



CANADIAN PACIFIC

# Request to VFPA to Conduct Construction Outside of Regular Work Hours

CP Cascade M118.0 Capacity Expansion Project

September, 2019

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## 1.0 Project Description

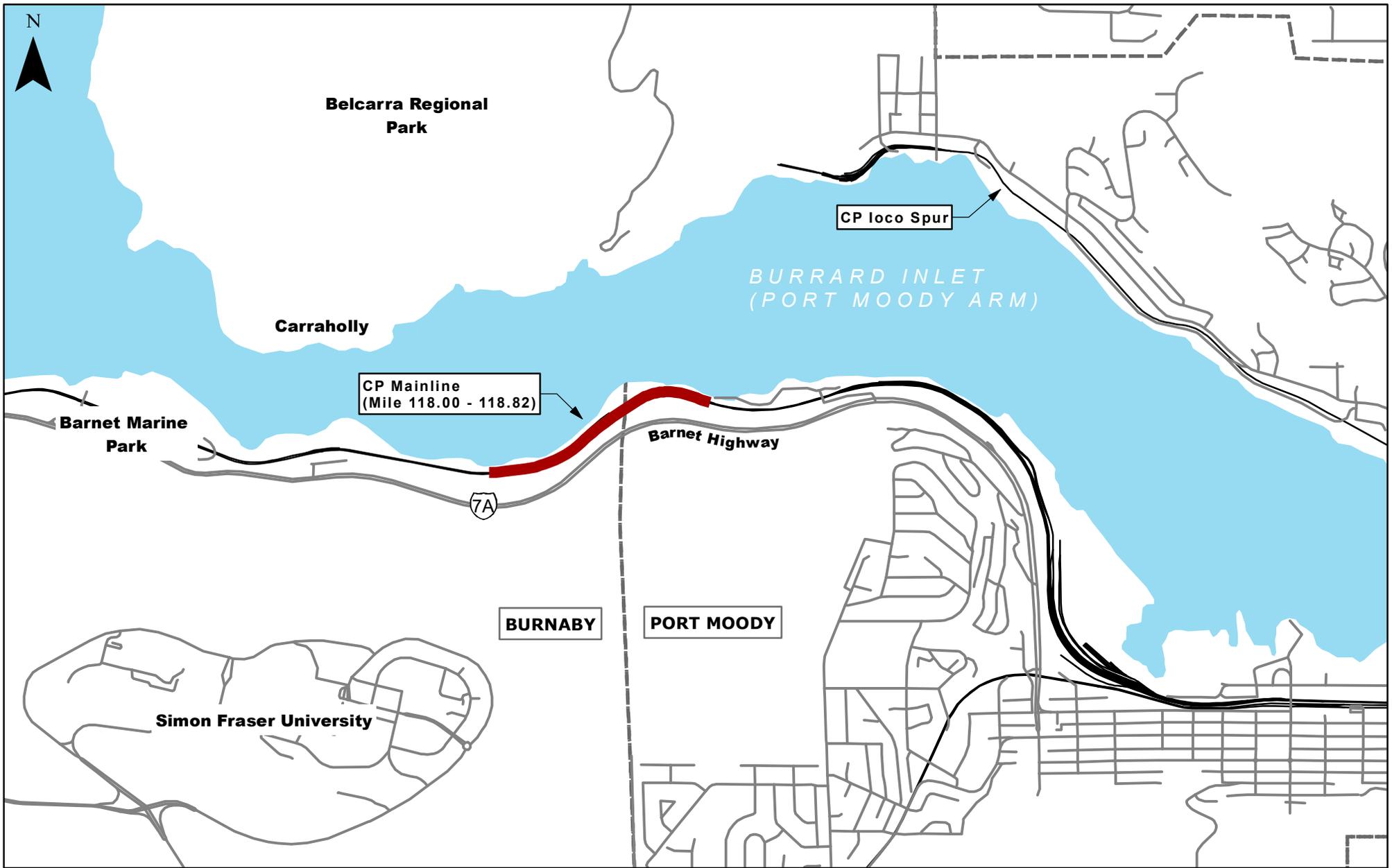
### 1.1 Project Overview

CP is proposing to expand existing railway infrastructure to increase capacity along a section of their Cascade Subdivision from Port Moody to Burnaby, British Columbia (see **Figure 1**). Growth in freight volumes into and out of port facilities on the south shore of the Burrard Inlet requires an increase in rail capacity on the west end of CP's Cascade Subdivision. A section of third track will increase track capacity and will reduce potential delays to both freight and passenger train traffic through the area on the mainline tracks.

The proposed service track is to be 1,100 metres (3,600 feet) in length and situated on the north side of the existing mainline tracks. All rail infrastructure is to be located within the CP right-of-way with a portion of the rail embankment, grading works and shoreline protection within the port authority's jurisdiction. No new public or private road crossings are proposed and therefore no changes to current train whistling requirements will occur.

Construction activities proposed for the development of the new lead/service track include: site access/egress preparation; vegetation clearing; excavation and establishment of the toe of slope; placement of structural fill and riprap; site clean-up; site restoration, and demobilization. The toe of the expanded rail embankment and riprap is to extend up to 5 m beyond CP's right-of-way at a number of locations within the project area.

The Department of Fisheries and Oceans Canada has determined that a *Section 35(2) Fisheries Act Authorization* is required. CP has developed a habitat-offsetting plan that includes the creation of beach spawning habitat, the creation of nearshore (subtidal) reef habitat and riparian vegetation planting at two locations within the Port Authority's jurisdiction. The two locations for the proposed habitat offsetting are east of Barnet Marine Park in Burnaby and west of New Brighton Park in Vancouver.



