



<b>PER No.:</b>	<b>21-019</b>
<b>Tenant:</b>	<b>WWL Vehicle Services Canada, Ltd.</b>
<b>Project:</b>	<b>Annacis Auto Terminal Optimization</b>
<b>Project Location:</b>	<b>820 Dock Road (Annacis Island), Delta</b>
<b>Land Use Designation:</b>	<b>Port Terminal</b>
<b>Permit Holder(s):</b>	<b>Vancouver Fraser Port Authority</b>
<b>Category of Review:</b>	<b>C</b>
<b>Date of Approval:</b>	<b>September 26, 2022</b>
<b>Date of Expiry:</b>	<b>September 30, 2025</b>

**PROJECT DESCRIPTION**

For the purposes of this project permit, (the "Permit"), the project is understood to include the following works on Vancouver Fraser Port Authority ("Port Authority") property:

1. Rail Expansion - expansion of the Rail Side 1 and Rail Side 2 railyards, by:
  - Extending Tracks 1, 2 and 3 on Rail Side 1 to accommodate an additional 12 rail cars on each extension, with loading pads positioned between blocks of six (6) rail cars; and
  - Adding four new tracks and switches to Rail Side 2 that will accommodate six (6) additional rail cars on each track, to run parallel to existing Tracks 5 through 8. The new tracks would be built to the east and parallel to Track 8.
  
2. Electric Charging Stations
  - Installation of four (4) electric car charging stations
  - Installation of the required base infrastructure and equipment to support provision of a further four (4) electric car charging stations in the future.
  
3. Demolition and replacement of existing facilities and addition of facilities, including:
  - Demolition of Building Accessory Shop #2;
  - Demolition of Building Mechanical Shop #1;
  - Demolition of the Paint and Body Shop to slab level, with the exception of the electrical enclosure at the northwest corner of the building which would remain;
  - Demolition of the Shed and Canopy attached to the Parts Warehouse;
  - Construction of a new single storey Processing Building, with exterior lighting;
  - Ground improvement works for the processing building, utilizing stone columns;
  - Replacement of the asphalt floor in the Parts Warehouse with a concrete floor;
  - Pavement resurfacing and removal, relocation and installation of various utilities, as required for the above items;
  - Miscellaneous yard rehabilitation, including but not limited to pavement resurfacing, drainage and other utility adjustments, access control, security, and pavement markings; and
  - Removal of one Japanese Oak tree and approximately 200 square metres of lawn.

**PROJECT AND ENVIRONMENTAL CONDITIONS**

The Port Authority has undertaken and completed a review of the Project in accordance with the *Canada Marine Act* and Section 5 of the *Port Authorities Operations Regulations* and, as applicable, Section 82 of the *Impact Assessment Act*.

If at any time the Permit Holder fails to comply with any of the project and environmental conditions set out in the Permit below, or if the Port Authority determines that the Permit Holder has provided any incomplete, incorrect or misleading information in relation to the Project, the Port Authority may, in its sole and absolute discretion, cancel its authorization for the Project or change the project and environmental conditions to which such authorization is subject.

Pursuant to Section 29 of the *Port Authorities Operations Regulations*, the Port Authority may also cancel its authorization for the Project, or change the project and environmental conditions to which such authorization is subject, if new information is made available to the Port Authority at any time in relation to the potential adverse environmental and other effects of the Project.

**The following are the project and environmental conditions that must be followed by the Permit Holder to mitigate potential or foreseeable adverse environmental and other effects.**

All the Port Authority Guidelines and Record Drawing Standards referenced in this document can be located at: <https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/>.

No.	GENERAL CONDITIONS
1.	The Permit Holder must have a valid lease, licence, or access agreement for the Project site prior to accessing the Project site or commencing construction or any other physical activities on the Project site. This Permit shall in no way limit any of the Permit Holder's obligations, or the Port Authority's rights, under such lease, licence, or access agreement.
2.	The Permit Holder shall at all times and in all respects, comply with and abide by all applicable statutes, laws, regulations and orders from time to time in force and effect, including all applicable environmental, labour and safety laws and regulations.
3.	This Permit in no way endorses or warrants the design, engineering, or construction of the Project and no person may rely upon this Permit for any purpose other than the fact that the Port Authority has permitted the construction of the Project, in accordance with the terms and conditions of this Permit.
4.	The Permit Holder shall indemnify and save harmless the Port Authority in respect of all claims, losses, costs, fines, penalties or other liabilities, including legal fees, arising out of: (a) any bodily injury or death, property damage or any loss or damage arising out of or in any way connected with the Project; and (b) any breach by the Permit Holder of its obligations under this Permit.
5.	The Permit Holder is responsible for locating all existing site services and utilities, including any located underground. The Permit Holder shall provide an Infrastructure Surveyed Data Drawing that includes topographic and utility locate data based on surveys in accordance with the Port Authority's Record Drawing Standards. The Permit Holder is responsible for repair or replacement of any damage to existing site services and utilities, to the satisfaction of the Port Authority, that result from construction and operation of the Project.
6.	The Permit Holder shall undertake and deliver the Project to total completion in a professional, timely and diligent manner in accordance with applicable standards and specifications set out in the sections above entitled Project Description and Information Sources, including the attached plans and drawings numbered <b>PER No. 21-019-A to I</b> . The Permit Holder shall not carry out any other physical activities unless expressly authorized by the Port Authority.
7.	The Permit Holder shall cooperate fully with the Port Authority in respect of any review by the Port Authority of the Permit Holder's compliance with this Permit, including providing information and documentation in a timely manner, as required by the Port Authority. The Permit Holder is solely responsible for demonstrating the Permit Holder's compliance with this Permit.
8.	The Permit Holder shall review the Permit with all employees, agents, contractors, licensees and invitees working on the Project site, prior to such parties participating in any construction or other physical activities on the Project site. The Permit Holder shall be solely responsible for ensuring that all such employees, agents, contractors, licensees and invitees comply with this Permit.
9.	The Permit Holder shall make available upon request by any regulatory authority (such as a Fishery Officer) a copy of this Permit.
10.	Unless otherwise specified, the Permit Holder shall provide plans, documents, and notices required under this Permit to the Port Authority's compliance monitoring portal at <a href="https://eper.portvancouver.com">https://eper.portvancouver.com</a> .
11.	Unless otherwise specified, all plans, schedules, and other Project-related documentation that the Permit Holder is required to provide under this Permit, and any subsequent updates, must be to the Port Authority's satisfaction.
12.	The Permit Holder shall prepare and submit a self-report form to the Port Authority demonstrating compliance with conditions at each of the following project phases:

	<ul style="list-style-type: none"> <li>a) Prior to construction Conditions (self-report shall be submitted a minimum of 5 business days prior to the commencement of construction, or any physical activities, to a maximum of 90 business days prior to construction, or any physical activities)</li> <li>b) Construction Conditions (self-report shall be submitted at 50% of construction)</li> <li>c) Conditions Upon Project Completion (self-report shall be submitted within 60 business days of completion of construction)</li> </ul>	
13.	The Port Authority shall have unfettered access to environmental compliance documentation and the Project site at all times during construction without notice.	
14.	The Permit Holder must maintain and retain any records associated with, or produced by, actions or activities undertaken to achieve compliance or that indicate non-compliance with project permit conditions. These records must be made available at the request of the Port Authority.	
15.	All conditions in this Permit which expressly or by their nature survive expiration or termination of this Permit will remain in effect after the expiration or termination of this Permit.	
	<b>CONDITIONS - PRIOR TO COMMENCING CONSTRUCTION OR ANY PHYSICAL ACTIVITIES</b>	<b>SUBMISSION TIMING (business days)</b>
16.	The Permit Holder shall submit Issued For Construction Drawings for proposed works in accordance with the Port Authority's Record Drawing Standards. These drawings shall be signed and sealed and approved for construction by a professional engineer licensed to practice in the Province of British Columbia. In addition, these drawings shall be submitted in both AutoCAD and PDF format and shall be named according to the record drawing index numbering system set out at Section 2.10 of the Port Authority's Record Drawing Standards.	5 business days before commencing construction or any physical activities
17.	The Permit Holder shall provide a draft construction notification to the Port Authority's satisfaction in accordance with the Port Authority's Public Engagement Guidelines.	20 business days before commencing construction or any physical activities
18.	The Permit Holder shall submit a draft construction communications plan and construction notification in accordance with the Port Authority's Public Engagement Guidelines. The plan shall outline how the Permit Holder will engage and communicate with the public and stakeholders from the date of permit issuance to the completion of construction. The plan shall be updated as necessary and upon request by the Port Authority to ensure public and stakeholders are provided with relevant information as it becomes available. The Permit Holder shall carry out the Project in accordance with the construction communications plan, and any subsequent updates made to the Port Authority's satisfaction.	20 business days before commencing construction or any physical activities
19.	The Permit Holder shall distribute a construction notification to residents and businesses to an area. This shall be completed to the Port Authority's satisfaction. The Permit Holder shall notify the Port Authority when such distribution has been completed.	Prior to commencing construction or any physical activities
20.	The Permit Holder shall submit a construction parking and traffic management plan to the Port Authority's satisfaction. The Permit Holder shall carry out the Project in accordance with the construction parking and traffic management plan, and any subsequent updates to the Port Authority's satisfaction.	10 business days before commencing construction or any physical activities

21.	For buildings, structures and proposed interior changes to buildings that are reviewable under the National Building Code and National Fire Code, the Permit Holder shall apply for a Port Authority Building Permit.	40 days before commencing construction of applicable buildings
22.	The Permit Holder shall provide a Project schedule to the Port Authority showing the anticipated start dates for all major phases of the Project as identified by the Port Authority. The Permit Holder shall notify the Port Authority of any material changes to the Project schedule and, upon request, shall provide an updated Project schedule.	20 business days before commencing construction or any physical activities
23.	Prior to the commencement of any physical activities or works to, or within 30 metres of, any existing Metro Vancouver infrastructure, the Permit Holder shall provide detailed design drawings of the proposed works and an infrastructure protection and monitoring plan to Metro Vancouver. The Permit Holder should refer to Metro Vancouver's Proximal Work Requirements, as appropriate.	10 business days prior to commencing construction or any physical activities within 30m of Metro Vancouver infrastructure
<b>CONDITIONS - DURING CONSTRUCTION OR ANY PHYSICAL ACTIVITIES</b>		
24.	The Permit Holder shall notify the Port Authority upon commencement of construction, or any physical activities (e.g., mobilization to the Project site).	
25.	All general construction and physical activities related to the Project shall be conducted from <b>Monday to Saturday</b> between the hours of <b>7:00 a.m. and 8:00 p.m.</b> No construction and physical activities shall take place on Sundays or holidays. These hours shall not be modified without prior approval of the Port Authority. To request permission to conduct activities outside these hours, the Permit Holder must submit a written request no less than 30 business days prior to the desired start date.	
26.	The Permit Holder shall notify the Port Authority within two business days of any complaints received from the community and stakeholders during construction and indicate how the Permit Holder has responded to such complaints.	
27.	The Permit Holder shall distribute a notification to impacted tenants should a shutdown of utility services (e.g. water) be required. Notification shall be provided 48 hours in advance of the works.	
28.	The Permit Holder shall remove all existing utilities abandoned as a result of the project works described in this Permit, both underground and aboveground. At locations of connection to municipal works (i.e., at property lines), the abandoned utilities shall be capped. The Permit Holder shall provide detailed drawings of abandoned utilities and capped connections in both AutoCAD and PDF format in accordance with the Port Authority's Record Drawing Standards.	
29.	The Permit Holder shall carry out the Project in accordance with the Port Authority's Archaeological Chance Find Procedure, or a similar Archaeological Chance Find Procedure accepted in writing by the Port Authority at least five business days prior to ground-breaking activities, and any subsequent updates made to the Port Authority's satisfaction.	
30.	The Permit Holder shall immediately notify Metro Vancouver of any actual or potential damage to Metro Vancouver infrastructure (including pipelines and outfalls) at: 604-985-1478.	
31.	The Permit Holder may place temporary construction trailers on the Project site while this permit remains in effect, provided such trailers meet all of the criteria set out in the Port Authority's Temporary Construction Trailer Criteria, available at: <a href="https://www.portvancouver.com/permitting-and-reviews/building-permits/">https://www.portvancouver.com/permitting-and-reviews/building-permits/</a> . Should one or more of the criteria not be met, a Port Authority Building Permit is required.	
32.	The Permit Holder shall carry out the Project in accordance with the Construction Environmental Management Plan provided by the Permit Holder, and any subsequent updates made to the Port Authority's satisfaction.	

33.	The Permit Holder, or their contractor, shall engage a qualified environmental professional to monitor the Project in order to ensure that the works are carried out in compliance with this Permit. Monitoring events shall take place as required by the environmental monitor, the Construction Environmental Management Plan, or the Port Authority.	
34.	Without limiting the generality of permit condition #2, the Permit Holder shall not, directly or indirectly: (a) deposit or permit the deposit of a deleterious substance of any type in water frequented by fish in a manner contrary to Section 36(3) of the <i>Fisheries Act</i> ; or (b) adversely affect fish or fish habitat in a manner contrary to Section 35(1) of the <i>Fisheries Act</i> .	
35.	Without limiting the generality of permit condition #2, the Permit Holder shall not release water containing detectable levels of chlorine to any fish-bearing waters.	
36.	Without limiting the generality of permit condition #2, the Permit Holder shall not release chlorinated water, paint chips, cleaning products, coatings, or other potentially deleterious materials to the aquatic environment. The objective shall be 100% containment of all removed paint and other residues.	
37.	The Permit Holder shall not dewater excavations unless a dewatering plan has been submitted to the Port Authority's satisfaction.	
38.	If there is potential to affect birds and/or their active nests and eggs, the Permit Holder shall conduct nest surveys. For any nests identified in surveys, a qualified environmental professional shall confirm that the nest is not occupied by a species protected at that time of year under applicable legislation. To reduce the risk of Project-related harm, the Permit Holder should avoid certain physical activities during the general bird breeding season, which falls between April 1 and July 31, or outside of this time span if occupied nests are present.	
39.	The Permit Holder shall dispose of any soils excavated from the project site that are not suitable for backfill at appropriate off-site facilities and maintain records of off-site disposal.	
40.	Without limiting the generality of permit condition #2, materials brought onto the project site to be used for backfilling, site preparation, or other uses shall be from sources demonstrated to be clean and free of environmental contamination, invasive species and noxious weeds. The Permit Holder shall maintain records to verify this.	
41.	The Permit Holder shall provide environmental monitoring reports to the Port Authority as specified in the Construction Environmental Management Plan or more frequently if the Port Authority requires. In addition, a summary report for the whole monitoring period shall be forwarded to the Port Authority within 30 days of the conclusion of the monitoring period.	
	<b>CONDITIONS - UPON COMPLETION</b>	
	<b>SUBMISSION TIMING (Business Days)</b>	
42.	The Permit Holder shall notify the Port Authority upon completion of the Project.	Upon substantial completion
43.	The Permit Holder shall submit an updated stormwater pollution prevention plan, written in accordance with the Port Authority Developing Your Stormwater Pollution Prevention Plan Guideline available at: <a href="https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/">https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/</a> , and to the Port Authority's satisfaction. The Permit Holder shall carry out the Project in accordance with the updated stormwater pollution prevention plan, including any subsequent updates made to the Port Authority's satisfaction.	30 business days prior to operations
44.	The Permit Holder shall provide record drawings, including a Project site plan that clearly identifies the location of works, in both AutoCAD and PDF format (with an Engineers stamp where applicable) in accordance with the Port Authority's Record Drawing Standards. All drawings shall be named	Within 40 business days of completion

according to the record drawing index numbering system set out at Section 2.10 of the Port Authority’s Record Drawing Standards.
<b>The Port Authority reserves the right to rescind or revise these conditions at any time that new information warranting this action is made available to the Port Authority.</b>
<b>LENGTH OF PERMIT VALIDITY</b>
The Project must commence by <b>September 30, 2024</b> (the “Commencement Date”) and be completed no later than <b>September 30, 2025</b> (the “Expiry Date”).
<b>AMENDMENTS</b>
<ul style="list-style-type: none"> <li>• Details of any material proposed changes to the Project, including days and hours when construction and any physical activities will be conducted, must be submitted to the Port Authority for consideration of an amendment to this Permit.</li> <li>• For an extension to the Commencement Date, the Permit Holder must apply to the Port Authority in writing no later than 40 business days prior to that date.</li> <li>• For an extension to the Expiry Date, the Permit Holder must apply in writing to the Port Authority no later than 40 business days prior to that date.</li> </ul> <p><b>Failure to apply for an extension as required may, at the sole discretion of the Port Authority, result in termination of this Permit.</b></p>

## PROJECT AND ENVIRONMENTAL 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.

The Port Authority concludes that the Project has appropriately addressed all identified concerns subject to conformance with the project and environmental conditions in the Permit.

