

APPENDIX A - APPENDIX D



July 25, 2017

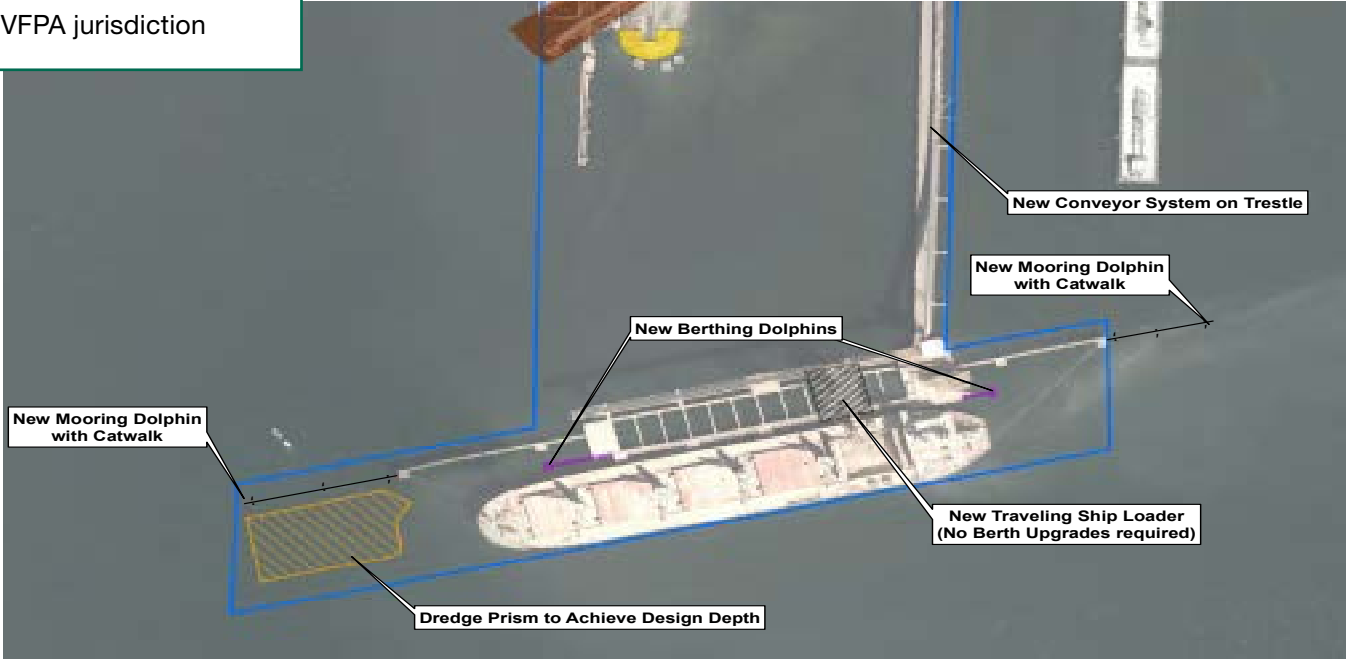
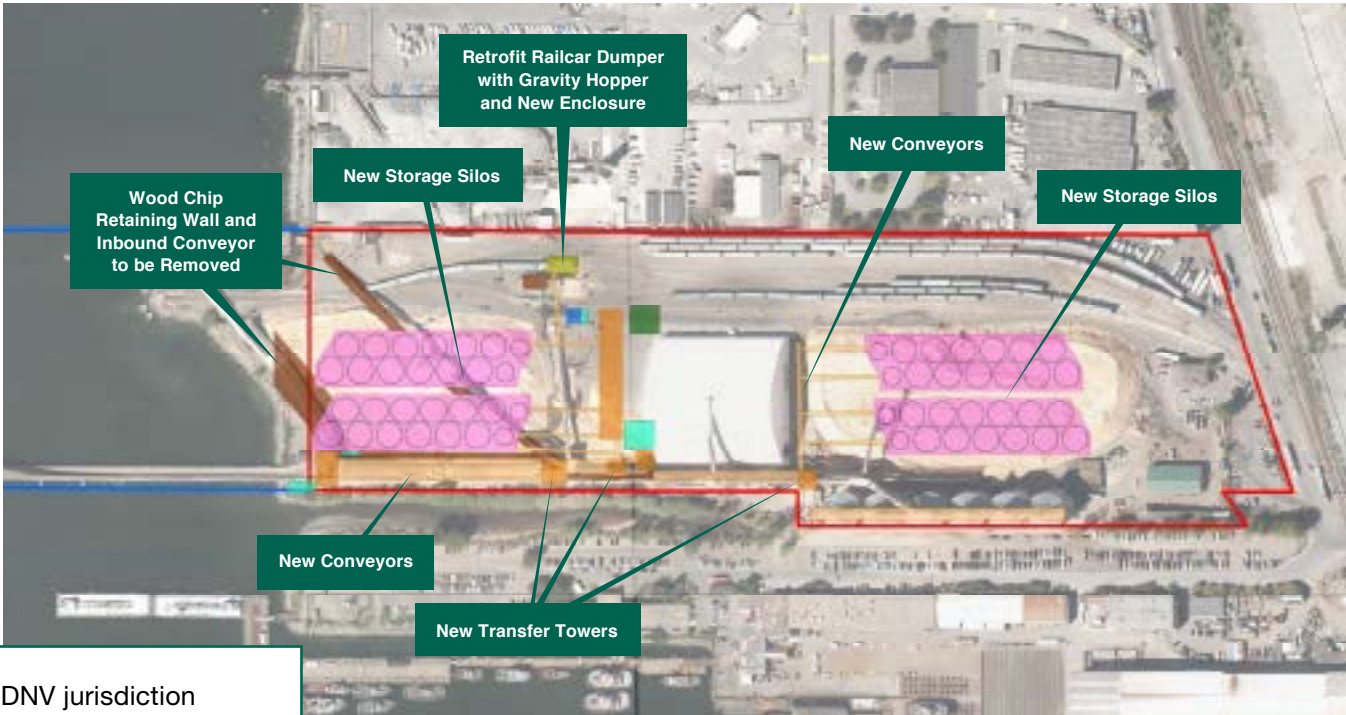
APPENDIX A: Project Background Flyer

ABOUT THE PROJECT

B.C. owned and operated since 1976, we at Fibreco Export are planning to upgrade and enhance our facility at 1209 McKeen Avenue in North Vancouver so we can replace our wood chip export business with food ingredients like grains and pulses for international agri-trade.















OUR COMMITMENT

We are committed to delivering a sustainable project that meets or exceeds environmental and safety standards, provides benefits for our community, and provides better job security and a safer workplace for employees. New equipment and storage silos would help us reduce our dust emissions, improve air quality and operate more profitably.



BY THE NUMBERS

When the Project is complete our storage capacity would grow by 25%, which means we can store a wider variety of products, to better serve our customers as their needs change. Our annual throughput would grow over time by as much as 55% per year, depending on demand. We'll do this with fewer rail deliveries per year using longer (112-car) unit trains within two shifts instead. The graphic below shows the key differences in our operations today and in the future.

TODAY				
 Wood pellets	 Rail	 6 x 4,500 tonne silos	 Handymax	 Pellets
 Wood chips	 Barge	18,000 tonne shed 2 x 65,000 tonne open piles		1.3 metric tonnes
				Wood Chips 0.4 metric tonnes
Commodity	Inbound	Storage	Outbound	Average annual throughput (millions)
FUTURE				
 Wood pellets	 Rail	 6 x 4,500 tonne silos 18,000 tonne shed	 Handymax	 Pellets
 Agri-products		48 x 3,400 tonne silos 8 x 1,000 tonne silos No open stock piles	 Panamax By using larger ships, we'll reduce the need for increased ship traffic	1.0 metric tonnes
				Agri-products 2.0 metric tonnes

PUBLIC OPEN HOUSE

The community is invited to an open house to learn more about the proposed Project and provide input. Project team members will be available to provide information and answer questions.

Wednesday, May 10, 2017

5 pm to 8 pm

Grouse Inn North Vancouver Hotel at 1633 Capilano Road

We are collecting feedback from April 26 to May 24, 2017.

For more information, please visit fibrecoterminalenhancement.com, email terminalenhancement@fibreco.com or call 604-980-6543.



BEFORE



AFTER

PROJECT PERMITTING AND APPROVALS

The proposed Project requires a number of permits and approvals as shown below. To obtain these permits, Fibreco has undertaken environmental studies to identify the potential environmental effects of our project and, if there are effects, to identify mitigation measures that address them. Study results are being presented at the upcoming open house, where participants will have an opportunity to learn more about the studies, speak with Fibreco staff, and provide input for the regulators to consider. For more information about these studies, please visit our website at fibrecoterminalenhancement.com.

REGULATOR	PERMIT REQUIRED	REASON	STATUS
District of North Vancouver	Building Permit for all permanent buildings	Ensures our development aligns with all municipal bylaws and regulations, with B.C. building codes, and satisfies environmental requirements	Application submitted
Vancouver Fraser Port Authority	Project Permit for new shiploader and mooring dolphins	Ensures our shiploader meets Canadian building codes and satisfies environmental requirements	Application submitted
Metro Vancouver	Air Emission Permit Amendment	Required for all large industrial and commercial operations in Metro Vancouver. We have to renew our existing permit and amend it to account for the greater capacity.	Application pending

ANTICIPATED BENEFITS

- **Less noise** from rail unloading and from plant operations including bulldozer back-up beepers.
- **Less dust**, helping to improve local air quality.
- **Improved safety** for workers and our community, with modern equipment and better efficiency.
- **Sustainability for a local business and job security for BC workers**, through diversification and reduced reliance on forest products.
- **Local economic benefits** with a \$15 million direct injection to the local economy, and anticipated indirect contributions of \$45 million annually.
- **National agri-trade benefits** with improved customer service through better turnaround times and by providing relief to Canadian agricultural producers and railroads with an additional outlet to export agricultural and food ingredient products to emerging Asia-Pacific markets.
- **More attractive site** with physical improvements, newer equipment set back to best maintain existing views and reduced lighting impacts.
- **Other environmental benefits** including more efficient power usage and improved stormwater management.



