



Public Engagement Summary and Consideration Report

**Commissioner Street Rail Expansion Project
Canadian Pacific**

November 18 – December 22, 2021

PREPARED BY
Kirk & Co. Consulting Ltd.

Kirk&Co.

ABOUT KIRK & CO. CONSULTING LTD.

Kirk & Co. is a recognized industry leader in designing and implementing comprehensive public and stakeholder consultation and engagement programs. Utilizing best practices, consultation and engagement programs are designed to maximize opportunities for input. Kirk & Co. independently analyzes and reports on public and stakeholder input.

The views represented in this engagement summary report reflect the priorities and concerns of engagement participants. They may not be representative of the views of the public and other stakeholders because participants self-selected into the community engagement, and therefore do not reflect a random sample.

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Notification materials

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Engagement materials

1.0

The proposed project

CP is proposing to expand its existing railway infrastructure in Vancouver to improve capacity and fluidity on the south shore of the Port of Vancouver. The proposed rail expansion project is funded by CP with financial support from the Government of Canada through the National Trade Corridors Fund. The proposed expansion is being undertaken as part of the Commissioner Street Road and Rail Realignment Project, within the Burrard Inlet Road and Rail Improvement Program. The program includes road improvements, led by the port authority, that will improve truck traffic flow and safe and efficient access to terminal facilities and make lands available for the installation of additional railway infrastructure by CP.

The Commissioner Street Rail Expansion Project includes two additional tracks proposed to the north of the existing rail yard between the Commissioner Street overpass and Victoria Drive in East Vancouver. The additional tracks are intended to increase storage capacity and improve operations for existing Port of Vancouver rail customers.

The project components include:

- Two new yard tracks
- Adjustments or improvements to existing crossings, turnouts, crossovers, and tracks, including Columbia Containers lead track and new crossing warning system with bells, lights and gates
- Protection, upgrade or relocation of existing buried utilities
- A retaining wall along New Brighton Road (84m long/3m high)

Approximately 40 percent of this project is within the Vancouver Fraser Port Authority jurisdiction, and the balance of the work is understood to be within the CP right-of-way and a small portion under the jurisdiction of the City of Vancouver. A detailed map showing jurisdictional boundaries can be found at cpr.ca/commissionerstreet.

The project is subject to review under the port authority's Project and Environmental Review (PER) process, which includes requirements for engagement with stakeholders, the public and Indigenous groups, in addition to other technical requirements.

If approved, work is proposed to begin following the completion of work being led by the port authority on the Commissioner Street road realignment and construction is anticipated to take nine months.

2.0

Engagement overview

From November 18 to December 22, 2021, CP sought feedback from the public about the Commissioner Street Rail Expansion Project. CP hosted one virtual open house on December 7, 2021 and encouraged members of the public to provide their input by submitting a feedback form. Due to provincial COVID-19 restrictions ordered by the B.C. Provincial Health Officer, engagement activities took place online.

The public was notified about the engagement opportunities related to the project by postcard, print and digital advertisements, and email. All notification materials directed people to the project webpage at cpr.ca/commissionerstreet where they could learn more about the project and provide their input.

CP is carefully considering the input provided during the engagement period.

3.0

Process evaluation and participation

The engagement objectives set for this engagement period were to:

1. Increase awareness of the proposed project with stakeholders and the public;
2. Offer opportunities to provide meaningful input on the proposed project;
3. Establish and maintain trust that the project team is committed to understanding and mitigating potential effects, including community and environmental impacts;
4. Consider input from stakeholders and the public in refining project design or other decisions; and
5. Maintain communication with stakeholders and the public, including responding to concerns and communicating how their feedback is being considered and implemented in project decisions.

CP achieved these objectives by providing widespread notification using multiple methods, multiple avenues for input, and timely responses to submissions and inquiries. Details about CP's careful consideration of input can be found in **Section 7 – Consideration of Feedback**.

NOTIFICATION

CP successfully notified the target public audiences, which primarily included those living and working around the project area in the Hastings-Sunrise neighbourhood, as well as any other members of the public interested in the project.



Postcards were successfully delivered to all addresses within the notification area identified by the port authority.



Print advertisements had a broad reach, with the Vancouver Is Awesome print edition reaching 111,200 people and the Vancouver Sun reaching 122,369 people per ad.



Digital ads, which were geotargeted to the postal codes closest to the project (V5K and V5L), performed well with:

- Vancouver Sun & The Province digital ads seeing 97,555 impressions, 145 clicks and a 0.15% clickthrough rate; and
- Vancouver Is Awesome digital ads seeing 100,009 impressions, 162 clicks, and a 0.16% clickthrough rate.

ENGAGEMENT

In total, there were **29** participant interactions from November 18 – December 22, 2021:



6 attendees at the virtual information session on December 7, 2021, who provided 23 questions and comments, including eight written and 15 oral questions and comments



11 submissions, including five by mail, two by phone, three by email to **community_connect@cpr.ca** and one by email to the port authority, which was forwarded to the project team



12 feedback forms were completed

The target audience for this engagement period was successfully reached, which is demonstrated by the following:

- All respondents to the feedback form indicated that they live or work in the area near the project;
- All addresses of those who made submissions during the engagement period were residences near the project; and
- Participating attendees at the virtual information session indicated that they were neighbouring residents to the project.

4.0

Notification

Several notification methods were used to inform the public of the opportunity to provide input on the project. All notification materials directed people to the project webpage, where they could learn more about the project and engagement opportunities.

The following notification methods were used:



POSTCARD

On November 18, 2021, postcards were mailed to 3,045 residences and businesses within the notification distribution area identified by the port authority.



PRINT ADVERTISEMENTS

One print ad ran in the print editions of the Vancouver Sun and Vancouver is Awesome at the beginning of the engagement period on November 18, 2021 and a second print ad ran in each newspaper halfway through the engagement period on December 9, 2021.



DIGITAL ADVERTISEMENTS

Digital ads ran on the Vancouver Sun, The Province and Vancouver is Awesome websites from November 16 to December 22, 2021. The ads were geotargeted to the postal codes closest to the project (V5K and V5L) and appeared in four different ad sizes (728x90, 300x600, 300x250, 300x100).



EMAIL

An email inviting people to participate in the engagement period was sent on November 19, 2021 to local interest groups, and people who had recently inquired about CP activities in the area of the project.



PROJECT WEBPAGE

Notification materials directed people to the project webpage at cpr.ca/commissionerstreet, where they could learn more about the project and how to provide their input. The webpage will remain on the CP website until the project is operational, pending approval.

The port authority also hosted a **project webpage** that included technical documents relevant to the PER application for the Commissioner Street Rail Expansion Project .

Copies of the notification materials and postcard distribution area can be found in Appendix A.

5.0

Engagement methods

PUBLIC INFORMATION SESSION

There were six attendees at the public virtual information session on Tuesday, December 7, 2021, which CP hosted using an interactive video conferencing platform. Kiley Gibson, Specialist, Environmental Permitting at CP provided a presentation about the project, potential effects and proposed mitigation approaches.

Following the presentation, Chris Chok of Kirk & Co. facilitated a question and comment period with attendees and CP representatives including Kiley Gibson, Mike LoVecchio, Director, Indigenous Relations and Government Affairs, and Paul Schaap, Dillon Consulting. Attendees provided eight written and 15 oral questions and comments during the session. Two questions required follow-up from CP representatives and an email was sent to participants with responses following the session.

FEEDBACK FORM

There were 12 feedback forms submitted between November 18 and December 22, 2021. The feedback form asked respondents to provide input on the importance of potential effects, satisfaction with the proposed mitigation approaches and engagement process, and provided an opportunity for open-ended feedback. The feedback form also contained questions intended to measure whether the target audience of the engagement period had been reached. The feedback form was accessible through a link on the project webpage at cpr.ca/commissionerstreet and hosted on a civic engagement platform.

SUBMISSIONS

In total, 11 submissions were received by mail, phone and email. Five were received by mail, two by phone, three by email to community_connect@cpr.ca and one by email to the port authority, which was forwarded to the project team. CP provided responses to all submissions.

PRESENTATIONS

A presentation was developed that provided an overview of the project and its components, location, timelines, studies, construction activities, potential effects and mitigation strategies and details about engagement. This presentation was given at the public information session on December 7, 2021.

PROJECT WEBPAGE

The project webpage hosted engagement materials including the presentation, feedback form and link to register for the public information session at cpr.ca/commissionerstreet. Project webpage content also provided an overview of the project, potential project effects and proposed mitigation approaches. Following the information session on December 7, 2021, a video of the public information session was uploaded to the webpage. The webpage will remain on the CP website for the life of the proposed project.

The port authority also hosted a **project webpage** for the project that included technical components of the PER application.

Copies of the engagement materials can be found in Appendix B.

6.0

What we heard

WHAT WE HEARD

From November 18 to December 22, 2021, the public provided feedback on the Commissioner Street Rail Expansion Project at a virtual public information session and through a feedback form and submissions. This section provides a summary of the input provided through each of the methods of providing feedback.