Project Permit PER No. 21-019 is approved by:

ORIGINAL COPY SIGNED

**ANDREA MACLEOD**  
**DIRECTOR, PROJECT AND ENVIRONMENTAL REVIEW**

September 26, 2022

**DATE OF APPROVAL**

## CONTACT INFORMATION

Vancouver Fraser Port Authority  
 100 The Pointe, 999 Canada Place,  
 Vancouver BC V6C 3T4 Canada

Project and Environmental Review  
 Tel.: 604-665-9047  
 Fax: 1-866-284-4271  
 Email: [PER@portvancouver.com](mailto:PER@portvancouver.com)  
 Website: [www.portvancouver.com](http://www.portvancouver.com)

**After normal business hours:**

In the event of any land or marine construction incidents or concerns related to works carried out on-site under this permit, please contact the 24/7 Port Operations Centre 604-665-9086. In the event of an emergency requiring 'First Responders', please call 911 first.

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Vancouver Fraser  
Port Authority

# **PROJECT AND ENVIRONMENTAL REVIEW REPORT**

## **PER NO. 21-019 ANNACIS AUTO TERMINAL OPTIMIZATION**

Prepared for: Director, Project and Environmental Review

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 Vancouver Fraser Port Authority		<b>VANCOUVER FRASER PORT AUTHORITY PROJECT AND ENVIRONMENTAL REVIEW REPORT</b>
<b>PER No.:</b>	<b>21-019</b>	
<b>Tenant:</b>	<b>WWL Vehicle Services Canada, Ltd.</b>	
<b>Project:</b>	<b>Annacis Auto Terminal Optimization</b>	
<b>Project Location</b>	<b>820 Dock Road (Annacis Island), Delta</b>	
<b>Land Use Designation:</b>	<b>Port Terminal</b>	
<b>Applicant(s):</b>	<b>Vancouver Fraser Port Authority</b>	
<b>Applicant Address:</b>	<b>100 The Pointe, 999 Canada Place, Vancouver</b>	
<b>Category of Review:</b>	<b>C</b>	
<b>Recommendation:</b>	<b>That PER No. 21-019 for Annacis Auto Terminal Optimization be approved.</b>	

## 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. 21-019: Annacis Auto Terminal Optimization (the “Project”) proposed by the Vancouver Fraser Port Authority (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

The Vancouver Fraser Port Authority (the Applicant) proposes to undertake upgrades at the Wallenius Wilhelmsen Solutions (WWS) Annacis Auto Terminal (AAT) facility located on Annacis Island on the Fraser River

in Delta (the Project). The Project is to improve efficiency at the AAT, so that vehicle imports can increase within the terminal's existing footprint.

The AAT is a 53 hectare site, located on the northern tip of Annacis Island on the Fraser River. The terminal currently operates as an auto terminal with vehicles arriving via vessel. Upon arrival the vehicles are processed through the terminal, repairs and upgrades are undertaken where necessary, and vehicles then stored on site. Vehicles are moved off site via rail or truck, with approximately 80% of vehicles leaving by rail and 20% of vehicles by truck.

The purpose of the proposed Project is to consolidate the two existing automobile terminals in the port authority's jurisdiction (Richmond Auto Terminal and Annacis Auto Terminal) into a single terminal at the Annacis Island site. The consolidated auto terminal at Annacis Island would be optimized through the works proposed as part of this application to accommodate the combined operations and serve forecasted demand for auto imports and exports. The Richmond Auto Terminal (RAT), which is located on the north bank of the Fraser River and currently handles approx. 90,000 vehicles annually, would be repurposed for other port activities.

The proposed Project has three main components: rail expansion to increase rail capacity, installation of electric charging stations to meet consumer demand, and building demolition/replacement to optimize operations. These are described in further detail in Section 2.1.

The Applicant proposes to expand operations at AAT to be able to handle the combined throughput of both existing terminal operations to increase the AAT processing throughput from 352,000 to 480,000 vehicles annually.

## 2.1 Proposed Works

1. Rail Expansion - expansion of the Rail Side 1 and Rail Side 2 railyards, by:
  - Extending Tracks 1, 2 and 3 on Rail Side 1 to accommodate an additional 12 rail cars on each extension, with loading pads positioned between blocks of six (6) rail cars; and
  - Adding four new tracks and switches to Rail Side 2 that will accommodate six (6) additional rail cars on each track, to run parallel to existing Tracks 5 through 8. The new tracks would be built to the east and parallel to Track 8.
2. Electric Charging Stations
  - Installation of four (4) electric car charging stations
  - Installation of the required base infrastructure and equipment to support provision of a further four (4) electric car charging stations in the future.
3. Demolition and replacement of existing facilities and addition of facilities, including:
  - Demolition of Building Accessory Shop #2;
  - Demolition of Building Mechanical Shop #1;
  - Demolition of the Paint and Body Shop to slab level, with the exception of the electrical enclosure at the northwest corner of the building which would remain;
  - Demolition of the Shed and Canopy attached to the Parts Warehouse;
  - Construction of a new single storey Processing Building, with exterior lighting;
  - Ground improvement works for the processing building, utilizing stone columns;
  - Replacement of the asphalt floor in the Parts Warehouse with a concrete floor;
  - Pavement resurfacing and removal, relocation and installation of various utilities, as required for the above items;
  - Miscellaneous yard rehabilitation, including but not limited to pavement resurfacing, drainage and other utility adjustments, access control, security, and pavement markings; and
  - Removal of one Japanese Oak tree and approximately 200 square metres of lawn.

## 2.2 Proposed Construction Methods

Prior to construction, site access, equipment mobilization areas, hauling access and routes, and laydown and stockpiling locations would be clearly delineated.

Project elements are proposed to be carried out in the following order: rail capacity expansion works, installation of the Electric Vehicle charging infrastructure, existing building demolition, construction of the new Processing Building and upgrade of the Parts Warehouse floor.

Ground improvements are proposed in order to prepare the ground for the construction of the new Processing Building, to be located between the existing Parts Warehouse and Accessory Shop #1. Preliminary design proposes vibro-replacement to densify the soil. Vibro-replacement comprises the installation of stone columns into the ground with a large diameter vibratory probe. The vibration probe compacts the gravel columns, as well as densifies the surrounding loose to compact sand. Stone columns are to be installed on a 2.5 to 3 metre triangular grid spacing and to extend to a depth of about 20 metres.

Construction is anticipated to take 15 months to complete. All works related to the Project would be conducted within the Port Authority's standard construction hours of Monday to Saturday between the hours of 7:00 a.m. and 8:00 p.m., with no construction and physical activities taking place on Sundays or holidays.

## 3 TECHNICAL REVIEW

The Port Authority has reviewed the application and has the following project considerations.

### 3.1 Planning

The proposed Project meets the Port Authority requirements, based on the primary considerations of the land use designation and current land use policies.

#### 3.1.1 Land Use Designation

The proposed continued use of the site as an auto terminal conforms to the designation of "Port Terminal" in Vancouver Fraser Port Authority's Land Use Plan.

#### 3.1.2 Building Permit Requirements

The proposed new Processing Building will require review under the National Building Code and National Fire Code of Canada. The Applicant is required to obtain a Port Authority building permit before proceeding with construction of those works and cannot occupy those structures until they have obtained a Port Authority occupancy permit.

### 3.2 Engineering

The proposed Project would demolish a number of existing buildings on site, construct a replacement processing building, install four new rail tracks, extend three existing rail tracks, install infrastructure for up to eight electric vehicle charging stations as well as undertake associated repaving and utility works.

The proposed processing building is in an area susceptible to liquefaction. Soil densification would be conducted to mitigate against the consequences of liquefaction. The preliminary design for ground improvement include stone columns spaced at 3 metres and seismic drains spaced at 1 metre when near the existing structures.

The Port Authority has reviewed the application and requires the Applicant to ensure all relevant geotechnical and seismic standards and specifications are included in the signed and sealed drawings, specifications, and works detailed in the project permit description and permit conditions.

The proposed Project meets the Port Authority engineering requirements, subject to adherence to the listed project and environmental conditions in the Permit.

### 3.3 Transportation

The proposed Project would increase the AAT processing throughput from 352,000 to 480,000 vehicles annually as a result of consolidating the two existing auto terminal operations. The Project would provide additional rail capacity that would increase the total number of rail cars that can be accommodated at the AAT from 83 to 144 railcars.

At present vehicles are moved off the AAT via two different modes of transport; rail and auto carrier truck, with an approximate 80/20 split. Rail and truck would continue to be utilized and the modal split would remain consistent post-Project.

In terms of rail, the terminal would continue to be serviced by the Southern Railway of BC (SRY) who are supplied with railcars by both CP Rail and CN Rail. The assembly and disassembly of trains and the shunting of individual railcars is carried out at the SRY rail yard adjacent to the AAT.

At present, the terminal typically receives one train in the morning and one train departs at the end of the workday. Depending on operations, there is an occasional need for another train in the middle of the workday (mid-day service), resulting in two inbound and two outbound trains per day. While vehicle volumes handled at the terminal are anticipated to grow, this is unlikely to directly generate additional trains to the terminal on a consistent basis. However, the greater volumes generated by the consolidation, as well as forecasted market growth will result in a higher likelihood of a mid-day service into the AAT.

There are a number of grade crossings along the train route. A third party engineering review submitted by the Applicant indicates that the project itself will not trigger the requirement for upgrading at-grade crossings, as it is based on the operating plan of the servicing railway. In general, if changes to rail operations lead to blockages exceeding established thresholds set out in the Transport Canada Grade Crossing Standards, then the operating railway and road authority would need to agree on the appropriate level of crossing protection. It is understood that SRY is re-evaluating their inventory of at-grade crossings as a whole to determine the level of safety measures, in coordination with the relevant road authorities, needed to meet the current Transport Canada's Grade Crossing Regulations (SOR/2014-275) requirements and will complete this exercise by 2028.

With the expanded terminal capacity, the number of auto carrier trucks used to move processed vehicles out of the AAT is expected to increase by approximately 10 trucks per day. In the Applicant's submission, the traffic impact to Annacis Parkway is determined to be insignificant relative to existing auto carrier movements generated by the terminal. Generally, auto carriers are destined to automobile dealerships scattered across the Lower Mainland. From the terminal, there is one truck route available to allow access to Highway 91. Transportation Planning has reviewed the potential traffic generated by additional auto carriers that would be generated by this consolidation and agree the increase is very small in the context of traffic already generated by the terminal.

The Applicant has submitted a preliminary Construction Traffic Management and Staging Plan. The Construction Traffic Management Plan will be finalized when the contractor has been selected and this requirement is included as a condition of the Permit.

Construction traffic will be expected to use a combination of public and private roadways to access the three designated construction zones at the AAT. Construction traffic will need to access Annacis Island either from the north via Derwent Way (City of New Westminster jurisdiction) or via Highway 91 (BCMOTI jurisdiction). Derwent Way, at Annacis Island (City of Delta), would be the direct roadway to access the Terminal entrance where a security booth will permit authorized access into the Terminal. Annacis Parkway and Dock Road are the only private access routes within the Terminal and traffic flow must be maintained at all time since both access routes are used for access to the Terminal buildings and other tenants within the Terminal area.

Up to 15 trucks per hour would access the AAT during the construction phase. A high-level assessment shows that Derwent Way (New Westminster and Delta jurisdiction) would have sufficient capacity to accommodate the additional estimated construction traffic.

The majority of construction traffic staging on site would not impact municipal roads, as Annacis Parkway is a private access route where Terminal employees primarily use the road in the morning and evening for work. The construction traffic will only use Annacis Parkway to access the designated construction zone and will not occupy the access route. There will be three designated construction zones (Rail Side 1, Rail Side 2, and the Processing Building) within the Terminal and each construction zones will not be active concurrently. Each construction zone is intended to have a designated area that includes the work area and the laydown area for materials and workspace.

The Applicant indicates that the selected contractor will only be permitted to be within each designated construction zone and not permitted to go beyond the limits of each construction zone in order to reduce impacts to the Terminal's daily operations.

Transportation has reviewed the application and requires the Applicant to adhere to the following:

- The Permit Holder shall submit a construction parking and traffic management plan to the Port Authority's satisfaction. The Permit Holder shall carry out the Project in accordance with the construction parking and traffic management plan, and any subsequent updates to the Port Authority's satisfaction.

This is reflected in condition No. 20 in the Permit.

The proposed Project meets Port Authority transportation planning requirements, subject to adherence to the listed project and environmental conditions in the Permit.

### **3.4 Marine Operations**

The proposed Project involves the consolidation of the RAT and the AAT into the existing terminal at Annacis Island. In the immediate term when operations are anticipated to cease at RAT and all associated vessels start calling at the AAT (by mid 2024), the Project would not change in vessel traffic on the Fraser River. However, as the project includes infrastructure to support future growth in the auto sector at this terminal, in the longer term this Project could add approximately nine vessels per year by the year 2034.

The fenders and berthing infrastructure at the AAT are appropriate to accommodate the expected vessels.

The proposed Project meets Port Authority Marine Operations' requirements.

## **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 following municipalities on March 9, 2022 notifying them of the proposed Project:

- City of Delta
- City of New Westminster
- City of Surrey

Both the City of Delta and the City of New Westminster responded with comments on the proposed Project. 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
<p>Request for further information to understand the project's impact on rail traffic through New Westminster (including any necessary changes to the timing and frequency of rail movements) to determine whether there may be need for further review of interface and whistle cessation consideration with the proponent, the Port of Vancouver and railway operators.</p>	<p>None required.</p>	<p>While vehicle volumes handled at the AAT are anticipated to grow, this is unlikely to directly generate additional trains to the terminal on a consistent basis. However, the greater vehicle volumes generated by the consolidation, in addition to the forecasted market growth will result in a higher likelihood of a mid-day service into the AAT, which would result in two inbound and two outbound trains per day. At present, the AAT receives one to two inbound and one to two outbound trains per day.</p> <p>The grade crossings through New Westminster are operated by SRY and any works are outside the scope of the Project. In addition, based on the third party engineering review submitted by the Applicant, the project does not trigger the requirement for the upgrade of any rail crossings.</p>
<p>Request for further information relating to the impacts of the increase in rail traffic. If the project results in more trains going through Queensborough and Quayside neighbourhoods, assistance may be required for infrastructure necessary for whistle cessation and other mitigation opportunities to address impacts on residents of these neighbourhoods.</p>	<p>None required.</p>	<p>As noted above, while vehicle volumes handled at the AAT are anticipated to grow, this is unlikely to directly generate additional trains to the terminal on a consistent basis. However, the greater volumes generated by the consolidation, in addition to the forecasted market growth will result in a higher likelihood of a mid-day service into the terminal, which would result in two inbound and two outbound trains per day. At present, the terminal receives one to two inbound and one to two outbound trains per day.</p> <p>The at-grade crossings through the Queensborough and Quayside neighbourhoods are operated by SRY and any works related to the crossings are outside the scope of the Project. In addition, based on the third party engineering review submitted by the Applicant, the project does not trigger the requirement for the upgrade of any rail crossings.</p>
<p>Request for further information in regards to anticipated changes to the</p>	<p>None required.</p>	<p>With the expanded terminal capacity, the number of auto carrier trucks used to</p>



