

**Meeting Date: December 2, 2010**

### **East Causeway Habitat Compensation Project**

The East Causeway Habitat Compensation is substantially done. Some additional plantings will be conducted in spring. The concrete safety barriers that protected the work area are being moved back to the shoreline which will create a shoulder area along the causeway. Guardrails will be installed along the concrete cap beam sections in December and January. This will protect areas where there are drop zones of up to ten feet during low tide.

### **East Causeway Fencing Alternative Project**

PMV has been working with TFN to find alternatives to the chain link fence that was originally proposed along the causeway to protect the east causeway habitat areas. Guardrails will be installed along the cap beam areas in December and January. More work is being done to determine what will happen with the TFN access points along the causeway. PMV has retained Karl Morgan, TFN carver to create welcoming poles for the area; TFN and PMV are working together to determine the most appropriate location.

### **Terminal Update**

The third berth expansion has met all operational expectations. It has provided Deltaport with the ability to handle improved volumes over 2010 and will continue to help into the future. The positioning of truck gate three on the expansion area has allowed the terminal to handle container trucks in a more safe and efficient manner and has helped to reduce impacts along the Deltaport Causeway.

### **Other**

#### **Final Newsletter**

The final DP3 newsletter will be delivered to all residents and businesses in Delta the second week of December.

#### **On-going Collaborative with Community**

In order to continue the momentum of DCLC and positive collaboration with the community, PMV will be creating a new community liaison committee in 2011. PMV will incorporate feedback received from the community, DCLC members and the DCLC member survey in the development of this new committee. PMV will notify DCLC members when the recruitment process begins. The recruitment process will include advertisements in local papers to recruit community representatives.

### **Additional Questions from DCLC Members**

*"As we come to the last meeting of DCLC I would like to see PMV indicate how they plan to handle outstanding issues. By my reckoning the following issues are still active:"*

#### **Noise and noise management**

PMV is implementing a Noise and Nuisance Program port-wide. The program focuses on the reduction of noise and nuisance that has an impact on port communities. Currently, PMV has a Community Complaints line but it is only monitored during business hours. In spring 2011, PMV will be launching a 24-hour operations centre and it will include a 24-hour line that community members can call if there are immediate issues that need to be addressed.

### **Lighting and light pollution**

TSI has committed to an ongoing re-direction of light fixtures to reduce offsite glare during routine operations at the Terminal. TSI is required to meet regulatory lighting levels for worker safety and has committed to reducing offsite glare by lowering angles of lights where possible.

### **Burying the power lines on the causeway – wildlife impacts resulting from DP3**

The DP3 Project did not affect the power lines. There have been a number of studies to assess bird strike impacts on the power lines which resulted in the deployment of bird diverters over a portion of the causeway power line in 1996. The intent of the bird diverters was to make the line more visible to birds. A subsequent study completed in 1997 recommended that the bird diverters be deployed along the entire causeway power line which was completed in 1998. With the DP3 Environmental Studies Program in 2003, PMV worked with Canadian Wildlife Service to assess the efficacy of the bird diverters along the entire causeway. The final report is still in draft form pending final statistical analysis.

### **Truck traffic issues**

The Deltaport Container Truck Traffic working group will continue its work in 2011. In addition, PMV will be establishing a new community liaison committee in Delta. DCTT will invite a member of the new CLC to participate on this working group.

### **Crab nursing habitat**

As outlined in Condition #11.3 of the DP3 Table of Commitments and Assurances, PMV has committed to monitor the newly created foreshore at Deltaport over time (specifically, the C-shaped shoreline between the berth and the Deltaport Causeway) to determine whether crab nursery habitat re-establishes itself in this area. Prior to monitoring the area for this purpose, enough time must be given to allow crab nursery habitat to re-establish itself. Although determining the time necessary for crab nursery habitat re-establishment is not an exact science, it could take several years following the completion of construction. The Adaptive Management Strategy program will continue for an additional four years and PMV commits to conducting and reporting on the crab nursery habitat monitoring within the remaining AMS timeframe.

### **Follow through on other issues raised by SAC and the AMP**

PMV is committed to continuing the Adaptive Management Strategy. The formal agreement between PMV and Environment Canada is to continue the program for five years following substantial completion of DP3. Under this time frame, the last year of the AMS program will be 2014. PMV will continue to post all future AMS annual reports to PMV's website.

### **34b/Arthur Drive upgrade as mediation for the closure of 57b at the rail tracks.**

In 2011, the Corporation of Delta, with support (funding and resources) from PMV, will lead the review of the existing 34B/Arthur Drive intersection. Improvement options identified will undergo a detailed design, with implementation planned for 2012 or sooner. In addition, PMV is funding the construction of 28<sup>th</sup> Avenue overpass which is currently under construction. 57b will not be closed until the completion of the 28<sup>th</sup> Avenue Overpass.

### **Maintaining connection between port and community once DCLC closes down**

PMV will be creating a new community liaison committee in 2011. PMV will incorporate feedback received from the community, DCLC members and the DCLC member survey in the development of this new committee. PMV will notify DCLC members when the recruitment process begins. The recruitment process will include advertisements in local papers to recruit community representatives.