

## **Appendix L (Updated July 2019)**

### ***Transport Canada Navigation Protection Act Submissions (Updated July 2019)***

***Supplementary Filing #1: July 29, 2019***

July 29, 2019

Mr. Jonn Leeden  
Navigation Protection Program Officer  
Programs Group  
Transport Canada  
Pacific Region  
820 – 800 Burrard Street  
Vancouver, BC V6Z 2J8



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V7B 0A2  
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604.278.7847  
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604.278.7894

Dear Jonn:

**Re: Response to Information Request for TC #2019-500287 & 2019-500288 –  
CP Cascade Capacity Expansion Project**

A *Navigation Protection Act* Notice of Works Form package application was submitted to Transport Canada for the Canadian Pacific (CP) Cascade Capacity Expansion Project (the Project) on June 3, 2019. Transport Canada has provided written notification to CP (through email communication on June 28, 2019) requesting the following additional Project information:

1. Descriptions of each Project component, including area covered and volume of fill; and
2. Description of construction materials, methodology and timelines.

Information provided as attachments to this letter has been prepared to address the above-listed information requested by Transport Canada.

I would be happy to discuss the content of the attachments in further detail and I am available to provide additional information to help address any questions or concerns you may have at this time. I can be reached by email at [PSchaap@dillon.ca](mailto:PSchaap@dillon.ca) or by telephone at 604 295 7070.

Sincerely,

**DILLON CONSULTING LIMITED**

A handwritten signature in black ink, appearing to read "Paul Schaap".

Paul Schaap, R.P.Bio., LEED AP  
Project Manager

Encl: Supplementary Information and Materials  
cc: Mr. Joe Van Humbeck, CP System Manager, Environmental Assessment  
Mr. Chris Dane, CP Environmental Specialist, Environmental Risk  
Mr. Alex Sartori, Environmental Manager, Sartori Environmental Inc.

# 1. Project Description

## Project Description

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 on the west end of CP's Cascade Subdivision (**Appendix A**). 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. Site photographs are provided in **Appendix B**.

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, and will require the widening of the existing slope/embankment onto the Burrard Inlet foreshore at several locations. All rail infrastructure is to be located within the CP right-of-way (ROW) with a portion of the rail embankment, grading works and shoreline protection within the Port Authority's jurisdiction. The completed embankment and new track will be permanent structures, covering an area of approximately 8,835 m<sup>2</sup> beyond the High High Water Mark (HHWM). Engineering design drawings and profiles are provided in **Appendix C**.

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 as follows:

- Burnaby Mountain West and East Beaches Site
  - Located east of Barnet Marine Park in Burnaby.
  - Covers an area of approximately 4,785 m<sup>2</sup> beyond the HHWM (including 1,300 m<sup>2</sup> of subtidal reef structures).
- Hastings Townsite Site
  - Located west of New Brighton Park in Vancouver.
  - Covers an area of approximately 1,620 m<sup>2</sup> beyond the HHWM (including 200 m<sup>2</sup> of subtidal reef structures).

Habitat offsetting site plans are provided in **Appendix D**.

The total permanent area covered by the Project beyond the HHWM (including the completed embankment area and proposed habitat offsetting areas) are approximately 12,680 m<sup>2</sup> at the west end of the Project area (Area 1); approximately 3,595 m<sup>2</sup> at the east end of the Project area (Area 2); and approximately 1,620 m<sup>2</sup> at the Hastings Townsite habitat offsetting location (Area 4).

Temporary roads and work pads will be developed at the Project site to allow site access, facilitate construction, support machinery operation, and allow the movement of materials on-site (shown on Drawings SK-004, SK-005 and SK-006 in **Appendix A**). Temporary roads and work pads will cover an area of approximately 4,560 m<sup>2</sup> beyond the HHWM. Some stockpiling of materials is also likely at these locations. Inbound (i.e., loaded) trucks, for example, will use the temporary work pads to turn, backup along the embankment footprint, and discharge fill or riprap at a predetermined location. All temporary work areas will be removed following the completion of construction; the temporary work areas at the Burnaby Mountain West and East Beaches Sites will be converted to fish habitat offsetting (approximately 2,803 m<sup>2</sup> of temporary work areas).