APPENDIX B: Notification Letter



26 April 2017

Dear Neighbour:

Re: Fibreco Terminal Enhancement Project – Invitation For Community Input & Notice of Upcoming Public Open House

B.C. owned and operated, Fibreco Export Inc. (Fibreco) has successfully served the western Canadian forest industry by moving wood chips and wood pellets to customers throughout the world for almost 40 years. To remain competitive, we intend to upgrade and enhance our facility at 1209 McKeen Avenue to replace handling wood chips with food ingredients, such as wheat, peas, and lentils for international agri-trade (the Project).

Our proposed Project includes removing the wood chip handling equipment and installing new silos for specialty grains storage, upgrading our site infrastructure, installing a new shiploader and covered conveying systems, and modifying the rail yard to facilitate better movement with more on site railcar storage.

Key Project benefits include:

- Less dust and less noise
- Improved safety
- Sustainability for local business and job security for B.C. workers
- National agri-trade benefits
- A more modern, more attractive site
- Environmental benefits

You may recall receiving a letter in October 2016 inviting your participation at a Public Information Meeting for early input for the District of North Vancouver on October 27, 2016. Fibreco has now submitted permit applications and related environmental studies to the regulatory authorities – the District of North Vancouver and the Vancouver Fraser Port Authority – and the review processes for both permits are underway. Pending approval to proceed, construction will take approximately 18 months to complete.

We are collecting feedback from April 26 to May 24, 2017. To learn more, please:

- **Plan to attend Fibreco's Public Open House at the Grouse Inn North Vancouver Hotel at 1633 Capilano Road on Wednesday, May 10 from 5 p.m. to 8 p.m.**
- See attached information brochure about the proposed Project
- Visit our Project website at: fibrecoterminalenhancement.com and complete a feedback form online. Hard copies of the feedback form will be available at the May 10 Open House. If you would like us to send you a hard copy, please email us at terminalenhancement@fibreco.com.

If you would like to speak with someone about the proposed Project, please call 604-980-6543 or email us at terminalenhancement@fibreco.com. For more information about the District of North Vancouver permitting process, please contact Kevin Zhang, Development Planner at zhangk@dnv.org or 604-990-2321. For more information about the Vancouver Fraser Port Authority permitting process, please contact Jessica Mehigan, Senior Planner at jessica.mehigan@portvancouver.com or 604-665-9627.

Sincerely,

Glenn Dempster, Project Manager

APPENDIX C: Public Notification

INVITATION FOR COMMUNITY INPUT

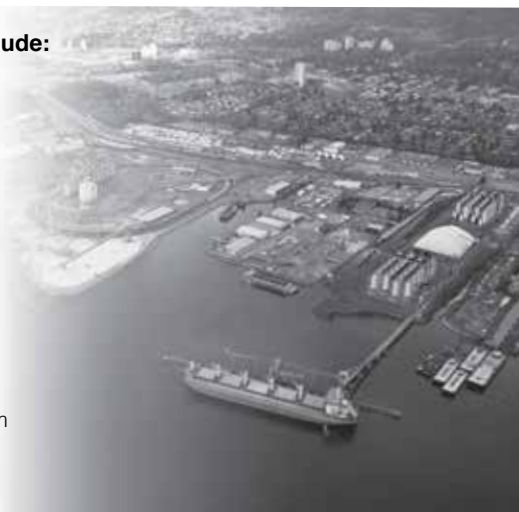
Fibreco Terminal Enhancement Project

Fibreco Export Inc. (Fibreco) has requested development permit approval from the District of North Vancouver and project permit approval from the Vancouver Fraser Port Authority to upgrade and enhance our facility to replace handling wood chips with food ingredients such as wheat, peas, and lentils for international agri-trade (the Project).

Key anticipated Project benefits include:

- Less dust and less noise
- Improved safety
- Sustainability for local business and job security for B.C. workers
- National agri-trade benefits
- A more modern, more attractive site
- Environmental benefits

The community is invited to attend the following open house to learn more about the Project and provide input. Project team members will be available to provide information and answer questions.



Wednesday, May 10, 2017
5 p.m. to 8 p.m.

Grouse Inn North Vancouver Hotel at 1633 Capilano Road

Read about our Project and provide your input at:

fibrecoterminalenhancement.com

We are collecting feedback from April 26 to May 24, 2017.

THANK YOU
for your participation!



From: Glenn Dempster <gdempster@fibreco.com>

Date: Wednesday, April 26, 2017 at 4:28 PM

Subject: Fibreco Terminal Enhancement Project Open House Invitation - May 10, 2017

Subject: Fibreco Terminal Enhancement Project

Dear Community Member:

You are receiving this email because you have signed up to receive updates for the Fibreco Terminal Enhancement Project.

Fibreco has now submitted permit applications and related environmental studies to the regulatory authorities – the District of North Vancouver and the Vancouver Fraser Port Authority – and the review processes for both permits are underway.

We are collecting feedback from April 26 to May 24, 2017. To learn more, please:

- Plan to attend Fibreco's Public Open House at the Grouse Inn North Vancouver Hotel at 1633 Capilano Road on May 10 from 5 p.m. to 8 p.m.
- See attached information brochure and notification letter about the proposed Project.

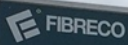
Visit our Project website at: fibrecoterminalenhancement.com and complete an online feedback form. Hard copies of the feedback form will be available at the May 10th Open House. If you would like us to send you a hard copy, please email us at terminalenhancement@fibreco.com or call us at 604-980-6543.

If you no longer wish to receive project updates, please reply with the word "unsubscribe" in the subject line of the email.

Thank you for your continued interest in the Fibreco Terminal Enhancement Project.

Sincerely,

Glenn Dempster
Project Manager



NOTICE OF PUBLIC OPEN HOUSE

Fibreco Terminal Enhancement Project


Fibreco Export Inc. (Fibreco) has received project permit approval from the District of North Vancouver and the Vancouver Fraser Port Authority to upgrade and enhance our facility to replace handling wood chips with food ingredients, such as wheat, peas, and lentils for international agri-trade (the Project).


Key anticipated Project benefits include:

- Less dust and less noise
- Improved safety
- Sustainability for local business and job security for B.C. workers
- National agri-trade benefits
- A more modern, more attractive site
- Environmental benefits

The community is invited to a meeting to learn more about the Project and provide input. Project team members will be available to provide information and answer questions.

Wednesday, May 10, 2017 – 5 p.m. to 8 p.m.
Grouse Inn North Vancouver Hotel at 1633 Capilano Road
Thank you for your participation!



DISTRICT OF NORTH VANCOUVER

 FIBRECO

APPENDIX D: Feedback Form



Your Feedback is Important

Thank you for your interest in the proposed Fibreco Terminal Enhancement Project. We invite you to provide your feedback by completing this form in person, by email, and by mail. Details are provided at the end of this form.

We are collecting feedback from April 26 to May 24, 2017.

We are committed to delivering a sustainable project that meets or exceeds environmental and safety standards, provides benefits for our community, and provides better job security and a safer workplace for employees.

PROJECT SCOPE AND DESIGN

B.C. owned and operated for nearly 40 years, we at Fibreco Export are planning to upgrade and enhance our facility at 1209 McKeen Avenue in North Vancouver so we can replace our wood chip export business with food ingredients, such as wheat, peas, and lentils for international agri-trade. New equipment and storage silos would help us reduce our dust emissions, improve air quality and operate more profitably.

1. How important to you is each of the following study areas? Please mark an X in the box.

Study Area	Extremely important	Very important	Not very important	Not at all important
Noise				
Transportation plans (rail, marine, vehicles)				
Safety				
Traffic				
Air quality (including dust)				
Local visual quality (aesthetic design and lighting)				
Environment/Biophysical				
Landscaping				
Dredging				
Stormwater Management				
Other_____ (please specify)				

2. Please indicate which studies you would like to provide feedback on: *(Please check all that apply)*

- ☐ Noise
- ☐ Air Quality
- ☐ Dredging
- ☐ Transportation Plans
- ☐ Visual Quality (including design & lighting)
- ☐ Biophysical
- ☐ Site Safety
- ☐ Environment
- ☐ Stormwater Management
- ☐ Construction Activities
- ☐ Landscaping

3. Please provide your comments on the study areas indicated here.

4. The proposed Project includes removing the two large uncovered wood chip piles that are currently on our site and installing steel grain storage silos in their place. The conical bottom design of the silos will mean more efficient loading rates, and the new covered conveying system is designed to minimize dust emissions, product waste, and spillage. What questions or concerns do you have about the silo design?

5. What other questions or comments do have about our proposed Project?

6. Please review the statements below and select the ones that best describe your experience at the Fibreco Terminal Enhancement Project Public Open House. *(Please check all that apply)*

- ☐ I learned something new about Fibreco
- ☐ I had an opportunity to share my thoughts and opinions
- ☐ The Project materials were informative
- ☐ Generally my questions were answered
- ☐ Project staff were helpful
- ☐ My time was well spent

7. Having reviewed the information materials, including the Project scope, study results, and proposed measures to address community interests and protect the environment, do you have any concerns about the Project proceeding?

- ☐ No
- ☐ Yes [use the space below to specify any specific questions or concerns]

ABOUT FIBRECO

8. Located in the North Shore Trade Area, Fibreco has successfully served the western Canadian forest industry for nearly 40 years. Fibreco is the largest wood pellet handling facility in the world and a vital component of the Asia-Pacific Gateway. Prior to this project, were you familiar with Fibreco's operations?
- ☐ Yes
- ☐ No
9. Fibreco is a B.C. owned and operated company. Does this information have an effect on your opinion of the Project?
- ☐ Yes
- ☐ No

PLEASE TELL US ABOUT YOURSELF

The following questions help us to determine how the feedback we receive represents the local community. Individual responses are treated as anonymous.