Across all methods of providing feedback, the most commonly mentioned themes in order of frequency of mention were:

Theme

Slope stability

Concerns about the geotechnical stability of the slope below Wall Street and increased risk to the safety of residents and park users and the longevity of residents' properties as a result of the project, including

- Requests for studies to be completed
 - Requests for reinforcements to be implemented such as retaining walls to combat erosion and soil instability
-

Noise and vibration

Concerns about the project causing increased noise and vibration during construction and operationally in the long term and requests for additional noise and vibration mitigation, including

- Suggestions to implement a noise wall
 - Comments about noise disturbance from engine idling, train transiting, shunting and wheel squealing/screeching
-

Air quality

Concerns about the project causing negative effects to air quality during construction and operationally in the long term and requests for additional mitigation related to air quality, including

- Comments about train idling duration
 - Comments about diesel particulates from trains being harmful to human health
 - Comment about soot on nearby properties
 - Request to use hydrogen powered locomotives
-

Request for additional information, mitigation and engagement

Request for additional studies, technical information and management plans related to project effects and mitigation as well as information about the project's regulatory processes and additional consultation with the community

Existing operations

Concerns about noise, vibration and air quality conditions at CP's existing operations

VIRTUAL PUBLIC INFORMATION SESSION

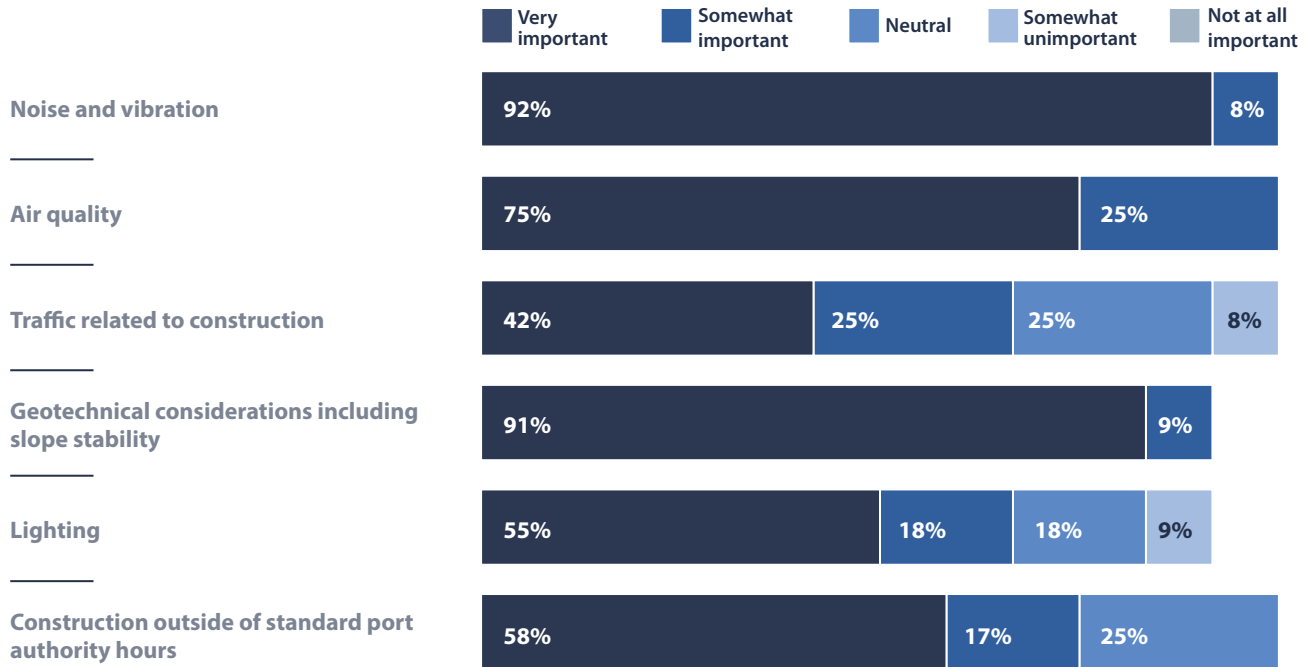
There were six attendees at the virtual public information session on December 7, 2021, where eight written and 15 oral questions and comments were shared. The following provides a summary of the most frequently mentioned themes observed in the feedback.

Key themes	Mentions
<p>Questions and concerns about the geotechnical stability of the slope below Wall Street and increased risk to the safety of residents and the longevity of their properties as a result of vibration, including</p> <ul style="list-style-type: none"> – Requests for studies to be completed – Request for reinforcements to be implemented such as retaining walls to combat erosion and soil instability – Question about whether the effects of more frequent extreme weather events have been considered 	6
<p>Questions and concerns about the project causing increased noise pollution during construction and operationally in the long term and requests for additional noise mitigation, including</p> <ul style="list-style-type: none"> – Comments about noise disturbance from engine idling and wheel squealing 	4
<p>Request for additional details about the project studies and other technical information related to operational effects over the long term</p>	3
<p>Questions and concerns about noise, vibration and air quality conditions at CP's existing operations, including questions about ongoing monitoring</p>	3
<p>Questions about the project resulting in increased rail traffic volumes over time and about future expansion plans</p>	3
<p>Questions and comments about the project's approval process and the importance of meaningful consideration of community input</p>	3
<p>Questions and concerns about the project causing negative effects to air quality during construction and operationally in the long term and requests for additional mitigation related to air quality, including</p> <ul style="list-style-type: none"> – Comments about train idling duration – Comment about diesel particulates from trains being harmful to human health – Request to use hydrogen powered locomotives 	3
<p>Questions about project components, including length of tracks and contaminated soil removal</p>	2
<p>Comment about historical land sale and property line delineation</p>	1

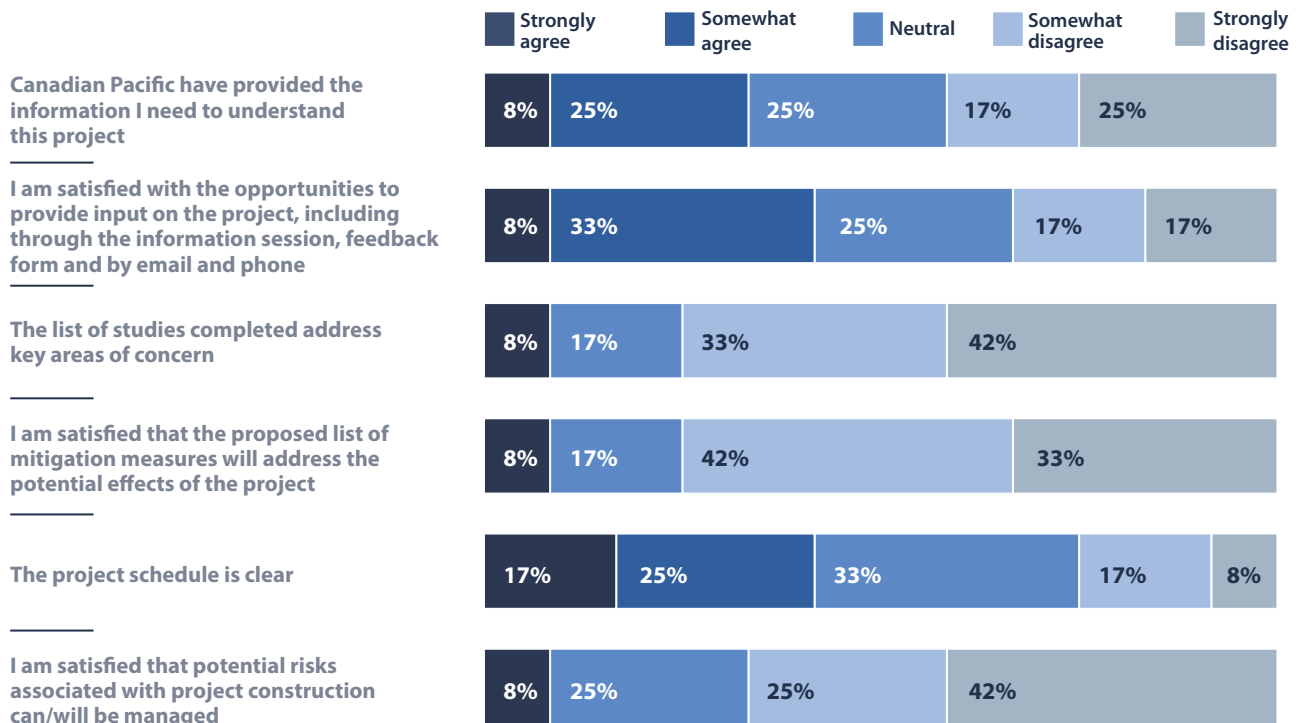
FEEDBACK FORM

The results of the feedback form questions are as follows:

1. After reviewing the presentation, rate the importance of each of the following potential construction effects subject areas related to the Commissioner Street Rail Expansion Project:



2. Rate your level of agreement with the following statements related to the Commissioner Street Rail Expansion Project:



3. Are there any other subject areas related to the Commissioner Street Rail Expansion project that you would like to see new or more information about? (Seven responses)

Key themes	Mentions
Geotechnical concerns about slope stability, including requests for an investigation, the implementation of a retaining wall and details about the cost to residents	2
Concern about long term operational increases in noise and worsening air quality	2
Comment about climate change action and expressing opposition to expansion projects proposed by extraction-based companies, including this project	1
Comment about CP needing to focus on Indigenous reconciliation, including increasing safety of rail in rural and Indigenous communities	1
Request for additional consultation opportunities	1

4. Do you have any other comments or questions that you would like the project team to address? (Eight responses)

Key themes	Mentions
Geotechnical concerns about slope stability, including requests for the implementation of a retaining wall and details about the cost to residents	5
Request for noise mitigation, including a noise wall and moving switching area to less densely populated areas	2
Request for additional information about long term operational impacts with the addition of two tracks and mitigation for long term increases in noise and worsening air quality	2
Concerns about train idling, including request for a policy that would limit the duration of idling	1
Comment about CP needing to focus on Indigenous reconciliation and reparations	1
Request for additional consultation opportunities	1

