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vancouver

Vancouver Fraser
Port Authority

PROJECT AND ENVIRONMENTAL REVIEW REPORT

**PER NO. 21-012
BUILDING DEMOLITIONS**

Prepared for: Director, Project & Environmental Review

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 PORT of vancouver Vancouver Fraser Port Authority		VANCOUVER FRASER PORT AUTHORITY PROJECT AND ENVIRONMENTAL REVIEW REPORT
PER No.:	21-012	
Tenant:	Western Cleanwood Preservers Limited Partnership	
Project:	Building Demolitions	
Project Location	9815 Robson Road, Surrey	
Vancouver Fraser Port Authority SID No.:	SUR360	
Land Use Designation:	Port Terminal	
Applicant(s):	Western Cleanwood Preservers Limited Partnership	
Applicant Address:	9815 Robson Road, Surrey	
Category of Review:	C	
Recommendation:	That PER No. 21-012 for Building Demolitions, proposed by Western Cleanwood, be approved.	

1 INTRODUCTION

The Vancouver Fraser Port Authority (the “Port Authority”), a federal port authority, manages lands under the purview of the *Canada Marine Act*, which imparts responsibilities for environmental protection. The Port Authority accordingly conducts project and environmental reviews of works and activities undertaken on these lands to ensure that the works and activities will not likely cause significant adverse environmental effects. This project and environmental review report documents the Port Authority’s project and environmental review of PER No. 21-012: Building Demolitions (the “Project”) proposed by Western Cleanwood Preservers Limited Partnership (the “Applicant”).

This project and environmental review was carried out to address the Port Authority’s responsibilities under the *Canada Marine Act*, and to meet the requirements of the *Impact Assessment Act*, as applicable. The proposed Project is not a “designated project” under the *Impact Assessment Act* and an impact assessment as described in the *Impact Assessment Act* is not required. However, Port Authority authorization is required for the proposed Project to proceed and in such circumstances, where applicable, Section 82 of the *Impact Assessment Act* requires federal authorities to assure themselves that projects will not likely cause significant adverse environmental effects. The project and environmental review process is designed to provide that assurance. In addition, the Port Authority considers other interests, impacts and mitigations through the project and environmental review.

The project and environmental review considered the application along with supporting studies, assessments and consultations carried out or commissioned by the Applicant, as well as other information provided by the Applicant. In addition, this project and environmental review considered other information available to the Port Authority and other consultation carried out by the Port Authority. A full list of information sources germane to the review is provided in Appendix B.

This project and environmental review report is NOT a project authorization. This project and environmental review report summarizes the review outcome, and provides the basis for approval or denial. Should the project be approved, the report is accompanied by a project permit (the “Permit”) and the conclusions described in this report require compliance with the conditions in the Permit.

2 PROJECT DESCRIPTION

Western Cleanwood Preservers Limited Partnership (Western Cleanwood) proposes to demolish all buildings (except for an electrical utility shed) at the Western Cleanwood site at 9815 Robson Road, Surrey. The buildings include an assortment of warehouse, office and utility buildings, and storage tanks. There are three main building complexes and four ancillary buildings/storage tanks, with a total area of approximately 9,200 square meters. Building demolition will not include the removal of foundations and excavation work will not be required. All utility services will be capped and terminated above ground.

2.1 Proposed Works

Proposed works include:

- Hazardous materials abatement, including removal of asbestos-containing material, mercury-containing light bulbs and fluorescent tubes, lead-based paint, and material containing silica
- Demolition of the following structures, covering an approximate area of 9,200 square metres, as identified in site plan PER No.21-012-A (by number), all building footprints listed below are approximate:
 - **Building complex A** (west)
 - Borate storage shed (1), 700 square metres
 - Permacisor building (2), 400 square metres
 - CCA/Borate treating plant (3), 300 square metres
 - Dry storage (4), 650 square metres
 - Drip pad storage (5), 350 square metres
 - **Building complex B** (central)
 - Maintenance shop (6), 500 square metres
 - Drip pad storage (7), 1200 square metres
 - **Building complex C** (east)
 - Two-storey main office building (9), 300 square metres
 - MCA treating plant (10), 850 square metres
 - Drip pad storage (11), 650 square metres
 - Dry kilns (12), 450 square metres
 - Dry storage (13), 600 square metres
 - Dry storage (14), 1,500 square metres
 - **Ancillary buildings**
 - Fixation chamber (8), 175 square metres
 - Dry kilns (15), 275 square metres
 - Plywood stacking building (16), 150 square metres
 - Water tanks (17), 150 square metres
- Demolition of other small miscellaneous structures on the site, which are not listed above
- Capping of utility services and termination above ground where the utilities enter the buildings