**Canadian Pacific  
Cascade Capacity Expansion**

**Project Location  
Figure 1**

**Legend**

 CP Mainline (Mile 118.00 - 118.82)

MAP DRAWING INFORMATION:  
ESRI Basemap, Dillon Consulting Limited,  
Canvec (2018), National Railway Network, City of Burnaby

MAP CREATED BY: RBB  
MAP CHECKED BY: RD, PS  
MAP PROJECTION: NAD 1983 UTM Zone 10N



PROJECT: 18-7764  
STATUS: FINAL  
DATE: 2019-09-19

## 1.2 Construction Approach and Timing

While the ultimate approach to construction of the Project will be determined by the selected Contractor, it is anticipated that construction of the rail embankment will include the following activities:

- Site mobilization including establishment of temporary access pads, access roads and rail crossings;
- Clearance of vegetation as required;
- Installation of riprap toe/base material;
- Installation of approximately 22,800 m<sup>3</sup> of fill material below the high water mark, including structural fill and riprap; and
- Site clean-up, restoration and demobilization.

Both road and marine-based (i.e., barge) options, or a combination thereof, have been identified for access and egress to/from the Project site for the inbound and outbound movement of construction materials and equipment. Temporary road access is required as established vehicular access from the road network/rail corridor to the Project area is not available. The road option includes the development of temporary access routes and laydown areas along the south side of the CP mainline tracks to access the Project area and for the delivery and storage of equipment and materials. The marine option includes the installation of a temporary unloading pad at the west end of the Project area facilitating the delivery/removal of materials by marine barge. Barge operations will be managed by the Contractor following Transport Canada requirements to minimize potential interference with active commercial and recreational navigation. Some materials (e.g., pre-manufactured materials) may be delivered by rail. CP continues to work with adjacent leaseholders to identify other potential access and egress opportunities.

Upon completion of the embankment, rail infrastructure will be installed and connected to Suncor's private trackage at the Burrard Products Terminal. This phase of construction is anticipated to occur following completion of the sub-ballast platform that will support the rail for the new lead/service track.

Construction of fish habitat offsetting elements will include the following activities:

- Vegetation planting along the exposed face of the constructed rail embankment;
- Creation of beach spawning habitat including the placement of sand or gravel on the near shore; and
- Creation of subtidal reefs including the placement of rock/riprap on the near shore.

Construction of fish habitat offsetting will be completed strategically to align with other construction activities where appropriate equipment and materials are being used.

Construction is anticipated to take approximately nine months to complete. CP is anticipating the start of construction to occur on December 1, 2019 and will align as much of the in-water work with the Burrard Inlet “fisheries window” when fish are at least risk to potential construction impacts. The annual fisheries window extends from August 16 to February 28/29.

Under the current Project application to the VFPA, construction will be conducted during the port authority’s regular hours of construction between Monday and Saturday from 7:00 am and 8:00 pm.

## 2.0 Request for Extended Work Hours

CP is requesting authorization from the VFPA to undertake the construction of the proposed Cascade Capacity Expansion Project outside of the port authority’s standard working hours. The VFPA has developed *Guidelines – Requests to Conduct Construction Outside of Regular Work Hours* (February 2018) to assist applicants in preparing submissions for extended working hour requests. This submission has been prepared following the VFPA’s guidelines.

There are a number of important drivers supporting CP’s request for extended working hours for the Project. The opportunity to condense the Project construction period by extending working hours:

- Reduces the overall construction period and duration of potential nuisance effects on industrial, commercial, residential and recreational uses in the vicinity of the Project;
- Increases construction productivity as constraints on construction from CP’s daily mainline rail operations (i.e., freight, commuter passenger service) are reduced during nighttime hours;
- Reduces potential construction effects on fish and fish habitat by optimizing construction timing within the approved “fisheries window”;
- Reduces potential conflicts of construction-related access/egress through Reed Point Marina by optimizing construction timing with off-peak use of marina operations; and
- Reduces the potential for interaction between construction activities and on-water recreational users of Port Moody Arm by optimizing construction timing with off-peak recreational boating periods.

CP is requesting the extension of working hours to include day, evening and night shifts on weekdays and weekends (i.e., 24 hours per day/7 days per week) through the full construction period extending to December 31, 2020.

## 3.0 Existing Project Setting

### 3.1 Regional Topography

The Project location is situated on the south shore of Burrard Inlet (Port Moody Arm) at the base of Burnaby Mountain. Burnaby Mountain has a pronounced asymmetric north-south profile with a very steep north slope rising to a peak elevation of 350 m above sea level. On the north side of Burrard Inlet is the Coast Mountains with the nearest peak found in Belcarra Regional Park at 282 m above sea level. **Figure 2** identifies the Project location in the context of the surrounding topography.

### 3.2 Existing Noise Sources

There are a variety of existing noise sources that influence the sound environment of CP's Project Area. Industrial and commercial properties, as well as transportation corridors, represent the primary sources of noise in the vicinity of the Project. Port-related enterprises in the area include terminals for the export and import of goods such as petroleum and agricultural products. BC's largest full service marina, Reed Point Marina, is situated at the east end of the Project area. A number of other industrial and commercial properties are located upslope from the shoreline on both sides of Port Moody Arm. CP's Cascade Subdivision (Vancouver Terminal), CP's loco spur to Imperial Oil, and the municipal arterial Barnet Highway are major transportation corridors of the area.