Issue	Mitigations and Permit Conditions	Rationale
<p>volume of trucks to and from the site, whether any of the vehicles are expected to travel through New Westminster and what traffic mitigation measures are being considered to address any impacts on New Westminster.</p>		<p>move processed vehicles out of the AAT is expected to increase by approximately 10 trucks per day, or 2 per hour. The Applicant's analysis confirmed that adjacent roadways can comfortably accommodate this increase.</p>
<p>Recognising the distance from municipal jurisdiction and recognising that given the nature of the automobile operation, it is anticipated that the project may have very little or no negative impact on noise for the residents of Queensborough. City staff recommend that the Applicant be notified of the City of New Westminister's noise bylaws for their consideration.</p> <p>The City's Construction Noise Bylaw permits construction noise within the hours of 7am to 8pm on weekdays and 9am to 6pm on Saturdays (not including Sundays or Statutory holidays).</p>	<p>Condition 25 of the permit requires the Applicant to conduct construction works within the port authority's standard work hours of 7.00 a.m. to 8.00 p.m. Monday to Saturday, excluding holidays.</p>	<p>The Applicant has been made aware of the City's comments and will be required to abide by the relevant permit condition. Port Authority construction hours are very similar to the City's construction noise bylaw.</p>
<p>Consider opportunities for the project to contribute to climate action and site sustainability (i.e. reduction of impervious surfaces, storm water management, increase to the canopy cover and foreshore improvements, etc.) Specifically, given the current focus on the climate emergency and the extent of impervious surfaces (i.e. building and pavement) for this project, it is recommended opportunities for integrating green infrastructure are explored (e.g. raingardens, bioswales, foreshore improvements and tree plantings).</p>	<p>Condition 43 of the permit requires the Applicant to submit, upon completion of the Project, an updated stormwater pollution prevention plan, written in accordance with the port authority stormwater pollution prevention plan guideline.</p>	<p>The proposed works do not involve the creation of any additional impervious surfaces (paved areas) or the creation of additional roads. The proposed rail works will decrease the amount of impervious surfaces (paved areas) on the site as the areas proposed for the works are currently paved vehicle storage areas.</p> <p>Section 5.4 "Sustainability Features" of the Project Description and Details includes some of the climate change considerations under materials, waste, indoor environmental quality, energy, and water that were explored during preliminary design. As part of the detailed design process, the Applicant's design consultants will be refining the opportunities to address climate change through design.</p>
<p>Further information requested in regards to whether cargo ships would be using shore power or whether shore power would be available at the site to mitigate impacts of emissions and noise from ships in close proximity to New Westminister.</p>	<p>None required.</p>	<p>Shore power is not currently available at the AAT and the provision of shore power infrastructure is not included within the scope of the Project.</p>

Issue	Mitigations and Permit Conditions	Rationale
Request to review the railway impacts at grade crossing on Annacis Island.	None required.	The Project itself is unlikely to directly generate additional trains to the AAT on a consistent basis. However, the greater volumes generated by the consolidation, in addition to the forecasted market growth will result in a higher likelihood of a mid-day service into the terminal, which would result in two inbound and two outbound trains per day. At present, the AAT receives one to two inbound and one to two outbound trains per day.
Clarification on whether the vehicles are being moved strictly on rail or a combination of rail and trucks. Query as to potential additional truck trips anticipated as a result of the consolidated terminal. Request for confirmation on submission of a traffic management plan.	Condition 20 of the permit requires the Applicant to submit a construction parking and traffic management plan.	<p>The vehicles handled by the AAT would continue to be moved via rail and truck, as per current operations. It is anticipated that the current split between rail/truck would be maintained. Approximately 80% of vehicles would leave the terminal by rail and 20% of vehicles by truck.</p> <p>With the expanded terminal capacity, the number of auto carrier trucks used to move processed vehicles out of the terminal is expected to increase by approximately 10 trucks per day, or 2 per hour. The Applicant's analysis confirmed that adjacent roadways can comfortably accommodate this increase.</p> <p>A draft construction traffic management plan was submitted as part of the application. The Applicant will be required to update and submit the final plan prior to construction commencing.</p>
Delta Fire Department expressed interest in access and water supply in the event of an incident.	None required.	<p>The Applicant provided the Delta Fire Department a copy of the Fire Safety Plan and Fire Hydrant map from the AAT operator Wallenius Wilhelmsen Solutions.</p> <p>The Applicant confirmed that they would facilitate a separate discussion between the Delta Fire Department and Wallenius Wilhelmsen Solutions regarding emergency access and water supply and have reached out to Delta.</p>
Request to provide information on the fire safety plan and any improvements that would be made to the site as part of the terminal expansion. Delta Fire Department requested a discussion on	None required.	The Applicant provided the Delta Fire Department a copy of the Fire Safety Plan and Fire Hydrant map from the AAT operator Wallenius Wilhelmsen Solutions.

Issue	Mitigations and Permit Conditions	Rationale
fire safety with respect to electric vehicles (EV), as EVs are an emerging technology.		
More information about the proposed new processing building was requested to confirm what exactly is being “processed”.	None required.	<p>The Applicant provided further details confirming that the ‘processing’ refers to technical services, accessory work, and programs. These include:</p> <ul style="list-style-type: none"> <li>• Vehicle checks, e.g., checking batteries and tire pressure</li> <li>• Vehicle preparation activities, such as placing car mats and English-French vehicle manuals within the vehicles</li> <li>• Accessory installation, such as the installation of roof racks, spoilers, and seat heaters</li> </ul>
Request for information on any upgrades to stormwater management with resurfacing and site reconfiguration, ensuring no contaminated runoff enters the City storm sewer or Fraser River.	Condition 43 of the permit requires the Applicant to submit, upon completion of the Project, an updated stormwater pollution prevention plan, written in accordance with the port authority stormwater pollution prevention plan guideline.	<p>In terms of resurfacing, the proposed project is expected to result in an overall reduction of paved surfaces on the site.</p> <p>Preliminary design drawings were submitted to the port authority, showing that the project has limited changes to the stormwater systems. Any modifications/additions required would follow port authority guidelines. Additionally, the AAT is not connected to the City of Delta storm sewer system. Notable changes to reduce contaminated runoff include upgrades for the new processing building, specifically, upgrades include oil-water separators and roof leaders to divert rainwater to the storm system instead of draining to the ground and onto the nearest catch basin.</p>

## 4.2 Federal, Provincial, Regional Agency Consultation

The proposed Project was assessed by the Port Authority to be of potential interest to other regulatory agencies. A referral letter was sent to Metro Vancouver on March 9, 2022 notifying them of the proposed Project.

Metro Vancouver responded with comments on the proposed Project. 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
<p>MV sewer utilities are located on the south side of Annacis Island. It has to be evaluated if the project is considered as proximal work, if the answer is "YES" the attached MV Proximal Work Requirements apply.</p>	<p>Condition No. 23 requires the Applicant to liaise with Metro Vancouver and supply detailed design information on any Project elements within 30 metres of any existing Metro Vancouver utilities and to refer to Proximal Work Requirements where appropriate.</p> <p>Condition 30 requires the Applicant to immediately notify Metro Vancouver of any potential damage to their infrastructure during construction.</p>	<p>The proposed Project does include works that are proposed within 30m of Metro Vancouver infrastructure.</p> <p>The Applicant Team has agreed to follow the Metro Vancouver Proximal Work Requirements, as appropriate.</p>
<p>The VFPA should obtain MV's record drawings (<a href="https://apps.metrovancouver.org/flore/">https://apps.metrovancouver.org/flore/</a>) and check if their proposed development is in close proximity to MV's utilities.</p>	<p>None required.</p>	<p>The Applicant has obtained record drawings from Metro Vancouver, as requested.</p>
<p>GVWD watermain Annacis Main No.2 alignment appears to be under proposed tracks 9-12. Design to consider new loading demands on ANN2</p>	<p>Condition No. 23 requires the Applicant to liaise with Metro Vancouver and supply detailed design information on any Project elements within 30 metres of any existing Metro Vancouver utilities.</p>	<p>The Applicant Team is aware of the presence of Annacis Main No. 2 and this would be accounted for in the detailed design. It is the Applicant Team's understanding that this portion of Annacis Main No. 2 is permanently abandoned.</p>
<p>GVWD watermain Annacis Main No.3 alignment appears to be proximal to proposed EV charging infrastructure. Proximal Work requirements will apply.</p>	<p>Condition No. 23 requires the Applicant to liaise with Metro Vancouver and supply detailed design information on any Project elements within 30 metres of any existing Metro Vancouver utilities.</p>	<p>The Applicant is aware of the presence of Annacis Main No. 3 and has agreed to follow the Metro Vancouver Proximal Work Requirements, as appropriate.</p>
<p>Construction haul route on Annacis Parkway will cross ANN2.</p>	<p>None required.</p>	<p>Construction traffic loads are not expected to exceed standard highway loadings.</p>

Issue	Mitigations and Permit Conditions	Rationale
VFPA should confirm if there is any significant increase in potable water demand with this project	None required.	Potable water demands are anticipated to be similar to the current situation at the site, as the project proposes the demolition of several terminal buildings and replacement with a single building.
Show MV infrastructure on all applicable drawings.	Condition No. 23 requires the Applicant to liaise with Metro Vancouver and supply detailed design information on any Project elements within 30 metres of any existing Metro Vancouver utilities.	The Applicant Team agreed to include this information on detailed design drawings to be shared with Metro Vancouver.
Indicate how MV will access and maintain infrastructure with improvements.	None required.	There is not expected to be any changes to access to Metro Vancouver infrastructure as a result of the Project.
Show protective structures over MV infrastructure.	Condition No. 23 requires the Applicant to liaise with Metro Vancouver and supply detailed design information on any Project elements within 30 metres of any existing Metro Vancouver utilities.	This detail would be included where applicable on detailed design drawings.
Construction proposed for Q3 2022. Meeting between Port, proponent and MV required in March 2022 to review impacts on MV infrastructure and mitigation plans.	None required.	Meeting held in March, 2022 to provide an overview of the Project and discuss potential impacts to Metro Vancouver infrastructure.
Where are electrical conduits in relation to AN3? Please show on drawing	Condition No.23 requires the Applicant to liaise with Metro Vancouver and supply detailed design information on any Project elements within 30 metres of any existing Metro Vancouver utilities.	This information will be included on detailed design drawings by the Applicant.
What impact will ground improvement have on MV infrastructure?	Condition No. 23 requires the Applicant to liaise with Metro Vancouver and supply	The Applicant confirmed that further refinement on the risk of impacts to nearby infrastructure and mitigation measures (if necessary) would be

Issue	Mitigations and Permit Conditions	Rationale
	<p>detailed design information on any Project elements within 30 metres of any existing Metro Vancouver utilities.</p> <p>Condition 30 requires the Applicant to immediately notify Metro Vancouver of any potential damage to their infrastructure during construction.</p>	<p>studied during the detailed design phase should the Project be approved.</p>
<p>Expansion of rail lines (25 new railcar spots): the proposed location for the rail expansion would be over the existing Annacis Main No. 2 and close to an existing air valve chamber. Further to comment above, this section of the Annacis Main No. 2 is abandoned and has been capped at the valve chamber to the northwest.</p>	<p>Condition No. 23 requires the Applicant to liaise with Metro Vancouver and supply detailed design information on any Project elements within 30 metres of any existing Metro Vancouver utilities.</p>	<p>The Applicant is aware of the presence of Annacis Main No. 2 and this would be accounted for in the detailed design.</p>
<p>Upgrade / replace terminal buildings (new building area): the Annacis Main No. 3 system (1219mm dia.), including an air valve chamber, is located on the west side of the proposed electrical enclosure building. A Proximal review may be required, as per comments above</p>	<p>Condition No. 23 requires the Applicant to liaise with Metro Vancouver and supply detailed design information on any Project elements within 30 metres of any existing Metro Vancouver utilities and to refer to Proximal Work Requirements where appropriate.</p>	<p>The Applicant is aware of the presence of Annacis Main No. 3 and information will be included on detailed design drawings by the Applicant.</p>

### 4.3 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 Port Authority tenants on March 9, 2022 notifying them of the proposed Project:

- BC Hydro
- BC Transportation Financing Authority
- Coastland Wood Industries Ltd.
- Island Timberlands Limited Partnership
- Seaspan ULC

- Southern Railway of British Columbia limited
- Summit Earthworks inc.
- TDK Logistics Ltd.
- Telus Communications Inc.
- The Navy League of Canada
- Alliance Equities Corporation
- Atlas 1909 Adventures Inc.
- Public Services Procurement Canada (PSPC)

Public Services Procurement Canada (PSPC) responded with comments on the proposed Project. 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
<p>What is the potential increase for audible noise and/or ground vibration to the PSPC custodial property and our tenants. This concern is based on the proximity of the proposed rail line extension along the Annacis Parkway side of the property. Has there been any engineering or impact assessment conducted by consultants, and, what, if any, mitigation measures the VFPA should include in the project scope to address the impacts</p>	<p>None required.</p>	<p>Loading operations on the rail tracks closest to the tenant’s property are anticipated to be the same post project as they occur today but may be of longer duration. Currently railcars are delivered to the terminal along the existing tracks where automobiles are loaded into or unloaded from the railcars. The locomotive that would deliver these railcars would be located on the opposite end of the rail string and does not come in close proximity to the PSPC custodial property. Further, currently the shunting of individual railcars and the assembly or disassembly of trains is done offsite by SRY at their rail yard. Should the project proceed, these aspects of the rail operation would continue to be handled offsite.</p>
<p>Access to our buildings at 100 Annacis Parkway must be unimpeded 24/7 due to the type of operations occurring on site. We have reviewed the traffic plan and appreciate the indication that a traffic plan must be managed throughout the process. We understand it is indicated already that peak travel hours on the roadway will be minimized.</p>	<p>Condition 20 of the permit requires the Applicant to submit a construction parking and traffic management plan.</p>	<p>The draft construction phase traffic management plan submitted with the application noted that “Traffic access along Annacis Parkway must be maintained at all times”. The final version of this plan will be submitted and approved prior to construction commencing the Applicant will be required to carry out the Project in accordance with the approved plan.</p>
<p>If a water shutdown is to occur, we must be notified and engaged in advance and efforts should be made to conduct work that would not effect our site during regular business hours so the facilities can continue to operate normally where possible.</p>	<p>Condition 27 requires the Applicant to provide notice to nearby tenants in advance of any works that may cause interruptions to utility services.</p>	<p>The Applicant Team confirmed that if it becomes necessary to interrupt water supply to safely construct the project, all affected businesses would be notified ahead of time. A condition has been added to the permit to reflect this requirement.</p>

Issue	Mitigations and Permit Conditions	Rationale

#### 4.4 Port Community Liaison Committee – Delta Notification Activities

The proposed Project was assessed to be of potential interest to the Port Community Liaison Committee – Delta (PCLC). An email was sent to the committee on March 3, 2022 providing information about the proposed Project and information on how to participate in the public engagement period. The Applicant also presented their project to the PCLC on Tuesday, March 8, 2022.

Below is a table summarizing PCLC’s comments and how they were considered as part of the project and environmental review.

Issue	Mitigations and Permit Conditions	Rationale
Potential impact of increased marine traffic; marine navigational issues resulting from increases in vessel size and transits due to increased capacity once the project is complete; and potential noise from trains shunting	None required.	Marine traffic is not expected to increase as a direct result of the project, but will increase due to future market demand. Even if vessel sizes were to increase, there would be no navigational issues in the existing channel. The Applicant indicated that there would be less rail shunting required because of the longer rail tracks/spots being provided on site.

### 5 PUBLIC ENGAGEMENT

Public engagement occurred through the Canadian Impact Assessment Registry and an applicant led public engagement process. No comments were received through the Canadian Impact Assessment Registry.

The Applicant carried out public engagement activities on the proposed project in February and March 2022. The Port Authority has reviewed the record of public engagement, including all comments received and the Applicant’s response to comments, in determining mitigation requirements and in making a decision on the proposed Project.

#### 5.1 Canadian Impact Assessment Registry

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 Canadian Impact Assessment Registry comment period ran from February 23 to March 24, 2022. At the close of the 30 calendar day public comment period, no comments were received.

On April 1, 2022, Transport Canada notified the port authority that they were also making a determination on the Project under Section 82 of the *Impact Assessment Act* owing to the project having received funding under the National Trade Corridors Fund. As a result an updated notice of public participation was posted to the Canadian Impact Assessment Registry, providing a new 30 calendar day opportunity for public comment between April 28 and May 27, 2022. At the close of the 30 calendar day public comment period, no comments were received.



## 5.2 Summary of Applicant led public engagement

The Port Authority required the Applicant to conduct public engagement activities with a 25 business day public engagement period and host an online public information session. The objective of public engagement as part of the project and environmental review is to solicit feedback from the public on the proposed Project, the completed technical studies, and proposed mitigations during construction and operation.

A description of the Project and proposed works, and all supporting materials, were posted to the Port Authority's website on February 10, 2022 for public review and comment. Details of the Applicant's online public information session were posted on the Port Authority's website and links were provided to the Applicant's website for more information.