## **2. Construction Methodology, Materials, Volume of Fill and Timelines**

### **Construction Methodology and Materials**

Construction activities proposed for the development of the new lead/service track include: site access/egress preparation; vegetation clearing; excavation and establishment of the new 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. Construction materials for the permanent and temporary structures may include but not be limited to the following:

- Coarse sand/pebble (<10 mm grain/stone size) – habitat offsetting beaches for Areas 1 and 4;
- Cap rock (>150 mm grain/stone size) – overlay onto beach materials in Areas 1 and 4 to prevent upwelling;
- Riprap (450mm grain/stone size) – embankment and beach offset in Area 1, and reef structures in Areas 1 and 4; and
- Riprap (750-900 mm grain/stone size) – beach offset for Area 4, and wave trip for Areas 1 and 4.

The shoreline along the Port Moody Arm of Burrard Inlet where Area 1 is located is relatively sheltered in terms of open coast: topographic constriction between Admiralty Point on the north and Gosse Point on the south separates Port Moody Arm from the more open portion of the Inlet. Wind and vessel generated wave climate was determined to be relatively mild and low energy in Area 1. As such, riprap will range from 450mm to 750-900 mm grain/stone size for works associated with the Project area proximate to the proposed new embankment. Due to the more exposed nature of Area 4, larger riprap (i.e., 750-900 mm grain/stone size) is anticipated to be used for beach offset and wave trip construction at this site, which is consistent with materials used for the habitat offsetting area being constructed just west the Hastings Townsite habitat offsetting site.

It should be noted that construction materials will be determined by the contractor following award of the tender.

Project activities and components include:

- Infill and Rail Embankment Construction
  - Site mobilization including establishment of temporary access pads, routes or rail crossings;
  - Clearance of vegetation as required;
  - Excavation of the toe of the slope and disposal of material;
  - Installation of geotextile and riprap toe 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.
- Habitat Offsetting
  - 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.

At present, a marine-based option has been identified as potential access and egress point to the Project site for the inbound and outbound movement of construction materials and equipment. A temporary unloading pad at the west side of the Project area will be constructed for accessing the work site and delivering/removing materials by marine barge (Drawing SK-006 in **Appendix C**).

### **Construction Methods**

The project has four (4) somewhat distinct construction areas: Areas 1 through 4 are illustrated on drawings provided in **Appendix A**, **Appendix C** and **Appendix D**. A summary of the proposed construction activities is provided in **Table 1**, below. Importantly, the summary outlines the anticipated construction methods; however, construction methodology will be determined by the contractor following award of the tender.

**Table 1. Anticipated Project-Related Construction Activities to be Completed**

| <b>Area 1<br/>(Burnaby Mountain West<br/>and East Beaches)</b>  | <b>Area 2<br/>(West of Reed Point<br/>Marina to Suncor trestle)</b>   | <b>Area 3<br/>(South of Suncor Facility)</b>  | <b>Area 4<br/>(Hastings Townsite)</b>  |
|---|---|---|--|
| <ul style="list-style-type: none"> <li>• Construction of rock landing pad (pad 1) required as temporary access to the area</li> <li>• Construction of temporary rock pad (pad 2) to be installed on foreshore to allow truck turning</li> <li>• Construction of temporary rock access roads between west and</li> </ul> | <ul style="list-style-type: none"> <li>• Temporary access to Area 2 through Suncor trestle and/or Reed Point Marina</li> <li>• Temporary rock pad 3 to be installed on foreshore west of the Suncor trestle to allow truck turning</li> <li>• Temporary rock pad 4 to be installed on foreshore adjacent to/west of Reed Point Marina to allow</li> </ul> | <ul style="list-style-type: none"> <li>• Access to Area 3 through existing Suncor roads and site</li> <li>• No temporary access or works required</li> <li>• Construction of rail embankment to be completed in areas south of the Suncor facility</li> <li>• Extensions/realignment of existing culverts required</li> </ul> | <ul style="list-style-type: none"> <li>• Access to Area 4 via marine barge</li> <li>• No temporary access or works required</li> <li>• Only offsetting habitat to be constructed in this area</li> <li>• Materials to be transported to area via barge and placed using barge-mounted equipment</li> </ul> |