Existing noise sources in the vicinity of CP's proposed Project are identified in **Figure 3**.

### 3.3 Existing Noise Receptors

For the purpose of this submission, existing noise receptors are defined as residential, recreational and institutional properties.

The Project straddles the municipal boundary between the City of Port Moody to the east and the City of Burnaby to the west and is not accessible from public roadways. The closest public roads are the access road to Reed Point Marina (Port Moody) and Cariboo Road (Burnaby).

The nearest residential receptors are situated approximately 700+ metres from the Project area in the Carraholly neighbourhood (unincorporated area of Metro Vancouver Electoral Area A) on the opposite side of Port Moody Arm. There are an estimated five residences in the Carraholly neighbourhood and it is uncertain whether these residences are inhabited year round. The next closest residential areas are located in the Harbour Heights/College Park neighbourhood of Port Moody some 900 metres east of the Project.

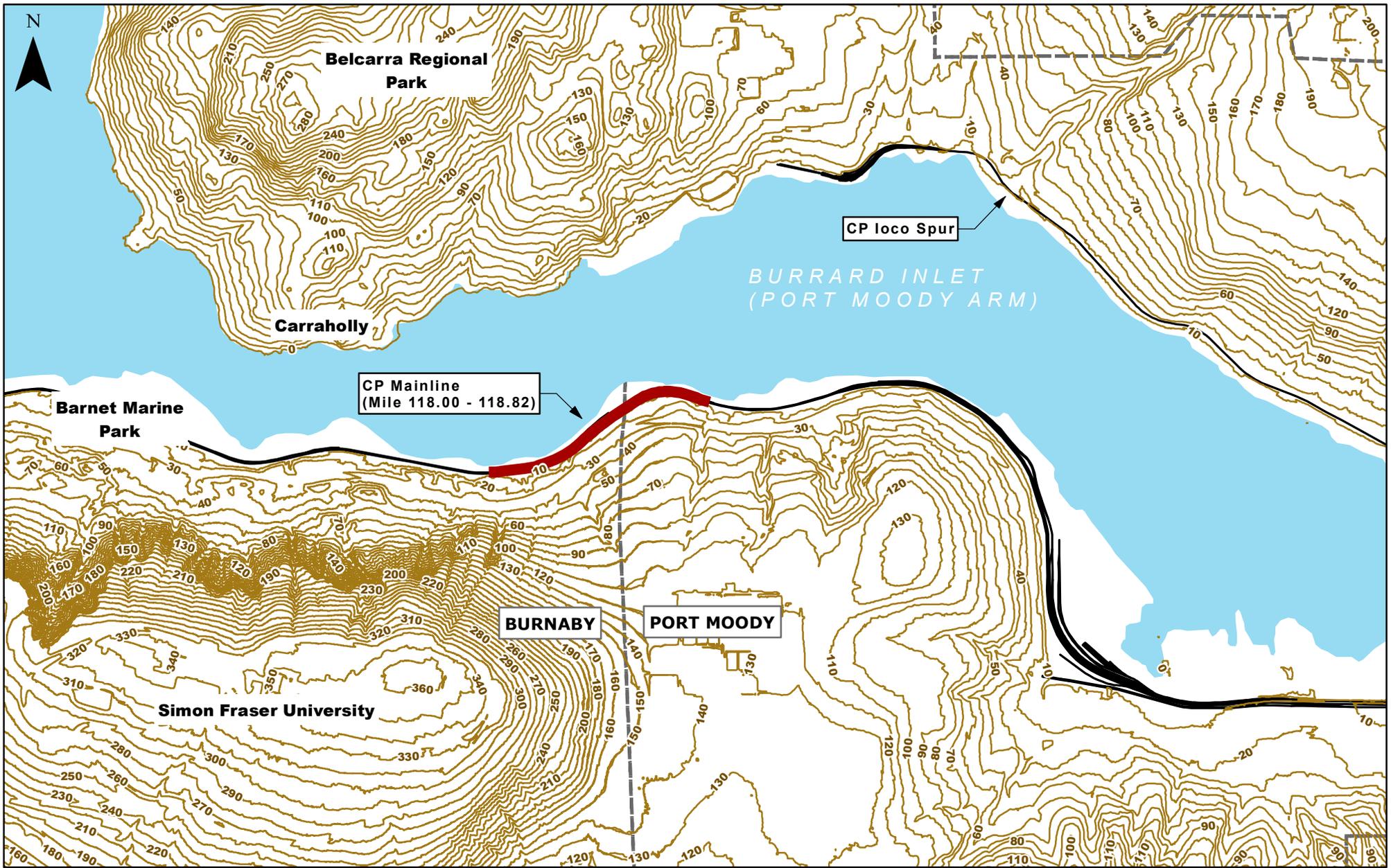
Simon Fraser University, located on the top of Burnaby Mountain, is the closest institutional receptor to the Project area at a distance of ~850 m. Seaview Elementary School, located approximately 1.3 km southeast of the Project area, is the closest public school. There are no hospitals or retirement homes (i.e., other receptors that may be considered sensitive to potential impacts of the Project) situated within 2.5 km of the Project site. The closest hospital is Eagle Ridge Hospital, located approximately 8.5 km from the Project site in the City of Port Moody. Major recreational parks are located northwest (Belcarra Regional Park – 0.87 km), west (Barnet Marine Park – 1.2 km) and southwest (Burnaby Mountain Conservation Area – 0.09 km) of the Project area.