10. How did you hear about this open house? *(Please check all that apply)*
- ☐ Friends/Neighbours
- ☐ Advertisement
- ☐ Letter in the mail
- ☐ Other *(please describe)* _____
11. I ... *(Please check all that apply)*
- ☐ Live in Norgate Community
- ☐ Live in Pemberton Heights Community
- ☐ Live elsewhere in the District of North Vancouver: which neighbourhood? _____
- ☐ Work in the District of North Vancouver: which area? _____
- ☐ Work in another area of the North Shore: which area? _____
- ☐ Live/work outside the North Shore
- ☐ Other *(please describe)* _____
12. Would you like to be added to our database to receive Project updates by email? *(Please check only one)*
- ☐ Yes – My contact information is below
- ☐ No thanks – I'm already a member of the database
- ☐ No thanks – Not interested

Contact information (optional)**

Name: _____ Email: _____

You may return this form in the following ways:

In person: Public Open House
Wednesday, May 10th, 2017
5 pm to 8 pm
Grouse Inn North Vancouver Hotel at 1633 Capilano Road

By email: terminalenhancement@fibrecos.com

By mail: Glenn Dempster, Project Manager
Fibreco Export Inc.
1209 McKeen Avenue
North Vancouver, B.C. V7P 3H9

Thank you for your input.

** The information you provide on this form will be added to Fibreco's database for the Terminal Enhancement Project. This database allows the Project team to maintain a record of contact. Your personal information will not be used for any purpose other than to reply to your comments or questions that you ask us, or provide information at your request. If you have any questions about the Project, and/or the information collection undertaken on this form, please contact the Glenn Dempster by email at terminalenhancement@fibrecos.com.

APPENDIX E - APPENDIX G

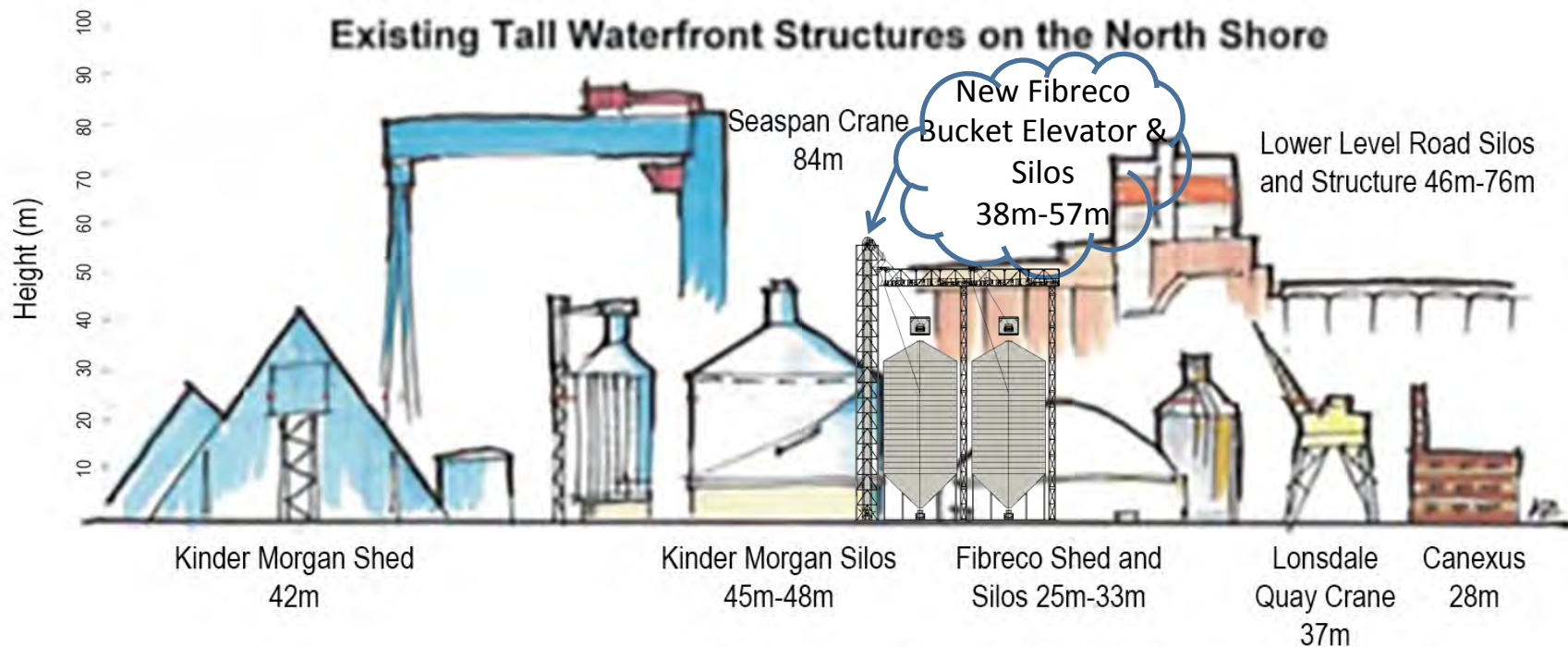


July 25, 2017

APPENDIX E: Presentation & Display Boards



SKETCH OF WATERFRONT HEIGHTS (Courtesy of the District of North Vancouver)



SITE LOGISTICS

FIBRECO Terminal Simulation

Railyard		Dumper		Silos A	Product	Client	Capacity	Tonnes	Utilization	Silos C	Product	Client	Capacity	Tonnes	Utilization	Ship Loading				
Cars in Railyard	0	Product		A1			3400	0	0%	C1			3400	0	0%	Total Ships	0			
Full cars	0	Client		A2			3400	0	0%	C2			3400	0	0%	Product	0			
Empty cars	0			A3			3400	0	0%	C3			3400	0	0%	Client	0			
Total Trains	1	Dump Time	0min	A4			3400	0	0%	C4			3400	0	0%	Source				
Total Railcars	90	Unload rate	0cars/hr	A5			3400	0	0%	C5			3400	0	0%	Current hold				
Scenario Time	0days	Silos in use	0	A6			3400	0	0%	C6			3400	0	0%	Load rate	0mt/hr			
Wait Time	0hrs	Max silos used	0													Current tonnage	0mt			
			Train unloading	0hrs			Silos B	Product	Client	Capacity	Tonnes	Utilization	Silos D	Product	Client	Capacity	Tonnes	Utilization	Ship tonnage	0mt
			Total unloading	0hrs			B1			3400	0	0%	D1			3400	0	0%	Ship loading	0hrs
			Total Tonnage	0mt			B2			3400	0	0%	D2			3400	0	0%	Total tonnage	0mt
			Wait time	0hrs			B3			3400	0	0%	D3			3400	0	0%	Total loading	0hrs
			Conveyor Rate	1500mt/hr			B4			3400	0	0%	D4			3400	0	0%	Wait time	0hrs
							B5			3400	0	0%	D5			3400	0	0%		
							B6			3400	0	0%	D6			3400	0	0%		



RAILCAR INDEXER

An axle grab or low dog car indexer / progressor will be installed.



Low Dog



Axel Grab

GATE OPENER

A ride on gate opener will be installed.
This will be c/w:

- Hands free phone for operator communications
- Vision scanning on backside to provide shutdown for obstructions

Remote gate opening and auto gate opening systems are also being reviewed.



DUMPER LOCATION

- Rotary dumper drum will be removed relatively intact
- A new track bridge will span existing dumper
- Track 6 will be extended through the east side of the dumper (new rail bridge)
- A new hopper will be installed in the new dumper location



DUMPER HOPPER

- Hopper will be maximum size that will fit in the pit (approx. 70 mt)
- Grated grizzly with Burnley baffles
- Discharge chute will angle to conveyor 15 to direct product flow
- A baghouse will be installed for dust collecting
- “Right sized” ducting will be installed
- Variable speed drive on dust collecting fan
- Dust collected and “cake” is deposited onto conveyor 15



ENCLOSED CONVEYORS / OPEN TOWERS

CONVEYORS

- Engineered by proven industry suppliers
- New conveyors fully enclosed
- Enclosed chuting
- Open support structures
- Dust mitigation
- Diminishes explosion proof requirements



TRANSFER TOWERS / BULK WEIGHER

- Bulk weigher support on open structure
- Fully enclosed conveyors and chutes
- Products fully contained throughout the process



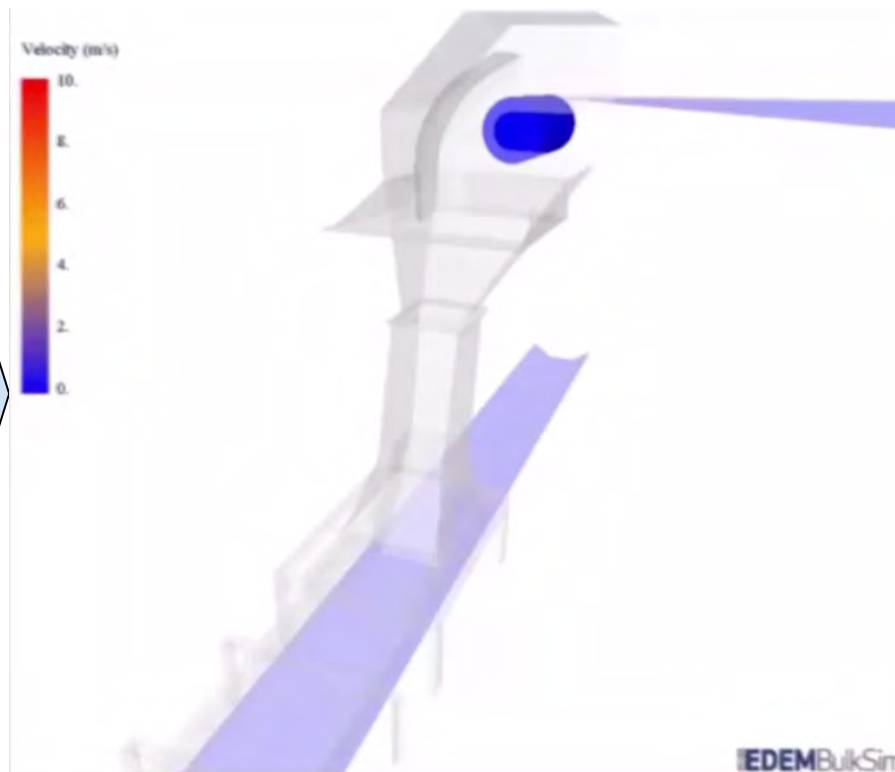
TRANSFER CHUTES

- Fully enclosed transfer points
- Fully contained for dust mitigation
- Soft handling of products



TRANSFER CHUTES

- Soft-handling transfers and chute work
- Reduces product degradation
- Fully contained for dust mitigation
- Multiple vendor options