Public notification and engagement activities were conducted by the Applicant from February 23 to March 29, 2022 and included the following:

- Sending 5,448 notification letters to addresses within 700 m of the project area by February 22, 2022
- Issuing a project newsletter on February 22, 2022 to six subscribers
- Issuing 2 newspaper advertisements in the Delta Optimist and New Westminster Record on February 24, 2022
- Publishing 12 social media posts throughout the public engagement period
- Publishing a project webpage with information on the engagement period and the engagement materials
- Launching an online survey that was open during the public engagement period
- Hosting an online public information session on March 10, 2022

The Applicant mailed notification letters to all residents and businesses included in the area as shown in the map below on February 22, 2022, with information about the proposed project and upcoming public information sessions.

Mail drop area for public notification



The Applicant’s public engagement period was from February 23 to March 29, 2022 and the public was able to provide feedback via telephone, mail, and online. A dedicated webpage for the proposed Project was created by the Applicant to inform the public and accept online feedback ([portvancouver.civilspace.io/en/projects/annacis-auto-terminal-optimization-project](http://portvancouver.civilspace.io/en/projects/annacis-auto-terminal-optimization-project)).

The online public information session was held on March 10, 2022 at 6:00 p.m. using Zoom. The online public information session provided information about the Project scope, design, construction traffic management plan, and anticipated construction impacts and planned mitigations. A link to the project survey was also provided. The Applicant had project team available to answer questions from the public. The project team, including Port Authority and WWS staff attended, as well as staff members from the Port Authority’s Project and Environmental Review team.

During the public engagement period, public participation was as follows:

- 18 people attended the online public information session;
- 14 comments were shared and questions asked during the information session;
- 35 people completed the project survey;
- 8 comments were received via emails from the public. No letters or phone calls were received; and
- the Port Authority did not receive any comments via emails, letters and phone calls from the public

Comments from the public were mainly related to impacts from construction phase activities including construction traffic and construction site access, and from post-construction terminal operations including noise, off-terminal road traffic and off-terminal rail traffic. Community knowledge was provided about noise and traffic impacts on the local area due to current terminal operations.

The Applicant provided a Public Engagement Summary and Consideration Report dated June 27, 2022. The report contained a detailed summary of the public engagement process, all comments received, and the Applicant’s formal responses to public comments received, organized by theme. The Port Authority has reviewed the document and found it to be acceptable. The report was posted on the Port Authority’s project-specific Project and Environmental Review webpage in July 2022, and the Applicant’s website in June 2022.

Below is a table summarizing issues raised by the public, and how they were considered by the Port Authority as part of the project and environmental review.

Issue	Mitigations and Permit Conditions	Rationale
<p>Concerns about the impacts of construction traffic during peak traffic times in the local area and a query on whether alternatives will be implemented to facilitate travel over the Queensborough Bridge.</p>	<p>Condition No. 20 requires the submission of a construction parking and traffic management plan to the Port Authority's satisfaction.</p>	<p>The Applicant indicates that the Project is anticipated to generate a maximum of 10 to 15 construction vehicles per hour during the port authority’s standard work hours of Monday to Saturday, 7:00 a.m. to 8:00 p.m. The Applicant’s technical consultants concluded that Highway 91, and the local roads recommended for use, have capacity for the increase in traffic volume that may be caused by the project.</p> <p>Construction vehicles are being routed to and from the project site from Highway 91 along designated truck routes on Annacis Island.</p>
<p>The draft construction traffic management plan includes access to the site via Highway 91, travelling along Derwent Way, and that currently there is no intersection between the two roads.</p>	<p>None required.</p>	<p>The Applicant advised that the Construction Staging and Traffic Management Plan has been updated to state that only existing roads will be used to access the site: the Applicant will not build a new intersection between Highway 91 and Derwent Way</p>
<p>Participants asked that the port authority ensure it is mitigating the effects of noise, dust and site lighting during construction.</p>	<p>Condition No. 26 requires the Applicant to report and respond to complaints from the community.</p> <p>Condition No. 32 of the Permit requires the Applicant to adhere to the submitted Construction Environmental Management Plan (CEMP).</p>	<p>The Permit Holder shall notify the Port Authority within two business days of any complaints received from the community and stakeholders during construction and indicate how the Permit Holder has responded to such complaints.</p> <p>The Applicant submitted a CEMP with their Application, which sets out how they will mitigate against potential impacts. They will be required to carry out their Project in accordance with this document and any subsequent updates.</p>
<p>Some participants suggested terminal operations are noisy and recommended noise management mitigations or that the terminal cease operating.</p>	<p>None required.</p>	<p>The Applicant advised that the nature of the operations are not changing as a result of the Project. The Applicant additionally confirmed that over the last five years there have been no records of noise complaints.</p>

Issue	Mitigations and Permit Conditions	Rationale
Concerns about truck movements within their communities, and recommended that goods transported from the terminal by road adhere to local truck routes and avoid travel during peak traffic hours.	None required.	The Applicant indicates that, within Metro Vancouver, truck routing falls under the jurisdiction of local municipalities, and any concerns about traffic on local roads should be raised with the appropriate municipality.
Concerns about how the project would affect the volume of rail traffic, particularly through the Queensborough neighbourhood, and recommended that the project mitigate the effects of off-terminal train traffic and noise e.g. by reducing the need for whistling at at-grade crossings in the community.	None required.	<p>The permit submission confirms that the Project is not likely to directly generate additional trains to the project site.</p> <p>The concerns expressed relate to operational issues outside of the scope of this Project, and mostly also outside the Port Authority's jurisdiction. The scope of the project does not include any off-terminal improvements. Off-terminal rail movements are determined by the railways.</p>

The Port Authority has reviewed the record of public engagement and, provided that the mitigation measures and conditions outlined in the table above are included in the Permit, is of the view that the Project has adequately addressed the concerns raised during public engagement.

The proposed Project was assessed by the Port Authority to have potential impacts to community interests in the surrounding area during construction. These include potential impacts from construction activities such as congestion from construction traffic and on terminal construction noise.

As a result, the Applicant is required to send a construction notification to adjacent residents and businesses in the area outlined in the previous notification area map. The construction notification shall be distributed by the Applicant prior to the start of the works. The construction notification will be posted on the Port Authority's and the Applicant's websites. This is condition No. 19 in the Permit.

## 6 INDIGENOUS CONSULTATION

The Port Authority reviewed the proposed works and determined that the Project may have the potential to adversely impact Aboriginal or Treaty rights.

Best efforts were made to consult with the following Indigenous groups:

- Halalt First Nation
- Katzie First Nation
- Kwantlen First Nation
- Kwikwetlem First Nation
- Lyackson First Nation
- Musqueam Indian Band
- Penelakut Tribe

- Quw’utsun Tribes<sup>1</sup>
- Semiahmoo First Nation
- S’ólh Temexw Stewardship Alliance (STSA), via People of the River Referral Office (PRRO)
- Stz’uminus First Nation
- Tsawwassen First Nation
- Tseil-Waututh Nation
- Ts’uubaa-asatx First Nation<sup>2</sup>

For the proposed Project, the Port Authority delegated procedural aspects of Indigenous consultation to the Applicant. The Port Authority concurrently conducted consultation activities in relation to notifying Indigenous groups of the delegation process and providing participation funding. The following consultation activities were conducted by the Port Authority and the Applicant:

- Pre-application engagement by the Applicant with interested Indigenous groups included project introduction meetings and follow up meetings (virtual), providing project documentation including letters, fact sheets, project summaries, project drawings and any updates to these documents as the pre-application engagement phase continued, and providing participation funding to Indigenous groups
- Upon submission of a complete application by the Applicant, the Port Authority provided a referral package for review including a letter regarding the delegation of the procedural aspects of consultation to the Applicant, the Delegated Procedural Aspects of Consultation - Guide for Applicants and either a participation funding summary or a participation funding agreement
- Following the Port Authority’s referral package, the Applicant provided referral packages to Indigenous groups which included confirmation of the delegation of the procedural aspects of consultation, website link to the relevant Project documents for review, a draft Archaeological Overview Assessment, WWS Operator Spill and Emergency Procedures and the comment response date
- The Applicant conducted meetings (virtually) with Indigenous groups when requested
- The Applicant provided regular Project updates via email
- The Applicant arranged a site visit at the request of an Indigenous group
- The Applicant provided response tables to Indigenous groups who provided comments on the project
- The Port Authority conducted check-ins on the Project with Indigenous groups that have standing monthly PER sessions

Below is a table summarizing comments received from Indigenous groups and how they were considered as part of the project and environmental review.

Issue	Mitigations and Permit Conditions	Rationale
Impacts of development on archaeological resources	<p>The following Permit Condition is recommended to address this concern:</p> <p>The Permit Holder shall carry out the Project in accordance with the Port Authority’s Archaeological Chance Find Procedure, or a similar Archaeological Chance Find Procedure accepted in writing by the Port Authority at least five business days prior to ground-breaking activities, and any subsequent updates made to the Port Authority’s satisfaction.</p>	<p>An Archaeological Overview Assessment (AOA) was completed as part of the project works. The majority of the proposed development is situated on an artificial landform comprised of imported fill.</p> <p>There is one area of archaeological potential near the Side 2 Rail Yard. Geotechnical investigations confirmed that the fill depth in this area ranges from 3.1m to 4m below surface. According to the most recent advanced</p>

<sup>1</sup> Formerly referred to as Cowichan Tribes  
<sup>2</sup> Formerly referred to as Lake Cowichan First Nation

Issue	Mitigations and Permit Conditions	Rationale
		<p>rail design, excavation depths for the Side 2 Rail yard will be approximately 0.45m. The project archaeologist confirmed the site has low potential for archeological resources.</p>
<p>Stormwater management during construction and operations</p>	<p>The following permit conditions are recommended to address this concern:</p> <p>The Permit Holder shall carry out the Project in accordance with the Construction Environmental Management Plan provided by the Permit Holder, and any subsequent updates made to the Port Authority's satisfaction.</p> <p>Without limiting the generality of permit condition #2, the Permit Holder shall not, directly or indirectly: (a) deposit or permit the deposit of a deleterious substance of any type in water frequented by fish in a manner contrary to Section 36(3) of the Fisheries Act; or (b) adversely affect fish or fish habitat in a manner contrary to Section 35(1) of the Fisheries Act.</p>	<p>A draft CEMP was provided with this application. The draft CEMP is being updated for the specific work, equipment and materials required by the project. This will include development of a Stormwater Pollution Prevention Plan by a Qualified Environmental Professional, which will include a Stormwater Management Plan. The finalized CEMP will be provided to all Indigenous groups who requested a copy, when available.</p>
<p>Impacts to fish and fish habitat</p>	<p>The following permit conditions are recommended to address this concern:</p> <p>The Permit Holder, or their contractor, shall engage a qualified environmental professional to monitor the Project in order to ensure that the works are carried out in compliance with this Permit. Monitoring events shall take place as required by the environmental monitor, the Construction Environmental Management Plan, or the Port Authority.</p> <p>Without limiting the generality of permit condition #2, the Permit Holder shall not, directly or indirectly: (a) deposit or permit the deposit of a deleterious substance of any type in water frequented by fish in a manner contrary to Section 36(3) of the Fisheries Act; or (b) adversely affect fish or fish habitat in a manner contrary to Section 35(1) of the Fisheries Act.</p> <p>Without limiting the generality of permit condition #2, the Permit Holder shall not release water containing detectable levels of chlorine to any fish-bearing waters.</p>	<p>The proposed project works are on-terminal and are not anticipated to impact fish habitat or vegetation. There are no proposed in-water works and the closest physical activities will be take place approximately 40 metres away from the Fraser River.</p> <p>A draft CEMP was provided with this application. The draft CEMP is being updated for the specific work, equipment and materials required by the project. This will include development of a Stormwater Pollution Prevention Plan by a Qualified Environmental Professional, which will include a Stormwater Management Plan. The finalized CEMP will be provided to all Indigenous groups who requested a copy, when available.</p>

Issue	Mitigations and Permit Conditions	Rationale
	Without limiting the generality of permit condition #2, the Permit Holder shall not release chlorinated water, paint chips, cleaning products, coatings, or other potentially deleterious materials to the aquatic environment. The objective shall be 100% containment of all removed paint and other residues.	

The Port Authority has made a meaningful effort to consult with all potentially affected Indigenous groups. Based on the record of consultation, the Port Authority is of the view that the duty to consult has been met.

## 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.

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.

The temporal scope of the review includes Project construction and operation.