**Figure 4** illustrates the locations of noise receptors in the regional area.

### 3.4 Noise-related Community Interactions

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CP operates a toll-free “Community Connect” telephone line (1-800-766-7912) and email service ([Community\\_Connect@cpr.ca](mailto:Community_Connect@cpr.ca)) which is dedicated to handling questions and concerns from members of the public. The Community Connect team have confirmed that no noise-related interactions or complaints have been documented over the past years related to noise generated from the operation and maintenance of CP’s mainline corridor in the vicinity of the Project.



**Canadian Pacific**  
**Cascade Capacity Expansion**

**Topography**  
**Figure 2**

**Legend**

 CP Mainline (Mile 118.00 - 118.82)

 Contour (10 m)

SCALE 1:25,000

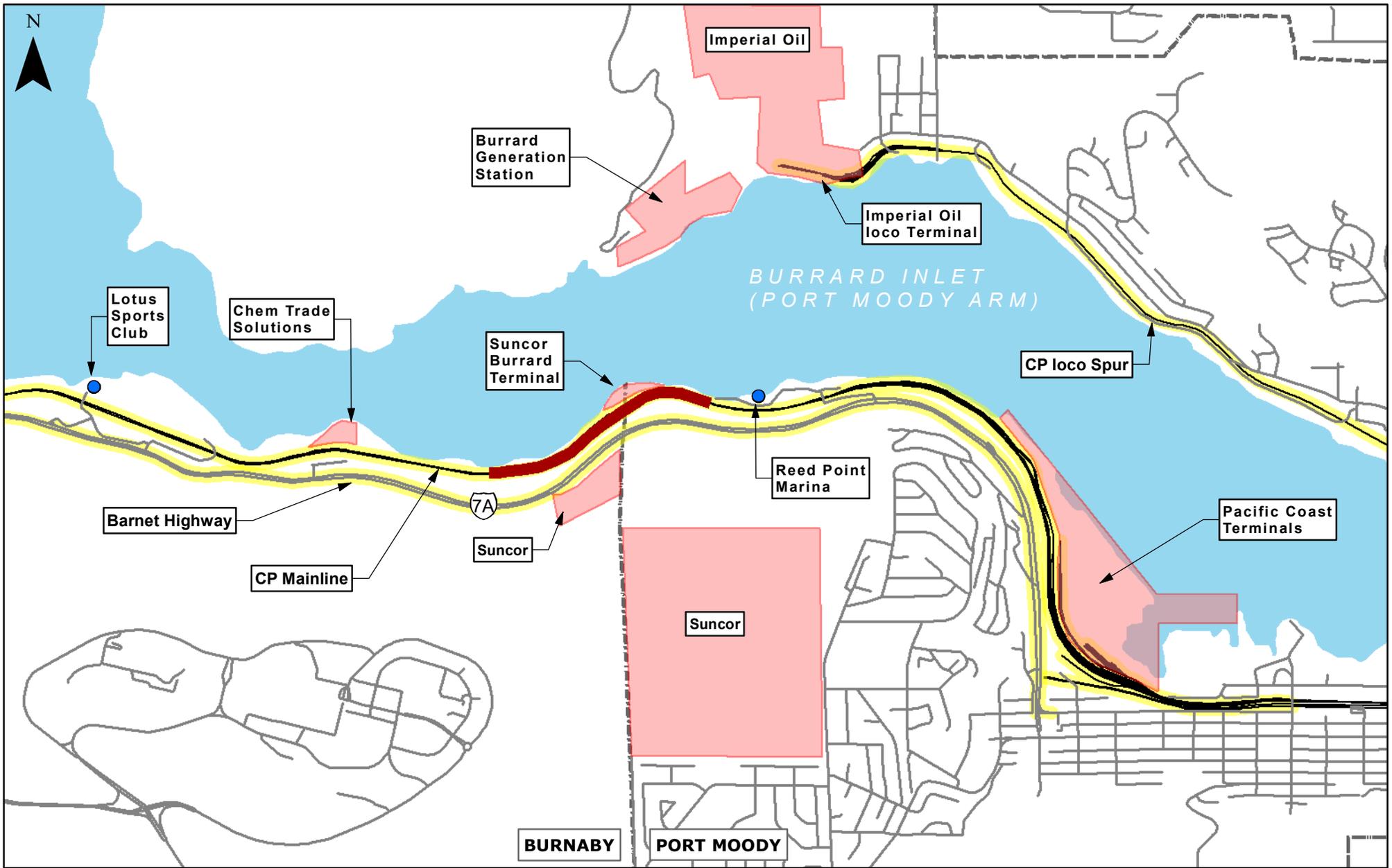
0 125 250 500 750 1,000 Meters

MAP DRAWING INFORMATION:  
 ESRI Basemap, Dillon Consulting Limited, City of Port Moody,  
 Canvec (2018), National Railway Network, City of Burnaby

MAP CREATED BY: RBB  
 MAP CHECKED BY: RD, PS  
 MAP PROJECTION: NAD 1983 UTM Zone 10N



PROJECT: 18-7764  
 STATUS: FINAL  
 DATE: 2019-09-19



**Canadian Pacific  
Cascade Capacity Expansion**

**Location of Sensitive Sources  
Figure 3**

**Legend**

- Commercial
- CP Mainline (Mile 118.00 - 118.82)
- + Industrial
- ▬ Transportation Corridor

