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Appendix 1 – Postcard and Notification Area Maps
Fraser Grain Terminal proposes to build a grain export facility on port industrial lands at 11041 Elevator Road, adjacent to Fraser Surrey Docks in Surrey, B.C. It will be used to ship bulk grain products including wheat, barley, oil seeds, pulses and other specialty grains.

We have submitted our permit application to the Vancouver Fraser Port Authority as part of the Project and Environmental Review process.
How to Participate

Your input is important and we invite interested parties to ask questions and provide comments. **The Application Review Public Comment Period will run from 15 November to 12 December 2017.**

Visit FraserGrainTerminal.ca to:

- Find out more about the proposed Project
- Read our application and technical studies
- Complete an online feedback form
- Sign up for Project updates

**We will be hosting two open houses during the Application Review Public Comment Period:**

*Thursday, 30 November, 2017*
5:30 p.m. to 8:30 p.m.
Inn at the Quay, 900 Quayside Drive
New Westminster, BC V3M 6G1

*Saturday, 2 December, 2017*
11:00 a.m. to 2:00 p.m.
Royal Heights Elementary School
11665 97 Avenue, Surrey, BC V3V 2B9

We welcome questions or comments at any time

P: 1-866-302-8872
E: comments@frasergrainterminal.ca
Local Resident Distribution Area

The maps below show the distribution areas for resident notification directly adjacent to the Project site and additional locations in New Westminster. Figure A shows the proposed notification area in Surrey/Delta and Figures B and C outline the proposed notification areas in New Westminster.
Figure B – Residential notification area – New Westminster (Quayside)

Figure C – Residential notification area – New Westminster (Queensborough)
Appendix 2 – Stakeholder Notification
15 November 2017

Dear Neighbour,

RE: Proposed Fraser Grain Terminal Grain Export Facility – Update and invitation for Stakeholder Input

This letter provides an important update about the proposed Fraser Grain Terminal Project.

We have submitted our permit application to the Vancouver Fraser Port Authority and it is now under review. Fraser Grain Terminal is working with the port authority to ensure that community interests are considered as part of the Project and Environmental Review process. We are committed to developing a sustainable project that meets or exceeds environmental and safety standards, and provides benefits for local residents, businesses and stakeholders.

How to Participate

Your input is important and we invite interested parties to ask questions and provide comments on our application and the results of our technical studies. Our application, technical study reports and information materials are available on the project website and on the port authority’s website. The Application Review Public Comment Period will run from 15 November, 2017 to 12 December, 2017.

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View the Project information materials and bring your questions for our Project team.

About the Assessments

Technical studies were undertaken in the following areas and are available for review on the Project website http://www.frasergrainterminal.ca:

• Air Quality
• Noise
• View and Shade
• Traffic
• Lighting
• Fish, Wildlife, Vegetation and Species-at-risk
• Spill Prevention, Emergency Response, and Hazardous Materials Management
About the Project

Fraser Grain Terminal proposes to build a grain export facility on port industrial lands at 11041 Elevator Road adjacent to Fraser Surrey Docks in Surrey, B.C. It will be used to ship bulk grain products including wheat, barley, oil seeds, pulses and other specialty grains with a throughput of 4 Mt/a, an increase in annual throughout of 3.5Mt/a. The terminal will see approximately 80 to 100 bulk vessels per year (approx. 1-3 vessels per week), including Panamax, Supramax and Handy-size vessels. The new facility and travelling ship loader will have a modern design that minimizes noise and dust from grain handling operations and will replace a derelict manufacturing warehouse on vacant port land that has not been used for more than two years.

Our facility will receive grains by rail and load the agri-products on to cargo vessels. It will support Canadian farmers, increase efficiency in grain exports and build strong business relationships with customers around the world.

About Fraser Grain Terminal

Fraser Grain Terminal Ltd. is a Canadian family-owned and operated grain company with more than 100 years of experience in agribusiness and locations across Canada. Serving more than 10,000 Canadian farmers and producers, we market grain to over 40 countries.

We look forward to sharing more information as it becomes available, and we welcome questions at anytime.
We can be reached by phone at 1-866-302-8872 or by email at comments@frasergrainterminal.ca.

Kind Regards,

Casey McCawley
Fraser Grain Terminal Ltd.
FraserGrainTerminal.ca
Appendix 3 – Newspaper Advertisements
Annual shredding fundraiser supports Reach

South Delta Financial Group | Raymond James and Re/Max Pro Group Realty partnered to bring the third annual fall Ladner shredding event to benefit Reach Child and Youth Development Society recently. Despite the inclement weather, intrepid local residents came out to Raymond James parking lot and took advantage of this great service. An environmentally impactful three tons of paper were shredded and recycled, equivalent to 36 mature trees.

Raymond James Foundation will match the $3,393.55 in donations raised at the event once again this year, as part of Raymond James Cares Month, making a $6,787 total.

Reach Society executive director Renie D’Aquila expressed heartfelt gratitude to organizers Eleanor Calderwood, Zahir Dossa and Vicki Chatterley at South Delta Financial Group and Bob Cooke at Re/Max Pro Group for their tremendous support to children with needs. “Who knew we could have freezing temperatures and a bit of snow at the beginning of November?,” said Calderwood. “We all had fun though and want to thank everyone in the community that made the trek in the cold and contributed.”

Volunteers from Raymond James Ladner, Re/Max Pro Group Realty and Reach Society were on site helping folks dispose of their confidential paper. Shredwise truck operator Mohammed donated his time for the event and Ladner McDonalds donated coffee to help participants stay warm.

All funds raised support Reach Society’s Building for Children Together Campaign. This campaign makes construction of the new Reach child development centre in the heart of Ladner possible.

Nearing completion, funds for the building’s furniture, fixtures and equipment are being raised now and the proceeds from the shredding fundraiser will help with these furnishings. If you missed it this time or would like to plan ahead and save your shredding, Charity Shredding benefitting Reach will be happening again in the Spring of 2018 at the Remax parking lot at 53A and 12th Avenue.

Baha’is of Delta celebrate

The 200th anniversary of the birth of Baha’u’llah was celebrated on Oct. 21 by the Baha’is of Delta and their friends at the Delta Town and Country Inn. The event was hosted by the Local Spiritual Assembly of Delta.

Application Review and Invitation for Community Input

Canadian and family-owned and operated, Fraser Grain Terminal Ltd. proposes to construct a new bulk grain export facility at 11041 Elevator Road on Vancouver Fraser Port Authority industrial lands in Surrey, B.C. The proposed Project requires a permit under the port authority’s Project and Environmental Review process.

Fraser Grain Terminal has now submitted a permit application and invites comments and questions from the community. The Application Review Public Comment Period will run from 15 November to 12 December, 2017.

Visit FraserGrainTerminal.ca to:

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We are hosting two community open houses to answer questions and receive comments:

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Royal Heights Elementary School
11665 97 Avenue
Surrey, BC V3V 2B9

Food will also be available for purchase

#22-1835 56 St Tsawwassen legion #289

Provide your input by 12 December, 2017.
Contact us: 1-866-302-8872 or comments@frasergrainterminal.ca
Thank you for your participation!
Fraser Health to boost early-stage dementia care

SURREY — Fraser Health is rolling out a new pilot program to help those suffering from early-stage dementia. The pilot, announced Tuesday, aims to diagnose and treat patients faster, and get them access to community resources faster, through a new inter-professional guide and a mentoring program between care providers and doctors.