| Area 1<br>(Burnaby Mountain West and East Beaches)   | Area 2<br>(West of Reed Point Marina to Suncor trestle)   | Area 3<br>(South of Suncor Facility)   | Area 4<br>(Hastings Townsite)  |
|--|---|--|--|
| <p>east beaches, and from east beach to pad 2</p> <ul style="list-style-type: none"> <li>• Embankment and offsetting construction materials and equipment to be transported to area via barge</li> <li>• Construction of embankment and offsetting in areas of fine-grain substrate will occur in isolation; construction of embankment and offsetting in areas of coarse-grained material will occur without isolation in a manner that minimizes sediment mobilization</li> <li>• Suitable excavated material to be stockpiled and reused for offsetting habitat, and infill for cap rock and embankment</li> <li>• Riparian vegetation to be installed following completion of embankment</li> <li>• Offsetting habitat to be constructed following completion of embankment utilizing materials from temporary rock landing pad</li> <li>• Surplus rock and other materials to be removed from area</li> </ul> | <p>truck turning</p> <ul style="list-style-type: none"> <li>• Construction of embankment in areas of fine-grain substrate will occur in isolation; construction of embankment and offsetting in areas of coarse-grained material will occur without isolation in a manner that minimizes sediment mobilization</li> <li>• No offsetting habitat to be constructed in this area</li> </ul> | <ul style="list-style-type: none"> <li>• No offsetting habitat to be constructed in this area</li> </ul> | <ul style="list-style-type: none"> <li>• Construction of offsetting in areas of fine-grain substrate will occur in isolation; construction of embankment and offsetting in areas of coarse-grained material will occur without isolation in a manner that minimizes sediment mobilization</li> <li>• Riparian vegetation to be transported and installed from land side</li> </ul> |

At present, a marine-based option has been identified as a potential access and egress point to the Burnaby Mountain West and East Beaches Site for the inbound and outbound movement of construction materials and equipment. A temporary unloading pad at the west side of the Project area (*i.e.*, Area 1), which is associated with the proposed fish habitat offsetting in this area, will be constructed for accessing the work site and delivering/removing materials by marine barge. Materials will be further mobilized to construct the embankment and fish habitat offsetting using rock trucks; materials will be put in place using tracked excavators.

CP is currently securing leases for the proposed habitat offsetting areas (foreshore and nearshore areas of Burrard Inlet), and continues to work with adjacent leaseholders to identify other potential access and egress opportunities.

### **Project Schedule**

A summary of the updated project schedule and milestones is provided in **Table 2**, below. It should be noted that the ‘expected start date’ and ‘expected completion date’ have been amended from those indicated in the original form submission.

**Table 2. Proposed Project Schedule and Milestones**

| <b>Project Activity</b>   | <b>Anticipated Timing</b>  |
|---|--|
| <ul style="list-style-type: none"> <li>• Mobilization, start of construction<sup>1</sup></li> </ul>   | <ul style="list-style-type: none"> <li>• November 1, 2019</li> </ul>                     |
| <ul style="list-style-type: none"> <li>• Construction               <ul style="list-style-type: none"> <li>○ Temporary isolation barriers for in-water works<sup>2</sup></li> <li>○ Temporary work areas<sup>2</sup></li> <li>○ Habitat offsetting areas</li> <li>○ Embankment<sup>3</sup></li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• November 1, 2019 – December 31, 2020</li> </ul> |
| <ul style="list-style-type: none"> <li>• Demobilization</li> </ul>  | <ul style="list-style-type: none"> <li>• December 31, 2020</li> </ul>                    |
| <ul style="list-style-type: none"> <li>• New service/lead track in service</li> </ul>   | <ul style="list-style-type: none"> <li>• April 30, 2021</li> </ul>                       |

<sup>1</sup> Mobilization, site facilities and temporary working areas, and access routes/track crossing.

<sup>2</sup>In-water temporary isolation barriers and temporary work areas below the high high water mark (HHWM) are anticipated to remain in place until December 31, 2020 to complete removal activities within the in-water work timing window (*i.e.*, August 16 – February 29).

<sup>3</sup>Includes track work which will occur above the HHWM or within temporary isolation structures.

Project work is scheduled to occur weekly and within the Port of Vancouver’s regular hours from Monday through Saturday between 7:00 am and 8:00 pm.



## NAVIGATION PROTECTION ACT (NPA) NOTICE OF WORKS FORM

**WARNING:** Any false or misleading statement with respect to this form and supporting documentation, including the misrepresentation of a material fact, may result in the refusal to authorize or issue Approval, or result in the suspension or cancellation of an Approval obtained through fraudulent means.