5. Do you live or work in the project area?

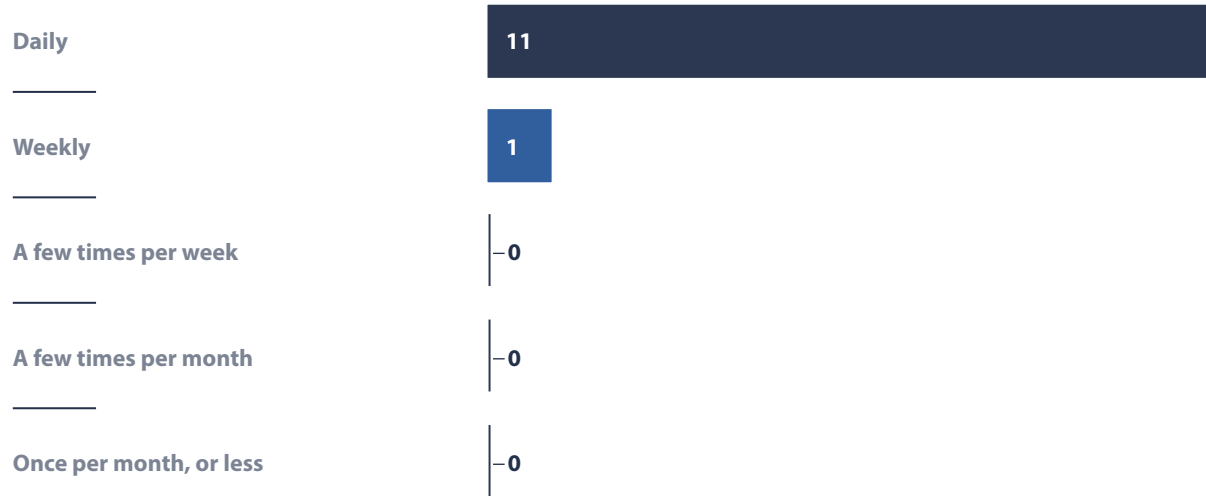
Yes

12

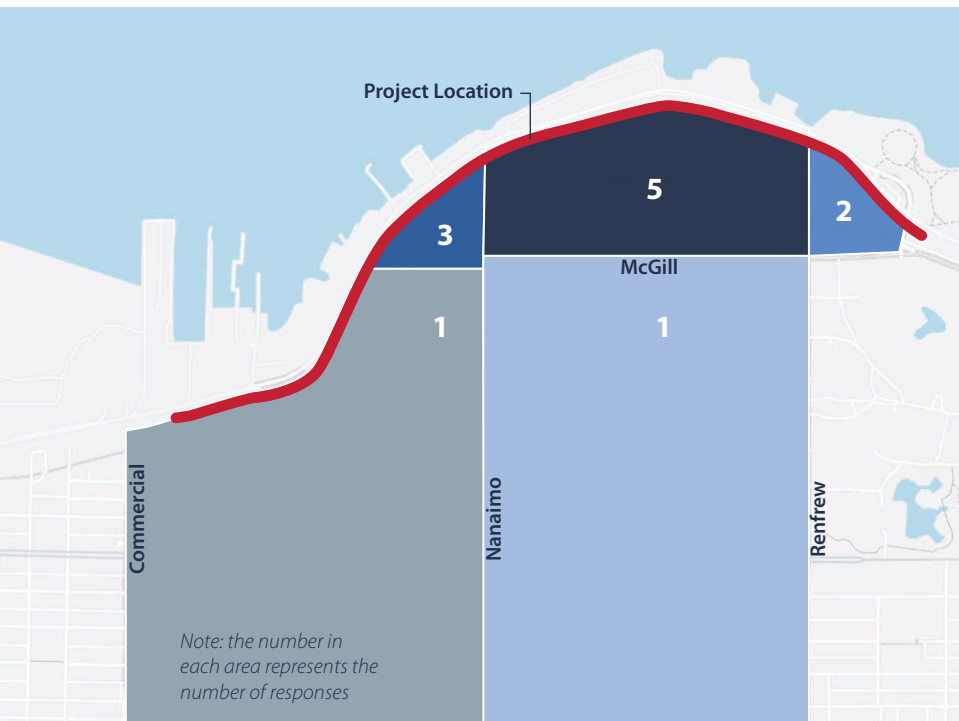
No

0

6. How often do you frequent the project area?



7. If you live near the project, where do you live?



- Between Nanaimo Street and Renfrew Street, North of McGill Street
- Between Commercial Drive and Nanaimo Street, North of McGill Street
- East of Renfrew Street, North of McGill Street
- Between Nanaimo Street and Renfrew Street, South of McGill Street
- Between Commercial Drive and Nanaimo Street, South of McGill Street
- East of Renfrew Street, South of McGill Street
- None of the above, I don't live near the project

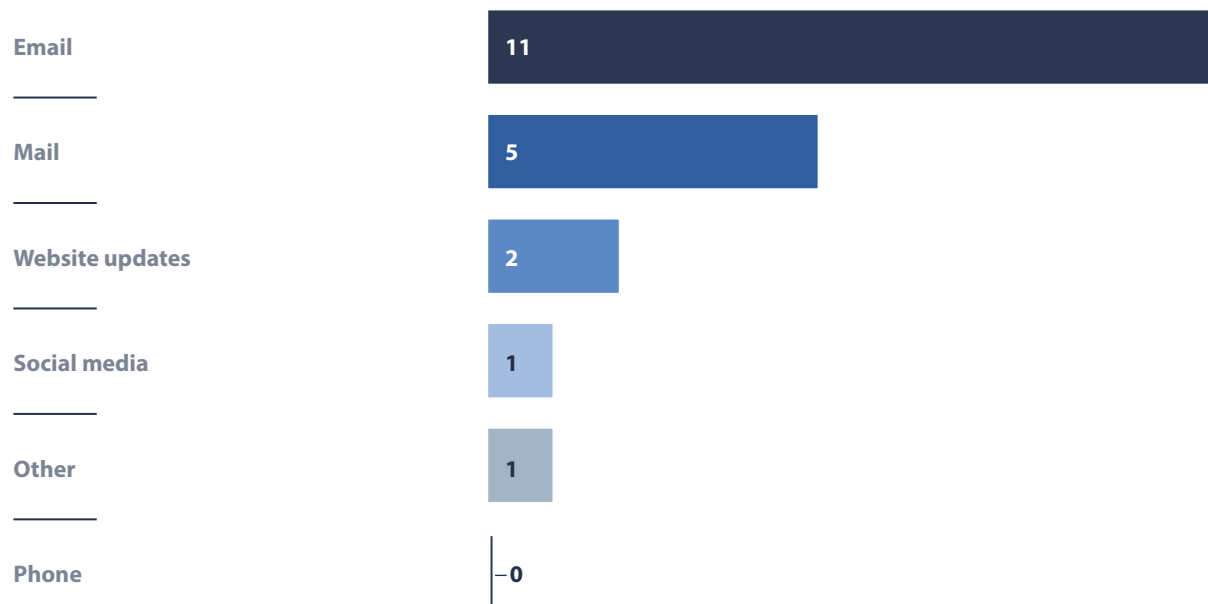
8. How did you hear about the project and/or engagement opportunities related to the project?



9. Would you like to be added to an email distribution list? If so, please provide your email.

Nine of twelve participants provided their emails

10. What methods do you prefer to be kept informed during construction? (Check all that apply)



SUBMISSIONS

Key themes from 11 submissions by mail, phone and email include:

Key themes	Mentions
<p>Concerns about the project causing increased noise pollution during construction and operationally in the long term and requests for additional noise mitigation, including</p> <ul style="list-style-type: none"> – Suggestions to implement a noise wall – Comments about noise disturbance from engine idling, train transiting, shunting and wheel squealing/screeching 	6
<p>Concerns about the geotechnical stability of the slope below Wall Street and increased risk to the safety of residents and park users and the longevity of residents' properties as a result of the project, including</p> <ul style="list-style-type: none"> – Requests for studies to be completed – Requests for reinforcements to be implemented such as retaining walls to combat erosion and soil instability 	6
<p>Concerns about the project causing negative effects to air quality during construction and operationally in the long term and requests for additional mitigation related to air quality, including</p> <ul style="list-style-type: none"> – Comments about train idling duration – Comments about diesel particulates from trains being harmful to human health – Comment about soot on nearby properties – Request to use hydrogen powered locomotives 	6
<p>Request for additional studies, technical information and management plans related to project effects and mitigation as well as additional consultation with the community</p>	5
<p>Concerns about increased vibration during operation as a result of the project, including concerns about building integrity and sleep disturbance</p>	5
<p>Concerns about noise, vibration and air quality conditions at CP's existing operation</p>	4
<p>Comment about the project's plans for drainage along the new tracks only maintaining existing drainage capacity rather than improving it</p>	1
<p>Concern about increased rail traffic volumes over time, facilitated by the project</p>	1
<p>Comment expressing the importance of maintaining the existing property lines and right-of-way delineations and not infringing on nearby residences' properties</p>	1

7.0

Consideration of feedback



CONSIDERATION OF FEEDBACK

From November 18 to December 22, 2021, participants provided feedback on the proposed project in multiple ways, including a virtual public information session, a feedback form, and mail and email submissions. CP has carefully considered the feedback. The table below outlines the five key themes identified in the feedback and how CP has considered the input.

Relevant to all key themes is that CP has a common carrier obligation to accommodate all traffic offered to it, and must operate a network that meets the needs of all shippers. The Commissioner Street Rail Expansion Project marks the final phase of a four-phase process to adapt to industry needs, including enabling CP to accommodate longer trains into facilities along Commissioner Street. The project is not anticipated to be a driver of increased train traffic, which is driven by external factors that influence demand for rail services.

Also of note, an updated Construction Environmental Management Plan has been prepared for the project as part of the application to the port authority. The Plan includes standard industry best practices and mitigation measures for the project and can be referenced at the **port authority's webpage for the project**. If the project is approved, CP will engage a construction contractor for this project who will identify specific construction techniques to be used, as well as any additional construction mitigation measures.

Construction is scheduled to occur within the Port of Vancouver's regular work hours from Monday through Saturday between 7 a.m. and 8 p.m. However, extended work hours may be required to meet key Project timelines and minimize disruptions to traffic and operations of Port tenants. A formal request to the Vancouver Fraser Port Authority (VFPA) to conduct construction outside of regular work hours, following the VFPA's PER Guidelines, will be prepared and submitted as appropriate.

More information about the project can be found at **cpr.ca/commissionerstreet**. All assessments referenced in the following table can be found at the **port authority's webpage for the project** along with other technical documents.

Key themes**Noise and vibration**

Concerns about the project causing increased noise and vibration during construction and operationally in the long term and requests for additional noise and vibration mitigation, including

- Suggestions to implement a noise wall
- Comments about noise disturbance from engine idling, train transiting, shunting and wheel squealing/screeching

Response and mitigation

An Environmental Noise and Vibration Assessment was completed in September 2021 by Hemmera as part of the PER process to assess the potential for effects to noise during construction and operation.