The pilot will operate in Surrey, North Delta, White Rock and Langley, with a focus on the South Asian community and presentations in Surrey temples, gurdwaras and community centres.

More than 20,000 people south of the Fraser River have dementia, according to Fraser Health.

INFORM

Newton

Fire at U-Haul in Surrey destroys 18 storage units

Trevor Beggs

NEWTON — Big clouds of smoke were billowing through the skies of Surrey on Friday evening.

Some families spent the weekend trying to find out what remained in their storage unit after a fire broke out at a U-Haul in Surrey.

On Friday (Nov. 10) around 5:30 p.m., a fire broke out at the U-Haul storage unit in Surrey on King George Boulevard and 84th Avenue.

Crews were on-scene battling the fire for upwards of 4 a.m., before reports of the fire reigniting began shortly after 6 a.m.

The Surrey Fire Department was called back to the scene to get rid of the remaining flames.

According to reports, 18 units were damaged.

Surrey Fire Battalion Chief Kevin Beenahm described some of the challenges that the fire department faced while battling the blaze.

“The materials in a storage unit is like that of the world’s shell. Every so often, the dry materials on the inside reignite,” Beenahm said.

The Surrey Fire Department was called back at least three times since the initial blaze, including once on Sunday morning.

Witnesses say they heard explosions coming from the U-Haul storage unit.

Beenahm pointed out there are many pressurized containers, such as extinguishers and small propane tanks inside some of the units.

RCMP are investigating the cause of the fire.

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Fraser Health to boost early-stage dementia care

The focus will be on the South Asian community in Surrey, North Delta, White Rock and Langley

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The pilot, announced Tuesday, aims to diagnose and treat patients faster, and get them access to community resources faster, through a new inter-professional guide and a mentoring program between care providers and doctors.

The pilot will operate in Surrey, North Delta, White Rock and Langley, with a focus on the South Asian community and presentations in Surrey temples, gurdwaras and community centres.

More than 20,000 people south of the Fraser River have dementia, according to Fraser Health, and that number is expected to jump by 70 per cent over the next 10 years. “By strengthening partnerships between physicians and other health care providers, we hope that diagnosis and treatments for people living with dementia, as well as support for their families, will be more robust and will happen more quickly and efficiently,” said Doctors of BC president Dr. Trina Larsen Soles.

Added program co-lead Dr. Leena Jain: “It is important to provide patient-centred education about dementia in a culturally-sensitive way that addresses any potential misconceptions and barriers.”

Alongside the Alzheimer Society of B.C., the health authority will also hire an additional one-year Punjabi-speaking South Asian support and education coordinator for their existing dementia helpline.

ADVERTORIAL

Hearing well means not showing your age (or your hearing aids).

It starts at Connect Hearing. 1.888.408.7377 connecthearing.ca/titanium

Hearing well means not showing your age (or your hearing aids).

With hearing aids this powerful and discreet, no one will even know you’re wearing them.

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The venerable Pattullo Bridge is most certainly getting old.

On Nov. 15, this bridge marked the 80th anniversary of its opening in 1937. It has served very well as a major crossing of the Fraser River, and for a lot of people who call this part of the Lower Mainland home, it has been an important landmark. It has been a major feature of the landscape in New Westminster as well as for the portion of Surrey along the river’s south bank.

It and its two neighbouring bridge structures truly do lay out a history of river crossings locally.

On its upriver side is the railway bridge, which started its life in 1904 as a double-decker crossing with rail on the bottom and road on the top. On its downstream side is SkyBridge, which went into service in 1990 for rapid transit, SkyTrain. The first ferry, a simple and quite crude vessel, was the K de K, and it served for a number of years, by which time a better and larger ferry was needed. This second ferry, the Surrey, was put into service in the early 1890s, and it was this vessel and mode of crossing that was replaced by the 1904 railway/road combination.

After about 30 years, discussions began to look at the need for a new bridge that would meet the more modern transportation requirements. Automobiles and trucks were bigger, the volume of traffic, while nowhere near that of today, had increased, and the old double-decker bridge was, for many, outdated.

After a lot of talk, study, and consultation, the decision on a new crossing was made.

The new bridge would be near the same location as the earlier version, the old one would become rail only, and the traffic needs would be accommodated by the new crossing – this would be the Pattullo Bridge.
Appendix 4 – Email Notifications
We are writing to provide an important update about the Fraser Grain Terminal Project. We have submitted our permit application to the Vancouver Fraser Port Authority and it is now under review. Fraser Grain Terminal is working with the port authority to ensure that community and stakeholder interests are considered as part of the Project and Environmental Review process.

Your input is important and we invite interested parties to ask questions and provide comments on our application and the results of our technical studies. The comment period will run from 15 November to 12 December 2017.

Visit our website to:

- Find out more about the proposed Project
- Read our application and technical studies
- Learn about the dates and locations of our open houses
- Complete an online feedback form
- Sign up for Project updates

We look forward to sharing information with you and we welcome questions at any time.

Kindest Regards,
From: Fraser Grain Terminal comments@FraserGrainTerminal.ca
Subject: FGT Project | Provide your input by December 12
Date: December 7, 2017 at 3:00 PM
To:

PROJECT UPDATE

We would like to thank you for taking the time to connect with us online or at our open houses. Our Application Public Comment Period is coming to a close.

The last day to provide your comments is 12 December, 2017. If you have not provided your comments about our project, we encourage you to complete our online feedback form. Please visit our website for more information.

Thank you for your interest in our project.

Kindest Regards,
Fraser Grain Terminal Project Team

frasergrainterminal.ca

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Appendix 5 – Notification Poster
Fraser Grain Terminal proposes to build a grain export facility on port industrial lands at 11041 Elevator Road, adjacent to Fraser Surrey Docks in Surrey, B.C. It will be used to ship bulk grain products including wheat, barley, oil seeds, pulses and other specialty grains.

We have submitted our permit application to the Vancouver Fraser Port Authority as part of the Project and Environmental Review process.

How to Participate

Your input is important and we invite interested parties to ask questions and provide comments.

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We welcome questions or comments at any time
P: 1-866-302-8872  E: comments@frasergrainterminal.ca

Provide your input by 12 December, 2017. Thank you for your participation!
Appendix 6 – Discussion Guide and Display Boards
We are in the Application Review phase of the Vancouver Fraser Port Authority’s Project and Environmental Review process. We are committed to developing a sustainable project that meets or exceeds environmental and safety standards, and provides benefits for local residents and businesses.

Fraser Grain Terminal is working with the port authority to ensure that community interests are considered as part of the Project and Environmental Review process.

Fraser Grain Terminal proposes to build a grain export facility at 11041 Elevator Road adjacent to Fraser Surrey Docks on port industrial lands in Surrey, B.C. It will be used to ship bulk grain products including wheat, barley, oil seeds, pulses and other specialty grains.