NEW SHIPLOADER

- Luffing
- Kick-In/Out system
- Enclosed boom belt conveyor



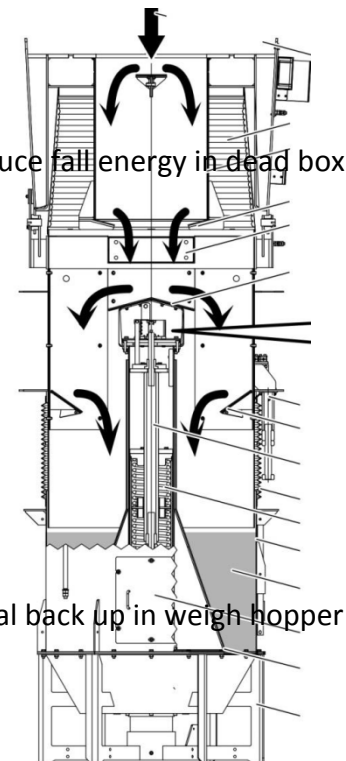
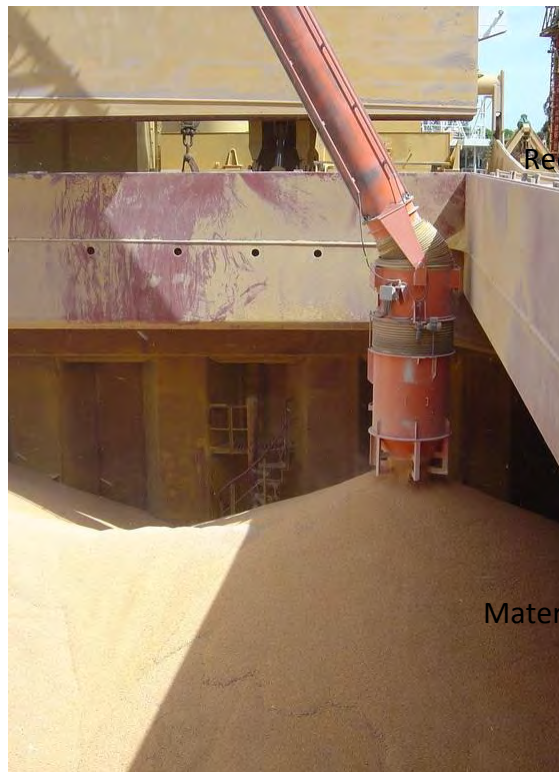
CASCADE CHUTE OPTION

- Cascade style shiploading chute to prevent fugitive dust during vessel loading



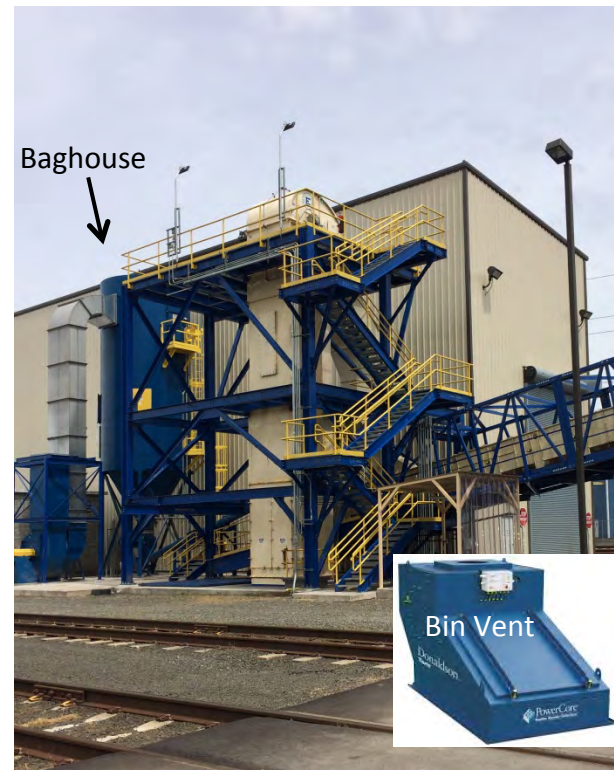
RGLZ CHUTE OPTION

- Product flow is slowed down in upper section
- Lower section controls flow to always maintain material back to prevent dust escaping
- Lower plugged chute weight
- Kick-in/ kick-out allows for a shorter boom



DUST COLLECTING

- Baghouse dust collecting at dumper and shiploader
- Bin vent style dust collecting at conveyors 15 and 03
- Dust collected is returned to the conveyors



Welcome

Thank you for attending this information session about Fibreco's Terminal Enhancement Project.

We welcome you to:

- Learn more about Fibreco
- View the display boards and learn about the proposed Project
- Meet and speak with members of the Project team
- Provide your input and find out how to stay informed about the Project

We are collecting feedback from April 26 to May 24, 2017.

Online at: fibrecoterminalenhancement.com

In person: at today's open house

By email: terminalenhancement@fibreco.com

By mail: 1209 McKeen Avenue, North Vancouver B.C. V7P 3H9

For more information and to sign up to receive project updates, please email **terminalenhancement@fibreco.com**



About the Project

Fibreco plans to upgrade and enhance our facility at 1209 McKeen Avenue in North Vancouver so that we can diversify our operations to capture existing underserved demand for food ingredients like grains and pulses for international agri-trade.

Key Project components:

- Replace wood chip piles with 56 new, efficiently designed agricultural product steel storage silos with a combined capacity of 171,200 tonnes
- Improved railcar handling and receiving equipment and rail yard improvements that would make loading and unloading quieter, safer and more efficient including:
 - Remove the rotary car dumper and enclose the railcar dumper to reduce noise and increase efficiency of unloading
 - More on-site railcar storage to reduce number of rail deliveries
 - Added dust control measures
- Equipment improvements, including new, covered conveying systems to control dust and reduce product spillage, and retrofitting the wood pellet silo feed conveyor system to better manage dust and improve safety and efficiency
- New shiploader and berth improvements to increase efficiency, accommodate bigger ships, and better manage dust



B.C. owned and operated, Fibreco has successfully served the western Canadian forest industry by moving wood chips and wood pellets to customers throughout the world for nearly 40 years.

Located in the North Shore Trade Area, Fibreco is the largest wood pellet handling facility in the world and a vital component of the Asia-Pacific Gateway.

Project Permitting & Approvals

The Project site lies within both the District of North Vancouver municipal boundary and the Vancouver Fraser Port Authority jurisdiction. As a result, a number of permits and approvals are required, as shown below.

REGULATOR	DISTRICT OF NORTH VANCOUVER	VANCOUVER FRASER PORT AUTHORITY	METRO VANCOUVER
PERMIT REQUIRED	Development Permit & Building Permit for all new permanent buildings, including approval from Ministry of Environment	Project Permit for new shiploader and mooring dolphins	Air Emission Permit Amendment
REASON	Ensures our development aligns with all municipal bylaws and regulations, with B.C. building codes, and satisfies environmental requirements	Ensures our shiploader meets Canadian building codes and satisfies environmental requirements	Required for all large industrial and commercial operations in Metro Vancouver. We have to renew our existing permit and amend it to account for the greater capacity.
STATUS	Application Submitted	Application Submitted	Application Pending

Anticipated Project Benefits

- **Less noise** from rail unloading and from plant operations including bulldozer back-up beepers.
- **Less dust**, helping to improve local air quality.
- **Improved safety** for workers and our community, with modern equipment and better efficiency.
- **Sustainability for a local business and job security for B.C. workers**, through product diversification.
- **Local economic benefits** with a \$15 million direct injection to the local economy, and anticipated annual indirect contributions of \$45 million annually.
- **National agri-trade benefits** with improved customer service through better turnaround times and by providing relief to Canadian agricultural producers and railroads with an additional outlet to export agricultural and food ingredient products, such as wheat, peas, and lentils to emerging Asia-Pacific markets.
- **More attractive site** with physical improvements, newer equipment set back to best maintain existing views and reduced light impacts.
- **Environmental benefits**, including more efficient power usage and improved stormwater management.

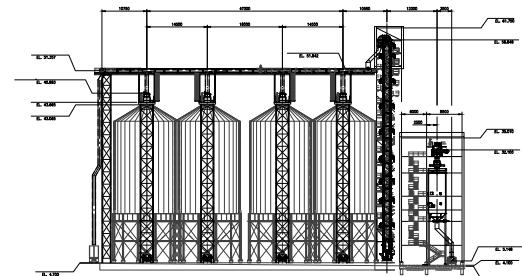
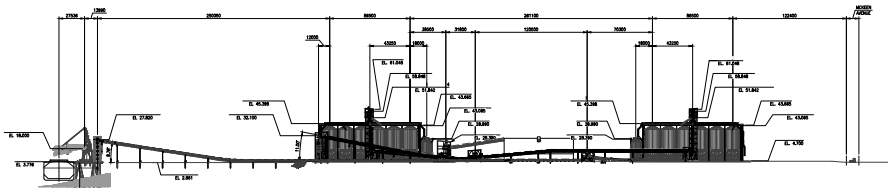


Conceptual Design

BEFORE



AFTER



Fibreco is committed to maintaining the highest level of safety by adhering to best in class practices to ensure safe and sustainable operations.

Transportation Plans

The proposed Project includes changes to marine, rail, and transportation operations that are designed to improve safety and efficiency. These transportation improvements would also reduce dust and noise. Increased efficiency and product diversification would also help return annual tonnage throughput volumes to 2012 conditions, which was higher than today. However, we will be able to achieve this with the same number or fewer train and vessel trips.

Rail:

- Improved railcar handling and receiving equipment and rail yard improvements would make loading and unloading quieter, safer and more efficient.
- Because wood chip volume is half the weight of wood pellets and agri-products, fewer rail cars would be required per tonne handled. This, combined with a new site design that provides more on-site railcar storage would reduce the number of rail deliveries.

Marine:

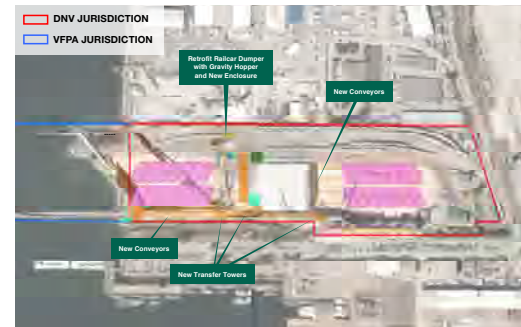
- Upgrading the shiploader would increase efficiency, accommodate bigger ships and manage dust.