Results of the assessment indicated that:

- There is potential for temporary increases in noise levels generated during construction activities. Mitigation approaches during construction include the appropriate timing of noisy construction activities and use of noisy equipment, shrouding of stationary equipment and regular inspection/maintenance of construction equipment.
- Once the new tracks are operational, rail operations will be more efficient than operations that are in place currently and as such, the project is expected to result in insignificant changes in noise levels at adjacent residences.
- Vibration may be perceptible at nearby residences but vibration levels are not expected to change as a result of the project. The highest vibration levels relative to criteria are when CP freight locomotives pass by along the existing mainline track. Vibration levels associated with the two new yard tracks will be substantially lower than those associated with the mainline track.

Due to the insignificant changes in noise and vibration associated with the project, no mitigation measures during operation are necessary and no additional noise monitoring is necessary.

Key themes

Slope stability

Concerns about the geotechnical stability of the slope below Wall Street and increased risk to the safety of residents and park users and the longevity of residents' properties as a result of the project, including

- Requests for studies to be completed
- Requests for reinforcements to be implemented such as retaining walls to combat erosion and soil instability

Air quality

Concerns about the project causing negative effects to air quality during construction and operationally in the long term and requests for additional mitigation related to air quality, including

- Comments about train idling duration
- Comments about diesel particulates from trains being harmful to human health
- Comment about soot on nearby properties
- Request to use hydrogen powered locomotives

Response and mitigation

A geotechnical assessment for the project was conducted in September 2021 by Tetra Tech to assess potential geotechnical effects of the project on structures and other hazards.

There will be no work occurring on the slope below Wall Street or in the immediate vicinity of the slope. The work that is taking place for this project is entirely on the north side of the mainline tracks, and as such is not anticipated to have any impact on the slope south of the mainline tracks.

Additionally, the Environmental Noise and Vibration Assessment completed for the project determined that vibration levels are not expected to change as a result of the project.

Due to there being no work occurring on or in the vicinity of the slope associated with the project, as well as insignificant changes to vibration levels, no additional mitigation measures are necessary.

CP actively monitors the areas around our tracks, including the slope along Commissioner Street.

The design and installation of proposed project components will be informed by geotechnical investigations and in compliance with applicable engineering standards.

Standard construction practices can lead to the potential for temporary negative effects to local air quality from construction machinery/equipment during construction activities.

To mitigate these potential effects, Best Management Practices outlined in the updated Construction Environmental Management Plan are to be employed, including use of low-sulphur fuels, water spraying and covering stockpiles to suppress dust, proper inspection and maintenance of construction equipment.

Once operational, the project is expected to result in insignificant changes in air quality levels at adjacent residences located south of the project. As such, no additional mitigation measures are required.

CP complies with federal locomotive emission regulations.

CP's Hydrogen Locomotive Program is in the development stage. For more information about CP's sustainability initiatives, visit sustainability.cpr.ca.

Key themes

Request for additional information, mitigation and engagement

Request for additional studies, technical information and management plans related to project effects and mitigation as well as information about the project's regulatory processes and additional consultation with the community

Existing operations

Concerns about noise, vibration and air quality conditions at CP's existing operation

Response and mitigation

The Commissioner Street Rail Expansion Project is subject to two regulatory processes, including a Project Environmental Review (PER) by the Vancouver Fraser Port Authority and Transport Canada's Notice of Railway Works under the federal Rail Safety Act.

The portion of the works for the Commissioner Street Rail Expansion Project within the port authority's jurisdiction is subject to review under the Project and Environmental Review (PER) process, which includes requirements for engagement with stakeholders, the public and Indigenous groups, in addition to other technical requirements.

CP engaged environmental professionals to conduct necessary assessments related to noise, vibration, geotechnical effects, soil, drainage, and other relevant values. CP held a public engagement period from November 18 to December 22, 2021 to gather and consider input on the project from the community. Notification about the opportunities to participate was provided through multiple methods. CP hosted a virtual public information session and encouraged members of the public to complete an online feedback form and submit their feedback via email and mail.

Engagement materials developed as part of the port authority's PER process related to the project can be found at cpr.ca/commissionerstreet and technical documents can be found at the [port authority's webpage for the project](#).

If approved, CP will continue to provide information about the project throughout the duration of construction at cpr.ca/commissionerstreet. The community is encouraged to contact CP with any questions or concerns about this project or other CP operations at community_connect@cpr.ca.

CP is committed to operating safely and responsibly across its network. Comments about existing operations are outside the scope of this project and its review processes. The community is encouraged to contact CP with any questions or concerns about CP operations at community_connect@cpr.ca.

For more information about CP's existing operations, visit cpr.ca.

For more information about CP's sustainability initiatives, locomotive modernization and CP's climate strategy, visit sustainability.cpr.ca.

Key themes

Soil

Question about contaminated soil

Response and mitigation

A Refined Soil Characterization was completed in September 2021 by Core6 to assess soil quality within the project area and provide recommendations for soil management based on the findings.

The updated Construction Environmental Management Plan prepared for the project as part of the application to the port authority includes best practices for soil management, including erosion and sediment control measures implemented during construction, and appropriate stockpiling, handling and disposal procedures.

If the project is approved, CP will engage a construction contractor for the project who will identify specific construction techniques and mitigation measures to be used, including related to soil management. The soil management will be the responsibility of the construction contractor.

Train Traffic

Concerns about increase in train traffic

CP has a common carrier obligation to accommodate all traffic offered to it, and must operate a network that meets the needs of all shippers. The Commissioner Street Rail Expansion Project marks the final phase of a four-phase process to adapt to industry needs, including enabling CP to accommodate longer trains into facilities along Commissioner Street.

The project is not anticipated to be a driver of increased train traffic, which is driven by external factors that influence demand for rail services.

Key themes

Rationale

Question about the rationale for this project

Response and mitigation

CP is proposing to expand its existing railway infrastructure in Vancouver to improve capacity and fluidity on the south shore of the Port of Vancouver. The proposed rail expansion project is funded by CP with financial support from the Government of Canada through the National Trade Corridors Fund.

The proposed expansion is being undertaken as part of the Commissioner Street Road and Rail Realignment Project, within the Burrard Inlet Road and Rail Improvement Program. The program includes road improvements, led by the port authority, that will improve truck traffic flow and safe and efficient access to terminal facilities and make lands available for the installation of additional railway infrastructure by CP.

The Commissioner Street Rail Expansion Project includes two additional tracks proposed to the north of the existing rail yard between the Commissioner Street overpass and Victoria Drive in East Vancouver. The additional tracks are intended to increase storage capacity and improve operations for existing Port of Vancouver rail customers.

CP has a common carrier obligation to accommodate all traffic offered to it, and must operate a network that meets the needs of all shippers. The Commissioner Street Rail Expansion Project marks the final phase of a four-phase process to adapt to industry needs, including enabling CP to accommodate longer trains into facilities along Commissioner Street. The project is not anticipated to be a driver of increased train traffic, which is driven by external factors that influence demand for rail services.

Appendix A

Notification materials

Postcard

NOTICE OF PUBLIC ENGAGEMENT



Canadian Pacific
Commissioner Street Rail Expansion Project
PER No. 21-042

From November 18–December 22, 2021, Canadian Pacific is inviting you to learn about the proposed Commissioner Street Rail Expansion Project and provide your input. The project is currently being reviewed through the Vancouver Fraser Port Authority's Project and Environmental Review Process (application PER No. 21-042).

CP is proposing to expand its existing railway infrastructure in Vancouver to improve capacity and fluidity on the south shore of the Port of Vancouver. The rail expansion includes an additional two tracks to the north of the existing rail yard between the Commissioner Street overpass, which crosses McGill Street, and Victoria Drive.

November 18, 2021 

We want to hear from you.


Learn about the proposed project and provide your input by visiting the project webpage at cpr.ca/commissionerstreet.


There you can:

- Complete an online feedback form
- Register for an online information session (presentation followed by question and comment period)
 - Tuesday, December 7, 2021 6:00p.m. – 7:30p.m.

Other ways to provide feedback include:

- Email: community_connect@cpr.ca
- Phone: 1.800.766.7912





Postcard distribution area




Print advertisements

Vancouver Sun

NOTICE OF PUBLIC ENGAGEMENT

Canadian Pacific

Commissioner Street Rail Expansion Project PER No. 21-042




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CP is proposing to expand its existing railway infrastructure in Vancouver, with two additional tracks on the south shore of the Port of Vancouver, to improve capacity and fluidity.

Learn about the proposed project by visiting the project webpage at cpr.ca/commissionerstreet and provide your input by completing a feedback form.

Email: community_connect@cpr.ca
Phone: 1.800.766.7912



Vancouver Is Awesome

NOTICE OF PUBLIC ENGAGEMENT

Canadian Pacific


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Phone: 1.800.766.7912



CITY

THURSDAY, DECEMBER 9, 2021 VANCOUVER SUN A3

CITY'S 2022 BUDGET DEBATE WILL CONTINUE UNTIL THE ELECTION

Six-to-five divide on tax hike seen as either key investments or a broken promise



DAN FISMAN

The budget that Vancouver council approved this week is either a promise broken or promise kept, depending on who you listen to.

Whichever opinion resonates with voters may indicate how they could cast their ballots next year.

We can expect to hear a lot more about Vancouver's 2022 operating budget between now and next year's municipal elections. Many parts of the budget passed with the same narrow six-to-five split. Councilors on both sides want voters to know why the \$1.547-billion budget, with its 4.5 per cent property tax hike, was either a series of important spending decisions to follow through on commitments or an unfair and irresponsible betrayal of overburdened taxpayers.

Responding to a levy increase proposed at Tuesday's budget meeting, Councillor Collins Hardwick blasted an "unnecessary tax increase."

"For the people that are listening out there, I hope they will remember this: It's the budget of 2022 when it comes to the next election," said Hardwick, who was elected in 2018 as a councillor with the Non-Partisan Association, and is expected to

run next year, possibly for mayor, with the support of TEAM for a Livable Vancouver party.

Mayor Kennedy Stewart was among the six-vote majority that approved more pieces of the budget over the five votes of Hardwick and the other councilors elected in 2018 under the NPA banner.

The mayor disagreed with Hardwick on much of the budget, but seemed to share her desire for voters to remember the budget when they vote next year.

Stewart's re-election campaign issued a news release about the budget minutes after it passed Tuesday, well before the city's official statement. Stewart blasted the five "NPA-backed councilors" for "voting against funding key investments in police, fire, mental health, street lighting and more."

