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| To: | Myles Hargrove Ashleigh Fraser | Date: | December 17, 2019 |
| c: | | Memo No.: | 002 |
| From: | Travis Miguez, P.Met. | File: | VGEO03082-01 |
| Subject: | Derwent Way Transfer Station – Changes to Air and Noise Assessments due to Site Plan Modifications, Rev. 02 | | |

Tetra Tech Canada Inc. (Tetra Tech) has prepared this memo to address the comments regarding the environmental air and noise assessments made by the Port of Vancouver (PMV). The comments were provided via email and are itemized in a spreadsheet log. The comments that are addressed in this memo are Items 72 and 76 on the spreadsheet.

The comments, along with our responses to the comments, are as follows:

- PMV Item #72 - Due to the change in scope (reduced soil storage size, and loading area) please update the air assessment as per the attached memo

Tetra Tech response – The changes will result in lower overall emissions to air. The bulk of material handling operations will now occur within lock block walls which will line the enclosure along the west, north and east sides. The barriers will effectively shield fugitive dust emissions. The semi-enclosed nature of the structure is also an effective mitigation for reducing wind speeds which impact the storage piles, greatly reducing potential wind erosion and entrainment of particulate matter into the air. The structure will also greatly mitigate potential releases and downwind transport of any VOCs remaining within pore space of the storage piles.

- PMV Item #76 - Please confirm that the noise barrier is located outside the railway sightlines restricted zone as outlined on lease. If the noise barrier wall requires alteration, please update worksheet to reflect this

Tetra Tech response – The roofed storage pile shed contains lock block walls along the west, north and east sides to a height of between 2.5 to 3.5 metres in total, effectively shielding expected impulse noise - buckets banging, dump truck lift gates opening and closing - from the material handling area. The length of lock block wall previously proposed along the property's western boundary within railway sightlines will no longer be necessary. A lock block wall is still recommended along the property's western boundary outside of railway sightlines to provide a secondary noise barrier, to mitigate noise impacts from unloading vehicles along the south side of the soil storage shed.

We trust this technical memo meets your present requirements. If you have any questions or comments, please contact the undersigned.

Respectfully submitted,
Tetra Tech Canada Inc.

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Prepared by:
Travis Miguez, B.Sc., P.Met.
Project Scientist – Air Dispersion and Meteorology
Direct Line: 604.608.8640
travis.miguez@tetrattech.com