Transportation & Parking:

Key transportation changes include:

- Improved site access for vehicle traffic, including a larger turning area for trucks, providing safe and efficient traffic movements.
- Increased on-site parking for employees, visitors, and contractors, leaving street parking for local use, including electric vehicle stations.
- Larger ships (Panamax sized vessels) and longer unit trains, to handle more volume with fewer trips.
- The new design also eliminates shipments by barge, meaning less marine activity.

- Pending approval to proceed, Fibreco would implement the following traffic management measures during construction to minimize disruption for road users and the community:
 - Ensure construction staging and truck access is within Fibreco's property
 - Transport large construction equipment and materials to our site by barge (some smaller deliveries would arrive by truck, using designated truck routes, and where possible, outside of peak traffic periods)
 - Monitor traffic and proactively respond to congestion
 - Maintain emergency access at all times

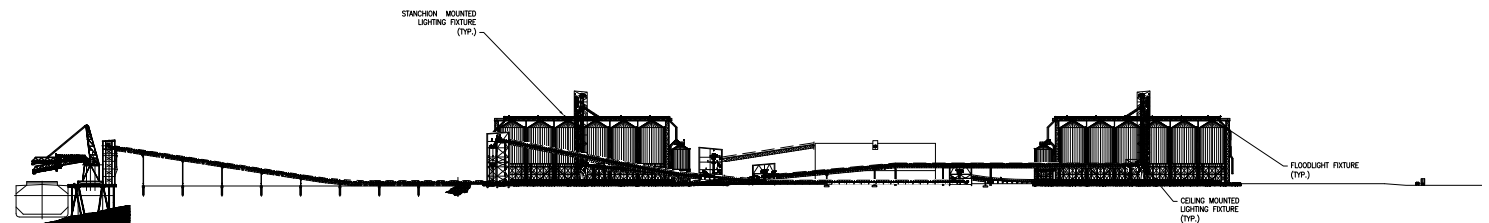


Lighting

A lighting plan was developed to determine future conditions with the proposed Project.




To minimize light impacts for our neighbours, Fibreco would:

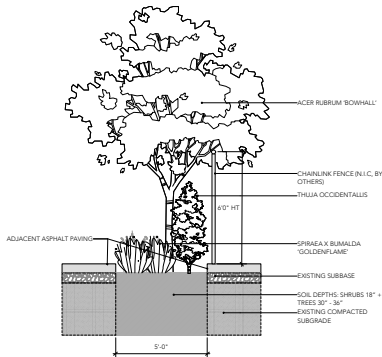
- Use the minimum amount of floodlights necessary for safe and secure operations
- Use LED lighting which produces a softer light
- Direct lighting towards the Fibreco site and away from the community



Landscaping

Fibreco's Landscape Plan includes the addition of native trees, hedges and shrubs, consistent with the B.C. Landscape Nursery Association guidelines, on the south side of the parking area, and along the east side of the new sidewalk entrance. This would provide a visual screen against industrial activity and enhance the street view of the Fibreco property.

FIBERCO PLANTING LEGEND				
TREES				
	BOTANICAL NAME	COMMON NAME	SIZE / SPACING	NOTES
	15 <i>Acer rubrum</i> 'Bowhall'	Bowhall red maple	7m cal., as shown	8'-8'
	152 <i>Thuja occidentalis</i>	Eastern white cedar	5'nc, 18" o.c.	8'-8'
SHRUBS				
	BOTANICAL NAME	COMMON NAME	SIZE / SPACING	
	152 <i>Spiraea x bumalda</i> 'Goldflame'	Goldflame spirea	42 Pot, 2' o.c.	



**BOWHALL
RED MAPLE**



**EASTERN
WHITE CEDAR**



**GOLDFLAME
SPIREA**

Construction

– What to Expect

Our Goal:

Keep our neighbours informed and minimize disruption for nearby residents and businesses.

Pending approval to proceed, construction will take approximately 18 months to complete. Fibreco would continue to conduct our wood pellet operations throughout construction.

Construction:

Details of construction staging will be confirmed by the construction contractor; however, based on standard construction staging for projects like ours, we anticipate:

- All construction staging, including deliveries and assembly would take place within Fibreco's property (no offsite storage)
- When installing the new silos, we would build from north to south so that the first silos installed can act as a noise buffer between the remaining construction site and local residences

Supplies and Equipment Delivery:

Large deliveries would arrive by barge, to avoid impacts on local road traffic. Delivery hours would be subject to prevailing tides, so some could take place at night.

Some smaller deliveries would access our site by road using designated truck routes. The volume of deliveries would be small, to minimize impacts to our neighbours.

Noisy Work:

Some existing equipment and structures would have to be removed to make way for the new. Once silos are installed, cladding would be bolted into place using pneumatic drills. All efforts would be made to do this work during daytime hours.

Wherever possible, work would take place in accordance with the District of North Vancouver's Noise Regulation Bylaws and the port authority's standard construction hours. To help shorten the construction period, we may apply to the District and the port authority for variances and authorization that would, subject to approval, allow us to work earlier on Saturdays and on Sundays from time to time. In these instances, we would work with our construction contractor to ensure that noisy work is done between Monday and Friday.

During construction, we would provide neighbouring residents and businesses with advance notice of any noisy work and would keep our Project website updated with current information about construction progress.

Visual Quality

The visual quality assessment and shadow analysis determines how the proposed Project could affect existing viewscales and shadowing in the community. The following locations were used to create renderings:

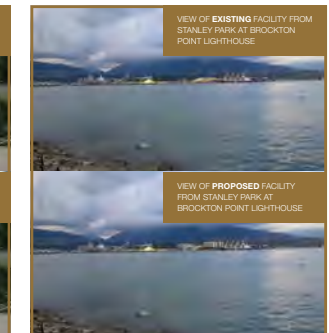
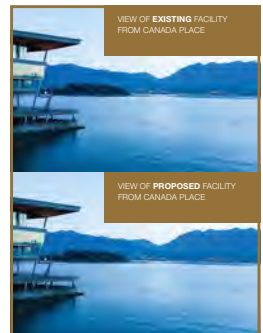
- Pemberton Heights (Keith Road West)
- Norgate Community (Elementary School and McBride Street at Pinewood Crescent)
- Adjacent commercial and industrial properties
- Stanley Park at Brockton Point Lighthouse
- Canada Place

To minimize potential visual impacts for residents, our proposed design, including the height of our new silos, is consistent with the height profile of our industrial neighbours.

Views from Pemberton Heights and Norgate Community would not be significantly affected by the proposed Project because most of the views are obscured by trees.

The proposed silos would be visible from the properties adjacent to the Fibreco site, the Vancouver side of the harbor, West 1st Street, Pemberton Avenue, and the Philip Avenue Overpass; however, the Project would result in a more attractive site with the removal of the open wood chip piles.

No impact to shadow views.



Site Safety

Safety is a key priority for the Fibreco Terminal Enhancement Project.

A key goal is to develop the Project to the highest level of fire prevention, detection and response, including:

Fire Prevention

- Modern dust control at rail receiving, transfers, storage and shiploader
- Purpose-built, enclosed transfers and conveyors
- Modern dust suppression shiploading spout
- New electrical systems

The Spill Prevention and Emergency Response Plan outlines our commitment to environmental protection in all aspects of operations, including:

- Emergency response contacts and protocols
- Environmental spill prevention measures
- Investigation, reporting, and response

Early Detection

- Fire-fly spark detection at critical transfers
- Automatic sprinkler systems
- Systems to ensure continuous monitoring for fire and smoke

Emergency Response

- Emergency vehicle access
- Involving North Vancouver Fire Department in system design and implementation



Dredging

Fibreco's Dredging Plan describes the maintenance dredging required to return the Fibreco berth to the original design depth of 13.5 metres, the amount and nature of dredge material, and the most environmentally effective way to dispose of it.

Key elements of the Dredging Plan include:

- **How:** Cable clamshell dredger with a barge, or a barge-mounted modified excavator and dewatering system
- **When:** During the Fisheries and Oceans Canada (DFO) allowable in-water work window between August 15 and February 28
- **What:** Core samples are taken from the dredge area and lab tested to determine the nature of the material
- **Where:** Dredged sediment would be disposed of using a combination of at-sea, for material considered suitable, and upland for any material considered contaminated.



A Waste Approval Application and Disposal at Sea permit are required.

Managing Stormwater

What is it?

Stormwater: Rain that mixes with other surface water and flows into the storm drain system.

Why it's important:

To manage water flow and prevent groundwater pollution

Fibreco is committed to protecting the environment throughout construction and operations.

Fibreco's Stormwater Management Plan ensures the effective removal of potential contaminants, including solids, oil, and grease that may occur within the site to ensure groundwater and surrounding waterways are kept clean.

It is expected that the proposed Project would help improve stormwater quality by removing the wood chip pile and installing the new covered storage system, which prevents product from spilling into the water system.



Air Quality

Fibreco retained technical experts to undertake an air quality assessment in accordance with the Vancouver Fraser Port Authority's Project & Environment Review (PER) Guidelines (July 2015). The air quality inventory considered Fibreco's operations, including marine and rail traffic, with and without the proposed Project.

The key air quality indicators relating to our operations is particulate matter – primarily dust, but also black carbon. Study findings suggest that with the proposed Project, air quality in the area would improve.

Key project features designed to reduce dust and improve air quality include:

- Upgrade our shiploader – emissions from our current shiploader represent the largest source of particulate matter
- Install covered conveying systems and dust collectors throughout our site, from railcar delivery to vessel loading for export
- Upgrade our railcar dumper with a new enclosure for improved dust control and collection
- Remove open stockpiles of wood chips
- Eliminate use of bulldozers, which would reduce black carbon and other combustion-related emissions
- Use larger Panamax ships, reducing the need for increased ship traffic and related emissions



KEY FINDINGS

With the proposed Project, combustion-related emissions would be well below Metro Vancouver Ambient Air Quality Objectives.

By using a cascading chute on the new shiploader, the wood pellets and agri-products would travel more slowly, eliminating the dust created from a free fall drop.