We want to 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. Our new facility will support Canadian farmers, increase efficiency in grain exports and build strong business relationships with customers around the world. Since 2014, exports of grain and specialty crops have increased, with India and China becoming increasingly important destinations for Canadian products.

By consolidating bulk grain handling in a state-of-the-art facility, we can increase efficiency and reduce bottlenecks in the grain supply chain while being a good neighbour to adjacent residents and businesses by using modern technology to effectively manage dust and noise. Preliminary analysis indicates that our Project will inject $100 million directly into the local economy annually, and contribute another $40 million indirectly.
The throughput for this proposed Project is 3.5 million tonnes per annum (Mt/a) bringing the total capacity for the terminal to 4 Mt/a with the 0.5Mt/a from the existing joint venture grain facility currently operating at the site. The facility will receive grains by rail then transfer the agri-products to storage silos with some product loaded directly to vessels. From the storage silos, most of the grain will be loaded onto cargo ships with the remaining product transferred into containers, rail cars or trucks. The terminal will load approximately 80 bulk vessels per year (approx. 1-2 vessels per week), including Panamax, Supramax and Handy-size vessels. While most vessels will be fully loaded at the Fraser Grain Terminal facility, larger class Panamax vessels will be loaded to the maximum capacity according to guidelines for the river draft (depth) and may be topped up at a deepwater terminal. Containers for export will be trucked to container terminals, like Deltaport. A small amount of product will be destined for distribution to customers in the Fraser Valley via rail and trucking.

NEW CONSTRUCTION ON THE SITE INCLUDES:

- 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 control dust during vessel loading
- Semi-loop rail track
- Realignment of an existing rail track
- Extension to three existing holding rail tracks north east of the main grain facility site to reduce rail car shunting during unloading
- Container loading facility and storage yards
- Rail and truck loading facility
- Administration building and maintenance shop

TECHNICAL STUDIES

We are committed to developing a sustainable Project that meets or exceeds environmental and safety standards, and provides benefits for local residents and businesses as well as contributing to the national economy. As part of the application process, technical studies were undertaken and full reports and information materials are available on the Project website at frasergrainterminal.ca and on the port authority’s website at portvancouver.com.
Air Quality

Assessment of predicted air quality effects considering estimated emissions from facility operations.

KEY FINDINGS
Air quality effects were modelled based on equipment and operations of the new facility. Predicted air quality impacts on the surrounding community are low and remain well below the ambient air quality objectives for the region. Air contaminants did not exceed the ambient air quality objectives beyond the facility fenceline. The assessment found that estimated particulate matter emissions will be less in 2020 when the Project is operational compared to existing conditions as measured in 2015.

Improvements in air quality are primarily due to the use of best available technologies for dust suppression and emissions control including:

• New travelling ship loader with a cascading type telescoping loading spout that allows loading without repositioning and reduces ship engine running time
• Enclosed grain handling terminal design
• Reduced drop heights and speed of conveyors that minimize grain breakage and dust creation
• Cartridge type air filters
• Truck and rail car loading spouts that control dust
Noise
Assessment of how the proposed development will affect noise levels experienced by the adjacent community.

**KEY FINDINGS**
Noise effects to nearby communities were modelled based on equipment and operations of the new Project. With the implementation of FGT’s low noise initiatives, for most residential locations in proximity to the Project, total noise level is predicted to increase less than 1 dBA with a maximum increase of approximately 2 dBA with the facility operating at full capacity. On average, an increase of less than 3 dB will generally go unnoticed, if the same change in noise level occurs over an extended period of time. Non-Project related noise is the dominant source in the local area, particularly traffic from Highway 17.

The Project design incorporates the following low noise initiatives:

- All filter unit fans fitted with silencers
- Fully enclosed conveyors that use low noise polyethylene rollers and operate at low speeds (2.54 m/s)
- Addressing rail squeal with improved track layouts and greasing of tracks
- Limiting loading in the container yard to daytime/weekday operations only

View and Shade
Assessment of the proposed Project’s effect on views or shading in the surrounding community and public areas.

Visual impacts were assessed using a 3-D model to analyze the proposed siting, massing and height of the Project on public and private views for the surrounding community. Potential shade impacts were also studied. Site visits were also conducted to identify viewpoints for photo simulations.

**KEY FINDINGS**
- Visual changes to the site will be consistent with existing industrial and transportation land uses.
- Interpretation of 3D modelling found that the Project will have minimal impact on views, the skyline or shading of adjacent communities.
- Tall, dense vegetation to the south and south-west in the Project area and surrounding community shields most of the new infrastructure from view.
- Views from New Westminster will be similar to the port terminal facilities currently on-site.
- The Project colour scheme will integrate with existing infrastructure.
**Traffic**

Review of current and future site traffic, including anticipated truck and rail volumes, patterns and potential effects on local roads, access/egress, and parking needs.

**KEY FINDINGS**
- Overall impact of the proposed Project on current conditions within Fraser Surrey Port Lands will be minimal.
- Traffic analyses show no capacity issues occurring when rail crossing are not blocked and some delays when crossings are blocked.
- Longer blockages at rail crossings will occur overnight when road volumes are lowest so minimal impact is expected on the road network.
- The Project includes rail improvements within the Port Authority Rail Yard that will minimize the time that rail crossings are blocked. Adverse affects on road traffic are not anticipated.

**Lighting**

Review of proposed exterior lighting including locations, types, orientation and level of illumination.

**KEY FINDINGS**
- The terminal lighting design for proposed operation is consistent with industry best practice and minimizes the potential for adverse lighting effects to adjacent communities.
- Project-related light trespass and sky-glow effects will be minimal, due to distance to local residences and effective lighting design.
- Light sources in the container area, shipping area and on the walkway to the ship loading area have the most potential for light trespass and will be aimed downward and away from residences.
- At night, exterior lighting will be operated at exterior-emergency levels and full lighting will only be turned on when required for night-time operations.
Fish, Wildlife, Vegetation and Species-at-risk

Assessment of species and habitats that could be affected by Project activities and any proposed mitigation measures.

KEY FINDINGS

• The site has been highly modified by industrial and transportation activities associated with previous development and has little native vegetation.
• Wildlife habitat limited primarily to species tolerant of human activity.
• With appropriate mitigation in place and good work practices, most construction effects on vegetation and terrestrial habitat are likely to be short in duration and localized to the immediate vicinity of the work.
• With adherence to water quality guidelines, best management practices and recommended mitigation, the Project is unlikely to cause significant adverse effects to fish and fish habitat.
• New rail track that parallels Elevator Rd overlaps with critical habitat for the federally-listed plant streambank lupine. No streambank lupine plants were found during field assessments in 2015 and 2017. A permit under the Species At Risk Act will be required to construct this portion of the new rail track.

Spill Prevention, Emergency Response, and Hazardous Materials Management

Spill prevention, containment and clean-up plan, including training responses and communications procedures, as well as spill tracking and reporting.