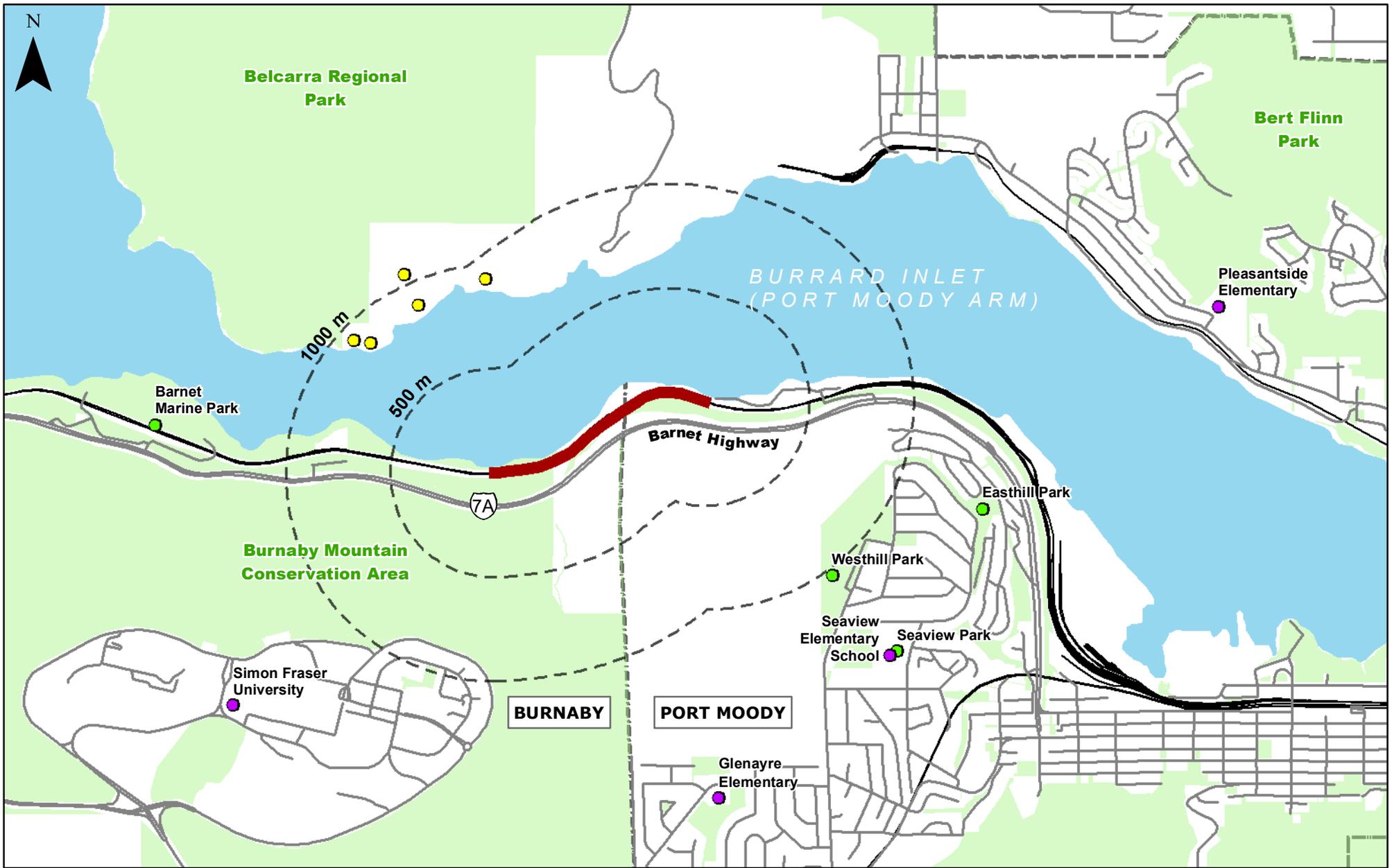


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**Canadian Pacific**  
**Cascade Capacity Expansion**

**Location of Sensitive Receptors**  
**Figure 4**

**Legend**

- Residence
- School
- Park
- CP Mainline (Mile 118.00 - 118.82)
- Parks

MAP DRAWING INFORMATION:  
 ESRI Basemap, Dillon Consulting Limited, Metro Vancouver  
 Canvec (2018), National Railway Network, City of Burnaby

MAP CREATED BY: RBB  
 MAP CHECKED BY: RD, PS  
 MAP PROJECTION: NAD 1983 UTM Zone 10N

SCALE 1:25,000  
 0 125 250 500 750 1,000 Meters



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## 4.0 Potential Offsite Noise Disturbances

### 4.1 Potential Noise Effects from Project Construction

Noise levels on the Project site are anticipated to range from low to high depending on the construction component (e.g., mobilization, embankment development, rail installation, fish offsetting construction) and where, within the linear Project site, construction activities are being completed. Typical noise generated during construction is expected to be bumps, bangs and noise generated by equipment handling materials (e.g., excavator, backhoe, dump trucks). Neither tonal (e.g., whirs, whines) nor strong, low-frequency (e.g., large diesel engines, large fans) noise is anticipated to be generated by construction activities.

Because the Project Contractor has not been selected, it is uncertain whether pile-driving will be a construction method used on-site. If proposed by the selected Contractor, it is expected that the extent of pile-driving will be limited. Regardless, as pile-driving is a high-energy impulsive noise, CP is committed to limited any and all pile-driving activities to the period within the VFPA's regular work hours. No other high-energy impulsive noise is expected from Project construction activities.