Noise

A key Project objective is to help reduce the effects of rail activity, including noise, for our surrounding neighbours. The noise assessment determined current sources of noise and noise levels, forecast future noise levels with and without the proposed Project and identifies appropriate noise mitigation measures where required.

Noise Sources

The assessment considered noise sources from Fibreco, local road traffic, and CN Rail operations. Fibreco noise sources included wood chip operations, barge operations, and rail activity.

Key project features designed to reduce noise levels include:

- Rail track realignment
- Consolidated railcar deliveries
- No more wood chip operations, including bulldozer back-up beepers
- Barge operations eliminated
- Unloaded railcars would no longer roll freely and impact stationary cars
- New dust fans equipped with silencers

Key Findings

Preliminary results suggest that:

- Fibreco-generated noise levels would marginally increase, but our rail noise would decrease
- Shipboard generator noise emissions would increase in proportion to increased throughput
- Overall, the proposed Project will have no noticeable effect on average daily noise levels compared to today
- Short but loud noises from rail shunting and railcar impacts would decrease



Fibreco Baseline Noise Measurement Locations

Biophysical Survey

What is a biophysical survey?

A biophysical survey is a survey of the biological and physical conditions of marine environments and/or terrestrial habitats undertaken by a Qualified Environmental Professional.

Why it's important:

The study determines likely presence and quality of plant and animal species of interest, the potential effects of a project on these species and opportunities to avoid or mitigate for these effects.

Key Findings:

- No adverse impacts to wildlife, vegetation, marine habitats or species
- Proposed upgrades to the berthing docks would provide additional structural habitat for fish and sessile invertebrates, such as mussels and barnacles
- Proposed maintenance dredging would remove historic wood waste and sediments that otherwise, over the long term, could have resulted in water contamination



Fibreco's Construction Environmental Management Plan includes best management practices, and environmental monitoring to ensure the Project leaves the biophysical environment better than it was.

Environmental Management Plan

Sustainability is one of our key values – and it includes economic, community and environmental sustainability. Our proposed Project provides an opportunity to adopt updated environmental management plans that are based on leading best practices.

Our goals are to continually reduce our water consumption and waste, and to lower Greenhouse Gas Emissions and energy use. Key plans that have been built into the Project are:

Greenhouse Gas Emission Reduction

Fibreco's Greenhouse Gas Emission Reduction Plan outlines our current policies and practices, and additional reduction measures. Key greenhouse gas reduction measures include:

- Eliminate use of bulldozers, which we currently use to manage our wood chip piles. Bulldozers are the largest diesel consumers on our site
- New railcar indexer would reduce the amount of fuel required per tonne when receiving railcars
- Fixed electric welding outlets would reduce the need for portable diesel welding machines
- New air quality monitoring program as part of our Metro Vancouver Air Quality Permit amendment
- Commitment to meeting the requirements of the new, more stringent permit

Water Conservation

Fibreco's Water Conservation Plan outlines Fibreco's ongoing commitment to reducing water consumption. Since 2013, we've reduced our overall water use on site by 30%. Additional water conservation initiatives include:

- Using air instead of water when cleaning systems to prepare for a change in product storage
- New, covered conveyors and dust collection system would reduce site clean up requirements
- Using drought-resistant plant species for landscaping
- Reducing the use of misters as dust control

Waste Management

Fibreco already has a comprehensive recycling program that includes green waste, electronics, lighting equipment, office supplies, electrical equipment, organics, and machinery.

With the proposed Project, additional waste management measures include collecting agricultural dust byproduct and repackaging it as grain pellets for local feed market sale.

APPENDIX F: Detailed Feedback Form Results

The following section provides a detailed summary of feedback received through the feedback form, which was used to obtain community input on the Project. A total of eight completed feedback forms were received during the consultation period – April 26 to May 24, 2017. The following analysis provides the detailed results of all input received.

1. Key Project Considerations

Respondents were asked to identify how important each of a list of Project considerations is to them. Eight responses were received, which identified Traffic, Transportation Plans, and Safety as key areas of importance. The table below provides further detail on the relative importance of each of the identified attributes.

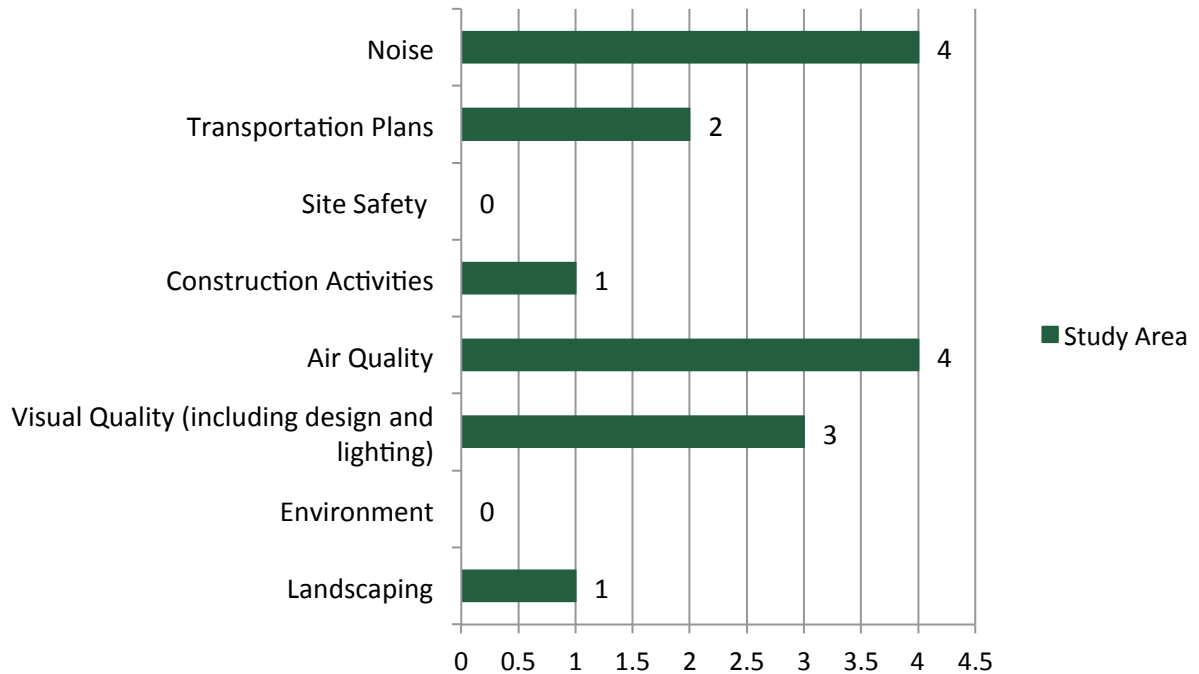
	Extremely important	Very important	Not very important	Not at all important
Noise	6	2	0	0
Transportation Plans (rail, marine, vehicles)	6	1	1	0
Safety	6	2	0	0
Traffic	7	2	0	0
Air quality (including dust)	1	2	0	0
Local visual quality (aesthetic design and lighting)	4	1	2	0
Environment/Biophysical	3	3	0	0
Landscaping	2	1	3	0
Dredging	2	1	3	0
Stormwater Management	3	3	0	0
Other (please specify)	3	0	0	0

Other areas of interest that respondents identified are:

- Potential for increased rodents/pests
- Importance of maintaining residential views

2. Studies of Interest

Respondents were asked to indicate which studies they would like to provide feedback on. Seven responses were received. Noise, air quality and visual quality were identified as the primary areas of interest, followed by transportation plans, construction activities and landscaping. The following table provides a full listing of the studies and level of interest indicated.



3. Study Comments

If the respondents indicated a study area(s) of interest in Question 2, they were asked provide their comments. Four comments were received – three related to views and one about noise, light and air quality. Comments are outlined in the following table:

#	Response
1.	My house in Pemberton Heights looks down on this site. If the silos were to be built, they would directly affect our view across the Inlet and potentially lower our property value.
2.	Our home is located on West Keith Road. We are extremely concerned about the impact on our view and the aesthetic design of the proposed terminal expansion. The photographs used to assess the impact on views in the 1100 block of Keith Road appear to be taken from the street. Views from the south side of the properties in the 1000 and 1100 block of Keith Road are very different than the views from the road. Would it be possible for someone to re-assess the impact on views and aesthetic design from the south side of the properties or from the homes? We will allow access to our property for reassessment of the impact of views. We are also concerned about the increased noise levels that the terminal enhancement project will add to the area which is already quite noisy.
3.	Your written material and the “before and after” renderings blatantly downplay and minimize the impact on viewpoints these oversized silos will have on the neighbours to the north in Norgate and Pemberton Heights specifically. That your proposal states views in Pemberton Heights are obscured by trees is particularly inaccurate. Do these silos really have to be that large? Also, in terms of viewpoints from the south, from the water, are there any attempts for waterfront beautification? What about the long-term notion of a North Shore seawall? How does this proposal fit into that?
4.	Should be very quiet especially at night. No light spillage from site. Air quality an issue if there are dust emissions.