The majority of the structures are of wood and metal construction. The kilns have a concrete cinder block construction. The two-storey main office building has a concrete, wood, and plaster shell with drywall, plaster, wood, and concrete interiors.

All utilities will be disconnected and terminated above ground; however, the primary power pole and electrical utility shed will remain. Two pressure vessels will also be retained.

2.2 Proposed Construction Methods

Demolition will involve deconstruction by hand and the use of heavy equipment. The following heavy equipment is anticipated to be required: excavators for demolition, shearing, processing and loading; hydraulic shears for cutting; hydraulic concrete ram breaker for concrete breakage; hydraulic processor for concrete processing; boom lift and/or scissor lift to provide an elevated work platform for access; and a skid steer loader to be used to extract and clear demolition materials.

Demolition waste and recyclables will be stockpiled before being transported by truck to a designated receiving facility.

The works are estimated to take approximately 6 weeks to complete and would be carried out during the Port Authority's standard construction hours of Monday to Saturday 7:00 a.m. to 8:00 p.m. (excluding holidays).

3 VANCOUVER FRASER PORT AUTHORITY INTERNAL REVIEWS

The following Port Authority departments have reviewed the application and have the following project considerations.

3.1 Planning

Planning has reviewed the application and has the following land use comments.

The site is situated at the western edge of Surrey, adjacent to two other industrial properties, Fraser Surrey Docks terminal to the north and Fraser Grain Terminal to the west, both of which border the Fraser River. To the north of the site is Plywood Road, and to the east and south of the site are Robson Road, CN Rail and BNSF Railway rail lines, Highway 17 and River Road. Further to the east the grade rises up to the residential neighbourhood of Royal Heights.

The site is paved and fenced, with multiple above grade improvements, including wood and metal structures, kilns, water tanks and other buildings and structures. Utilities are installed above and below grade, including a sump pump for water collection and transfer. The site is bordered by an earth berm to the south and sections of the west perimeter, and a concrete berm is in place along the north, east and sections of the west perimeter of the site. There are also a number of watercourses in the area including a non-fish bearing ditch that runs adjacent to the southern boundary of the site, and ditches adjacent to Elevator Road and Robson Road.

The roads and rail lines to the east of the site provide a distinct separation between the industrial sites adjacent to the Fraser River, which are an active part of the Port of Vancouver and the elevated residential area to the east. The consideration of community and stakeholder impacts of the project are reviewed in detail in Section 4.

No operations are currently taking place on site. Western Cleanwood, has vacated the site and is proposing to demolish the buildings to meet the exit requirements of their lease. Western Cleanwood carried out operations on the site up until November 30, 2020, which included cutting, preserving, and treating wood products. Prior to this, portions of the site were used for industrial purposes since the 1960s. Contamination related to the various industrial uses that have taken place is suspected to exist below the paved surfaces.

The demolition proposed will clear the site for future Port Terminal uses to take place, in keeping with the industrial setting and Port Authority land use designation. A future use is not proposed as part of this application, and an additional application will be required for any remediation and/or development.

The proposal meets Planning's requirements, based on the primary considerations of the land use designation and current land use policies.

3.1.1 Land Use Designation

The Project area is designated as "Port Terminal" in the VFPA Land Use Plan (2020). The demolition works proposed do not represent a change in use of the site, and any future development of the site would require a separate project and environmental review. The Project is therefore compliant with the Land Use Plan.

3.2 Engineering

The proposed Project would demolish all buildings on site down to foundation level, except for an electrical utility shed, and terminate and cap utilities above ground level. The project does not involve ground disturbance.