**PRIOR TO COMPLETING THIS FORM:**

1. Determine if your project is on a navigable water listed on the Schedule to the NPA. A *Notice to the Minister* is required for works on scheduled navigable waters. Works on non-scheduled navigable waters may be eligible to opt in; if requesting Opt-in, the Opt-in annex must be included with your *Notice to the Minister*.
2. Self assess your project against the *Minor Works Order* to determine if a *Notice to the Minister* is required. Links to the NPA Schedule, Order and Regulations can be accessed through the [Navigation Protection Program \(NPP\) Website](#).

**PURPOSE**

This *Notice of Works Form* and its supporting documentation (as well as other relevant information) which may be required for a review by Transport Canada (TC), once completed and submitted, comprise the *Notice to the Minister* as required under the NPA. For assistance in completing your submission, refer to the guidance provided on the NPP website under "Apply to the NPP" including the *Guide to the Navigation Protection Program's Notification, Application and Review Requirements*.

**SUPPORTING DOCUMENTATION REQUIREMENTS**

|  |   |
|--|---|
| <p><b>Mandatory Information Checklist</b><br/>(incomplete information will be returned with no action)</p> <p><input type="checkbox"/> Completed and signed "Notice of Works Form" with all mandatory fields completed</p> <p><input type="checkbox"/> Map showing location of project <sup>1</sup></p> <p><input type="checkbox"/> Top/Plan drawing with dimensions <sup>1</sup></p> <p><input type="checkbox"/> Side/Profile drawing with dimensions <sup>1</sup></p> <p><sup>1</sup> If you are submitting a Notice of Works in paper form, please provide two (2) copies of each supporting document. If the Notice of Works is submitted electronically, please ensure to attach all relevant documents (individually scanned).</p> | <p><b>Recommended Information</b><br/>(may expedite your review)</p> <p><input checked="" type="checkbox"/> Body of water details</p> <p><input checked="" type="checkbox"/> Land use/Ownership information</p> <p><input checked="" type="checkbox"/> Body of water use information</p> <p><input checked="" type="checkbox"/> Impacts, obstructions and mitigation plans</p> <p><input checked="" type="checkbox"/> Any environmental review information</p> <p><input type="checkbox"/> Operation, maintenance and marking plans</p> <p><input checked="" type="checkbox"/> Photographs of work site and body of water</p> <p><input checked="" type="checkbox"/> Aboriginal consultation results</p> <p><input checked="" type="checkbox"/> Other government agencies involved</p> <p><input type="checkbox"/> Water lot lease information</p> <p><input type="checkbox"/> Opt-in request annex (non-scheduled navigable waters only)</p> |
|--|---|

When submitting a Notice to the Minister in paper form, owners should note:

- All plans and drawings must be legible when printed on 11" x 17" paper
- Your completed Notice to the Minister should be sent to the appropriate regional office as outlined below

**TRANSPORT CANADA NAVIGATION PROTECTION PROGRAM REGIONAL OFFICES**

|   |   |   |
|---|---|---|
| <p><b>Pacific Region Office</b><br/>820-800 Burrard Street<br/>Vancouver BC V6Z 2J8<br/>Telephone: 604-775-8867<br/>Email: <a href="mailto:NPPAC-PPNAC@tc.gc.ca">NPPAC-PPNAC@tc.gc.ca</a></p>   | <p><b>Prairie and Northern Region Office</b><br/>Canada Place 1100-9700 Jasper Ave<br/>Edmonton AB T5J 4E6<br/>Telephone: 780-495-8215<br/>Email: <a href="mailto:NPPNR-PPNRPN@tc.gc.ca">NPPNR-PPNRPN@tc.gc.ca</a></p>      | <p><b>Ontario Region Office</b><br/>100 South Front Street, 1<sup>st</sup> Floor<br/>Sarnia ON N7T 2M4<br/>Telephone: 519-383-1863<br/>Email: <a href="mailto:NPPONT-PPNONT@tc.gc.ca">NPPONT-PPNONT@tc.gc.ca</a></p>              |
| <p><b>Headquarters Office</b><br/>(For info on the NPP and NPA ONLY)<br/>Notices not processed at this office<br/>Tower C, 330 Sparks Street, 18<sup>th</sup> Floor<br/>Ottawa ON K1A 0N5<br/>Telephone: 613-991-3476<br/>Email: <a href="mailto:NPPHQ-PPNAC@tc.gc.ca">NPPHQ-PPNAC@tc.gc.ca</a></p> | <p><b>Quebec Region Office</b><br/>401-1550 d'Estimauville Avenue, 5<sup>th</sup> Floor<br/>Quebec QC G1J 0C8<br/>Telephone: 877-646-6420<br/>Email: <a href="mailto:PPNQUE-NPPQUE@tc.gc.ca">PPNQUE-NPPQUE@tc.gc.ca</a></p> | <p><b>Atlantic Region Office</b><br/>95 Foundry Street, 6<sup>th</sup> Floor<br/>P.O. Box 42<br/>Moncton NB E1C 8K6<br/>Telephone: 506-851-3113<br/>Email: <a href="mailto:NPPATL-PPNATL@tc.gc.ca">NPPATL-PPNATL@tc.gc.ca</a></p> |