A Spill Prevention, Emergency Response and Hazardous Materials Handling Plan was developed in accordance with industry best practices, regulatory requirements and port authority guidance. This plan includes:

• An inventory of hazardous materials anticipated to be handled or stored on site during normal operations
• Reference to appropriate spill containment and clean-up supplies available on site at all times
• Commitment that all personnel working on the Project will be familiar with the spill prevention, containment and clean-up plan
• Guidance for plan updates
• Procedures for:
  - Emergency response to reportable spills
  - Spill prevention, containment and clean-up plan for hydrocarbon products (including fuel, oil and hydraulic fluid) and any other deleterious substances
  - Training, communications and procedures for emergency response, spill tracking and reporting, records of facilities inspections
Stormwater Pollution Prevention

The Stormwater Pollution Prevention Plan outlines the management of stormwater run off for daily terminal operations considering local climate, water capture and treatment systems.

A Stormwater Pollution Prevention Plan was developed in accordance with industry best practices and port authority guidance. This plan includes:

- Identification of potential pollutant sources
- Good housekeeping on-site, and preventive maintenance of machinery
- Containment and reduction of potential stormwater contaminants
- Outline of treatment method on-site
- Implementation and monitoring, including commitment to adaptive management and continuous improvement
- Commitment that all personnel working on the Project will be familiar with the stormwater pollution prevention plan

Demolition and Construction

DEMOLITION – A project permit (PER No. 17-035) for demolition was approved in June 2017 and all documents are available on the port authority’s website.

CONSTRUCTION – We recently submitted our project permit application for the construction of the grain export facility and this was registered as Complete by the port authority in September 2017. Application documents are posted on the Vancouver Fraser Port Authority website.

The project permit applications for demolition and construction are separate and independent. The permit approval for demolition does not guarantee a subsequent approval for development of the new facility.
About Fraser Grain Terminal

Fraser Grain Terminal Ltd. is a Canadian family-owned and operated grain company with more than 100 years of experience in agribusiness and locations across Canada. Serving more than 10,000 Canadian farmers and producers, we market grain to over 40 countries.

How to Participate

Your input is important and we invite you to ask questions and provide comments on our application and the results of our technical studies. Our application, technical study reports and information materials are available on the Project website frasergrainterminal.ca and on the port authority’s website www.portvancouver.com/development-and-permits/status-of-applications.

The Application Review Public Comment Period is from 15 November, 2017 to 12 December, 2017.

Visit FraserGrainTerminal.ca to:

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1-866-302-8872

Contact us by email
comments@FraserGrainTerminal.ca

We are hosting two community open houses during the Application Review Public Comment Period. View the Project information materials and bring your questions for our Project team.

**Inn at the Quay**, 900 Quayside Drive, New Westminster
Thursday, 30 November, 2017 from 5:30 p.m. to 8:30 p.m.

**Royal Heights Elementary School**, 11665 97 Avenue, Surrey
Saturday, 2 December, 2017 from 11:00 a.m. to 2:00 p.m.

Next Steps

We will be accepting input on our grain export facility application and technical studies until 12 December, 2017.

Following the completion of the Public Comment Period for the Application Review the following reports will be prepared, submitted to VFPA for review and approval, then posted to the port authority website and the Project website:

- Consultation Summary Report
- Input Consideration Report

The port authority will complete a technical review and consider all Project information received. Upon completion of this review, a decision regarding our permit application will be made.
Welcome

This open house provides important information about the project and the assessments conducted as part of the Project and Environmental Review process.

Thank you for taking the time to attend our open house about the Fraser Grain Terminal Project.

Fraser Grain Terminal Ltd. is working with the port authority to ensure that community interests are considered as part of the Project and Environmental Review process.

At this event you can

- Find out more about the proposed Project
- View the Project information materials
- Meet with members of the project team
- Provide your feedback and find out how to stay informed

How to Participate

The Application Review Public Comment Period will run from **15 November 2017 to 12 December 2017**.

Visit FraserGrainTerminal.ca to

- Read our application and technical studies
- Complete an online feedback form
- Sign up for Project updates
About the Project

The facility will be used to ship bulk grain products including wheat, barley, oil seeds, pulses and other specialty grains. The throughput for this proposed Project is 3.5 million tonnes per annum (Mt/a) bringing the total capacity for the terminal to 4 Mt/a with the 0.5Mt/a from the existing joint venture grain facility currently operating at the site. The facility will receive approximately 80 bulk vessels per year (approx. 1-2 vessels per week), including Panamax, Supramax and Handy-size vessels.

The new facility will:

- Have a modern design that minimizes noise and dust from grain handling operations
- Replace a derelict manufacturing warehouse on vacant port land that has not been used for more than two years
- Support Canadian trade
- Provide Jobs for B.C. workers

ABOUT FGT

Fraser Grain Terminal Ltd. is a Canadian family-owned and operated grain company with more than 100 years of experience in agribusiness and locations across Canada. Serving more than 10,000 Canadian farmers and producers, we market grain to over 40 countries.
We want to help address two major constraints in getting Canadian grain to overseas customers today – limited rail capacity in western Canada, and a shortage of port industrial land for grain handling.

Our new facility will support Canadian farmers, increase efficiency in grain exports and build strong business relationships with customers around the world. Since 2014, exports of grain and specialty crops have increased, with India and China becoming increasingly important destinations for Canadian products.

By consolidating bulk grain handling in a state-of-the-art facility, we can:

- Help increase efficiency and reduce bottlenecks in the grain supply chain
- Be a good neighbour to adjacent residents and businesses by using modern technology to effectively manage dust and noise
Conceptual Design

New construction on the site will include:

1. Unloading station and transfer tower with fully enclosed conveying equipment and a built-in dust suppression system
2. 34 above-ground steel storage bins (24 x 3,000 t and 10 x 500 t)
3. Travelling ship loader with telescopic cascading spout to reduce dust during vessel loading, replacing existing ship loader fitted with older technology
4. Semi-loop rail track
5. Realignment of an existing rail track
6. Extension to three existing holding tracks in an area to the north east of the main grain facility site to reduce shunting during unloading
7. Container loading facility and storage yards
8. Rail and truck loading facility
9. An administration building and maintenance shop

THE PROJECT SITE

The property that the project site will occupy is made up of three areas:
- The FGT lease area made up of the former Belcarter site and lease land exchanged with FSD
- An area adjacent to the FGT area leased by FSD
- A portion of the Port Authority Rail Yard (PARY)
Air Quality

Assessment of predicted air quality effects considering estimated emissions from facility operations

Scope of the Assessment

The Environmental Air Assessment compares baseline data to future predictions of air emissions, with and without the Project, to determine if there are any potential effects on local air quality.

A Level 2 environmental air assessment was required as part of the port authority review process. As part of this assessment the Project team:

- Reviewed existing conditions
- Completed an emissions inventory
- Completed an air dispersion modelling assessment

Air quality effects were modelled based on equipment and operations of the new facility. Air quality impacts from the proposed facility design and operations were predicted using an air dispersion model at many points (receptor locations) within a 20 km by 20 km study area. Sensitive receptors included the nearest business, residence, park, schools, child care facilities, seniors' facilities, and hospitals.