As a linear project, it is fully expected that construction will occur at multiple locations simultaneously. Noise, therefore, is expected to occur from multiple locations at any one time however noise type and intensity could differ significantly depending on construction activities at each location.

Potential offsite noise disturbance can be summarized as a short-term increase in noise predicted at the receptors located in the Carraholly neighbourhood, particularly during noisy construction activities.

CP is proposing to initiate construction on December 1, 2019. While construction is anticipated to be completed over a 9-month period, CP has identified a Project completion date of December 31, 2020. As noted previously, CP is requesting an extended work hours schedule to include daytime, evening and night shifts on weekdays and weekends (i.e., 24/7 work hours).

### 4.2 Mitigation Measures

Short-term noise generation will result from construction equipment and associated activities during Project construction. The following general mitigation measures are included in CP's Project Construction Environmental Management Plan and will be implemented to minimize the potential for construction-related noise effects:

- Equipment will be properly maintained to limit noise generation and fitted with functioning exhaust and muffler systems;
- Equipment and machinery not being actively used will be turned off when possible;

- All construction activities will be coordinated with the appropriate *standard* and *extended* work hour periods approved by the VFPA; and
- On-site CP staff and representatives will monitor construction activity for potential noise effects on receptors.

Specific construction activities will occur within the VFPA's *standard* and *extended* work hours as follows:

<b>Standard Work Hours</b> (7:00am – 8:00pm, Monday to Saturday)	<b>Extended Work Hours</b> (24 hours/day, 7 days/week)
<ul style="list-style-type: none"> <li>• Access road removal</li> <li>• Vegetation clearing and planting</li> <li>• Installation and removal of temporary working pads</li> <li>• Pile driving</li> <li>• Construction of offsetting habitat</li> </ul>	<ul style="list-style-type: none"> <li>• Access road installation</li> <li>• Material delivery and handling</li> <li>• Embankment construction</li> <li>• Retaining wall construction</li> <li>• Track construction</li> <li>• Bridge span lift/installation</li> <li>• Aquatic lifeform salvage</li> </ul>

### 4.3 Noise Screening Worksheet

Per the VFPA's Guide, a completed copy of the Noise Screening Worksheet is provided on the following page. The Worksheet was completed by several informed individuals to establish the potential for the Project to create noise impacts with the surrounding area. Project-specific comments have been added to the Worksheet to qualify responses where necessary.

### 4.4 Contact Information

Contact information for CP (the applicant) is provided below in the event that the VFPA receives a noise complaint. Contact information for CP's project Contractor is not available at this time as the Contractor has not yet been selected. CP will forward contact information for the applicable Contractor following the conclusion of the selection process.

CP (Applicant) Project Contact

Joe Van Humbeck

System Manager Environmental Assessment

Office: 403-319-6530 Cellular: 403-809-2530

7550 Ogden Dale Road SE

Calgary AB T2C 4X9

## APPENDIX I – NOISE SCREENING WORKSHEET

This worksheet should be filled out by one or more informed individuals representing the Applicant in order to establish the potential to create noise impacts within surrounding areas. This screening procedure is opinion-based and largely qualitative in nature. Complete this worksheet marking each of the eight questions and submit to the Vancouver Fraser Port Authority as part of the extended work hours request.

<b>Question 1 – Noise levels expected on project site</b>	
Based on experience with similar construction operations, or on your best judgment, do you expect that noise levels within the project site will be:	
Very Low	<input type="checkbox"/>
<i>Noise levels are anticipated to range from Low to High depending on specific construction activities.</i>	Low <input checked="" type="checkbox"/>
	Moderate <input checked="" type="checkbox"/>
	High <input checked="" type="checkbox"/>
	Very High <input type="checkbox"/>

<b>Question 2 - Presence of undesirable characteristics</b>	
Will any of the key activities create ongoing noise which (indicate all that apply):	
are clearly tonal (hums, whirs, whines)	<input type="checkbox"/>
are impulsive or have very rapid onset (bumps, bangs, material handling impacts, rail car shunting, compressed air release etc.)	<input checked="" type="checkbox"/>
contains strong low-frequency content (e.g. large diesel engines, large fans or air compressors)	<input type="checkbox"/>

<b>Question 3 – Presence of high-energy impulsive noise</b>	
Will any activities create noise which could be classified as “High-energy Impulsive”? Examples could include the industrial use of explosives, explosive circuit breakers, or pile driving.	
No	<input type="checkbox"/>
<i>Pile driving may or may not be used and will be confirmed once the Contractor is selected.</i>	Yes <input checked="" type="checkbox"/>

<b>Question 4 – Hours/ days of operation</b>	
Will the extended hours schedule be (check all that apply):	
Evening Shift [ 8 p.m. to midnight; weekdays ]	<input checked="" type="checkbox"/>
Evening Shift [ 8 p.m. to midnight; weekend ]	<input checked="" type="checkbox"/>
Night Shift [ midnight to 7 a.m.; weekdays ]	<input checked="" type="checkbox"/>
Night Shift [ midnight to 7 a.m.; weekend ]	<input checked="" type="checkbox"/>

<b>Question 5 – Proximity to noise-sensitive areas</b>		
How far is the nearest noise-sensitive land use (residences, schools, hospitals, parks etc.) from the property line of the project site?		
<i>All hospitals; all schools (except SFU).</i>	More than 1,000 m	<input checked="" type="checkbox"/>
<i>SFU (865m); Carraholly residences (720-850m).</i>	500 to 1,000 m	<input checked="" type="checkbox"/>
	250 to 500 m	<input type="checkbox"/>
	125 to 250 m	<input type="checkbox"/>
	less than 125 m	<input type="checkbox"/>