Engineering has reviewed the application and requires the Applicant to ensure demolition activities are completed with protective measures that promote fire and life safety and environmental protection (e.g. air, soil and water) and that demolition plans are prepared and sealed by a qualified professional engineer registered in British Columbia in accordance with the Port Authority's demolition guidelines available on our website.

Along with relevant record drawing requirements, Engineering's conditions are represented in condition Nos. 5, 15 and 29 in the Permit.

The proposal meets Engineering's requirements, subject to adherence to the listed project and environmental conditions in the Permit.

3.3 Transportation

The proposed Project intends to use trucks to transport demolition materials from the site. The trucks will enter and leave the site via Robson Road. During and while awaiting loading, the trucks will be staged within the site, adjacent to the western boundary. Impacts to pedestrians, road and rail lines are not anticipated. A Traffic Management Plan is a condition of this Permit, and the approved Plan will be followed during the demolition process.

Transportation has reviewed the application and requires the Applicant to ensure that the Project is carried out in accordance with a construction parking and traffic management plan that has been approved by the Port Authority.

This is reflected in condition No. 16 in the Permit.

The proposal meets Transportation's requirements, subject to adherence to the listed project and environmental condition in the Permit.

4 STAKEHOLDER CONSULTATION

The proposed Project was assessed to have potential impacts to stakeholders and the local community and consultation activities were determined to be required. The following sections describe the stakeholder and public engagement activities undertaken by the Applicant and the Port Authority as part of the project and environmental review.

4.1 Municipal Consultation

The proposed Project was assessed by the Port Authority to have potential impacts to municipal interests. A referral letter was sent to the City of Surrey on October 6, 2021 notifying them of the proposed Project.

The Port Authority did not receive any municipal stakeholder comments.

4.2 Adjacent Tenant Consultation

The proposed Project was assessed to have potential impacts to adjacent Port Authority tenant operations. A referral letter was sent to the following the Port Authority tenants on October 6, 2021 notifying them of the proposed Project:

- Fraser Grain Terminal Ltd.
- DP World Fraser Surrey Inc.
- Telus Communications Inc.

- FortisBC Energy Inc.
- Greater Vancouver Sewer & Drainage District (GVS&DD) – operating as Metro Vancouver

GVS&DD responded with comments on the proposed Project on November 22, 2021. Below is a table summarizing the comments received and how they were considered as part of the project and environmental review.

Issue	Mitigations and Permit Conditions	Rationale
GVS&DD requires that any ground disturbance work within 25m distance of GVS&DD facilities or equipment crossings of GVS&DD facilities be reviewed and consented to by GVS&DD in advance.	Not applicable	Ground disturbance is not proposed as part of this Project.
Our standards require that existing sanitary service connections to any demolished or decommissioned site be physically disconnected and capped at the sewer main. In this case, the disconnection will need to occur at the 200mm Sanitary Forcemain on Robson Road. Available record drawings of the existing connection will be provided upon request	Condition No. 29 requires that record drawings be provided following project completion. The record drawings are required to show utility termination locations.	Excavation is not included in this scope of this project, as contamination is suspected to exist below the paved surfaces. Following completion of the demolition the applicant will provide utility termination record drawings to the port authority. Best practice for removal of the utilities will be determined as part of the future remediation and redevelopment of this site.

The Port Authority did not receive any other tenant stakeholder comments.

5 PUBLIC ENGAGEMENT

To meet requirements of section 86 of the *Impact Assessment Act*, the Port Authority posted a description of the Project and notice of public participation to the Canadian Impact Assessment Registry to provide the public 30 calendar days to comment on the project and provide community knowledge.

The comment period ran from September 21 to October 20, 2021. At the close of the 30 calendar day public comment period, no comments were received.

5.1 Summary of Public Engagement

The proposed Project was assessed by the Port Authority to have minimal or no potential impacts to community interests in the surrounding area either during the Project or upon completion of the Project. Therefore, no public engagement was required to be conducted by the Applicant, and no construction notification is required.

6 INDIGENOUS CONSULTATION

The Port Authority reviewed the proposed works and determined that adverse impacts to Aboriginal or Treaty rights are not expected.