4. Silo Design Feedback

Respondents were asked if they had any questions or concerns about the silo design. Four comments were provided including two concerns about their size and one about the number of silos; one comment indicated no concerns. Verbatim responses are included in the table below:

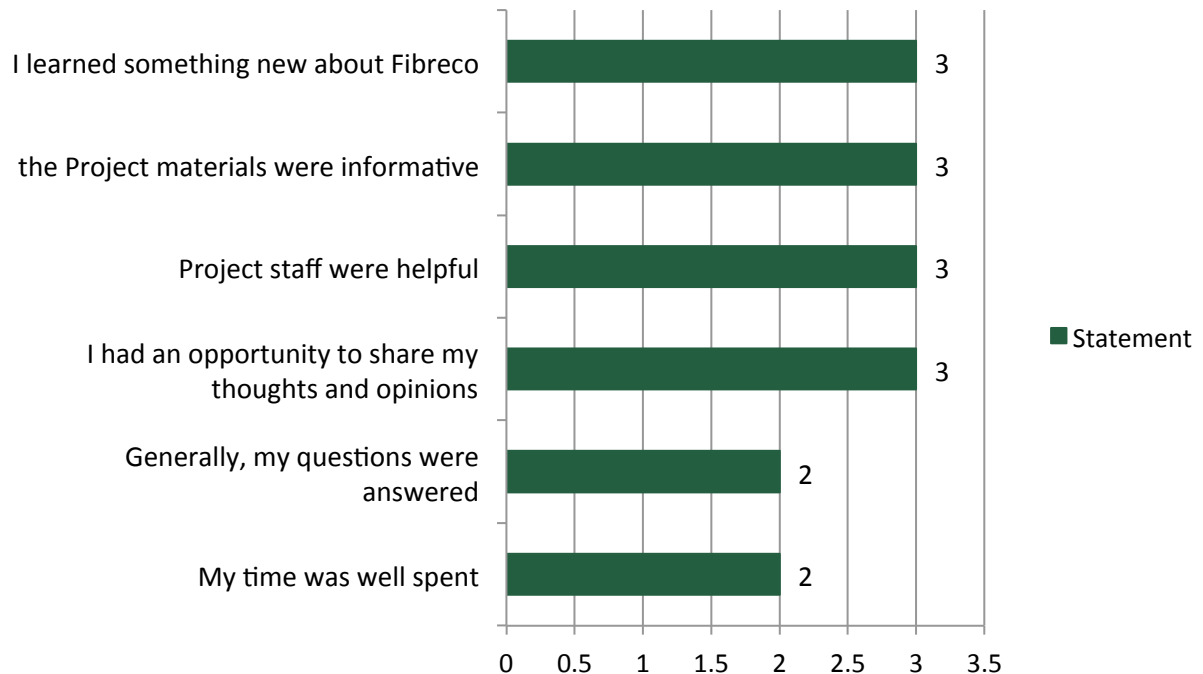
#	Response
1.	The silos would be too big, a potential eyesore and directly affect the enjoyment of our property. As an aside, I am not very comfortable at the thought of extra emissions, increased noise and traffic levels either.
2.	We believe that the silo design is visually unappealing and that there are too many silos proposed.
3.	How large they are, and how necessary it is to have them so large.
4.	Excellent

5. Additional Comments about the Project

Two additional comments were offered – one asking for a copy of the open house presentation, and one reiterating comments about the studies (as reported above).

6. Open House Experience

Respondents were asked to provide feedback on six specific aspects of their Open House experience. Seven responses were received as noted in the table below.



7. Project Concerns

Respondents were asked if they had any concerns about the Project. Three respondents specifically commented that they have no concerns. Of the six respondents who expressed a concern, three were related to the grain storage silo design and one was about potential for increased traffic, and one about the potential for increased noise and rodents/pests.

8. Awareness of Fibreco

Respondents were asked if they were familiar with Fibreco's operations prior to this Project. Of the eight responses received, six indicated awareness while two indicated that they were not aware.

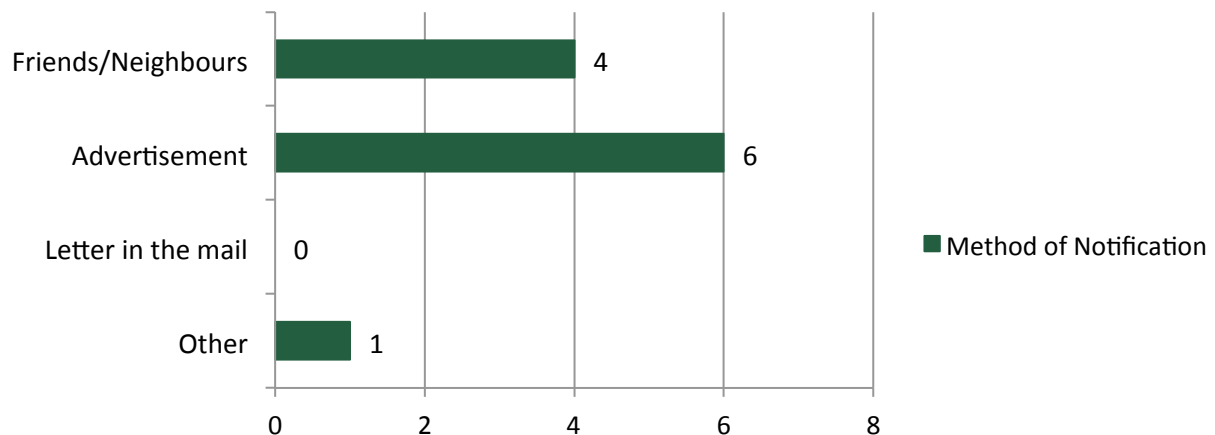
9. B.C. Ownership

Respondents were asked if knowing that Fibreco is a B.C.-owned and operated company affects their view of the Project. Of the eight responses received, four people indicated yes and four said no.

10. Method of Notification

Respondents were asked how they heard about the community open house. While multiple sources were possible, all but one respondent indicated only one source.

Most respondents (five of eight) read the advertisement in the *North Shore News*, while half heard from friends or neighbours. One respondent also indicated having heard from a community group email.



11. Place of Residence/Place of Work

Respondents were asked to choose from a list of options, which best describes their proximity to the Project. Four respondents live in the Pemberton Heights Community, three live in the City of North Vancouver, and two live/work outside of the North Shore.

12. Staying Informed

Respondents were asked to indicate if they would like to receive Project updates by email. Of the eight responses received, seven indicated yes and two indicated no.

APPENDIX G: Written Submissions

Copy of letter to N. Shore News

May 12, 2017

To the North Shore News

Residents, take notice! Not many of you will have seen an innocuous notice inviting Public Input for the Fibreco Terminal Enhancement Project. Fibreco at the foot of Pemberton Ave is applying to the Port to change the use for two thirds of the site from handling wood chips to handling wheat, peas and lentils for the international market.

This will mean an increased number of trains going to the site. Right now, train traffic to the Pemberton area comes mainly from the west and train traffic to the Lynnmour area is mainly from the east, so that not too many trains travel through North Vancouver along the single track at the foot of Chesterfield. This will change, as wheat etc will come from the Prairies, that is from the east.

Yes the rail lines were there before the growth of North Vancouver but not a mega Port.

Meanwhile, I attended the Open House for this application and found as usual where the Port lands are concerned, there were no representatives from two very important players - CN Rail who is responsible for controlling noise and potential hazards from train traffic and Metro Vancouver who controls air quality. The Port pays lip service pretending they care about the local community whereas in fact it's all about money. Also where were the City Hall staff ??

Yes this project only requires a permit from the District of North Van but mega projects like this one must be considered by both municipalities, if the interests of the residents are to be protected as much as possible. Mega projects cannot be considered in isolation but as they affect the whole area, including effects on quality of life – noise, pollution, visual impact, increased road traffic and increased ship traffic.

The City and the District are positively encouraging developers to forge ahead with hundreds of new housing units. Isn't the impact of a Mega Port on our doorstep a contradiction?

The Port is a senior level of government and takes very little notice of municipalities or Metro Vancouver. Nor do they care about or control the type of fuel used by ships in the harbour which is crucial to our air quality. Remember what a long battle we had before the trains eventually stopped whistling as they passed. Remember the visual and noise impacts of the additional grain silos on the Low Road.

City and District staff should put the interests of residents first and not just consider tax revenue when reviewing projects like this one. Fight to have the Port add conditions to this Permit regarding numbers and scheduling of trains, noise impacts and controls for better air quality.

Information removed for
confidentiality

Information removed for
confidentiality

May 18, 2017

To Whom It May Concern:

I am writing in regards to the proposed Fibreco Terminal Enhancement Project. I am a resident of Pemberton Heights where our family has owned property for over 70 years. I have been to the last two open houses for Fibreco and have concerns about the currently proposed enhancement project.

The proposed design will greatly impact our view as well as the view of many other homes in the area. On the Fibreco marketing material it states that " Views from Pemberton Heights and Norgate Community would not be significantly affected by the proposed Project because most of the views are obscured by trees" I can assure you this is not the case for a great majority of residents. The photo representation is also taken from the top of a steep driveway, not from a house, which skews perspective and minimizes the impact.

I am aware that there have been many concerns about view impacts of waterfront industrial developments. I have been looking into the proposed Bylaw 8158 concerning height exceptions and introductions of regulations to deal with such matters.

The impact of view is my primary concern but I also have concerns with expansion, increasing the amount of business done which will therefore increase of amount of employees and clients travelling to the site by car. The traffic on the North Shore is already atrocious and adding more cars into the area without a plan to improve the transportation network will only add to the problem. This is not only relevant here but in all the recently approved developments and developments under consideration. Densification without transportation improvement is exacerbating the problem.

I write to you in hopes that other designs be considered for the Project as I understand Fiberco is a local company and I do want to support them and their work. But increasing the silo height and the bucket elevator to the current proposed heights (see comparison attached that I was sent from Fibreco outlining the considerable increase) will majorly impact the view that our community has enjoyed for many years and hope to be able to continue to enjoy. The assessed values of homes in our community reflect access to the view corridor and restricting such view corridors should impact the value of our properties. I would be glad to offer any assistance should you need any more information from myself.

Thank you for your consideration and I look forward to hearing that you have received my letter,

Information removed for
confidentiality



Christie Saunders <saunders.christie@gmail.com>

Fibreco Height Comparison Slide

Glenn Dempster <gdempster@fibreco.com>

Thu, May 11, 2017 at 8:58 AM

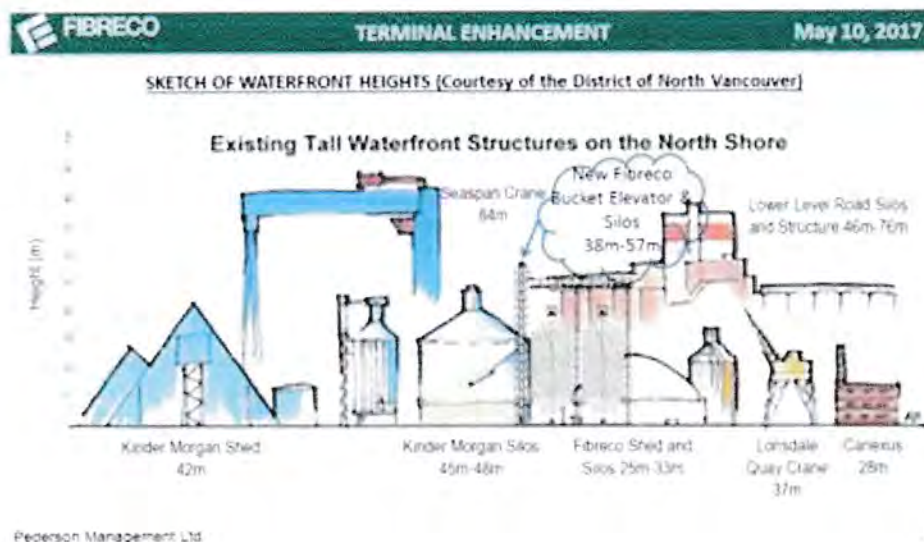
Information removed for confidentiality

Thank you very much for attending our Open House last night.