### NAVIGATION PROTECTION ACT NOTICE OF WORKS FORM

|   |
|---|
| TC file number (if known):  |
| Are you the riparian property owner? <input type="radio"/> Yes <input type="radio"/> No |

**GENERAL INFORMATION**

|   |   |
|---|---|
| Official and/or local name(s) of the body of water (Required)<br><b>Pacific Ocean - Burrard Inlet (Port Moody Arm)</b>                | Is the body of water listed on the schedule to the NPA?<br><input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown  |
| Are you also requesting an Approval, if required?<br><input checked="" type="radio"/> Yes <input type="radio"/> No                    | Is this an Opt-in request?<br><input type="radio"/> Yes <input checked="" type="radio"/> No   |
| Are you representing an Aboriginal group?<br><input type="radio"/> Yes <input checked="" type="radio"/> No                            | Is the work near/on First Nations reserve or land claim?<br><input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown |
| Does this project involve throwing or depositing materials in water?<br><input checked="" type="radio"/> Yes <input type="radio"/> No | Does this project involve dewatering a body of water?<br><input type="radio"/> Yes <input checked="" type="radio"/> No                                  |

**OWNER CONTACT INFORMATION<sup>2</sup>**

|   |  |
|---|--|
| Individual or company name (Required)<br><b>Canadian Pacific Railway Company (CP)</b> | Contact name (Required)<br><b>Joe Van Humbeck (System Manager)</b> |
| Mailing address (Required)<br><br><b>7550 Ogden Dale Road S.E.</b>                    |  |

|  |  |  |
|--|--|--|
| City/Town (Required)<br><b>Calgary</b> | Province/Territory (Required)<br><b>AB</b> | Postal code (Required)<br><b>T2C 4X9</b> |
|--|--|--|

|   |                                       |  |
|---|---------------------------------------|--|
| Primary telephone number (999-999-9999) (Required)<br><b>403-319-6530</b> | Other telephone number (999-999-9999) | E-mail<br><b>Joe_VanHumbeck@cpr.ca</b> |
|---|---------------------------------------|--|

Owner's agent/mandatary (contractor/consultant/representative/co-proponent, if any)

|  |                                    |
|--|------------------------------------|
| Company name<br><b>Dillon Consulting Limited</b> | Contact name<br><b>Paul Schaap</b> |
|--|------------------------------------|

Mailing address  
  
**3820 Cessna Drive**

|                              |                                 |                               |
|------------------------------|---------------------------------|-------------------------------|
| City/Town<br><b>Richmond</b> | Province/Territory<br><b>BC</b> | Postal code<br><b>V7B 0A2</b> |
|------------------------------|---------------------------------|-------------------------------|

|   |                                       |                                    |
|---|---------------------------------------|------------------------------------|
| Primary telephone number (999-999-9999) (Required)<br><b>604-295-7070</b> | Other telephone number (999-999-9999) | E-mail<br><b>PSchaap@dillon.ca</b> |
|---|---------------------------------------|------------------------------------|

**WORK SITE INFORMATION**

|  |  |
|--|--|
| Nearest municipality/county/district (Required)<br><b>City of Port Moody and City of Burnaby</b> | Province/Territory (Required)<br><b>BC</b> |
|--|--|