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
<b>Air quality</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There is potential for adverse effects on air quality during construction activities from equipment operation and soil movement (i.e., dust). Best management practices to reduce the potential for adverse effects on air quality during construction will be implemented as detailed in the CEMP. These include idling reduction, covering stockpiles and work areas prone to wind erosion, optimizing truckloads, and using appropriate dust covers during the transportation of soils.</p> <p>The proposed Project would consolidate the RAT and the AAT into the existing terminal at Annacis Island, resulting in a transfer of emissions. Emissions are anticipated to increase primarily due to the additional distance and number of vessels being transitioned to the terminal. This transfer of vessels and volume will increase the facility's throughput. However, with the implementation of best available technology, such as:</p> <ul style="list-style-type: none"> <li>• Increasing the number of electric cars serviced by the facility</li> <li>• Using electric heating for buildings</li> </ul> <p>Residual adverse effects on air quality are expected to be localized and not significant.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Lighting</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Project is located entirely within an industrial area with 24/7 operations. Therefore, Project-related light sources are not likely to result in impacts on adjacent communities.</p> <p>Best management practices to reduce the potential for adverse effects during construction will be implemented as detailed in the CEMP. This includes minimizing light spills by pointing lights downward and as close to work areas as possible.</p> <p>A new processing building will include permanent lighting as part of the Project. Exterior lighting around the building will be LED fixtures. The lighting control system will be a standalone, low-voltage relay panel with a time clock and photocell for the exterior lighting.</p> <p>With the above mitigation in place, residual adverse effects of lighting 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
<b>Noise</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There is limited potential for adverse noise effects during construction and operation activities. The noise environment in the nearest residential area (approximately 230 metres north of the Project) is currently dominated by the presence of adjacent port and industrial operations in the area and this is anticipated to be unchanged by the Project.</p> <p>No formal noise study was submitted. However, best management practices to reduce the potential for adverse effects during construction will be implemented as detailed in the CEMP. Construction work will be conducted during regular Port Authority construction hours: 7:00 a.m. to 8:00 p.m., excluding Sundays and holidays. In addition, a construction notification will be provided to the surrounding community prior to commencing construction activities, as per the Port Authority’s Public Engagement Guidelines.</p> <p>Overall, construction noise is anticipated to have minimal adverse effects due to the location of the Project within and adjacent to current port and industrial operations in the area.</p> <p>With mitigation in place, residual adverse effects of noise are expected to be not significant.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Soils</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There is potential for adverse effects on soil quality resulting from construction activities. The Project is located entirely within an industrial area that has been subject to prior disturbance and historic fill placement.</p> <p>Mitigation measures to reduce the potential for adverse effects will be implemented as detailed in the CEMP, including appropriate containment, handling, and disposal of potentially contaminated soils and the implementation of a spill prevention and response plan prior to Project works.</p> <p>With mitigation in place, residual adverse effects on soils 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
<b>Sediments</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Project has limited potential to result in adverse effects to sediment quality on nearby water bodies (i.e., the Fraser River).</p> <p>Project-related excavations will be contained as detailed in the CEMP and are not proposed within close proximity to water bodies (approximately 40 metres away from the Fraser River). Additional mitigation measures include installing silt fencing, visually monitoring for significant turbidity, ensuring surface water leaving the construction area meets standards outlined in the CEMP, and implementing a site-specific spill prevention and response plan.</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"/>
<b>Ground water</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There is potential for adverse effects to groundwater from spills during construction activities.</p> <p>Mitigation measures outlined in the CEMP will be implemented during construction to reduce adverse effects on groundwater. A spill prevention, containment and clean-up plan will be implemented prior to the commencement of construction works.</p> <p>With mitigation in place, residual adverse effects on groundwater 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
Surface water and water bodies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There is limited potential for adverse effects to surface water quality resulting from construction activities.</p> <p>Mitigation measures to reduce the potential for adverse effects will be implemented as detailed in the CEMP. Measures include installing erosion and sediment protection measures where applicable to prevent the dispersal of silts and fines into stormwater infrastructure that discharges to the Fraser River.</p> <p>Additional mitigations include stormwater upgrades as outlined in the site drawings. Upgrades will consist of relocating one catch basin at Rail Side 1 to allow for track installation, removing unused stormwater piping that runs underneath the tracks at Rail Side 2, installing a new stormwater pipe on Rail Side 2 to connect remaining catch basins, and installing 3 new catch basins at the processing building. In addition, the processing building design will include impervious surfaces, floor drains within the building will include oil-water separators, and roof leaders will connect directly to the storm system as opposed to draining to ground and on to the nearest catch basin. New and existing storm drainage infrastructure will be sufficient to capture and manage surface runoff at the terminal during operation.</p> <p>The Project will increase impervious surfaces by approximately 200 square metres.</p> <p>With mitigation in place, residual adverse effects 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><b>Species/habitat with special status</b></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 construction and operational activities. The Project is located entirely within an industrial area with minimal vegetation and low habitat values. However, 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.</p> <p>Other federally-listed birds with ranges that potentially overlap with the Project site include great blue heron and common nighthawk.</p> <p>As part of the Project, surveys will be conducted prior to the start of construction activities with the potential to disturb birds and their nests. Additional mitigation measures to reduce the potential for adverse effects (i.e., harm, harass, kill a species, or destroy critical habitat) will be implemented as detailed in the construction CEMP. These measures include avoiding vegetation clearing during the bird nesting window, storing garbage and waste in wildlife proof containers, minimizing disturbance in established plant communities, and routine environmental monitoring inspection.</p> <p>With mitigation in place, species/habitat with special status are not anticipated to be affected by the Project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Terrestrial resources</b> (e.g., vegetation, wildlife, etc.)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There is limited potential for adverse effects on terrestrial resources during construction and operational activities. The Project is located within an industrial area with minimal vegetation, low habitat values, and a high level of human activity.</p> <p>One Japanese Oak tree and approximately 200 square metres of lawn will be cleared for the construction of the new processing building. Potential use by wildlife species is considered to be temporary and transient in nature. Mitigation measures to reduce the potential for adverse effects will be implemented as detailed in the CEMP. These include conducting pre-construction nest surveys prior to activities with the potential to affect birds and/or their active nests and eggs, and avoiding tree removal during the general bird breeding season for the Project area.</p> <p>With mitigation in place, residual adverse effects on terrestrial 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
<b>Wetlands</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Project is located within an industrial site with no wetlands present.</p> <p>Wetland habitat is not anticipated to be affected by the Project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Aquatic resources</b> (e.g., aquatic plants, fish and fish habitat, waterbirds, marine mammals, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Project-related activities have the potential to disturb aquatic species and fish habitat through induced turbidity and other changes to water quality and accidental spills. The Fraser River, a fish-bearing waterbody, borders the southern and northern borders of the Project area.</p> <p>Mitigation measures to reduce the potential for adverse effects will be implemented as detailed in the CEMP. These measures include:</p> <ul style="list-style-type: none"> <li>• Requiring an environmental monitor on-site for all environmentally sensitive activities</li> <li>• Installing erosion and sediment control measures to prevent the dispersal of silts and fines into aquatic environments</li> <li>• Stabilizing disturbed areas and exposed soils as soon as possible following construction</li> </ul> <p>During operation, the stormwater collection and treatment systems will manage site stormwater.</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"/>
<b>Health and socio-economic conditions</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Based on the low magnitude of residual effects on air, noise, and water quality, the Project is not expected to cause adverse effects on the health or socio-economic conditions of people, including Indigenous groups.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Archaeological, physical, and cultural heritage resources</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Project is located within an area of historical fill and disturbance. An Archaeological Overview Assessment (AOA) completed for the Project determined that the risk of impact to archaeological or protected historical resources is very low. Adverse effects on archaeological, physical, and cultural heritage resources are not anticipated.</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><b>Accidents and malfunctions</b></p> <p>Assessed as required by the <i>Canada Marine Act</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There is potential for adverse effects on surface water from accidental equipment leaks or spills.</p> <p>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.</p> <p>With mitigation measures in place, the effect of an accident or malfunction on the environment is predicted to be not significant.</p>	<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
- Soil
- Sediments
- Ground water
- Surface water and water bodies
- Species or habitat with special status
- Terrestrial resources
- 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, because residual effects are anticipated to have minimal or no change on baseline conditions
- Local in geographic extent, because residual effects will be limited to the Project site and immediate vicinity
- Long-term in duration because the Project will be in operation for decades and would result in ongoing operational effects (e.g., on localized air quality)
- Continuous (daily to weekly) in frequency during construction, but intermittent during operation because the Project would depend on oversea shipments (i.e., supply and demand) of automobiles
- Reversible and temporary because residual adverse effects of the Project would cease once Project construction is complete and the implementation of best available technology during operations

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.

## 8 CONCLUSION

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. 21-019**.

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**APPENDIX A  
Location Plan**



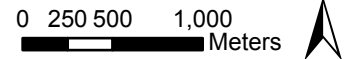


**PER #21-019**

**AATO Site Location**

-  Project Location
-  VFPA Boundary

Vancouver Fraser Port Authority:  
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Vancouver Fraser  
Port Authority

Date: March 07, 2022

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**APPENDIX B**  
**List of Information Sources**

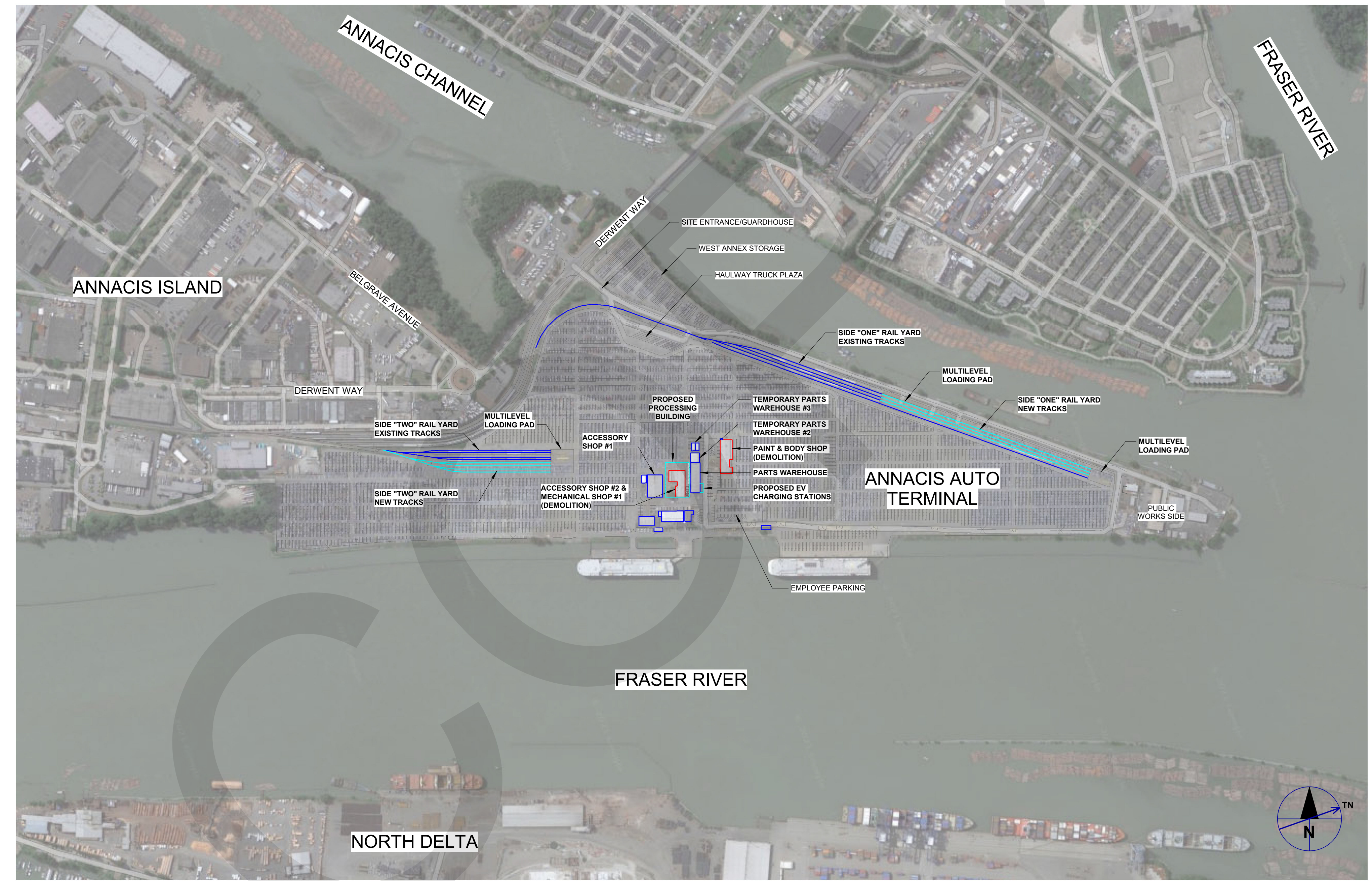
**The Port Authority has relied on the following sources of information in the project and environmental review of the Project:**

- Application form and materials submitted by the Applicant from January 26, 2022 to August 19, 2022
- Project correspondence from January 26, 2022 to August 23, 2022
- All plans and drawings labelled PER No.21-019 A to I

COPY

# ANNACIS AUTO TERMINAL OPTIMIZATION PROJECT

VANCOUVER FRASER PORT AUTHORITY (VFPA)  
WALLENIUS WILHELMSSEN VEHICLE SERVICES (WWS)



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**LEGEND**

- EXISTING
- DEMOLITION
- NEW CONSTRUCTION/ EXPANSION

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**1 SITE PLAN**  
G-000 REF: A-105 SCALE: 1 : 5000

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No.	Date	REVISION	NM	ST
			Drh	Chd
A	2021-10-27	FINAL SUBMISSION ISSUED FOR PDR		

**PRELIMINARY**  
DO NOT USE FOR CONSTRUCTION

**VANCOUVER FRASER PORT AUTHORITY**  
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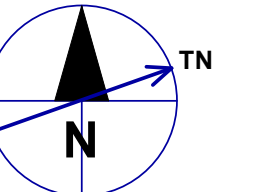
LEAD CONSULTANT

DESIGN BY	ST
DRAWN BY	NM
APPROVED	TH
DATE	2021-10-27
SCALE	As indicated
PMV SITE	365-039
SIZE DWG.	D

**ANNACIS AUTO TERMINAL**  
SITE PLAN

365-039- G-000

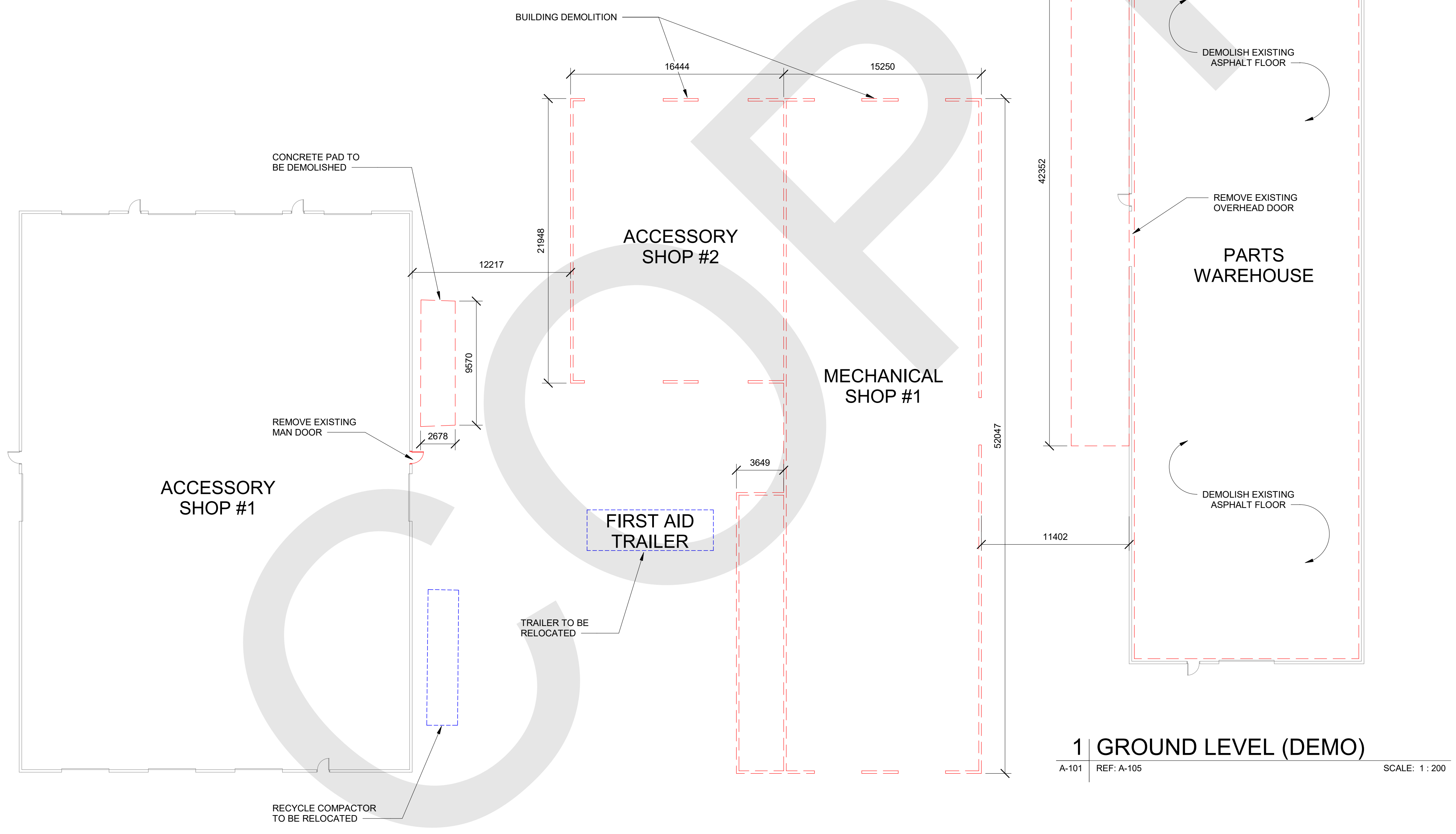
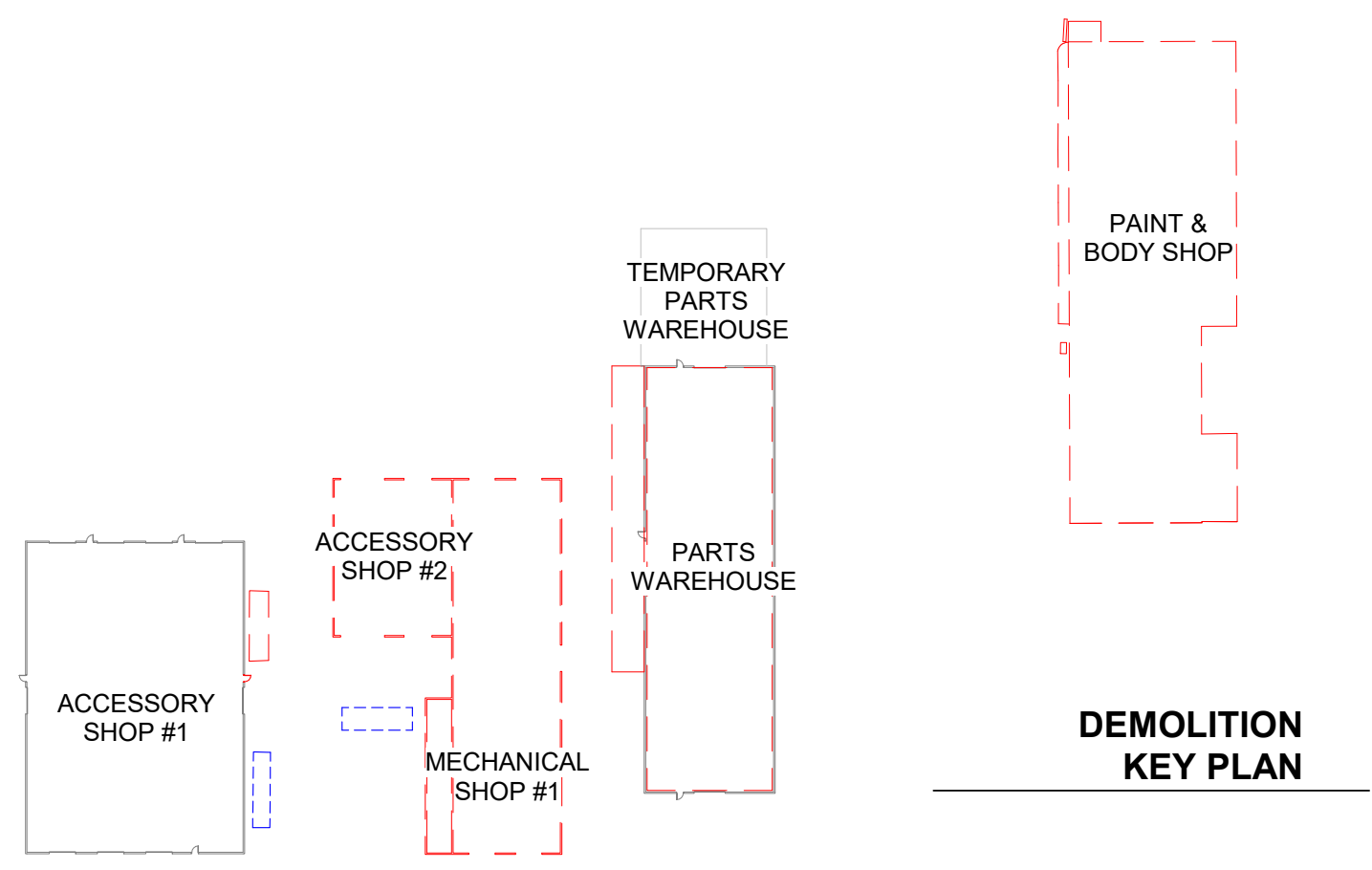
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**LEGEND**