7 ENVIRONMENTAL EFFECTS REVIEW

To fulfill its responsibilities under the *Canada Marine Act* and the *Impact Assessment Act*, the Port Authority must make a determination on the potential environmental effects of a proposed project on Port Authority managed lands and waters prior to authorizing those works to proceed. To make that determination, the Port Authority considers the residual adverse effects of the Project, that is, the effects after mitigation measures have been taken into account. In addition, should a project be approved, the Port Authority includes additional environmental conditions in the project permit to further reduce the identified potential impacts.

This section of the project and environmental review report summarizes the environmental effects review conducted for the Project, and provides the environmental effects decision. The environmental review also considered the information provided in the previous sections of this report.

7.1 Scope of Environmental Review

The environmental review includes consideration of the potential environmental effects of the proposed Project, taking into account mitigation measures to avoid or reduce those effects. This review considered the Project components and physical activities described in Section 2. Additional Project information pertinent to the environmental review includes:

- The project and environmental review application and construction environmental management plan (CEMP) submitted as part of the application which identified specific mitigation measures to be implemented during the Project, including undertaking environmental monitoring by a qualified professional, implementing spill prevention planning and maintaining stormwater infrastructure for the duration of the Project as per the stormwater and pollution prevention plan (SPPP).

The temporal scope of the review includes the Project demolition and cleanup phase.

The environmental review considered potential adverse environmental and social effects of the Project on 14 environmental components (e.g., species with special status, aquatic species and their habitat, recreational interests, etc.) and from accidents and malfunctions. These environmental components are aspects of the biophysical and socio-economic environment considered to have ecological, economic, social, cultural, archaeological, or historical importance.

Section 7.2 summarizes the results of the environmental effects review and proposed mitigations.

7.2 Environmental Effects and Mitigation Summary

The following table summarizes the potential environmental effects the Project could have on the identified environmental components.