Site location such as lot, concession, section, township, range, meridian, 911 address, property identification, etc. (Required)  
**The proposed Cascade Capacity Expansion Project is located on the south shore of Burrard Inlet (Port Moody Arm) in the Greater Vancouver Area west of Reed Point Marina, extending west of Burrard Products Terminal. The Project is situated within the CP right-of-way (ROW) between CP Mile 118.00 and 118.82 and encroaches into riparian and intertidal areas of Burrard Inlet.**

|   |  |
|---|--|
| Site position Latitude North (Required)<br>Degrees <b>49</b> Minutes <b>17</b> Seconds <b>28.38</b> | Site position Longitude West (Required)<br>Degrees <b>122</b> Minutes <b>54</b> Seconds <b>08.74</b> |
|---|--|

|                           |                        |
|---------------------------|------------------------|
| Hydro chart number: _____ | Topo map number: _____ |
|---------------------------|------------------------|



Body of water details, such as characteristics, bank/bottom features, biological components, flow/tides, etc.

The Project occurs on the south shore of Port Moody Arm (Burrard Inlet) in the nearshore. This nearshore area is shallow with substrates ranging from cobble/pebble to sand/mud. Subtidal areas are of low productivity. There are no eelgrass or kelp beds in the vicinity. Tidal currents contribute to the mixing and flushing of the Inlet.

Potential obstructions, such as natural/man-made, other works, navigation aids, etc.

Burrard inlet is used by a variety of recreational and commercial vessels. The Project is bounded by the Burrard Products Terminal (Suncor Energy) and Reed Point Marina. There is a deep sea transit route which passes from the entrance of Burrard Inlet to Pacific Coast Terminal, east of the Project area. There are no navigational aids in the vicinity of the project.

Land use/Ownership, such as past/current, private/government, rural/suburban, coastal, environmental, etc.

The Project is located within the CP ROW. Project construction activities will occur within the lease areas of the Port of Vancouver (VFPA), Suncor Energy (Burrard Products Terminal), and Reed Point Marina. CP is currently securing the necessary lease areas from the VFPA and Suncor Energy.

**BODY OF WATER USE INFORMATION**

|  |  |  |  |
|--|--|--|--|
| Navigation types (check all that apply)<br><input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Recreational |  | Maximum vessel size<br>Length <u>48.1</u> Width _____    Draft <u>42.7</u>   |  |
| Traffic direction<br><input type="radio"/> One-way <input checked="" type="radio"/> Two-way  |  | Manoeuvrability (check all that apply)<br><input checked="" type="checkbox"/> Poor <input checked="" type="checkbox"/> Good <input checked="" type="checkbox"/> Excellent  |  |
| Day/Night<br><input type="radio"/> Day <input type="radio"/> Night <input checked="" type="radio"/> Both                                   | Volume<br><input type="radio"/> Low <input checked="" type="radio"/> Medium <input type="radio"/> High | Navigation season(s) (check all that apply)<br><input checked="" type="checkbox"/> Winter <input checked="" type="checkbox"/> Spring <input checked="" type="checkbox"/> Summer <input checked="" type="checkbox"/> Fall |  |

Other uses such as cottagers, special events, fishing, etc.

There are a variety of marine vessels and users accessing this portion of Burrard Inlet. In the vicinity of the Project area are the commercial/industrial facilities associated with Burrard Products Terminal and Pacific Coast Terminal. Barnet Marine Park, Reed Point Marina, and Rocky Point have facilities for recreational marine vessels.

**PROJECT INFORMATION**

|  |   |
|--|---|
| Name of work such as bridge, dam, marina, etc. (Required)<br>CP Cascade Capacity Expansion Project<br>[Embankment extension for proposed rail infrastructure (lead/service track) expansion] | Type of work (check all that apply) (Required)<br><input checked="" type="checkbox"/> Construct <input checked="" type="checkbox"/> Place <input checked="" type="checkbox"/> Alter<br><input type="checkbox"/> Repair <input type="checkbox"/> Decommission <input type="checkbox"/> Rebuild<br><input checked="" type="checkbox"/> Permanent <input checked="" type="checkbox"/> Temporary <input checked="" type="checkbox"/> Remove |
|--|---|

Brief project description (or attach) such as status, structures, operation, etc. (Required)

CP is proposing the expansion of the existing rail embankment adjacent to Burrard Inlet to allow the installation of a new service track facilitating switching at Suncor's Burrard Products Terminal. The proposed track is 1,097 m in length, and situated immediately adjacent to existing mainline tracks. Rail infrastructure is within the CP ROW.