- EXISTING
- REMOVED TEMPORARILY
- DEMOLITION
- NEW CONSTRUCTION

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A-101 REF: A-105 SCALE: 1 : 200

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No.	Date	REVISION	Drh	Chd
C	2021-10-27	FINAL SUBMISSION ISSUED FOR PDR	NM	ST
B	2021-09-21	DRAFT FINAL SUBMISSION ISSUED FOR REVIEW	JB	ST
A	2021-09-07	ISSUED FOR CLIENT REVIEW	JB	ST

**PRELIMINARY**

DO NOT USE FOR CONSTRUCTION

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LEAD CONSULTANT

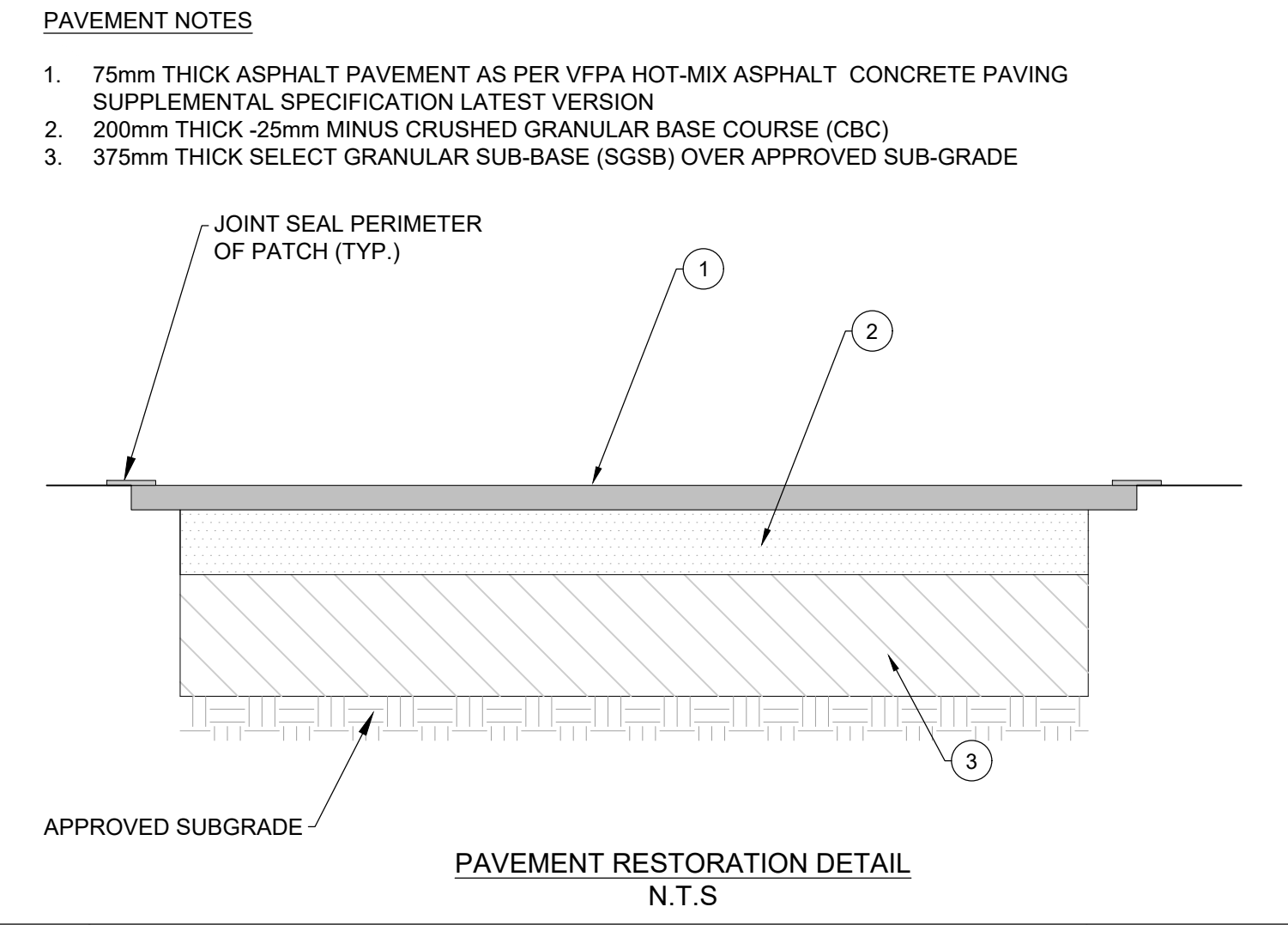
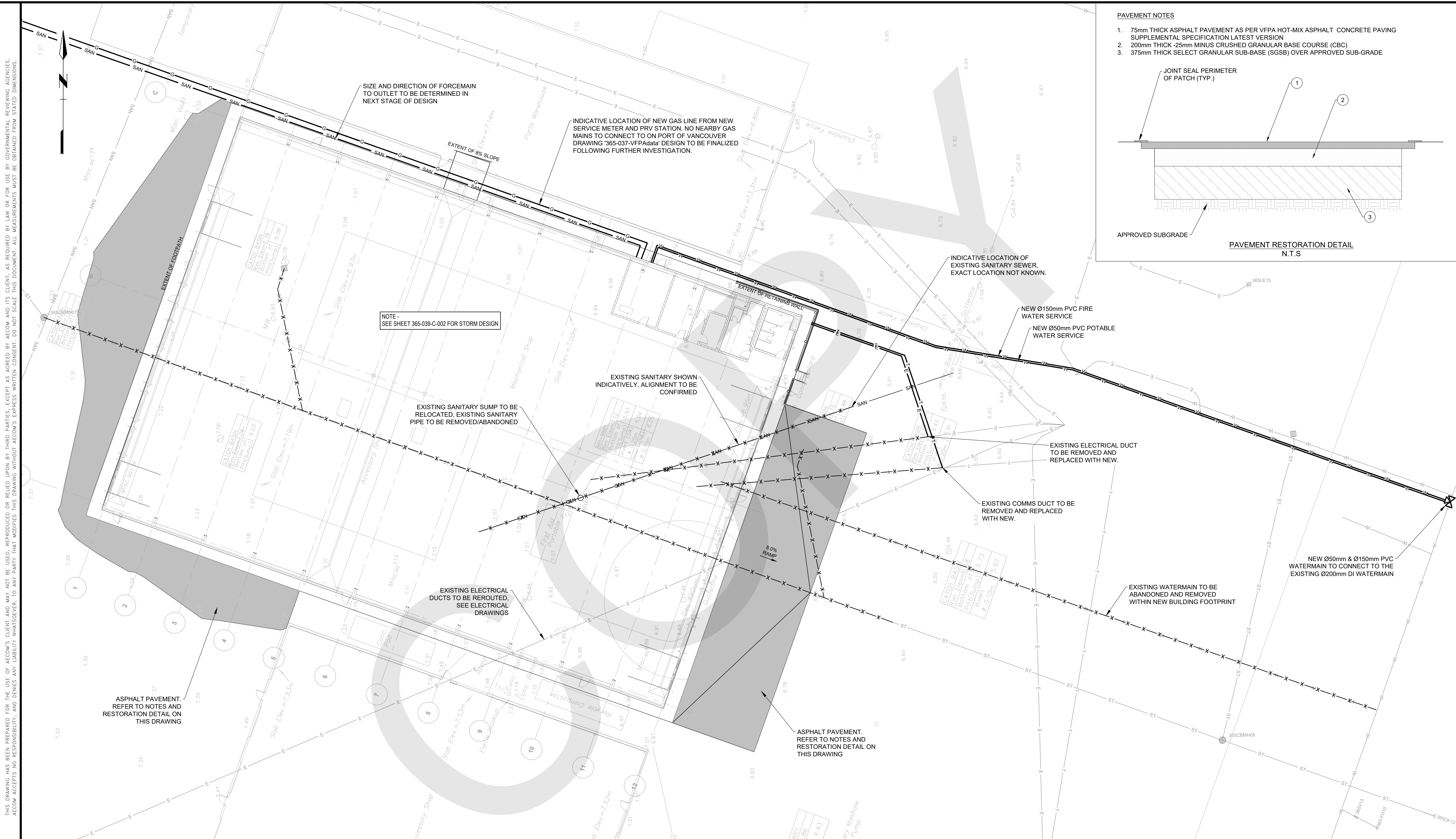
DESIGN BY	ST
DRAWN BY	NM
APPROVED	TH
DATE	2021-10-27
SCALE	As indicated
PMV SITE	365-039
SIZE DWG.	D

**ANNACIS AUTO TERMINAL**  
FLOOR PLAN (DEMO)

365-039-A-101

SHEET	REV.
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No.	Date	REVISION	Drn	Chd
D	2022-01-13	REVISED FINAL SUBMISSION ISSUED FOR PDR	MW	KE
C	2021-10-27	FINAL SUBMISSION ISSUED FOR PDR	AD	KE
B	2021-09-21	DRAFT FINAL SUBMISSION ISSUED FOR CLIENT REVIEW	AD	KE
A	2021-09-07	ISSUED FOR CLIENT REVIEW	AD	KE

**PRELIMINARY**

DO NOT USE FOR CONSTRUCTION

**LEGEND -**

— SAN —	EXISTING SANITARY
— ST —	EXISTING STORM
— T —	EXISTING TELEPHONE
— W —	EXISTING WATER
— E —	EXISTING ELECTRICAL

LEAD CONSULTANT

**VANCOUVER FRASER PORT AUTHORITY**

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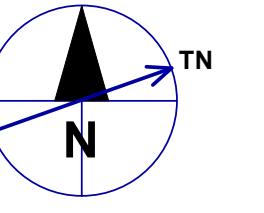


DESIGN BY	KE
DRAWN BY	AD
APPROVED	TH
DATE	2021-10-27
SCALE	1:200
PROJ. NO.	365-039
SHEET NO.	D

**ANNACIS AUTO TERMINAL SERVICE PLAN**

365-039- C-001

SHEET 1 D

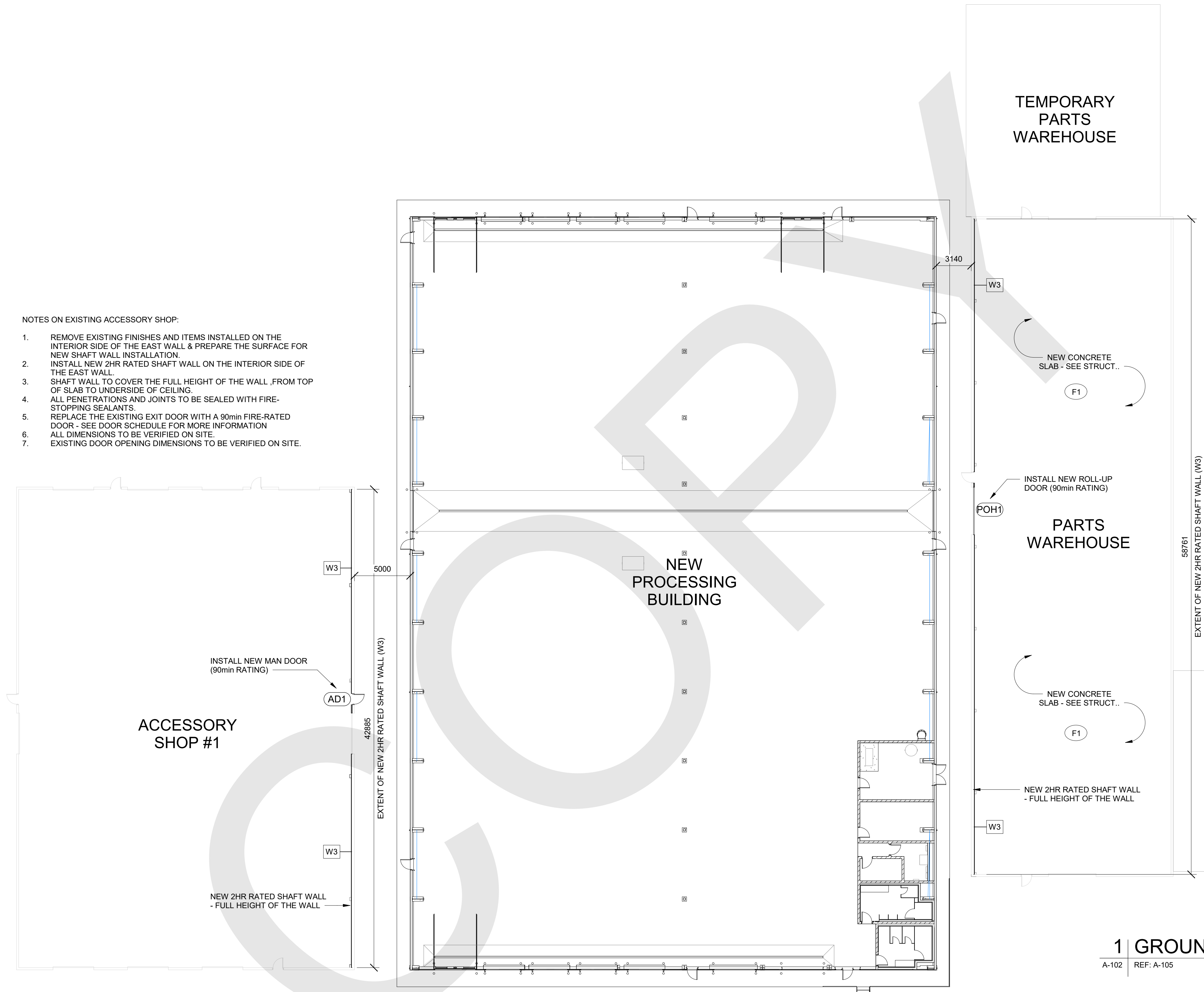


**LEGEND**

- EXISTING
- REMOVED TEMPORARILY
- DEMOLITION
- NEW CONSTRUCTION

THIS DRAWING TO BE PRINTED IN COLOR

- NOTES ON EXISTING ACCESSORY SHOP:
1. REMOVE EXISTING FINISHES AND ITEMS INSTALLED ON THE INTERIOR SIDE OF THE EAST WALL & PREPARE THE SURFACE FOR NEW SHAFT WALL INSTALLATION.
  2. INSTALL NEW 2HR RATED SHAFT WALL ON THE INTERIOR SIDE OF THE EAST WALL.
  3. SHAFT WALL TO COVER THE FULL HEIGHT OF THE WALL ,FROM TOP OF SLAB TO UNDERSIDE OF CEILING.
  4. ALL PENETRATIONS AND JOINTS TO BE SEALED WITH FIRE-STOPPING SEALANTS.
  5. REPLACE THE EXISTING EXIT DOOR WITH A 90min FIRE-RATED DOOR - SEE DOOR SCHEDULE FOR MORE INFORMATION
  6. ALL DIMENSIONS TO BE VERIFIED ON SITE.
  7. EXISTING DOOR OPENING DIMENSIONS TO BE VERIFIED ON SITE.