Of the councilors elected in 2018 with the NPA, only Melissa De Genova, while Councillor Lisa Dominato and Sarah Kirby-Yung are now independent.

The five were clearly on the same page this week.

There was a dramatic moment near the end of Tuesday's budget meeting, after councilors requested an extended recess to review the final budget as a council.

After they returned, Kirby-Yung spoke first, followed by High, Hardwick, De Genova and Dominato. Each read the same prepared statement, saying: "Voting for this budget is a broken promise to Vancouver



Alex Hemingway, a senior economist with the Canadian Centre for Policy Alternatives, says Vancouver city council's narrowly approved 6.35 per cent tax increase is "moderate and reasonable." *ALICE BRONZIL*

taxpayers, to residents, to renters, homeowners, families, and small businesses, a promise this council made, with a motion put forth by the mayor that council would not exceed a property tax increase of five per cent."

The motion they mentioned set "a target limit on the property tax rate increase to no more than five per cent," directing staff to find cost savings and provide different budget scenarios.

Kirby-Yung disagreed it was just a target, saying "I think reasonable people see that as a commitment."

Dominato pointed to an April statement on the mayor's Twitter account: "The plan we're targeting 2022 tax increase to no more than five per cent. This provides certainty and focuses council's work."

"The language in that tweet sounds more like a commitment than the 'target' of the April motion."

The other six councilors argued the increased budget is a prudent way to spend tax dollars. A 6.35 per cent property

tax increase and other increases during this council term are well above the 10-year average for both Vancouver and other municipalities in Metro. For Hardwick and many others, that's unacceptable and unsustainable.

Alex Hemingway, a senior economist with the Canadian Centre for Policy Alternatives, describes Vancouver's 6.35 per cent increase — which means the city's portion of an average household tax bill goes from \$1,137 to \$1,209 — as "moderate and reasonable."

"There's a growing body of economic evidence that shows that when we fail to make adequate public investments, that comes at an economic cost, as well," he said.

Hemingway has argued Vancouver's property taxes should be even higher. It's a position, he acknowledges, not universally shared by taxpayers.

"This really does people," he divides councilors, too, and voters.

alex@ccpa.ca
twitter.com/alexhemingway

pointed out councilors have said — during the 2018 campaign, in meetings and public statements — that they support action on climate change and public safety, reconciliation with Indigenous people, and improving public spaces and cultural life. Agreeing motions to address those issues but failing to fund the work would be a broken promise, those councilors argued.

With the budget, they put money where their mouth is.

"This budget is making investments that follow through on promises that we've made all year, motions and priorities that this council has supported — in many cases unanimously — throughout the year and that don't mean anything unless we actually fund them," Councillor Christine Boyle said.

She and others on her side of that six-to-five divide will try to make a persuasive case — between now and October for why the additional spending was a prudent way to spend tax dollars. A 6.35 per cent property

NOTICE OF PUBLIC ENGAGEMENT

Canadian Pacific Commissioner Street Rail Expansion Project PER No. 21-042

From November 18–December 22, 2021, Canadian Pacific is inviting you to learn about the proposed Commissioner Street Rail Expansion Project and provide your input. The project is currently being reviewed through the Vancouver Fraser Port Authority's Project and Environmental Review Process (application PER No. 21-042).

CP is proposing to expand its existing railway infrastructure in Vancouver, with two additional tracks on the south shore of the Port of Vancouver, to improve capacity and fluidity.

Learn about the proposed project by visiting the project webpage at cpr.ca/commissionerstreet and provide your input by completing a feedback form.

Email: community_connect@cpr.ca
Phone: 1.800.766.7912

COFFEE AND TEA TIME IS CHANGING.

As of January 1, there is a minimum 25-cent fee on single-use cups in Vancouver.

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vancouver.ca/single-use

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- Complete an online feedback form
- Register for an online information session (presentation followed by question and comment period)

• Tuesday, December 7, 2021 6:00p.m. – 7:30p.m.

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THURSDAY, NOVEMBER 18, 2021 VANCOUVER SUN A5

A10 VANCOUVER IS AWESOME THURSDAY, DECEMBER 9, 2021



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Looking back on Fido's launch in 1990s Vancouver

Customer service provider Fido turns 25 today. The company, which was one of the first to offer mobile phone service in Vancouver, is celebrating its anniversary with a series of events, including a virtual launch party on Dec. 10. Fido's launch in the 1990s was a significant milestone for the city's telecommunications industry. At the time, mobile phone service was still a luxury, and Fido's entry into the market was met with skepticism. However, the company's commitment to customer service and innovation helped it gain a loyal following. Today, Fido is a major player in the mobile phone market, and its success is a testament to the company's vision and hard work.

VANCOUVERISAWESOME.COM

Jennifer Lopez films hilarious TikTok with co-star on B.C. film set

Jennifer Lopez is sharing a fun moment she had with co-star on the set of her new movie, *Don't Be a Menace to Southside While Take-a-Piece of My Heart*. The popular TikTok star is filming a hilarious scene on the set of the movie, which is currently being reviewed through the Vancouver Fraser Port Authority's Project and Environmental Review Process (application PER No. 21-042). Lopez is seen laughing and joking with her co-star, who is also a TikTok star. The scene is a parody of a popular TikTok video, and it is sure to bring a smile to the faces of fans of both Lopez and the TikTok star. The movie is set to be released in theaters in the coming months.



HOW WE SHOP IS CHANGING.

As of January 1, plastic bags are banned in Vancouver. And fees are charged for paper and new reusable bags.

Bring Your Own Bag to avoid the fees and reduce waste.

BYO BAG logo and QR code.

THURSDAY, DECEMBER 9, 2021 VANCOUVER IS AWESOME A11

NOTICE OF PUBLIC ENGAGEMENT

Canadian Pacific
Commissioner Street Rail Expansion Project
PER No. 21-042

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Learn about the proposed project by visiting the project webpage at cp.ca/commissionerstreet and provide your input by completing a feedback form.

CP logo and contact information: Email_community_engagement@cp.ca, Phone: 1.800.768.7912

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THURSDAY, NOVEMBER 18, 2021 VANCOUVER IS AWESOME A5

PAINTERS UNFLATTERING PAINTINGS

For those looking to renovate their work spaces and add more color, I would highly recommend you to look at the gallery's collection of art. Many of the pieces are by local artists and are available for purchase. The gallery is located at 1111 West Broadway, Suite 100, Vancouver, BC. The gallery is open from 10am to 6pm, and you can contact them at 604-255-1111.

A6 VANCOUVER IS AWESOME THURSDAY, NOVEMBER 18, 2021

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5 new must-try restaurants

Flourish 2122 Georgia St. Vancouver
This is a new addition to the downtown Vancouver scene. The restaurant is located in a historic building and offers a unique dining experience. The menu features a mix of local and international dishes, and the atmosphere is warm and inviting.

Rosh 2122 West 1st St. Vancouver
This is a new addition to the downtown Vancouver scene. The restaurant is located in a historic building and offers a unique dining experience. The menu features a mix of local and international dishes, and the atmosphere is warm and inviting.

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-Edna Buchanan

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NOTICE OF PUBLIC ENGAGEMENT

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Learn about the proposed project by visiting the project webpage at cp.ca/commissionerstreet and provide your input by completing a feedback form.

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Commissioner Street Rail Expansion Project PER No. 21-042
Notice of Public Engagement | November 18–December 22, 2021

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November 18–December 22, 2021

