Steps

The Preliminary Public Comment Period for the proposed Fraser Grain Terminal Project was held from November 3 to December 1, 2016. A comprehensive public engagement process was implemented in accordance with the port authority’s public consultation and engagement requirements.

The Project Team developed an online and print feedback form, and hosted two public information sessions in Delta and New Westminster with the intention to introduce the Project to interested parties and receive comments about the proposed facility.

Key themes emerging from consultation conducted as part of the Preliminary Public Comment Period include:

- Key areas of interest are dust, noise, lighting and traffic
- General support for a grain terminal at this site provided that noise and dust mitigation is in place
- Participants would like to be kept informed about the Project as it progresses

Next Steps

The Project Team will prepare an input consideration report to outline how feedback and questions will be considered in future phases of the Project. Feedback received as part of this Preliminary Public Comment Period will be considered in finalizing the scope of technical and environmental studies and design development for the project.

Following the submission of the permit application, a second phase of engagement and consultation will be conducted, including a community open house, to provide further details about the Project and receive input on the results of our assessments.