Environmental Component	Potential Adverse Effects?		Overview of Potential Adverse Effects, Mitigation Measures, and Residual Adverse Effects	Significant Residual Adverse Effects?	
	Yes	No		Yes	No
Air quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There is limited potential for adverse effects on air quality during demolition activities. Mitigation measures to reduce the potential for adverse effects will be implemented as detailed in the construction environmental management plan. Measures include idling reduction, turning off emission sources when not in use, and dust controls as needed.</p> <p>After Project completion, no air emission sources will remain on site.</p> <p>Demolition activities will be temporary and short-term in duration (i.e., intermittent over a four-month period). With mitigation in place, residual adverse effects on air quality are expected to be not significant.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lighting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>No new lighting will be installed as part of the Project.</p> <p>Work will be undertaken during standard construction hours as described in the construction environmental management plan.</p> <p>Adverse effects due to lighting are not anticipated.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Project is approximately 170 metres from residences and other noise sensitive areas. The noise environment in the nearest residential area is anticipated to be dominated by the presence of the South Fraser Perimeter Road and adjacent port terminal operations.</p> <p>Demolition noise is anticipated to have minimal adverse effects due to the location of the Project site in an industrial area. In addition, demolition activities will be intermittent and limited to an approximate four-month period.</p> <p>After Project completion, no noise sources will remain on site.</p> <p>With mitigation in place, as described in the noise management plan, adverse effects on the acoustic environment are expected to be not significant.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Component	Potential Adverse Effects?		Overview of Potential Adverse Effects, Mitigation Measures, and Residual Adverse Effects	Significant Residual Adverse Effects?	
	Yes	No		Yes	No
Soils	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Project footprint is located entirely within a paved industrial area with previous disturbance and historical fill. The Project requires no excavation, and all utilities will be capped aboveground.</p> <p>The Project is not anticipated to affect soils.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sediments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Project has limited potential to result in adverse effects on the sediment quality of nearby watercourses.</p> <p>Mitigation measures include regular housekeeping practices (i.e., sweeping of dust and debris), and containment and disposal of potentially contaminated material at an approved licensed facility.</p> <p>After Project completion, no sediment sources will remain on site.</p> <p>With mitigation in place, residual adverse effects on sediments are expected to be not significant.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Groundwater	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Groundwater is not anticipated to be affected by the Project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Surface water and water bodies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Fine sediments and debris generated during demolition activities have the potential to induce turbidity and change surface water quality.</p> <p>Potential adverse effects will be reduced through the implementation of mitigation measures outlined in the construction environmental management plan and stormwater and pollution prevention plan. Measures include regular housekeeping practices (i.e., sweeping) and regularly removing waste (i.e., dust and debris) for disposal offsite. In addition, the stormwater collection and treatment systems will manage site stormwater during demolition activities.</p> <p>After Project completion, a stormwater sampling plan will be implemented that includes analytical sampling to demonstrate that demolitions and previous industrial activities have not compromised on-site stormwater runoff.</p> <p>With mitigation in place, residual adverse effects of the Project on surface water quality are expected to be not significant.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Component	Potential Adverse Effects?		Overview of Potential Adverse Effects, Mitigation Measures, and Residual Adverse Effects	Significant Residual Adverse Effects?	
	Yes	No		Yes	No
<p>Species/habitat with special status</p> <p>Assessed under section 79 of the <i>Species at Risk Act</i>, as applicable</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There is potential for adverse effects on species with special status during demolition activities. The Project is located entirely within an industrial area with minimal vegetation and low habitat values.</p> <p>The Project is located in an area proposed as critical habitat for barn owl, a federally listed species. Nesting and roosting habitat for barn owl and barn swallow may be present in anthropogenic structures on site. Foraging habitat for barn owl is not anticipated to be affected by the Project. Other federally-listed birds with ranges that potentially overlap with the Project site include great blue heron and common nighthawk.</p> <p>Surveys will be conducted prior to the start of activities with the potential to disturb birds and their nests. Additional mitigation measures to reduce the potential for adverse effects will be implemented as detailed in the construction environmental management plan. These measures include no vegetation clearing and commencing and completing the Project outside the bird nesting window.</p> <p>With mitigation in place, residual adverse effects on species/habitat with special status are expected to be not significant.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Terrestrial resources (e.g., vegetation, wildlife, etc.)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Project is located entirely within a fenced industrial area with minimal vegetation and low habitat values.</p> <p>The Project is not anticipated to affect terrestrial resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Wetlands</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Project is located entirely within an industrial site with no wetlands present.</p> <p>The Project is not anticipated to affect wetlands.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Aquatic resources (e.g., aquatic plants, fish and fish habitat, waterbirds, marine mammals, etc.)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There is limited potential for adverse effects on aquatic resources resulting from demolition activities.</p> <p>Mitigation measures to reduce the potential for adverse effects will be implemented as detailed in the stormwater and pollution prevention plan. Measures include maintaining the existing stormwater management infrastructure throughout the demolition and removal of site buildings and equipment.</p> <p>With mitigation in place, residual adverse effects on aquatic resources are expected to be not significant.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Component	Potential Adverse Effects?		Overview of Potential Adverse Effects, Mitigation Measures, and Residual Adverse Effects	Significant Residual Adverse Effects?	
	Yes	No		Yes	No
Health and socio-economic conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Based on the very low magnitude of residual effects on air and noise, the Project is not expected to cause adverse effects on the health or socio-economic conditions of people, including Indigenous people.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Archaeological, physical, and cultural heritage resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Project is not anticipated to affect archaeological, physical, and cultural heritage resources.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Accidents and malfunctions Assessed as required by the <i>Canada Marine Act</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There is potential for adverse effects on surface water from accidental equipment leaks or spills. Mitigation measures will be implemented to reduce potential adverse and Project-related effects due to accidents, including an appropriate spill prevention, containment, and clean-up contingency plan for hydrocarbon products and other deleterious substances. With mitigation measures in place, the effect of an accident or malfunction on the environment is predicted to be not significant.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Residual adverse effects (i.e., effects that remain with mitigation in place) were identified for the following environmental components:

- Air quality
- Noise
- Sediments
- Surface water and waterbodies
- Species or habitat with special status
- Aquatic resources
- Accidents and malfunctions

Overall, the residual adverse effects of the Project on all of the environmental components are characterized as:

- Low in magnitude due to impacts anticipated on surface water and water bodies, terrestrial resources, and aquatic resources to be not significant with mitigations in place, the temporary nature of demolition activities, and the implementation stormwater pollution and prevention plan to manage site runoff
- Local in geographic extent, because effects will be limited to the Project site and immediate vicinity
- Short-term in duration because the Project will be active for up to four months and would result in no ongoing operational effects on air quality, noise, light, surface water and water bodies, and aquatic resources
- Residual adverse effects of the Project would be reversible once the Project is completed

In conclusion, based on the characterization above, the mitigation measures proposed by the Applicant and the permit conditions, the residual adverse effects from the Project are predicted to be not significant.