Method of construction such as temporary works, activities, etc. (Required)

A temporary unloading pad will be constructed for barge access and delivery of materials on the west side of the Project area. Construction of the proposed embankment will then occur with the establishment of a new toe of slope, backfill and erosion protection. Track construction will commence following completion of the expanded embankment.

Anticipated impacts such as source, severity, mitigation, marking, waste/debris management, use, cumulative, etc.

Anticipated impacts associated with the Project include temporary increase and change in vessel traffic delivering materials to/from the Project area. Best management practices to avoid and mitigate harm to fish and fish habitat will be in place throughout the Project. A habitat offsetting plan has been developed for residual effects on fish and fish habitat.

|   |  |
|---|--|
| Expected start date (dd-mm-yyyy) (Required)<br>01-10-2019 | Expected completion date (dd-mm-yyyy) (Required)<br>01-01-2020 |
|---|--|

| ENVIRONMENTAL REVIEW INFORMATION  |  |
|---|--|
| Is the work located on Federal lands?<br><input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown  | Is the project a designated project under the <i>Regulations Designating Physical Activities</i> under the <i>Canadian Environmental Assessment Act, 2012</i> ?<br><input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown   |
| Is the project subject to Northern Environmental Assessment (EA) Regime(s)?<br><input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown  | If yes, identify the northern EA regime(s) that apply<br><input type="checkbox"/> Inuvialuit Final Agreement (IFA)<br><input type="checkbox"/> <i>Mackenzie Valley Resource Management Act</i> (MVRMA)<br><input type="checkbox"/> Nunavut Land Claims Agreement (NLCA)<br><input type="checkbox"/> <i>Yukon Environmental and Socio-economic Assessment Act</i> (YESAA) |
| Other Federal Organizations involved<br><input type="checkbox"/> Canadian Environmental Assessment Agency (CEAA) <input type="checkbox"/> Environment Canada (EC)<br><input checked="" type="checkbox"/> Fisheries and Oceans Canada (DFO) <input type="checkbox"/> Natural Resources Canada (NRCan)<br><input type="checkbox"/> Major Projects Management Office (MPMO) <input type="checkbox"/> Northern Projects Management Office (NPMO)<br><input type="checkbox"/> Aboriginal Affairs and Northern Development Canada (AANDC) <input type="checkbox"/> Other: _____ |  |
| OWNER AUTHORIZATION <sup>2</sup>  |  |
| I hereby certify that the information contained herein and in any of the supporting documents is complete, true and accurate to the best of my knowledge and belief, and that I am authorized, as the owner, to submit this Notice to the Minister.   |  |
| <br>_____<br>Signature (Required)  | 17-05-2019<br>_____<br>Date (dd-mm-yyyy) (Required)  |
| Paul Schaap<br>_____<br>Print Name (Required)   |  |
| FOR OFFICE USE ONLY   |  |
|   | Date stamped (dd-mm-yyyy)  |

<sup>2</sup>“Owner”, in relation to a work, means the actual or reputed owner of the work or that owner’s agent or mandatary. It includes a person who is in possession or claiming ownership of the work and a person who is authorizing or otherwise responsible for the construction, placement, alteration, repair, rebuilding, removal, decommissioning, maintenance, operation, safety or use of the work. It also includes a person who proposes to construct or place a work.

The personal information provided on this Notice to the Minister is collected under the authority of the **Navigation Protection Act**, sections 4, 5, 6, 9, 21, 22, 23 and 24. This information is required for the purpose of processing applications made under the above-noted sections for proposed, commenced or existing works that are or will be constructed, placed, altered, repaired, rebuilt, removed or decommissioned in, on, over, under, through or across any navigable water in Canada. The personal information collected is described in a personal information bank entitled **Navigation Protection Program** (bank number TC PPU 086). Under the provisions of the **Privacy Act**, individuals have the right of access to, correction of and protection of their personal information. Instructions for obtaining personal information are provided in Info Source, a copy of which is available in major public and academic libraries or online at <http://www.infosource.gc.ca>