Emissions from the following sources were included in this air assessment:

- Fugitive Dust
- Rail
- Marine
- Non-road Equipment
- On-road Vehicles
- Electricity

Key Findings

Predicted air quality impacts on the surrounding community are low and remain well below the ambient air quality objectives for the region. Air contaminants did not exceed the ambient air quality objectives beyond the facility fenceline. The assessment found that estimated particulate matter emissions were less in 2020 when the Project is operational compared to existing conditions as measured in 2015.

Improvements in air quality are primarily due to the use of best available technologies for dust suppression and emissions control including:

- New travelling ship loader with a cascading type telescoping loading spout that allows loading without repositioning and reduces ship engine running time
- Enclosed grain handling terminal design
- Reduced drop heights and speed of conveyors that minimize grain breakage and dust creation
- Cartridge type air filters to control dust emissions
- Truck and rail car loading spouts

AIR DISPERSION MODELLING

Air dispersion models are used to assess air quality impacts from sources of air emissions. Inputs to the model include:

- Meteorological data (e.g. winds)
- Geophysical data (terrain and land use type)
- Air emission sources (e.g. dust from material handling)
- Receptor locations (points in the model where ambient air concentrations are predicted)
Noise

Assessment of how the proposed development will affect noise levels experienced by the adjacent community

Scope of the Assessment

For the Environmental Noise Assessment, the Project team:

- Reviewed existing conditions at nearby residential receivers
- Using noise modelling, compared the existing noise environment and the future noise environment with the Project operating at full capacity
- Performed a noise impact assessment

Existing noise levels were measured using four noise level meters installed at community locations in Surrey and New Westminster. Noise measurements were taken on two occasions during March and April 2016, capturing the noise emissions for a range of site activities adjacent to the Project site at Fraser Surrey Docks including the unloading of steel, agricultural products and container ships.

Key Findings

With the implementation of FGT’s low noise initiatives, for most residential locations in proximity of the Project, total noise level is predicted to increase less than 1 dBA with a maximum increase of approximately 2 dBA with the facility operating at full capacity. On average, an increase of less than 3 dB will generally go unnoticed, if the same change in noise level occurs over an extended period of time. Non-Project related noise is the dominant source in the local area, particularly traffic from Highway 17.

The Project design incorporates the following low noise initiatives:

- All fan units are to be fitted with silencers
- Fully enclosed conveyors use low noise polyethylene rollers and operate at low speeds (2.54 m/s)
- Addressing rail squeal with improved track layouts and greasing of tracks
- Limit loading in the container yard to daytime/weekday operation only

THE ACTIVITIES AT THE SITE CAN BE GROUPED INTO THREE BROAD CATEGORIES

- Shipping material from the site
- Receiving material from rail cars at the site
- Loading activities, including loading of containers, trucks and rail cars

The shipping and receiving operations can occur at any time of day and will occasionally occur on weekends. Loading activities at the site will only occur during daytime hours and only on weekdays.
**View and Shade**

**Assessment of the proposed Project’s effect on views or shading in the surrounding community and public areas**

**Scope of Assessment**

Visual impacts were assessed using a 3-D model to analyze the proposed siting, massing and height of the Project on public and private views for the surrounding community. Potential shade impacts were also studied.

The Project team used the following information for this assessment:

- Site existing ground contours
- Site aerial photos, at-grade site photos
- CAD drawings of existing and proposed facilities
- Rendering perspectives of proposed facilities
- Plans for new equipment, structures, and buildings
- Elevation drawings of main facility area
- Sections of proposed structures, orthophotos/satellite images in plan view of the site
- Proposed building finishes and colours
- Mapping of existing vegetation on site to be preserved and protected

Site visits were also conducted to identify viewpoints for photo simulations.

**Key Findings**

- Visual changes to the site will be consistent with existing industrial and transportation land uses.
- In general, the Project will have minimal impact on views, the skyline and shading of adjacent communities.
- Tall, dense vegetation to the south and south-west in the Project area and surrounding community shields most of the new infrastructure from view.
- Views from New Westminster will be similar to the port terminal facilities currently on-site.
- The Project colour scheme will integrate with existing infrastructure.

**LEGEND**

- A Port Royal Park looking SE
- B Westminster Quay near River Market looking S
- C River Road looking W
- D River Road near Stegavik looking NE
- E Westminster Pier Park looking SW
- F Port Royal River Train looking SE
- G Highway 17 near Elevator road looking NW
- H River Road near Regal Drive looking NW
- I River Road looking NW
View and Shade

Existing Conditions

A. At Port Royal Park in Queensborough (Looking Southeast)
B. At Westminster Quay near River Market (Looking South)
C. Along River Road (Looking West)
D. Along River Road near Stegavik Court (Looking Northeast)

Photo-simulations
Traffic

Review of current and future site traffic, including anticipated truck and rail volumes, patterns and potential effects on local roads, access/egress, and parking needs

Scope of Assessment

ROAD – Existing traffic volumes combined with the predicted traffic volumes, once the terminal is in operation, were used to evaluate the current roadway network, including the changes associated with new access to the site. The study focused on operations at the following intersections and transportation corridors:

- Two interchange terminals at the Highway 17 and Tannery Road Interchange
- Timberland Road Split
- Robson Road/Plywood Road
- Driveway from the FGT site at Robson Road
- Robson Road
- Elevator Road

RAIL – Detailed plans and rail protocols were analysed for rail operations under typical conditions to transport 4 million tonnes per year of product.

MARINE TRAFFIC – Detailed plan was developed to describe proposed vessel design, vessel traffic levels, and anchorage requirements and includes berthing/unberthing procedures.

Key Findings

- Overall impact of the proposed Project on current conditions within Fraser Surrey Port Lands will be minimal.
- Traffic analyses show no capacity issues occurring when rail crossings are not blocked and some delays when crossings are blocked.
- Longer blockages at rail crossings will occur overnight when road volumes are lowest so minimal impact is expected on the road network.
- The Project includes rail improvements within the Port Authority Rail Yard that will minimize the time that rail crossings are blocked. Adverse affects on road traffic are not anticipated.

<table>
<thead>
<tr>
<th>Project Traffic</th>
<th>Daily</th>
<th>Weekly</th>
<th>Monthly</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marine vessels*</td>
<td>1 – 2</td>
<td>6 – 9</td>
<td></td>
</tr>
<tr>
<td>Trains</td>
<td>1</td>
<td>7 – 8</td>
<td>30 – 34</td>
</tr>
<tr>
<td>Container trucks</td>
<td>196</td>
<td>980</td>
<td>4,120</td>
</tr>
<tr>
<td>Passenger vehicles</td>
<td>122</td>
<td>460</td>
<td>2,020</td>
</tr>
</tbody>
</table>

*Vessel traffic will likely spread evenly through the year with a potential seasonal summer slow down
Lighting

Review of proposed exterior lighting including the locations, types, orientation and level of illumination

Scope of Assessment

A Lighting Plan was developed for the Project including all proposed lighting at the terminal. The exterior lighting plan includes:

- Roadway lights
- Floodlights
- Lighting controls

The exterior lighting plan was assessed for general lighting design, light trespass and light pollution.