7.3 Environmental Effects Review Decision

In completing the project and environmental effects review, the Port Authority has reviewed and taken into account relevant information available on the proposed Project and has considered any adverse impact that the Project may have on the rights of Indigenous peoples, Indigenous knowledge, community knowledge, comments received from the public, and measures that would mitigate any significant adverse environmental effects of the Project. We conclude that with the implementation of proposed mitigation measures and Permit conditions, the Project is not likely to cause significant adverse environmental effects.

ORIGINAL COPY SIGNED

December 15, 2021

ANDREA MACLEOD
DIRECTOR, PROJECT & ENVIRONMENTAL REVIEW

DATE OF DECISION

8 CONCLUSION

In completing the project and environmental review, the Port Authority concludes that with the implementation of proposed mitigation measures and conditions described in the Permit, the Project has appropriately addressed all identified concerns.

It is the recommendation of staff that this application be approved subject to conformance with the project and environmental conditions listed in project permit **PER No. 21-012**.

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**APPENDIX A
Location Plan**



PER # 21-012
Building Demolitions
- Western
Cleanwood

-  Project Location
-  VFPA Boundary

Vancouver Fraser Port Authority:
This drawing has been reviewed by
Vancouver Fraser Port Authority
solely for the purpose of VFPA's
issuance of a Project Permit. This
Permit in no way denotes design,
engineering, or structural approval
or endorsement.



Date: October 04, 2021

Service Layer Credits: Orthos2020.

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APPENDIX B
List of Information Sources

The Port Authority has relied on the following sources of information in the project and environmental review of the Project:

- Application form and materials first submitted by the Applicant on June 14, 2021, and additional materials provided in further submissions.
- All Project correspondence from June 14, 2021 to December 13, 2021
- All plans and drawings labelled PER No.21-012-A to B
- “Exposure Control Plan (ECP) Sweeping (construction dust – containing concrete)”, rec. June 14, 2021, Clearview Demolition Ltd.
- “Exposure Control Plan (ECP) Cutting Drywall”, rec. June 14, 2021, Clearview Demolition Ltd.
- “Pre-project hazardous building materials survey...(preliminary)”, rec. June 14, 2021, Astech Consultants Ltd.
- “Pre-project hazardous building materials survey...(secondary)”, rec. June 14, 2021, Astech Consultants Ltd.
- “Spill Response Procedure”, rec. June 14, 2021, Clearview Demolition Ltd.
- “Waste Management Plan”, rec. June 14, 2021, Clearview Demolition Ltd.
- “Archeological Assessment”, rec. July 28, 2021, Clearview Demolition Ltd.
- “Pre-Demolition Hazardous Building Materials Assessment”, rec. July 28, 2021, MBC Group
- “Vegetation Plan”, rec. July 28, 2021, Clearview Demolition Ltd.
- “Stormwater Pollution Prevention Plan Update...”, rec. July 29, 2021, SLR Consulting (Canada) Ltd.
- Utility locations drawing, rec. August 25, 2021, Quadra Utility Locating
- “Construction Environmental Management Plan”, rec. August 27, 2021, Clearview Demolition Ltd.
- “Demolition Outline Plan”, rec. August 27, 2021, Clearview Demolition Ltd.
- “Job Hazard Assessment and Site Requirement”, rec. August 27, 2021, Clearview Demolition Ltd.
- “Noise Assessment Screening Worksheet”, rec. August 27, 2021
- “Noise Management Plan”, rec. August 27, 2021, Clearview Demolition Ltd.
- “Pre-Demolition Hazardous Building Materials Assessment”, rec. August 27, 2021, MBC Group
- “Asbestos Exposure Control Plan”, rec. August 27, 2021, Enviro-Vac
- “Spill Response Procedure”, rec. August 27, 2021, Clearview Demolition Ltd.