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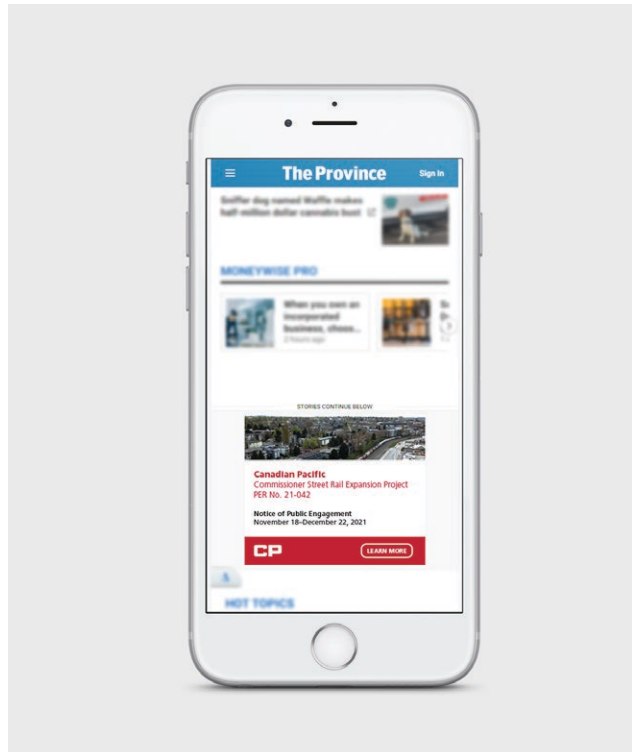
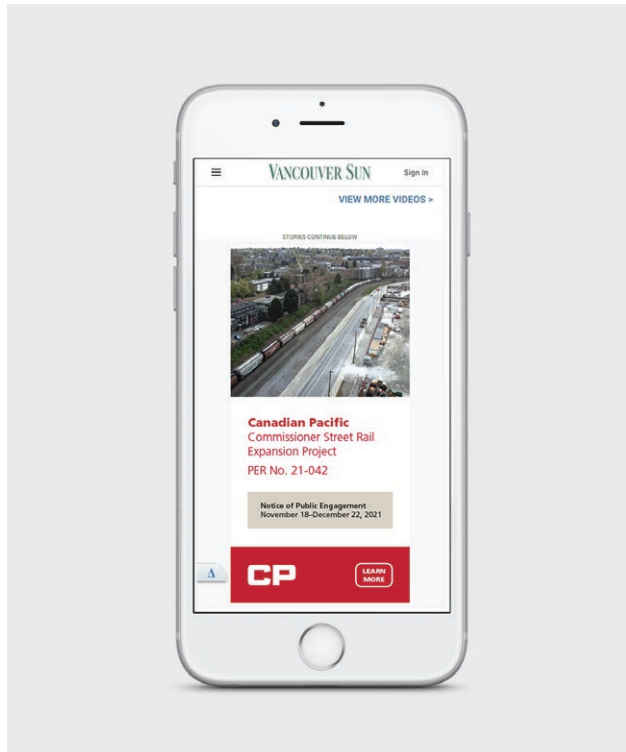
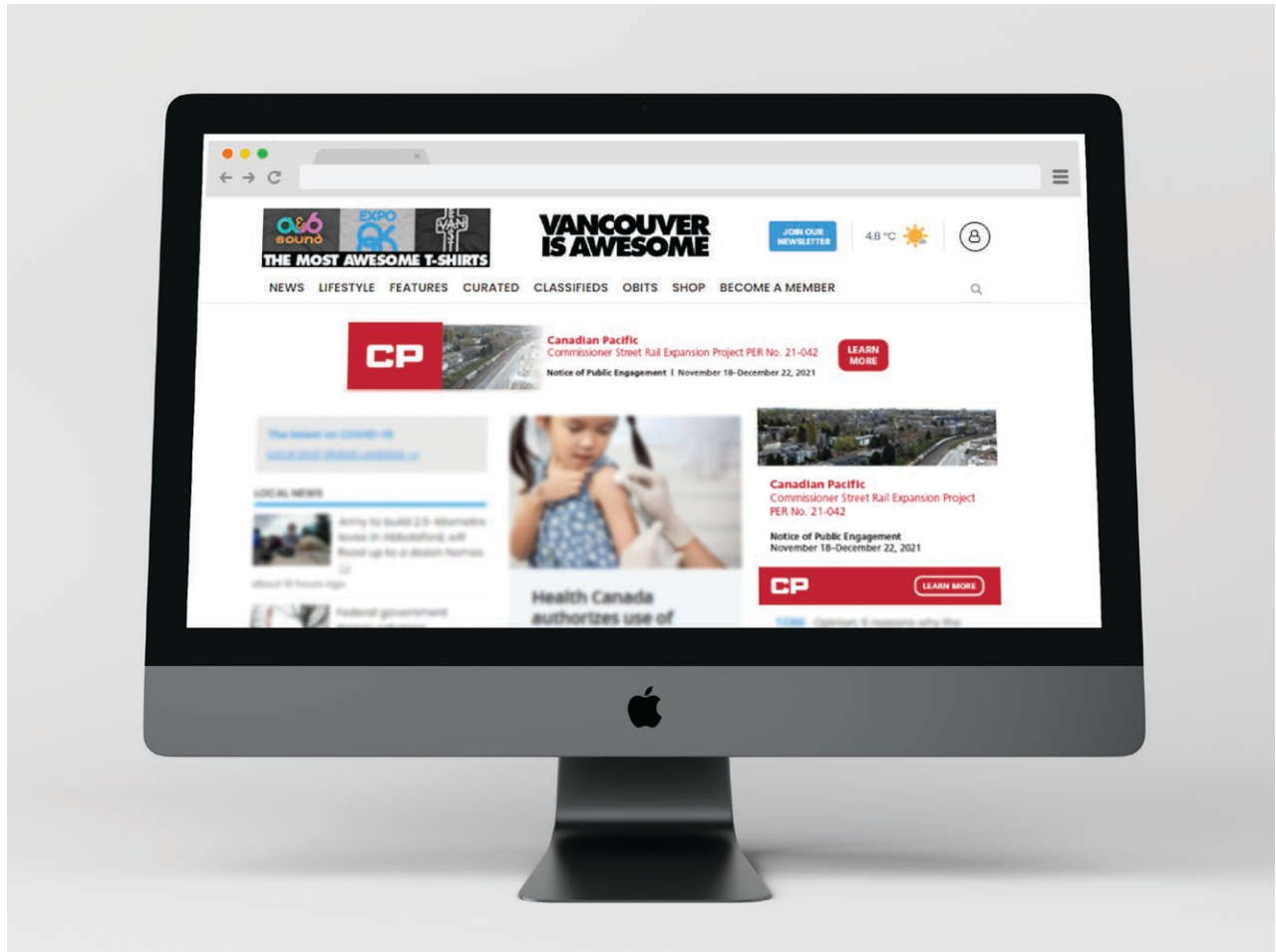
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Notice of Public Engagement
November 18–December 22, 2021

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Notice of Public Engagement from Canadian Pacific – Commissioner Street Rail Expansion Project...


Notice of Public Engagement from Canadian Pacific – Commissioner Street Rail Expansion Project PER No. 21-042

Community Connect <Community_Connect@cpr.ca> Friday, November 19, 2021 at 12:51 PM
To: man.chungh@portvancouver.com



Canadian Pacific
Commissioner Street Rail Expansion Project
PER No. 21-042

Notice of Public Engagement | November 18-December 22, 2021

Hello 

We want to hear from you

From **November 18 to December 22, 2021**, Canadian Pacific is inviting you to learn about the proposed Commissioner Street Rail Expansion Project and provide your input. The project is currently being reviewed through the Vancouver Fraser Port Authority's Project and Environmental Review Process (application PER No. 21-042).

CP is proposing to expand its existing railway infrastructure in Vancouver to improve capacity and fluidity on the south shore of the Port of Vancouver. The rail expansion includes an additional two tracks to the north of the existing rail yard between the Commissioner Street overpass, which crosses McGill Street, and Victoria Drive.

Learn about the proposed project and provide your input by visiting the project webpage at cpr.ca/commissionerstreet.

There you can:


- Complete an [online feedback form](#)
- Register for an online information session (presentation followed by question and comment period)
 - [Tuesday, December 7, 2021, 6:00 p.m. – 7:30 p.m.](#)

Other ways to provide feedback include:

- Email: community_connect@cpr.ca
- Phone: 1- 800 766-7912

The project is subject to review under the port authority's Project and Environmental Review (PER) process, which includes requirements for engagement with stakeholders, the public and Indigenous groups, in addition to other technical requirements. CP is committed to considering input received from stakeholders and the public alongside technical information during project planning.

Sincerely,
Commissioner Street Rail Expansion Project team

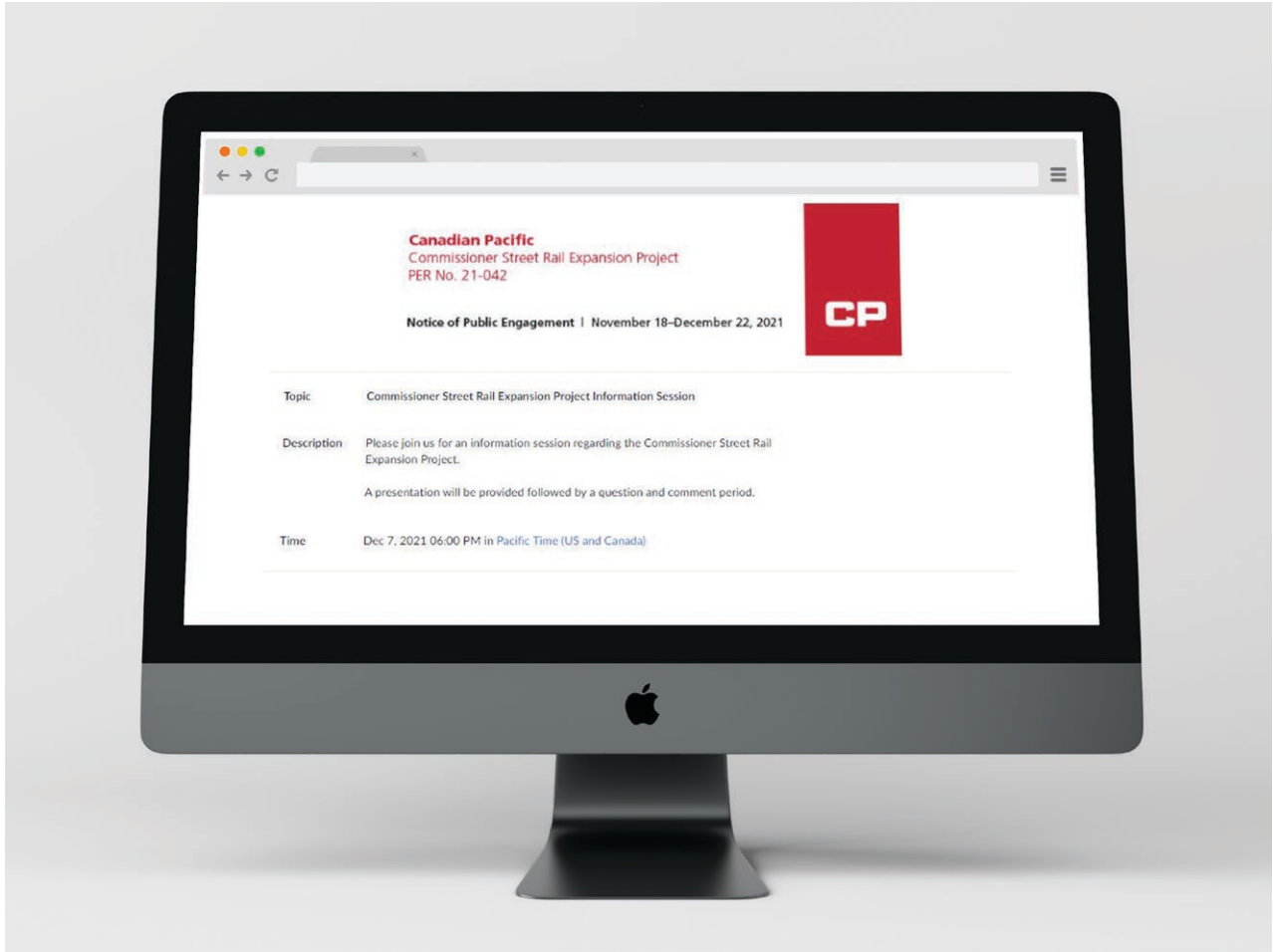


Community Connect
community_connect@cpr.ca

Appendix B

Engagement materials

Virtual information session registration page



Canadian Pacific
Commissioner Street Rail Expansion Project
PER No. 21-042



Notice of Public Engagement | November 18-December 22, 2021

Topic	Commissioner Street Rail Expansion Project Information Session
Description	Please join us for an information session regarding the Commissioner Street Rail Expansion Project. A presentation will be provided followed by a question and comment period.
Time	Dec 7, 2021 06:00 PM in Pacific Time (US and Canada)



Commissioner Street Rail Expansion Project PER No. 21-042

Canadian Pacific (CP) is proposing to expand its existing railway infrastructure in Vancouver to improve capacity and fluidity on the south shore of the Port of Vancouver. The public is invited to learn about the Commissioner Street Rail Expansion Project and provide input.