Key Findings

- The terminal lighting design for proposed operation is consistent with industry best practice and minimizes the potential for adverse lighting effects to adjacent communities.
- Project-related light trespass and sky-glow effects will be minimal, due to distance to local residences and effective lighting design.
- Light sources in the container area, shipping area and on the walkway to the ship loading area have the most potential for light trespass and will be aimed downward and away from residences.
- At night, exterior lighting will be operated at exterior-emergency levels and full lighting will only be turned on when required for night-time operations.
**Fish, Wildlife, Vegetation and Species-at-risk**

**Scope of Assessment**

Terrestrial and aquatic species, including birds, fish and species at risk, and their habitats were assessed for potential Project-related effects through desktop review and site visits.

The following biophysical components were evaluated:

- Vegetation
- Birds
- Mammals
- Amphibians and reptiles
- Aquatic Habitat
- Fish
- Species at risk

**Key Findings**

- The site has been highly modified by industrial and transportation activities associated with previous development and has little native vegetation.
- Wildlife habitat limited primarily to species tolerant of human activity.
- With appropriate mitigation in place and good work practices, most construction effects on vegetation and terrestrial habitat are likely to be short in duration and localized to the immediate vicinity of the work.
- With adherence to water quality guidelines, best management practices and recommended mitigation, the Project activities are unlikely to cause significant adverse effects to fish and fish habitat.
- New rail track that parallels Elevator Rd overlaps with critical habitat for the federally-listed plant streambank lupine. No streambank lupine plants were found during field assessments in 2015 and 2017. A permit under the Species At Risk Act will be required to construct this portion of the new rail track.
Construction

Our Goal
We are committed to keeping our neighbours informed during construction and minimizing disruptions for nearby residents and businesses as much as possible. Pending permit approval, we will finalize the construction timeline. Construction is scheduled to take approximately 24 months and is scheduled to begin once demolition of two buildings is complete. Proposed construction start date is January 2018.

What to expect
A project permit (PER No. 17-035) for demolition was approved in June 2017 and all documents are available on the port authority’s website.

Construction activities include:
- Site preparation
- Concrete works and pouring
- Steel welding
- Piling

We anticipate that regular hours of work for construction will be 7:00 a.m. to 5:00 p.m. Monday to Friday. The port authority standard hours of construction are 7:00 a.m. to 8:00 p.m. Monday to Saturday.

Affected communities will be notified in advance of any works commencing on site as well as particularly noisy operations including the nature and duration of the activities.

Construction Environmental Management Plan (CEMP)
The CEMP provides mitigation measures and monitoring for construction-related activities that could impact the environment or the surrounding community. Measures are included to manage dust, noise, air and water quality, sediment, spills and hazardous material.

We will share more information with the community as it becomes available, and welcome any questions or comments.

Spill prevention, emergency response, and hazardous materials management

A Spill Prevention, Emergency Response and Hazardous Materials Handling Plan was developed in accordance with industry best practices, regulatory requirements and port authority guidance. This plan includes:

- An inventory of hazardous materials anticipated to be handled or stored on site during normal operations
- Procedures for:
  - Emergency response to reportable spills
  - Spill prevention, containment and clean-up plan for hydrocarbon products (including fuel, oil and hydraulic fluid) and any other deleterious substances
  - Training, communications and procedures for emergency response, spill tracking and reporting, records of facilities inspections
- Reference to appropriate spill containment and clean-up supplies available on site at all times
- Commitment that all personnel working on the Project will be familiar with the spill prevention, containment and clean-up plan
- Guidance for plan updates

Stormwater Pollution Prevention

The Stormwater Pollution Prevention Plan outlines the management of stormwater run off for daily terminal operations considering local climate, water capture and treatment systems.

A Stormwater Pollution Prevention Plan was developed in accordance with industry best practices and port authority guidance. This plan includes:

- Identification of potential pollutant sources
- Good housekeeping on-site, and preventive maintenance of machinery
- Containment and reduction of potential stormwater contaminants
- Outline of treatment method on-site
- Implementation and monitoring, including commitment to adaptive management and continuous improvement
- Commitment that all personnel working on the Project will be familiar with the Stormwater Pollution Prevention Plan
Appendix 7 – Feedback Form
Feedback Form

Your input is important. Fraser Grain Terminal is working with the Vancouver Fraser Port Authority to ensure that community interests are considered as part of the Project and Environmental Review process.

Our Project is in the application review phase of the port authority’s permitting process. The Application Review Public Comment Period will run from 15 November, 2017 to 12 December, 2017.

Before completing this survey we recommend that you review the Project information available on the Project website at frasergrainterminal.ca or on the port authority’s website at portvancouver.com/development-and-permits/status-of-applications/fraser-grain-terminal-grain-export-facility.

Available for review are:

• Our permit application
• Technical study results
• Discussion guide
• Display boards

Thank you for taking the time to provide your input. Please submit your feedback by 12 December, 2017

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.

Work    Home

TECHNICAL STUDIES

As part of the review process, technical studies were undertaken in the following areas. Please rate your level of satisfaction with the results of the assessments (please check one):

Air Quality

☐ Very Satisfied
☐ Somewhat Satisfied
☐ Neither Satisfied nor Dissatisfied
☐ Somewhat Dissatisfied
☐ Very Dissatisfied

Noise

☐ Very Satisfied
☐ Somewhat Satisfied
☐ Neither Satisfied nor Dissatisfied
☐ Somewhat Dissatisfied
☐ Very Dissatisfied

Please provide your reasons for your level of satisfaction
View and Shade

☐ Very Satisfied
☐ Somewhat Satisfied
☐ Neither Satisfied nor Dissatisfied
☐ Somewhat Dissatisfied
☐ Very Dissatisfied

Please provide your reasons for your level of satisfaction
_________________________________________
_________________________________________
_________________________________________
_________________________________________

Biophysical including Vegetation & Species-at-risk

☐ Very Satisfied
☐ Somewhat Satisfied
☐ Neither Satisfied nor Dissatisfied
☐ Somewhat Dissatisfied
☐ Very Dissatisfied

Please provide your reasons for your level of satisfaction
_________________________________________
_________________________________________
_________________________________________
_________________________________________

Traffic

☐ Very Satisfied
☐ Somewhat Satisfied
☐ Neither Satisfied nor Dissatisfied
☐ Somewhat Dissatisfied
☐ Very Dissatisfied

Please provide your reasons for your level of satisfaction
_________________________________________
_________________________________________
_________________________________________
_________________________________________

Spill Prevention and Emergency Response

☐ Very Satisfied
☐ Somewhat Satisfied
☐ Neither Satisfied nor Dissatisfied
☐ Somewhat Dissatisfied
☐ Very Dissatisfied

Please provide your reasons for your level of satisfaction
_________________________________________
_________________________________________
_________________________________________
_________________________________________

Lighting

☐ Very Satisfied
☐ Somewhat Satisfied
☐ Neither Satisfied nor Dissatisfied
☐ Somewhat Dissatisfied
☐ Very Dissatisfied

Please provide your reasons for your level of satisfaction
_________________________________________
_________________________________________
_________________________________________
_________________________________________

Environmental Management

☐ Very Satisfied
☐ Somewhat Satisfied
☐ Neither Satisfied nor Dissatisfied
☐ Somewhat Dissatisfied
☐ Very Dissatisfied

Please provide your reasons for your level of satisfaction
_________________________________________
_________________________________________
_________________________________________
_________________________________________
Hazardous Materials Management

☐ Very Satisfied
☐ Somewhat Satisfied
☐ Neither Satisfied nor Dissatisfied
☐ Somewhat Dissatisfied
☐ Very Dissatisfied

Please provide your reasons for your level of satisfaction

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Stormwater Pollution Prevention

☐ Very Satisfied
☐ Somewhat Satisfied
☐ Neither Satisfied nor Dissatisfied
☐ Somewhat Dissatisfied
☐ Very Dissatisfied

Please provide your reasons for your level of satisfaction

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Please use the space below to provide additional questions or comments about any of the areas of study listed above.