As promised, here is a copy of the slide from the presentation.

Current height
25m

Proposed
38-57m



Kindest regards,
Glenn

Glenn Dempster

Project Manager

Fibreco Export Inc.

Cell: 604-240-1057



VISION: To be an innovative and safe, world class facility,

with value added services for all customers and shareholders.

Information removed for confidentiality

Information removed for confidentiality

From:

Date: April 27, 2017 at 12:08:19 PM PDT

To: Glenn Dempster <gdempster@fibrecos.com>

Subject: Re: Fibreco Terminal Enhancement Project Open House Invitation - May 10, 2017

Hi Glenn

Thanks for having the hard copies dropped off at our house and the electronic copies by e-mail. I will not be able to attend the meeting as we will be away on vacation. I have not heard any concerns that we have not already discussed when we met with you. Please keep in contact with me as the project continues.

Thanks

Information removed for confidentiality

Subject: Fibreco Terminal Enhancement Project

Dear Community Member:

You are receiving this email because you have signed up to receive updates for the Fibreco Terminal Enhancement Project.

Fibreco has now submitted permit applications and related environmental studies to the regulatory authorities – the District of North Vancouver and the Vancouver Fraser Port Authority – and the review processes for both permits are underway.

We are collecting feedback from April 26 to May 24, 2017. To learn more, please:

-

Plan to attend Fibreco's Public Open House at the Grouse Inn North Vancouver Hotel at 1633 Capilano Road on May 10 from 5 p.m. to 8 p.m.

-

See attached information brochure and notification letter about the proposed Project.

-

Visit our Project website at: fibrecoterminalenhancement.com and complete an online feedback form. Hard copies of the feedback form will be available at the May 10th Open House. If you would like us to send you a hard copy, please

email us at terminalenhancement@fibrecoco.com or call us at [604-980-6543](tel:604-980-6543).

If you no longer wish to receive project updates, please reply with the word "unsubscribe" in the subject line of the email.

Thank you for your continued interest in the Fibreco Terminal Enhancement Project.

Sincerely,

Glenn Dempster

Project Manager

Information removed for confidentiality

From: Information removed for confidentiality
Sent: May 1, 2017 5:16 PM
To: Terminal Enhancement <terminalenhancement@fibreco.com>
Cc: zhangk@dnv.org
Subject: Comments

Hi,

I have reviewed the material sent out with your letter of 26 April 2017 and material available on your website and have the following comments/questions. In no particular order;

1. Visual impacts for Norgate community (particularly SE quadrant). I note that you did a ground level visual survey. However in the photograph that you published the view was obstructed by the temporary trees along the Spirit Trail - what will the view be when those trees are removed/die? Was a 2nd story (15ft above ground level) survey done along McBride, as an example? The second story view is certainly more relevant for visual considerations than the ground level one in Norgate. What is the reflectivity of the visible structures? Your photos seem to imply a shiny surface but is this true?
2. Noise impacts. Have fence line noise surveys been carried out for your present location when in full operation? What readings do they show? What is the noise specification to the engineers for the fence line for after the project (65dB is what I seem to remember is used at energy company/mine facilities)? Which piece of equipment is expected to produce the highest fence line noise when in operation? Will your rail siding be designed to the latest standards for noise attenuation? Which standards are they?
3. Fire/Explosive impacts. Does the dust from any of the products being contemplated pose a fire and/or explosive risk? If so, what measures are proposed to mitigate this risk? Are there any other products contemplated than those listed?
4. Do you have an Execution Plan for the Implementation Phase? I see no indication of an Execution plan showing how the commitments made in the Feasibility Study will be monitored and met. I see the elements of a Construction plan in a number of the appendices to the Feasibility Study but no overall plan giving time of work; overall duration; or ability to meet the commitments made in the appendices; neighborhood engagement etc.. Have someone, for example, considered the site congestion caused by the fact that your project development seems to coincide in time with the one from MetroVancouver for the Sewage Treatment Plant just to the south of you? Have they considered the congestion for the public accessing the other parts of the industrial site (e.g. What about noise during construction? The present Appendices seems to leave

the enforcement of the noise specifications to the DNV: is there self-enforcement? How are public complaints dealt with (are they pro-actively solicited or re actively actioned?). The resources of DNV Engineering Dept. are extremely limited when it comes to permit compliance monitoring: e.g. the generic CEMP produced by Hemmera is not sufficiently project specific to give any quality control or assurance in this or any other environmental impact regard. Depending on DNV to provide this within their compliance with permit and by-law role is not discussed in the CEMP: in fact the role of any and all of the "regulatory authorities" is not discussed: other than to say they exist.

5. Can you tell me planned contracting method for the Implementation Phase? For example which company or type of company will be the Project Manager or which company or type of company will be the Construction Manager? This continues my "walk the talk" risk. My concern for example MetroVancouver are going Turnkey with their Sewage Treatment Plant and will be delegating complete control to a contractor and delegating complete compliance control to the DNV, other levels of Government and individual citizens. They cannot then show that they will control the project to meet the quality commitments contained within their Feasibility Study. This is a risk to the DNV and Norgate; and in fact, to your project, since you are using the same road, rail and water infrastructure that you will be using in your construction period.

5. General comment - Your work to date seems to an experienced person like me to be of a higher quality than the work of the other projects in the neighbourhood at the same point in their project execution (Seaspan Shipyard & MetroVancouver STP), and would like to commend you on this. However, you are still unclear how you plan to "walk the talk". The failures of the Seaspan and MetroVancouver to engage positively (listen and constructively respond) with the public and with the DNV should not be repeated if you continue as you are doing.

Information removed for confidentiality

Information removed for confidentiality

From: Information removed for confidentiality

Sent: May 11, 2017 12:37 PM

To: Glenn Dempster <gdempster@fibrecoco.com>

Information removed for confidentiality

Subject: Community Input for Fibreco Terminal Enhancement Project

Glenn: Thanks for your presentation and information at the event last night. We wish you good luck with the project. I wanted to recap a few of the items we talked about:

1. The removal of the wood chip product from the terminal should have positive impacts on the water quality.
2. The use of concrete piles and the removal of some creosote piles should have positive impacts on the water quality and potential for herring spawning.
3. The improved water treatment and dust collection systems should improve water quality.
4. The dock lighting will be reviewed to minimize impact on passing fish.
5. Any "idle areas" on the site will be reviewed for planting with native plants to "nibble back" conservation areas.

Thanks again

Information removed for confidentiality

From: Information removed for confidentiality

Sent: Sunday, May 28, 2017 7:55 PM

To: Lam, Cherryl <CherryL.Lam@portvancouver.com>; City of North Vancouver <info@cnv.org>; infoweb@dnv.org; terminalenhancement@fibrecoco.com; icentre@metrovanvancouver.org; North Shore Waterfront Liaison Committee <nswlc@portvancouver.com>

Subject: Fibreco Terminal Enhancement Project

To Mayors and Council of DNV and CNV, and all parties

*****City staff - Please forward this to the Fire Department and to Vancouver Coastal Health for their consideration also.*****

This is a more detailed list of our concerns regarding the proposed Fibreco project. Noise and air quality impact thousands of residents across the North Shore and should be addressed.

Train traffic

At the Open House, Fibreco told me that if this project is approved, it would generate only one more train per day but it would be a train of 100 cars. If a permit is issued, it should have conditions relating to train traffic:

- First is a 100 car train safe?
- Only one additional train per day should be allowed, in accordance with Fibreco's request. The time of day the additional train goes through should be stipulated. It should go through in the afternoon, not in the middle of the night.
- When the train goes through the foot of Chesterfield, emergency access is restricted for the apartments south of the track and also for the Seabus and Lonsdale Quay. This area is very congested at certain times and a train blocking the tracks for presumably more than 15 minutes will have a major impact. At a minimum, new signage should be installed advising pedestrians and motorists how to bypass the train line.
- When the train goes through, it creates a traffic jam on Chesterfield north of Esplanade at the traffic light. Motorists wanting to get to the Seabus wait there because they don't realize they can go around and this blocks the street for other motorists and also buses. Once I had to sit there for 7 traffic lights because I was blocked by other cars. All parties to this project should work with the **City of North Vancouver** traffic technicians and the Fire Department to address these issues. The City is not a permitting body in this project but the District of North Vancouver has a duty to involve the City in the process because of the potential impact on City residents and the City has a duty to insist on input to protect the quality of life for its residents.
- Whistling - or rather sounding the train siren - should be strictly forbidden. When

the Low Level Road project went ahead, we were promised no more train whistling but some train drivers still sound the siren. This should be prohibited.

- Shunting - the noise from shunting can be like an explosion. Again we were told noise from shunting would no longer be a problem after the Low Levels Road project was finished because CN would have additional longer train lines to assemble trains. However, noise from shunting in the Lower Lonsdale area still exists. This should be brought to the attention of CN,
- CN Rail must put in additional oiling stations on the line to stop the squealing noise as trains go by, which is worse in hot weather.

Dust mitigation

Dust coming from Fibreco's existing operation is a problem and we understand that the major source of the dust is from the wood pellet operation which will continue. If this new project is to proceed, it will provide an opportunity for all parties to review dust from the existing operation and demand more control. Please investigate this.

Type of fuel used by vessels

This is a dirty little secret of Vancouver. The politicians claim we have one of the greenest cities in the world but we don't and the media never expose the facts - the air quality is threatened by dirty ship's fuel, we emit only partially treated sewage into the ocean, and on land, buses use diesel, rather than electricity. The Port could address the first two but do nothing. Your interests are monetary only. and not the health of people who live here.

We on behalf of many taxpayers and electors on the North Shore ask that all parties work on addressing these issues.

Information removed for confidentiality