Approximately 40 percent of this project is within the Vancouver Fraser Port Authority jurisdiction, and the balance of the work is understood to be within the CP right-of-way and a small portion under the jurisdiction of the City of Vancouver. View a map of the project area showing jurisdiction [here](#).

The project is subject to review under the port authority's Project and Environmental Review (PER) process, which includes requirements for engagement with stakeholders, the public and Indigenous groups, in addition to other technical requirements. See the port authority's webpage for this project [here](#).

How to participate

From **November 18 – December 22, 2021**, CP is inviting the public to learn about the proposed project and provide input. There are several ways to participate:

Register for an online information session

Register for an online information session, which will include a presentation providing an overview of the project followed by an opportunity to have your questions answered and share your comments.

- [Online Information Session – Tuesday, December 7 6 p.m. – 7:30 p.m.](#)

Submit an online feedback form

Provide your feedback by filling out the [online feedback form](#).

Provide feedback by email or phone

Send us an email with your questions or comments at community_connect@cpr.ca or phone 1-800-766-7912.

If you are unable to complete the feedback form through the online platform, please email your request and we will provide you a copy by regular mail.

All feedback received throughout the engagement period will be summarized and carefully considered by CP as the project progresses. A public engagement summary report and consideration report will be posted on the project webpage once available.

About the project

CP is proposing to expand its existing railway infrastructure in Vancouver to improve capacity and fluidity on the south shore of the Port of Vancouver. The proposed rail expansion project is funded by CP with financial support from the Government of Canada through the National Trade Corridors Fund. The proposed expansion is being undertaken as part of the Commissioner Street Road and Rail Realignment Project, within the Burrard Inlet Road and Rail Improvement Program. The program includes road improvements, led by the port authority, that will improve truck traffic flow and safe and efficient access to terminal facilities and make lands available for the installation of additional railway infrastructure by CP.

The Commissioner Street Rail Expansion Project includes two additional tracks proposed to the north of the existing rail yard between the Commissioner Street overpass and Victoria Drive in East Vancouver. The additional tracks are intended to increase storage capacity and improve operations for existing Port of Vancouver rail customers.



Presentation



Commissioner Street Rail Expansion Project

Virtual Information Session

December 7, 2021



Outline



- Project Description
- Project and PER Timelines
- Construction Activities
- Completed Studies
- Potential Project Effects & Mitigation Strategy
- Engagement

Project Description - Purpose and Rationale



- Improve mainline fluidity and switching operations of loaded and empty railcars
- Increase railcar storage capacity
- Support trade growth and increase local and national jobs

Project Description - Components

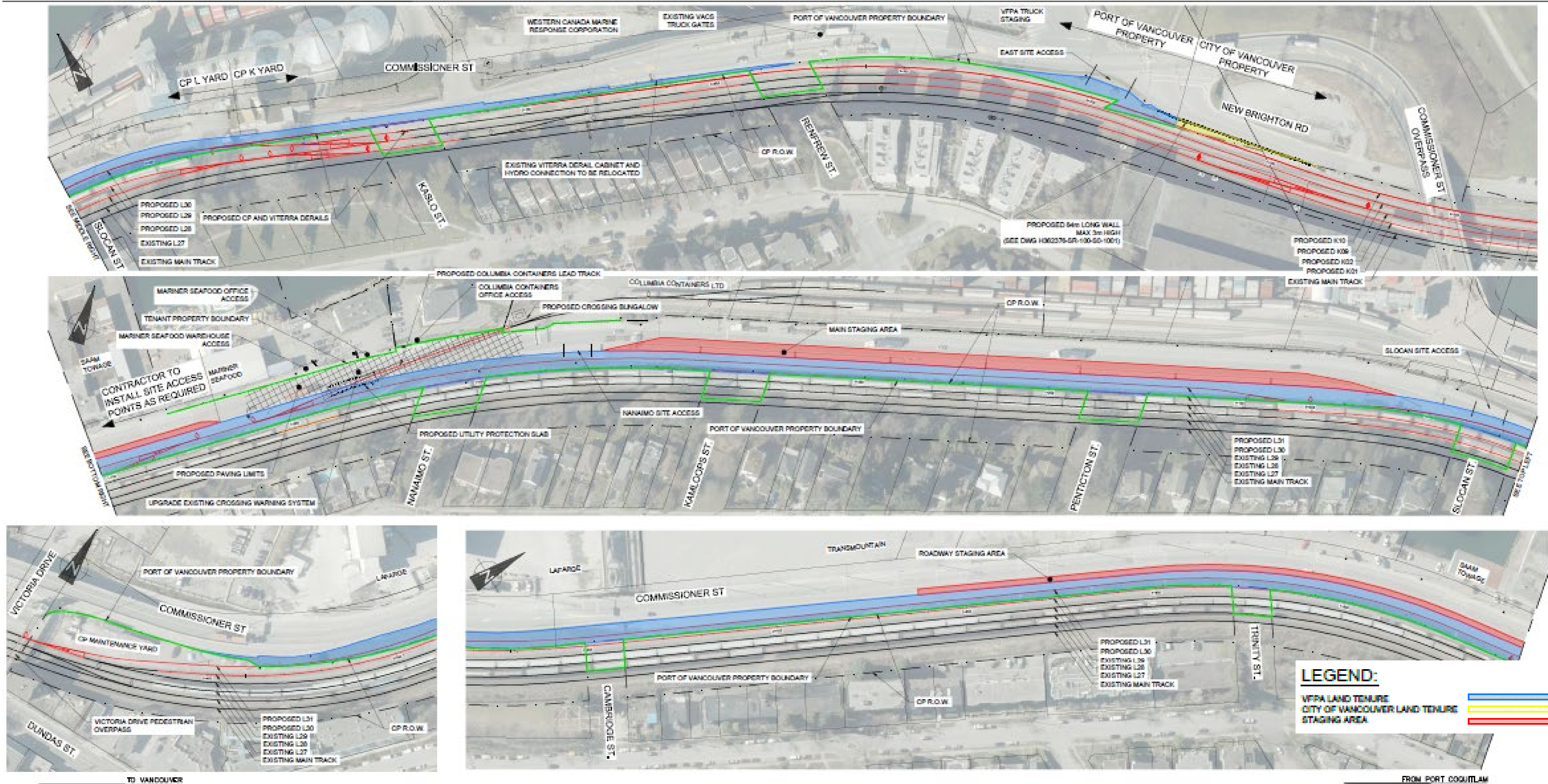


- Two new yard tracks
- Adjustments or improvements to existing crossings, turnouts, crossovers, and tracks, including Columbia Containers lead track and new crossing warning system with bells, lights and gates
- Protection, upgrade or relocation of existing buried utilities
- A retaining wall along New Brighton Road (84m long/3m high)