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

PROJECT SUPPORT

Please rate your level of agreement with the following statement:

I support the proposed Fraser Grain Terminal project to be built in Surrey, B.C.

☐ Very Satisfied
☐ Somewhat Satisfied
☐ Neither Satisfied nor Dissatisfied
☐ Somewhat Dissatisfied
☐ Very Dissatisfied

Please provide your reasons for your level of satisfaction

________________________________________________________________________
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PLEASE TELL US ABOUT YOURSELF

How did you hear about this open house?
(Please check all that apply)

☐ Advertisement in local newspaper
  ☐ Surrey Leader
  ☐ Delta Optimist
  ☐ North Delta Leader
  ☐ New Westminster Record

☐ Friends or neighbours

☐ Notification letter or postcard in the mail

☐ Email

☐ Poster in community

☐ Other (please describe)

_________________________________________

_________________________________________

_________________________________________

Do you… (Please check all that apply)

☐ Live in Surrey

☐ Work in Surrey

☐ Live in New Westminster

☐ Work in New Westminster

☐ Live in Delta

☐ Work in Delta

☐ Live or work outside of Surrey, Delta or New Westminster (please describe)

_________________________________________

_________________________________________

_________________________________________

Would you like to be added to our database and receive Project updates?

☐ Yes

☐ No

If yes, please provide your email address:

_________________________________________
Appendix 8 – Verbatim Feedback Form Responses
Overview

A feedback form was used to collect input as part of the Application Review Public Comment Period. A link to the 13-question online feedback form was provided on the Project website and printed copies were available at the public information sessions.

During the Application Review Public Comment Period, between 15 November and 12 December 2017, 13 people completed the online survey. No paper copies were submitted.

This document provides a verbatim record of the responses.

Online Feedback Form Responses

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.

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Technical Studies

As part of the review process, technical studies were undertaken in the following areas:

- Air Quality
- Noise
- View and Shade
- Traffic
- Lighting
- Fish, Wildlife, Vegetation and Species-at-risk
- Spill Prevention, Emergency Response, and Hazardous Materials Management
- Stormwater Pollution Prevention

In the questions on the following pages, please rate your level of satisfaction with the results of the assessments.
Reasons:

As an asthmatic, good to know dust kept to minimum

Current air quality conditions are very poor and despite numerous attempts by us from 2014 - 2016 to have this addressed there has been nothing done, in fact we have been deliberately ignored.

At the open house we brought photographs of these conditions from over the years. No one involved with this project was aware of these conditions. How is this possible when numerous technical studies have been done on current conditions and future predictions? The Rep from the Open House, who did the modelling for Air Quality, stated that his model did not include conditions such as the ones in our photographs. If existing conditions used for a base are not correct, how can one be assured future predictions will be accurate?

On a dry day with a light breeze, we find our entire deck, table and chairs covered in a ‘yellow dust’. It is most visible on our white railings. What about what we can’t see with the visible eye, what we breathe, how is it impacting young children with developing lungs? The dust cloud in our photographs continues for hours at a time until the loading of the ship is complete.

The continuous use of the term ‘Best Available Practices’ is subjective and leaves this project open to many options not necessarily ones that would be in the best interest of the local residences.

If the current situation has been ignored since 2014 and has not been addressed then how can we believe future conditions or any concerns that arise will be addressed?

As there is no place to submit our photographs on this form to substantiate our comments, we will be submitting them via email to the Representatives we met at the open house from the Fraser Grain Terminals and The Port of Vancouver.

For these reasons, we have absolutely no faith or trust in the promises or the finding of this project.
The proof will be in the operation and by that time it will be too late to change.

I’m already dealing with dust and noise, having small kids it’s real concern for my family and that’s not mentioning noises from port and loud boat idling. We all know how much boats pollute since they are not required to have diesel particulate filters on exhausts. They rig raw fuel that weak breath.

Emissions from the additional 196 trucks in and out of the area daily not considered.

I’m asthmatic.

I like the fact that the ships can reduce running time.
Reasons:

Noise of building new facility, pile drivers etc. is worrisome—also engine noise from ships while sitting loading could be annoying, and idling trains diesel engines.

The project states, container yard loading is limited to weekday daytime hours yet other data at the open house indicates 24-hour operations. Can you clarify? What are the noise levels from container loading? What are noise levels from other operations?

The 4 testing sites for the assessment were not where the noise is a major concern. By selecting “close” sites they deliberately (assuming they know noise then the selection is deliberate) put equipment in low-level sites where the noise is not as loud. The land to the south east of the terminal rises and forms a funnel the increases the noise as you go up so the sites tested do not show the impact as much as other locations...noise specialist would know this.

I spoke with the individuals who hosted the meeting at Trinity Lutheran Church in Delta and give my contact info, asking that my home be a testing location, but was never contacted.

To say FSD have only received 16 complaints from 2012 to 2017, only 2 related to noise, is interesting...I have to wonder if the other authorities were contact (BNSF, Federal Rail Authority, Port Authority, City of Surrey, etc.) and the lowest complaint volume used as the example. There have been many petitions signed and presented regarding the train whistle noise so to suggest complaints are almost non-existent is deliberately misleading.

I am extremely dissatisfied with a report from a supposedly professional company that skirts their professional ethics to be independent and impartial.

---

Having problem sitting outside and having normal conversation because of the noise. Waking up many times and need Togo next day to work. Super noisy. Please stop bringing any more noisemakers!
Shunting of rail cars, although mentioned, I do not feel was considered in the increase in noise levels. This would increase by a minimum of 20 and a maximum of 45 times daily with the proposed train daily (between 5000 tonnes or 14000 tonnes of product transported).

Train horns will increase at night.

I am appreciative of the fact that loading in yard is during ‘regular’ work hours. This is a very positive step.
Reasons:
The surrounding neighbourhoods are all above the ground level of the dense vegetation so this will not hide any of the operations. This study makes it like the vegetation is going to be a benefit yet it really is not going to do anything.

Blocking view on the river.

Will affect residents' views.
Reasons:

Hopefully the trains will not have engine whistles every time they cross the main road. Some train operators pull longer than necessary on horns, especially at night.

When viewed as a single project, the traffic, the noise, the aesthetics appear fine (from my layman’s perspective) - my concerns relate to broader impact of all of the developments planned in that area along the Fraser River banks especially how the totality of the proposals will impact and potentially (and in all probability), the local environment and associated habitats. I worry that the municipalities of Delta, Surrey and New Westminster are not engaged in effective horizontal dialogues with best interests of the respective communities at heart

So again, I turn to the Port of Vancouver and ask is there really a coordinated holistic plan that works for the various interests, the various communities, the various industries, etc. I am still struggling to understand the broader strategic direction of the various proposals and how (and indeed if) they relate to one another.