- NOTES ON EXISTING PARTS WAREHOUSE:
1. DEMOLISH EXISTING PARTS WAREHOUSE ASPHALT FLOOR AND POUR NEW 150mm REINFORCED CONCRETE SLAB - SEE STRUCT. DRAWINGS FOR MORE DETAILS.
  2. REMOVE EXISTING FINISHES AND ITEMS INSTALLED ON THE INTERIOR SIDE OF THE WEST WALL & PREPARE THE SURFACE FOR NEW SHAFT WALL INSTALLATION.
  3. INSTALL NEW 2HR RATED SHAFT WALL ON THE INTERIOR SIDE OF THE WEST WALL.
  4. SHAFT WALL TO COVER THE FULL HEIGHT OF THE WALL ,FROM TOP OF SLAB TO UNDERSIDE OF CEILING.
  5. ALL PENETRATIONS AND JOINTS TO BE SEALED WITH FIRE-STOPPING SEALANTS.
  6. REPLACE THE EXISTING ROLL-UP DOOR WITH A 90min FIRE-RATED DOOR - SEE DOOR SCHEDULE FOR MORE INFORMATION.
  7. ALL DIMENSIONS TO BE VERIFIED ON SITE.
  8. EXISTING DOOR OPENING DIMENSIONS TO BE VERIFIED ON SITE.

**1 | GROUND LEVEL (NEW/ EX. BUILDINGS)**  
 A-102 REF: A-105 SCALE: 1 : 200

11/11/2021 9:43:29 AM BIM 360/JP-AMER (CAN) 60661425-Annacis Auto Terminal Optimization Project/60661425-ANNACIS AUTO TERMINAL\_A21.rvt

No.	Date	REVISION	NM	ST
A	2021-10-27	FINAL SUBMISSION ISSUED FOR PDR		

**PRELIMINARY**

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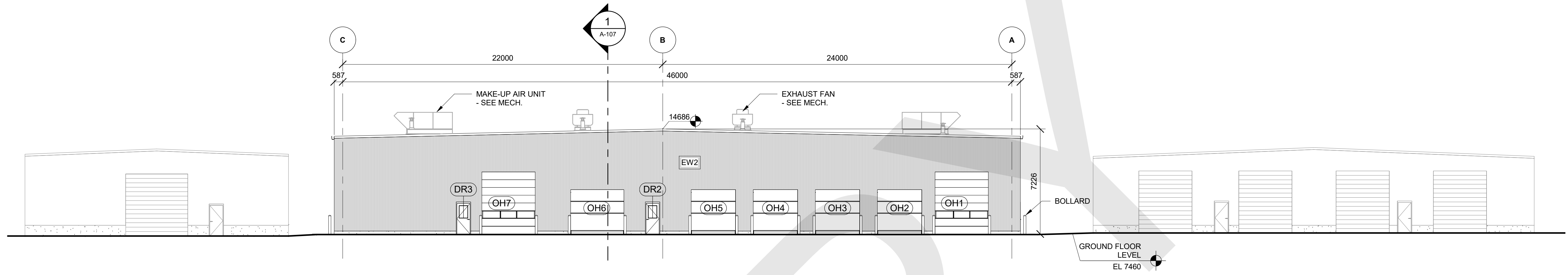
DESIGN BY	ST
DRAWN BY	NM
APPROVED	TH
DATE	2021-10-27
SCALE	1 : 200
PMV SITE	365-039

**ANNACIS AUTO TERMINAL**  
 FLOOR PLAN (NEW/ EX. BUILDINGS)

SIZE	DWG.	365-039- A-102	SHEET	REV.
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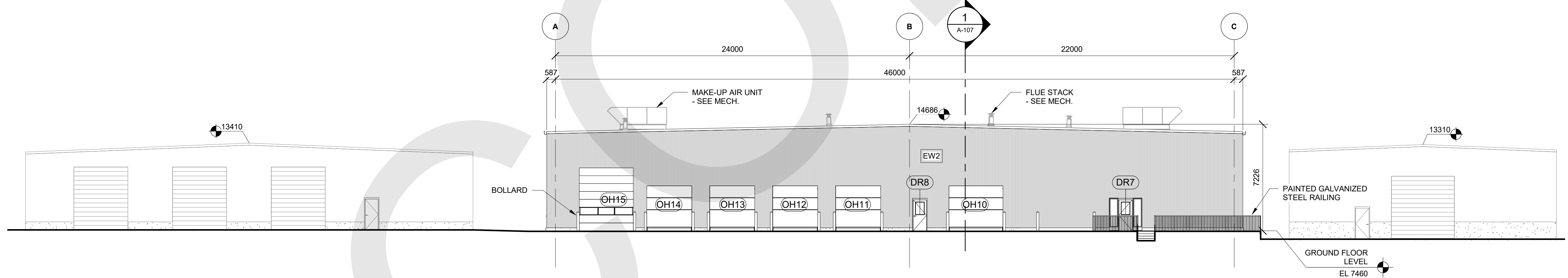
11/1/2021 9:43:33 AM BIM 360/JP-AMER (CAN) 60661425-Annacis Auto Terminal Optimization Project/60661425-ANNACIS AUTO TERMINAL\_A21.rvt

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1 NORTH ELEVATION

A-105 SCALE: 1 : 150



2 SOUTH ELEVATION

A-105 SCALE: 1 : 150

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DESIGN BY	ST
DRAWN BY	NM
APPROVED	TH
DATE	2021-10-27
SCALE	1 : 150
PMV SITE	365-039
SIZE DWG.	D

**ANNACIS AUTO TERMINAL**  
ELEVATIONS - NORTH & SOUTH

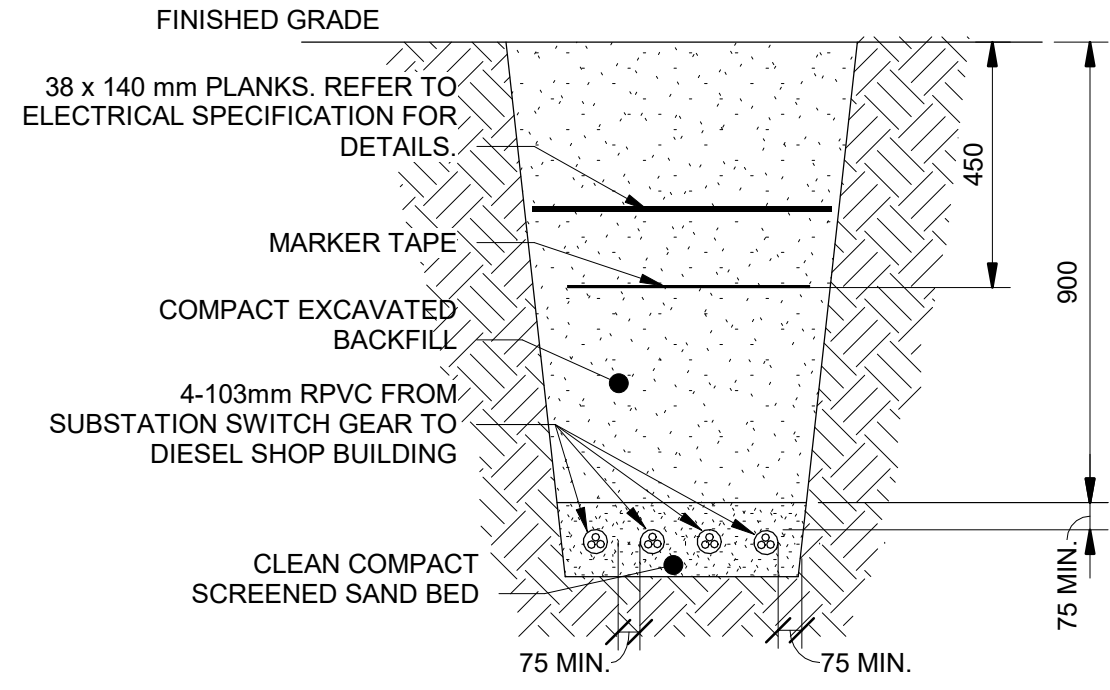
365-039- A-105

SHEET	REV.
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10/29/2021 2:21:53 PM BIM 360//BP-AMER (CAN) 60661425-Annacis Auto Terminal Optimization Project/60661425-ANNACIS AUTO TERMINAL\_E21.rvt

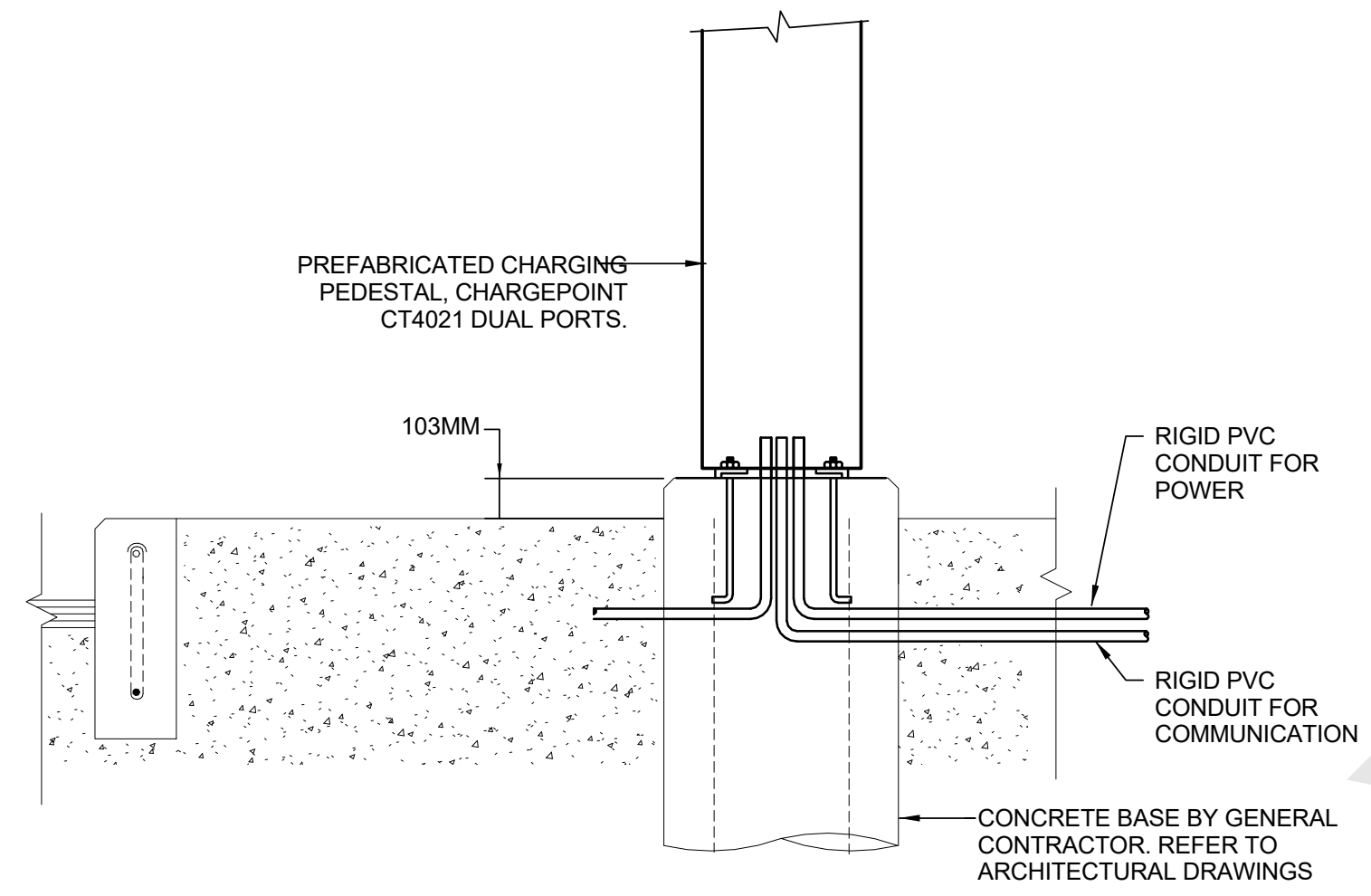
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**NOTES:**

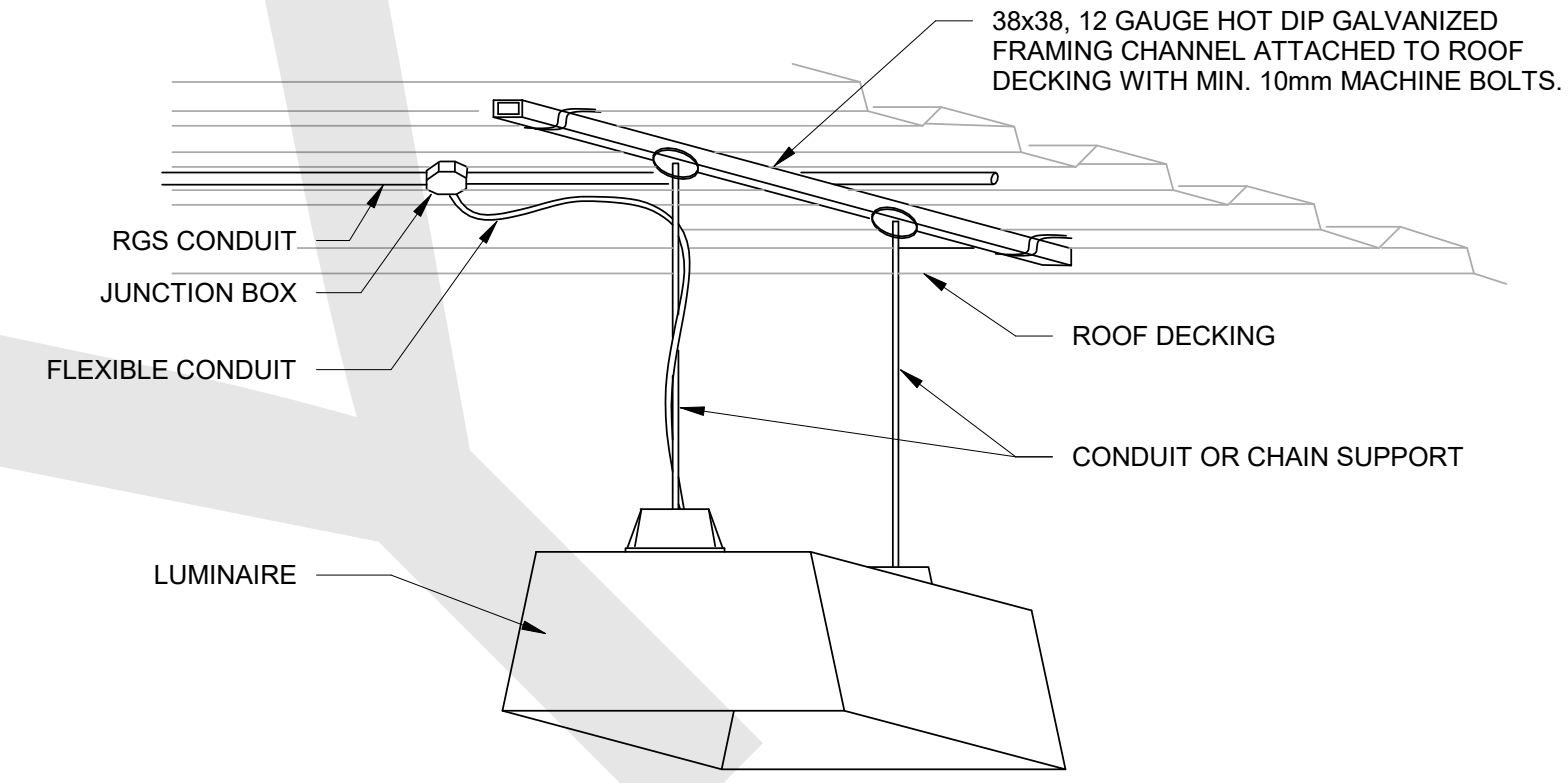
1. ALL UNDERGROUND RACEWAYS SHALL MEET THE REQUIREMENTS DEFINED IN THE CEC.
2. USE DUCT SPACERS WHERE REQUIRED.