<b>Question 6 – Presence of noise shielding or reflection</b>		
Will buildings, structures and/or landforms partially or totally screen construction noise sources from nearby noise receptors (that is, interrupt the line of sight and direct hearing)? Here consideration should be given to the relative elevations of the noise sources, the noise receivers (ground and upper floors) and the intervening buildings and/or landforms.		
<i>SFU.</i>	Substantial, continuous noise shielding	<input checked="" type="checkbox"/>
	Substantial, but not total, screening	<input type="checkbox"/>
<i>Carraholly residences.</i>	Intermittent shielding, e.g., row of smaller, non-adjoining buildings	<input checked="" type="checkbox"/>
<i>Carraholly residences.</i>	Scattered shielding by objects, machinery, stockpiles	<input checked="" type="checkbox"/>
	No shielding potential	<input type="checkbox"/>

<b>Question 7 – Existing noise environment</b>		
How would you rate the existing noise environment in the vicinity of the project site?		
	Very noisy (near busy highway, busy port, airport, heavy industry)	<input type="checkbox"/>
	Noisy (near busy arterial road, light industrial area, urban core)	<input checked="" type="checkbox"/>
	Moderately noisy (near collector road, suburban residential)	<input checked="" type="checkbox"/>
	Quiet (suburban residential away from collector roads)	<input type="checkbox"/>
	Very quiet (rural residential, well away from industry or main roads)	<input type="checkbox"/>

<b>Question 8 – Population potentially exposed to project noise</b>		
Approximately how many residences are located within 500 m of the project site?		
<i>No residences within 500m; Carraholly (5) residences (700+ m).</i>	5 or less	<input checked="" type="checkbox"/>
	5 to 15	<input type="checkbox"/>
	16 to 40	<input type="checkbox"/>
	41 to 100	<input type="checkbox"/>
	more than 100	<input type="checkbox"/>

## 4.5 Draft Construction Notification

Per the VFPA's guidelines, a draft Construction Notification has been prepared following guidance provided in the VFPA's *External Guidelines for Public Consultation* (July, 2015). The draft Construction Notification is appended to this submission as **Appendix A**.

## 5.0 Summary

CP is proposing to expand existing railway infrastructure to accommodate growth in freight volumes into and out of port facilities along a section of their Cascade Subdivision in Port Moody and Burnaby. The proposed section of third track will increase capacity and will reduce potential delays to both freight and passenger train traffic through the area on the mainline tracks. Construction of the Project is proposed to start in December 2019 and be completed over a period of approximately nine months. CP is requesting an extension to construction working hours outside of the VFPA's regular work hours. CP is requesting 24/7 work hours for the duration of construction.

The rationale for the request is associated with minimizing overall construction duration by aligning construction activities with: off-peak seasonal use of the area by businesses and other users (e.g., recreational boaters); off-peak hours of CP mainline corridor operations; low tide periods when construction impacts can be more effectively managed; and periods of reduced risk for fish of Burrard Inlet. This document represents CP's application to the VFPA and follows the VFPA's *Guidelines – Requests to Conduct Construction Outside of Regular Work Hours* (February 2018).

Noise levels on the Project site are anticipated to range from low to high depending on construction activities being completed. Typical noise generated during construction is expected to be bumps, bangs and noise generated by equipment handling materials. It is uncertain whether high-energy impulsive noise from pile-driving will occur however CP is committed to completing all pile-driving activities within the VFPA's regular work hours.

The closest receptors potentially sensitive to noise is a small cluster of five residential/recreational properties located on the north side of Port Moody Arm (Carraholly neighbourhood) over 700 metres from the Project site. The steep north face of Burnaby Mountain provides complete and continuous noise shielding to the south and west. Intermittent noise shielding from existing structures is available to the north and east but is dependent on the location of construction activity within the Project site. Best management practices are also available to minimize construction noise and includes shielding, equipment maintenance, operating procedures, and timing of particularly noisy activities. The existing noise environment could be considered noisy with nearby noise sources situated on both the north and south shorelines of Burrard Inlet including large industries and port terminals, marinas, and major transportation corridors (both road and rail).

# Appendix A

## *Draft Construction Notification*



# Cascade Capacity Expansion Project: Construction Notification

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## Project Overview

Canadian Pacific (CP) is proposing to expand existing railway infrastructure to increase capacity along a section of their Cascade Subdivision from Port Moody to Burnaby, British Columbia (see Project Location Map). Growth in freight volumes into and out of port facilities on the south shore of the Burrard Inlet requires an increase in rail capacity on the west end of CP's Cascade Subdivision. A section of third track will increase track capacity and will reduce potential delays to both freight and passenger train traffic through the area on the mainline tracks.

The proposed 1,100 metre (3,600 feet) long third track will be situated on the north side of the existing mainline track within the CP right-of-way, with a portion of the rail embankment, grading works and shoreline protection within the VFPA's jurisdiction.

Additional Project information can be found on the VFPA website

(<https://www.portvancouver.com/development-and-permits/status-of-applications/canadian-pacific-cascade-capacity-expansion/>).

## Timelines and Work Hours

Construction is expected to take approximately nine months to complete, with an estimated start date of December 1, 2019. Construction working hours are anticipated to include day, evening and night shifts on weekdays and weekends (i.e., 24 hours per day/7 days per week) through the full construction period.