The proposed Grain terminal in Delta being situated across the river from the newly proposed (and I believe approved) toxic soil removal site in Queensborough serves as an example of my point. How does one impact the other - from a noise, traffic, and environmental perspective? I have yet to hear holistic responses to these questions and observations, rather, what I hear and read is site specific plans, analysis etc.

So - what I am saying is that all interested parties - with the Port of Vancouver as the lead, must make a better effort of explaining, of communicating their plans, their vision in a far more effective and strategic manner.
Why will there be longer blockages at rail crossings overnight? Is this when rail traffic will be occurring (horns blowing, cars shunting).

Although it shows only one train per day, it does not say how many cars this one train will have. We believe this should be clarified.

At the open house we were advised it would only be a “few” trucks per day yet the report shows there will be an additional 196 truck trips (98 in and out) per day. We believe this amount of additional trucks will have a significant negative impact for local residences, i.e. truck noise, horns, screeching brakes, diesel pollution etc. Anyway you do the math, it appears these trucks will be in operation 24 hours. There was no clear, definite information on this. In fact, we left the open house feeling we had been deliberately mislead on this issue.

We are further concerned that if and when the operations expand, the impact on the neighbouring residences will be much greater.

But what is not mentioned is the rail traffic increase which will result in increased train whistles and by shifting the rail traffic to “overnight” to prevent an adverse impact on road traffic you are making the noise level issue even worse for residents who are woken up by the train whistles.

Trains just like boats are very noisy and big polluters.

It seems that capacity issues for local residents was not considered. 196 container trucks daily through this area would create considerable bottlenecks for local residents. These container trucks would also affect surrounding roadways and bridges including Scott Road and Pattullo Bridge, River Road and Alex Fraser Bridge to name a few.

I am assuming most all of the rail traffic will be arriving through the CPR lines to the north. I would have concerns if the grain was arriving from the south.
Reasons:

The light emitted from Annacis Island is obnoxious and is polluting the Port Royal neighbourhood. I am not convinced that the current proposal will effectively address light pollution issues - particularly given the 24/7 nature of this industrial development.

The study states lighting will be directed downward. If lighting is directed upwards towards residence and affecting residence, how will this be addressed and corrected?

A two page assessment that concludes that the operation lighting will be consistent with industry practice (which is fine when the industry is not right next to residential as is the case most of the time) and efforts to minimize the impact are practical, fails to address the concerns of residents who have light streaming into their homes 24 hours a day.

Already considerable increase in night light over the 7 years I’ve lived here. Enough, enough. This affects people, families. What are you thinking

This is an Industrial Zoned area, and we expect that the safety of workers will be protected with adequate lighting.

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<td>23%</td>
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8% Very dissatisfied (4)
15% Somewhat satisfied (2)
15% Neither satisfied nor dissatisfied (2)
8% Somewhat dissatisfied (1)
8% Did not review/not applicable (1)

Lighting
Biophysical Including Vegetation and Species-at-risk

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**Reasons:**

I don’t know enough to comment on this aspect.

We hope Environment Canada will enforce and address any issues.
Spill Prevention, Emergency Response, and hazardous Materials Management

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Reasons:

Obviously I hope that all modern measures and practices will be imposed and that municipalities and residents will have appropriate legal recourse should spills occur.

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Reasons:

Obviously I hope that all modern measures and practices will be imposed and that municipalities and residents will have appropriate legal recourse should spills occur.

Not certain if groundwater treatment centre will be a stand alone unit...or if discharge will tie into Local Sanitary or Storm?
Reasons:
I have lived in the community for 25 years. The noise at night is already intolerable. The Annieville area was historically a fishing community, not an industrial area. I strongly oppose the expansion of the current facility.

People living in the neighborhood need more green areas, parks, entertainment, not noise and pollutants

I’m filling out the survey to ask a question. I note that the project rendering on your project web page does not show the loading infrastructure for the direct transfer coal facility which received permit approval from the Port Authority in 2015. By comparing your rendering with submitted plans for the coal facility, it appears that the loading infrastructure for both projects lands in roughly the same location behind the JV shed. So: First, are these two projects compatible, or is the coal terminal project being shelved? Second, if the two projects are proceeding independently, how are you assessing the cumulative impact from rail related activities for both projects? For these two projects and the proposed potash terminal at FSD? By cumulative impacts I mean diesel exhaust, noise, vibration, traffic disruption etc generated by train traffic from all three projects entering and leaving the FSD site and shuttling in the PARY. Thank you.

As we live very close to terminal, added noise is main concern

Please reference my earlier comments regarding a coordinated strategic approach by the POV, the affected municipalities, and industries involved.
We have absolutely no trust in the Fraser Grain Terminal Project. From 2014 - 2016, we made several attempts to have something done regarding the loading practices when dealing with Canola by products and the air pollution it was causing in the local neighborhood. We were ignored and after pursuing the matter further, we were basically 'blown off'.

We have no faith future predictions are accurate and have given reasons why in our previous comments.

The term "using best available practices", which is used repeatedly in the studies is subjective and leaves it wide open to numerous options and not necessarily those in the best interest of local residences. Clearer answers, especially concerning the Air Quality and the measures that will be taken to ensure the air quality is nothing like the current conditions and that steps will be taken to correct deficiencies would be better.

How can local residence be assured, when concern arise they will be addressed? Will there be a community liaison appointed during the construction phase and after the operations begin?

Photos being emailed (see Air Quality comments), please include with our comments.

Until train whistle noise and light pollution is addressed in a way that reduces the negative impact on local residents I do not support any projects in the general Fraser Grain Terminal & Fraser Surrey Docks area.

I live here and my family and friends don’t want to go somewhere else it’s my community. This would have huge impact on all community and wellbeing of all off us!

The impact to local residents would be significant in terms of air quality, noise and traffic. The Studies have not addressed these issues satisfactorily for residents.

Already I clean brown greasy dust off my deck every week. The grain particulates will make it worse. Plus I already have difficulty breathing and due to rent rises cannot afford to move. The health issues for seniors and children are considerable, as I understand it. Please reconsider

I believe this is a good location for delivery of Canada’s grains to world markets. It is a reasonably clean commodity.
How did you find out about the Project?

- Advertisement in local newspaper (Surrey NOW-Leader): 1
- Advertisement in local newspaper (Delta Optimist): 0
- Advertisement in local newspaper (North Delta Leader): 0
- Advertisement in local newspaper (New Westminster Record): 2
- Friends / neighbours: 5
- Letter delivered to home or business: 5
- Email: 4
- Website (BHP Project site, Port of Vancouver): 0

Do you...(Please check all that apply)

- Live in Surrey: 9
- Work in Surrey: 2
- Live in New Westminster: 2
- Work in New Westminster: 0
- Live in Delta: 2
- Work in Delta: 1

Project Database Sign-up

- Yes, 85%
- No, 15%