**1 ELECTRICAL SERVICE TRENCH DETAIL**  
1 : 20



**ELECTRIC VEHICLE CHARGING STATION PEDESTAL**  
SCALE = NTS

**2 EV CHARGING DETAIL**  
1 : 1



**3 TYPICAL CEILING MOUNTED FIXTURE DETAIL**  
1 : 20

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LEAD CONSULTANT  
**AECOM**



DESIGN BY	IG
DRAWN BY	SN
APPROVED	TH
DATE	2021-10-27
SCALE	As indicated
PMV SITE	365-039
SIZE DWG.	D

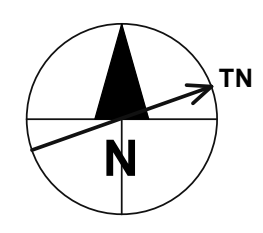
**ANNACIS AUTO TERMINAL**  
STANDARD DETAILS

365-039-E-002

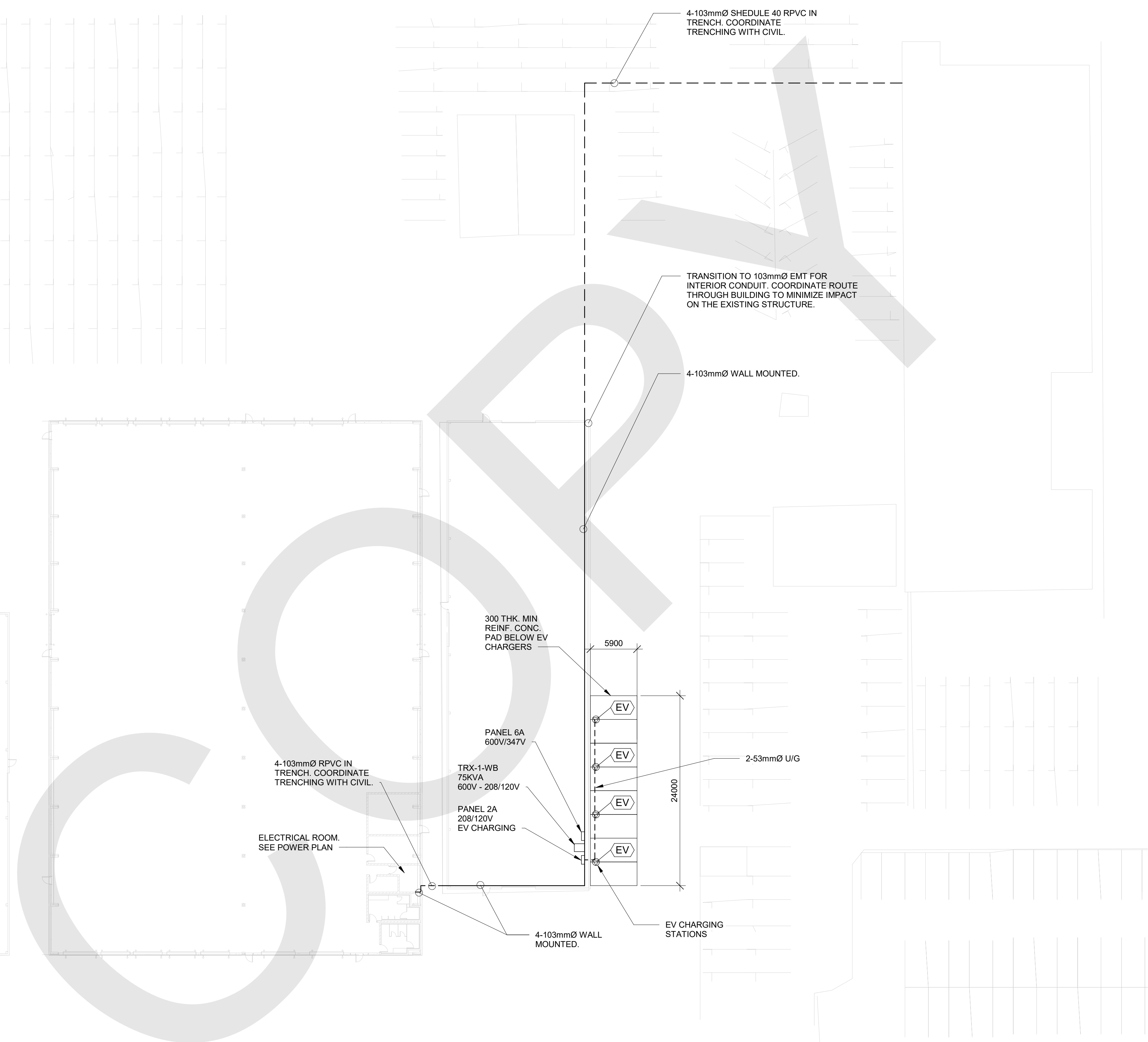
SHEET	REV.
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10/29/2021 2:21:53 PM BIM 360//BP-AMER (CAN) 60661425-Annacis Auto Terminal Optimization Project/60661425-ANNACIS AUTO TERMINAL\_E21.rvt

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**1 SITE PLAN**  
1 : 300



**NOTES:**

- CONTRACTOR IS RESPONSIBLE FOR LOCATING EXISTING UNDERGROUND UTILITIES
- CONTRACTOR TO FOLLOW CEC AND CSA 22.3 UNDERGROUND WORKS STANDARDS FOR CONDUIT INSTALLATION

**PRELIMINARY**  
  
DO NOT USE FOR CONSTRUCTION

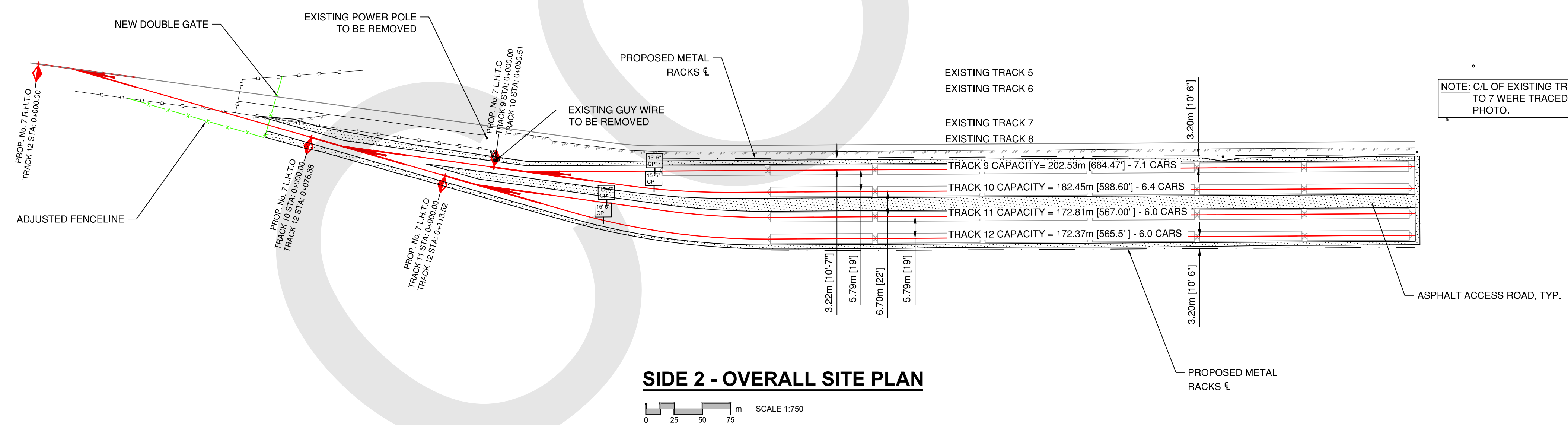
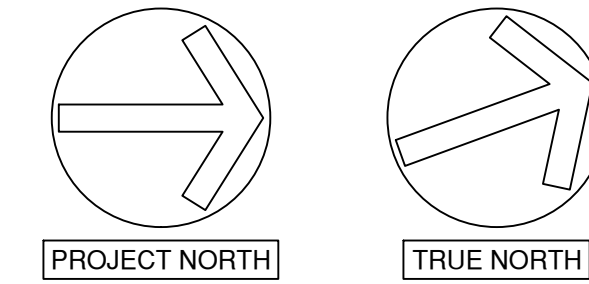
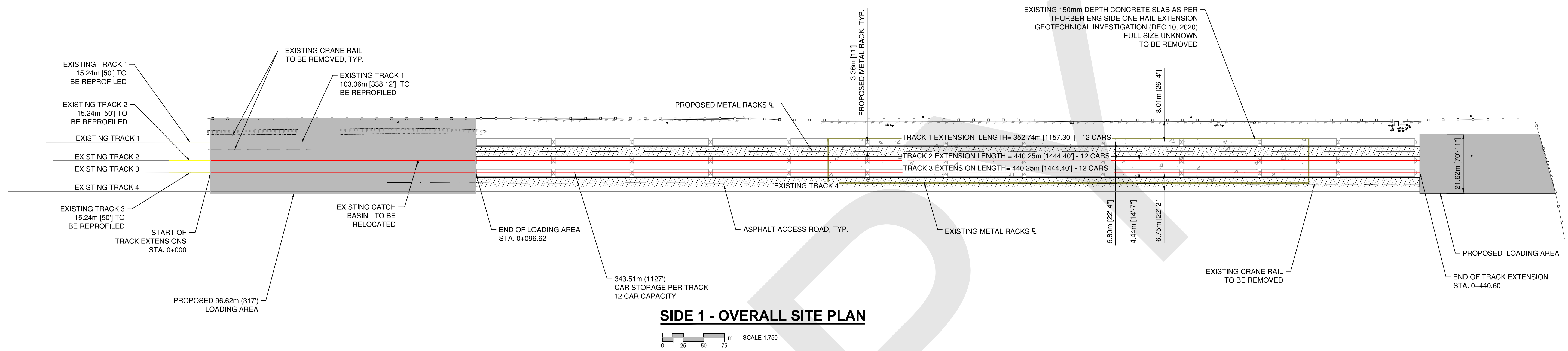
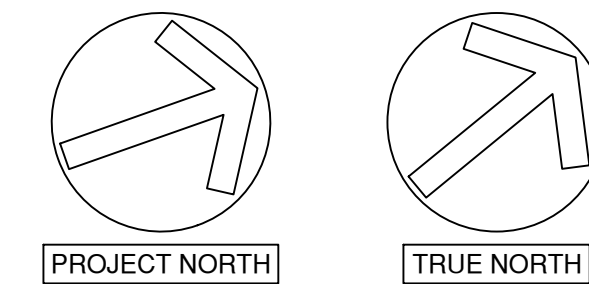
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DESIGN BY	IG
DRAWN BY	SN
APPROVED	TH
DATE	2021-10-27
SCALE	1 : 300
PMV SITE	365-040

**ANNACIS AUTO TERMINAL**  
SITE PLAN

SIZE	DWG.	365-040-E-003	SHEET	REV.
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NOTE: C/L OF EXISTING TRACKS 5 TO 7 WERE TRACED FROM PHOTO.

9/2/2021 11:24:47 AM L:\LEGACY\CABAY\FP001\PROJ\PROJECTS\60661425\900-CAD-GIS\910-CAD\99-SUPPORT\PROJECT TITLE\_BLOCKS\60661425\_ANSI\_D.DWG

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No.	Date	REVISION	Drn	Chd
A	2021-11-01	FINAL SUBMISSION ISSUED FOR PDR	GG	JTC
A	2021-09-09	30% DESIGN SUBMISSION TO SRY	GG	AD

**PRELIMINARY**

2021-11-01

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LEAD CONSULTANT

**AECOM**

AD

GG

JTC

2021-11-01

1:750

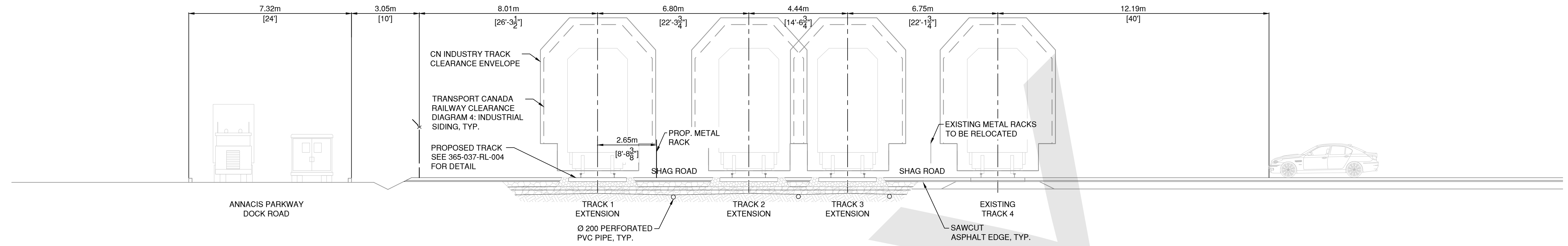


**ANNACIS AUTO TERMINAL**

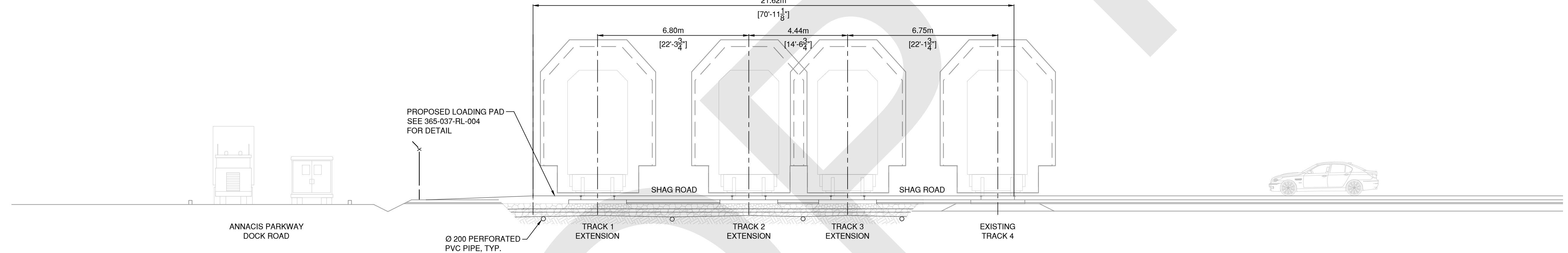
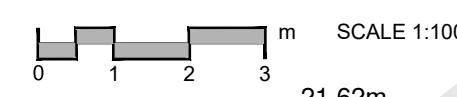
RAIL EXPANSION OVERALL SITE PLAN

365 D 365-037- RL-002

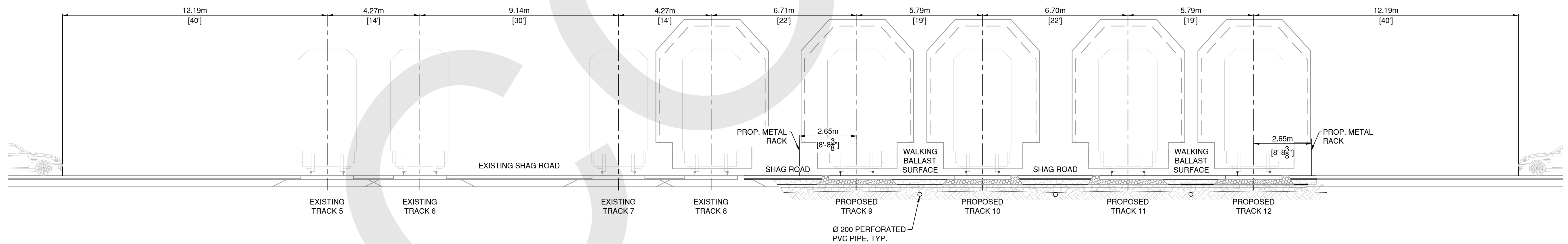
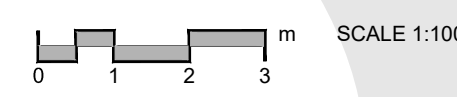
SHEET B



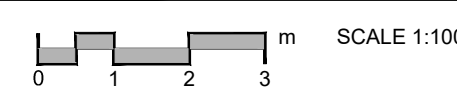
TYPICAL TRACK SECTION SIDE 1 1



TYPICAL TRACK SECTION AT LOADING PAD 2



TYPICAL TRACK SECTION SIDE 2 3



9/2/2021 11:24:47 AM L:\LEGACY\CABRY\FP001\PROJ\PROJECTS\60661425\900-CAD\_GIS\910-CAD\99-SUPPORT\PROJECT TITLE\_BLOCKS\60661425\_ANSI.DWG

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No.	Date	REVISION	Drh	Chd
B	2021-11-01	FINAL SUBMISSION ISSUED FOR PDR	GG	AD
A	2021-09-09	30% DESIGN SUBMISSION TO SRY	GG	AD

**PRELIMINARY**  
2021-11-01  
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LEAD CONSULTANT



DESIGN BY	AD
DRAWN BY	GG
APPROVED	JTC
DATE	2021-11-01
SCALE	1:100
REV. SITE	365

<b>ANNACIS AUTO TERMINAL</b>		SHEET	REV. B
365-037- RL-003			