## Potential Construction Impacts

Short-term noise generation is expected to result from construction equipment and associated activities during Project Construction. Appropriate Best Management Practices and mitigation measures will be employed during construction to minimize anticipated impacts of construction activities, including but not limited to: conducting activities that may generate high noise levels during daytime hours; maintaining and turning off equipment when not in use; and monitoring particularly noisy construction activities to assess and adjust mitigation measures as necessary.

Best management practices and mitigation measures to be employed during construction are detailed in the Project Construction and Environmental Management Plan (CEMP) which will be updated and finalized prior to construction.

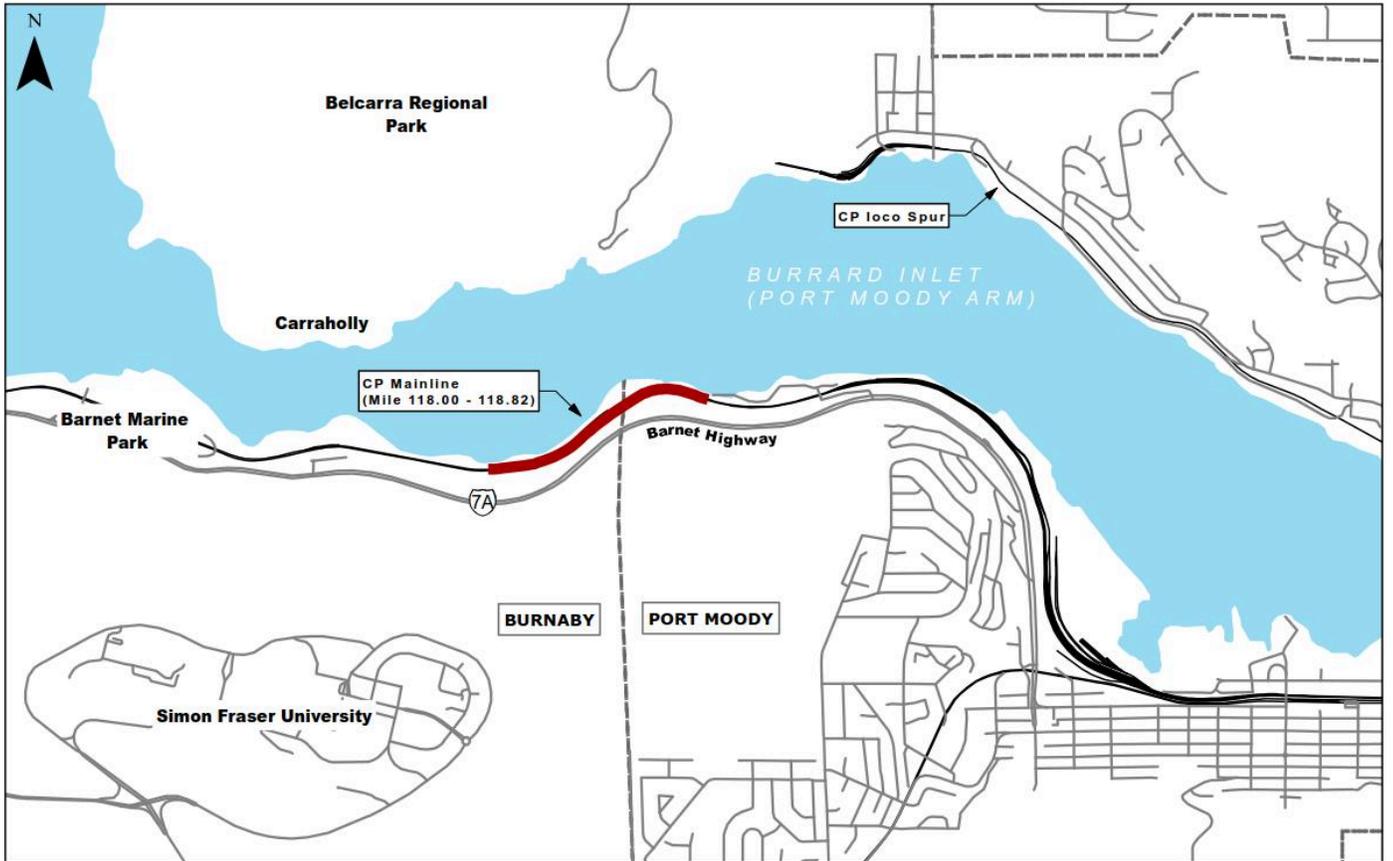
The most recent version of the CEMP can be found on the [VFPA website](https://www.portvancouver.com/wp-content/uploads/2019/07/PER-18-163-Appendix-E-CEMP-updated-July-29.pdf) (<https://www.portvancouver.com/wp-content/uploads/2019/07/PER-18-163-Appendix-E-CEMP-updated-July-29.pdf>).

## CP (Applicant) Contact Information

Mr. Joe Van Humbeck  
System Manager Environmental Assessment  
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Calgary, Alberta T2C 4X9  
Phone:  
(403) 319-6530  
Email: [Joe.VanHumbeck@cpr.ca](mailto:Joe.VanHumbeck@cpr.ca)



# Cascade Capacity Expansion Project: Construction Notification



Project Location Map

DRY

**Canadian Pacific**

*Request to VFPA to Conduct Construction Outside of Regular Work Hours - CP Cascade Mills  
Capacity Expansion Project*

September, 2019