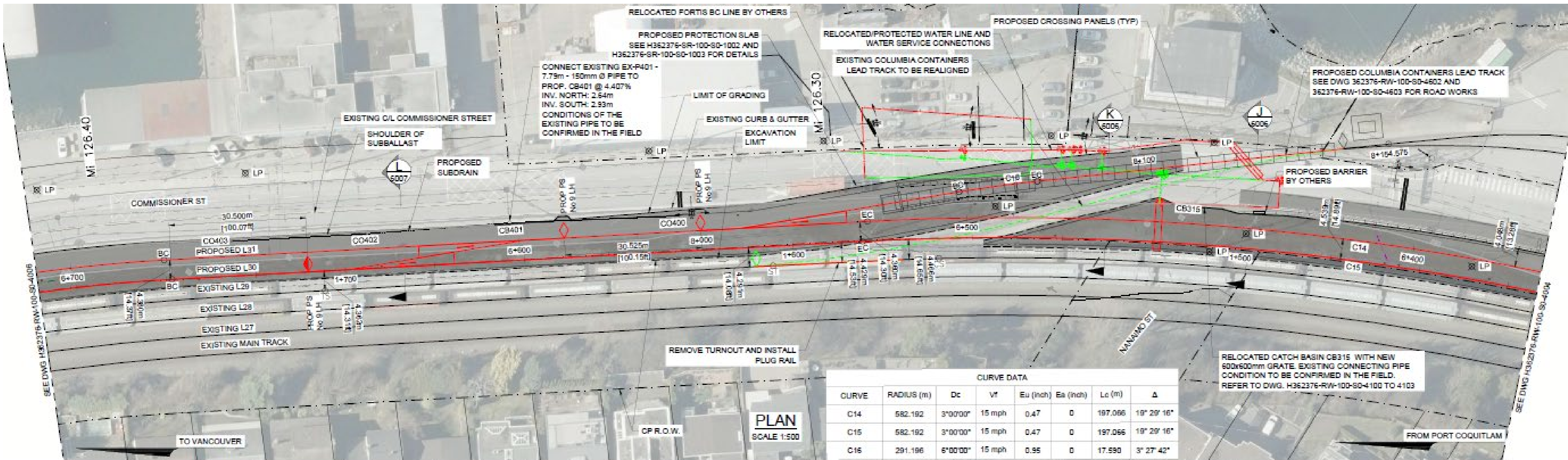
Project Description – Location



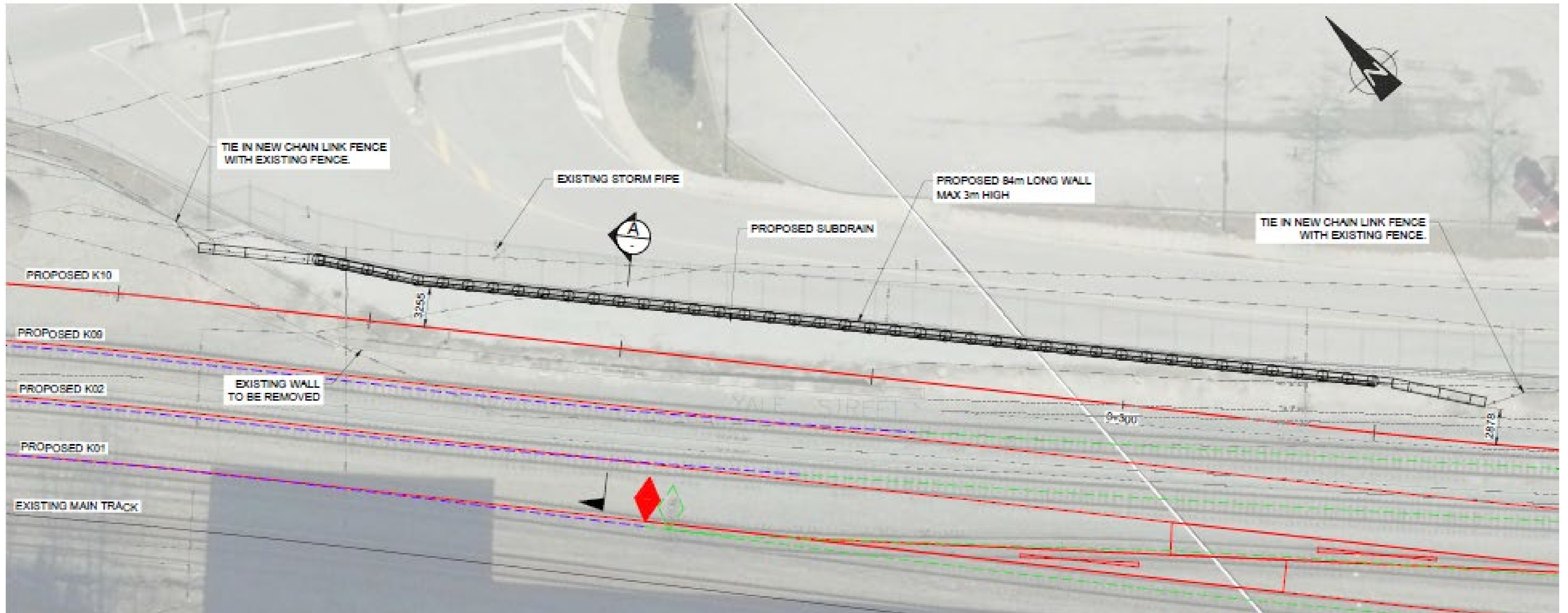
Project Description – Project Location



Project Description – Project Location



Project Description – Project Location



Timeline

Technical assessments	2021
Project and Environmental Review permit application	Summer 2021
Public engagement period	November 18 – December 22, 2021
Final design	Winter 2022
Project Environmental Review permit determination	Winter 2022
Anticipated construction start (for works in the port authority's jurisdiction)	Spring 2022
Anticipated construction completion	Fall 2022

Project Environmental Review (PER) Status

Ongoing engagement with interested Indigenous communities

Ongoing

Draft application submission

August 27, 2021

PER completeness review

September 10, 2021

Final application submission

September 28, 2021

East Vancouver Port Lands and Liaison Committee presentation

October 6, 2021

Public engagement period

November 18 – December 22

South Shore Community Liaison Committee presentation

December 9, 2021

PER permit determination

Winter 2022

Construction Activities

General activities will include:

- Grading and drainage is expected to be completed using an excavator and dozer
- Dump trucks to remove and import materials, distributed through the day
- Construction for the crossing warning system upgrades and water line realignment along the north curb at Mariner Seafood and Columbia Container Ltd. tenant accesses
- General utility works, roadway works, and track work completed throughout the project limits

Utility protection/relocation and wall construction will include:

- Pile installation equipment (pile driver or auger), concrete trucks, and vacuum trucks

Removal activities will include:

- Using of cutoff saws used for cutting asphalt and concrete.

Trackwork will include:

- Track and turnout construction and installation completed using power hand tools, a loader or loader equivalent, and on-track equipment including tampers, ballast regulators and work trains with railcars (ballast and track material)

What to expect from construction activities

Construction to take place within VFPA's regular work hours of **Monday – Saturday, 7am – 8pm**. However, extended work hours may be required to meet key project timelines and minimize disruptions to traffic and operations of Port tenants. A formal request to the VFPA to conduct construction outside of regular work hours, following the VFPA's PER Guidelines, would be prepared and submitted as appropriate.

- Construction will generally progress as follows: East of project area, West of project area, Crossing at Nanaimo Street, then Center, with some minor back and forth between the areas.
- **Pile installation** will likely represent the noisiest construction periods and will be localized to the Nanaimo Street crossing utility protection area and the retaining wall area at New Brighton Road near the Commissioner Street overpass. Pile installation activities will be short in duration and will take place during VFPA's regular work hours. This work would happen between 7 a.m. and 8 p.m., lasting for a few days in the summer months of 2022.
- Jackhammering may be required on occasion for **removal activities**.

Completed Studies



- Archaeological Overview Assessment
- Environmental Constraints Analysis
- Initial Soil Quality Assessment
- Geotechnical Assessment – L30 Track
- Noise and Vibration Study

Potential Project Effects and Mitigation Strategy



No direct effects are anticipated to:

- Fish and fish habitat
- Groundwater
- Aquatic and terrestrial resources
- Species at risk or of Special Concern
- Marine operations, marine user groups or navigation
- Use of lands and resources by Indigenous peoples
- Views

No work will occur in Burrard Inlet or along the vegetated embankment on the south side of CP's existing tracks.

Potential Project Effects and Mitigation Strategy



Temporary potential effects are anticipated to:

- Air quality
- Archaeology and cultural resources
- Geotechnical
- Noise, vibration, and light
- Surface water and soils
- Traffic

Air Quality

Potential effects	Mitigation	Residual effects
<p>Potential temporary negative effects to local air quality from construction machinery/equipment during construction activities</p> <p>The Project is expected to result in insignificant changes in air quality levels at adjacent residences located south of the project once operational.</p>	<p>Construction Environmental Management Plan outlines Best Management Practices employed to mitigate adverse effects, including complying with federal locomotive emission regulations, low-sulphur fuels, water spraying, proper inspection and maintenance of construction equipment, etc.</p>	<p>No significant residual adverse effects after mitigation</p>

Archaeology and cultural resources

Potential effects	Mitigation	Residual effects
Potential effects of ground disturbance activities during construction on archaeological resource potential	Chance-Find Procedure – stop work and notify interested Indigenous communities in the event of unexpected discovery of archaeological resources	No significant residual adverse effects after mitigation

Geotechnical

Potential effects	Mitigation	Residual effects
Potential risks to structures and other hazards	Design and installation of proposed project components to be informed by geotechnical investigations and in compliance with applicable engineering standards to prevent risks to structures and other hazards	No significant residual adverse effects after mitigation

Noise, vibration and light

Potential effects	Mitigation	Residual effects
<p>Potential temporary increases in noise levels and temporary negative effects of lighting generated during construction activities</p> <p>The project is expected to result in insignificant changes in noise levels at adjacent residences once the new tracks are operational.</p>	<p>Appropriately scheduling timing of noisy construction activities, shrouding of stationary equipment and regular inspection/maintenance of construction equipment; and strategic positioning of lights to face away from residents</p>	<p>No significant residual adverse effects after mitigation</p>

Surface water and soils

Potential effects	Mitigation	Residual effects
Potential effects of construction activities on water quality of downstream receiving waterbodies and of contaminated soils requiring excavation	Construction Environmental Management Plan and Soil Characterization study include Best Management Practices for surface water and soil management, including erosion and sediment control measures implemented during construction, and appropriate stockpiling, handling and disposal procedures	No significant residual adverse effects after mitigation

Traffic

Potential effects	Mitigation	Residual effects
<p>Potential temporary negative effects (e.g., reduced speed zones, detours, lane closures) to commercial traffic/ operations using Commissioner Street</p> <p>No impacts are anticipated to traffic during operation since volumes are not anticipated to grow based on this project</p>	<p>Traffic control performed per contractor's traffic management plan, and where necessary, construction to occur outside of the port's approved VFPA's Regular Work Hours</p>	<p>No significant residual adverse effects after mitigation</p>

Engagement



Engagement with the following groups is taking place as part of the project:

- Indigenous groups
- Public
- East Vancouver Port Lands Committee
- South Shore Community Liaison Committee
- Stakeholders (led by the port authority)

All feedback received throughout the engagement period will be summarized in an engagement summary report and carefully considered by CP as the project progresses.

Provide your feedback at cpr.ca/commissionerstreet



Feedback form



Feedback Form

Canadian Pacific (CP) is proposing to expand its existing railway infrastructure in Vancouver to improve capacity and fluidity on the south shore of the Port of Vancouver. Stakeholders and members of the public are invited to learn about the Commissioner Street Rail Expansion Project and provide input.

The project is subject to review under the port authority's Project and Environmental Review (PER) process, which includes requirements for engagement with stakeholders, the public and Indigenous groups, in addition to other technical requirements.

This feedback form offers an opportunity for those with an interest in the project to have their say.

Next →

✕ Exit



Feedback Form

1. After reviewing the presentation, how important are each of the following potential construction effects subject areas related to the Commissioner Street Rail Expansion Project:

	Very important	Somewhat important	Neutral	Somewhat unimportant	Not at all important
Noise and vibration	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic related to construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical considerations including slope stability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction outside of standard port authority hours, if required	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Rate your level of agreement with the following statements related to the Commissioner Street Rail Expansion Project:

	Strongly agree	Somewhat agree	Neutral	Somewhat disagree	Strongly disagree
Canadian Pacific have provided the information I need to understand this project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I am satisfied with the opportunities to provide input on the project, including through the information session, feedback form and by email and phone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The list of studies completed address key areas of concern	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I am satisfied that proposed list of mitigation measures will address the potential effects of the project

The project schedule is clear

I am satisfied that potential risks associated with project construction can/will be managed

3. Are there any other subject areas related to the Commissioner Street Rail Expansion project that you would like to see new or more information about?

4. Do you have any other comments or questions that you would like the project team to address?

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✕ Exit

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