

From: "Mochrie, Paul" <Paul.Mochrie@vancouver.ca>
To: "Direct to Mayor and Council - DL"
CC: "City Manager's Correspondence Group - DL"
Date: 6/20/2019 11:01:03 PM
Subject: Viterra deconstruction project - neighbourhood concerns

Mayor and Council,

I understand that several of you have been contacted by residents with concerns regarding the deconstruction of Viterra's PAC3 grain elevator at 1803 Stewart Street. For many, the concern stems from a written communication that has been circulated in the neighbourhood alleging that the project poses health risks due to airborne hazardous particles. The source of the written notice is unknown. Some residents have also expressed dissatisfaction regarding construction noise.

First, I can confirm that the project is being undertaken on land that falls within the jurisdiction of the Vancouver Fraser Port Authority. The City of Vancouver has no regulatory role in approval or oversight of the project. The project was reviewed by the Port and a permit was issued under the Port's authority pursuant to the Canada Marine Act in May of this year.

We are in contact with the Port regarding this matter and have confirmed that the project was subject to an environmental review and is being undertaken under the terms of an approved environmental management plan. In relation to noise impacts, the days and times approved for construction work under the Port's permit are consistent with the City of Vancouver Noise Control Bylaw.

The Port has indicated that they are also receiving a high volume of contacts regarding this project. For reference, I have attached below the initial response that the Port is providing in response to enquiries specific to air quality.

Residents who are interested in obtaining additional information regarding this project can contact the Port via community.feedback@portvancouver.com. The Port's message below also provides a contact information for Viterra's project manager.

If you have any questions, please let me know.

Best,
Paul

Viterra received a permit for the Pacific Elevator No. 3(PAC3) deconstruction at Pacific Elevators Terminal on May 20, 2016.

The project underwent a robust and thorough Project and Environmental Review process. The port authority require proponents of projects on federal port lands and waters to apply for permits for all proposed physical works and activities. Through the port authority's [Project and Environmental Review](#) (PER) process, we review project applications and determine the potential environmental impacts. The port authority will not authorize or allow a proposed project to proceed if it is likely to result in significant adverse environmental effects that cannot be mitigated. If a project is approved, the permit will include conditions designed to avoid or mitigate potential impacts. A copy of the permit is attached for your reference.

As per one of the permit requirements, Viterra distributed notification letters to businesses and residences on May 28, 2019. A copy of the notification letter is attached for your reference.

Furthermore, detailed mitigation measures for air quality are available in the project-specific CEMP (Construction Environmental Management Plan) that we require as part of the Project and

Environmental Review. Below is an excerpt from our Project and Environmental Review Report for Viterra's permit. I have extracted the section related to air quality considerations and asbestos mitigations. You may also be interested in section 5.3 of the attached project-specific CEMP, which describes the detailed mitigation measures for air quality.

6.2 Environmental Effects Summary

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

Environmental Component	Potential Adverse Effects?		Overview of Potential Adverse Effects, Mitigation Measures, and Residual Adverse Effects	Significant Residual Adverse Effects?	
	Yes	No		Yes	No
Air quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Project will result in air emissions from vehicle and equipment exhaust, emissions from hazardous material abatement (i.e., asbestos), and dust from concrete deconstruction.</p> <p>Mitigation measures listed in the CEMP will be implemented to reduce potential adverse effects. Key mitigation measures include: quality assurance inspections for asbestos during abatement, use of water misting to suppress dust during concrete deconstruction, unnecessary idling will be avoided, and material loads entering or exiting the site with potential to create dust will be covered.</p> <p>These mitigation measures are reflected in conditions No. 23, 41, and 42 in the Permit.</p> <p>With mitigation measures in place, residual adverse effects on air quality are expected 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, lighting, the acoustic environment, and surface water and water bodies.

The residual adverse effects of the project on these environmental components are characterized as:

- Low in magnitude – potential emissions (air, noise, light, and water) from the project are predicted to be small.
- Local in geographic extent – most adverse environmental effects will be limited to the project site, though some emissions sources will affect areas immediately adjacent to the site.
- Short-term in duration – the project effects will occur for approximately 43 weeks.
- Daily in frequency – air and noise emissions from the deconstruction will occur throughout the project.
- Reversible – the adverse environmental effects from the project will cease when the deconstruction is complete.

With mitigation measures in place, the residual adverse effects of the project are expected to be not significant.

For additional questions pertaining to the project, please contact Viterra's Project Manager at Michael.Edmonds@viterra.com.