

**Meeting Minutes**  
**IWWTP – Barge Berth Update Meeting Birders and Naturalists**  
**Thursday, February 29, 2024 6:00 PM**  
**Zoom Meeting**

<b>Agenda</b>	<b>Presenter</b>
1. Introductions/Meeting Overview	Rajvir Rao, Winnie Shi
2. Iona Island Wastewater Treatment Plant Project Overview	Daniel LeBlond
3. Barge Berth Project Overview	Daniel LeBlond
4. Discussion	Daniel LeBlond, Nelson Szeto

**Attended:** Representatives from Raincoast Conservation Foundation, Wild Rescue Association/Colony Farm, BC Nature, Nature Vancouver.

Winnie Shi (Metro Vancouver), Daniel LeBlond (Metro Vancouver), Nelson Szeto (Metro Vancouver), Rajvir Rao (Metro Vancouver), Marina Kitt (Metro Vancouver), Megan MacDonald (Metro Vancouver Support), Amanda Jarl (Metro Vancouver Support)

**Absent:** Wild Research

**Meeting Minutes:**

<b>Agenda Item</b>	<b>Meeting Notes</b>
<b>1</b>	<p>A reminder email was sent to registered attendees shortly after the meeting started.</p> <p>Meeting commenced at 6:02 PM.</p> <p>Metro Vancouver team members introduced themselves.</p> <p>Participants were welcomed and thanked for taking time to attend.</p> <p>Meeting expectations and rules of engagement were outlined. Questions could be submitted throughout the meeting however, discussion would be held until the end.</p>
<b>2</b>	<p>Wastewater Treatment Plant Overview/Update – Daniel LeBlond</p> <p>Project overview, goals, engagement summary, timelines and current project activities.</p>



<p><b>3</b></p>	<p>Barge Berth Update – Daniel LeBlond</p> <p>Overview of Barge Berth purpose, site selection study, site selection criteria, overview of sites, engagement to date, feedback to date, currently considered mitigations, and anticipated project timelines.</p>
<p><b>4</b></p>	<p>Discussion (organized into categories, does not reflect order of questions)</p> <p><b>Iona Island Wastewater Treatment Plant</b></p> <p><i>Q: Why is the project so far behind schedule? Regulatory requirement is 2030 and timeline presented shows 2035?</i></p> <ul style="list-style-type: none"> <li>- When Metro Vancouver completed the Project Definition Report, it was recognized that the plant wouldn't be commissioned by the 2030 deadline. There are several factors for this, one reason is the ground conditions and the need to make Iona Island seismically resilient. Ground improvements is a multi-year program to pre-load the site, install stone columns, and potentially install piles. Pre-load prevents other activities from happening. Another reason is the constraints of the size of the site, there are only so many people who could work in that small area. We are moving forward with early and enabling work to speed up the schedule, and considering barge berth transportation to make ground improvement material delivery more efficient.</li> </ul> <p><i>Q: I recall that the plant would initially be completed by 2032.</i></p> <ul style="list-style-type: none"> <li>- That would be referring to the initial concept from 2018. At the time, there was concern about the constructability of the project. The Challenge Review Team, which was made up of industry-wide experts, conducted a review of the project and deemed that the layout conceived at that time was not buildable due to a number of challenges. Some time was lost here by needing to revisit and re-design to make construction feasible.</li> </ul> <p><b>Barge Berth – Site 1</b></p> <p><i>Q: What does the Vancouver Fraser Port Authority think about Site 1 and impacts to it's operations?</i></p> <ul style="list-style-type: none"> <li>- Metro Vancouver has had discussions with the Vancouver Fraser Port Authority about the possibility of a barge berth in this area, they are open to this potential use. There are port tenants in this area as well, and Metro Vancouver is engaging those tenants as well.</li> </ul> <p><i>Q: Site 1 would have negative impacts on park visitors, birds in the ponds near the washroom building and the previously restored habitat just to the north of the parking lot. Can you comment on this?</i></p>



- These potential impacts are a challenge with Site 1, Metro Vancouver is in discussions with different parties to try to address these challenges in these early stages, and will be part of the site selection criteria.

*Q: Has there been effort to contact regular park visitors?*

- Yes, the Iona Island Wastewater Treatment Plant Project has an email list of about 1200 people, in addition we utilize signs around the park to provide updates and ask for feedback. Park users are key stakeholders, and we do our best to keep them informed and seek feedback.
- We will distribute a copy of the presentation and a link to an online survey to registrants after this session. Feedback provided will be considered in Metro Vancouver's reporting.

### **Barge Berth – Site 2**

*Q: Was the historic barge berth location the same location as the proposed Site 2 location?*

- Yes, Site 2 is the same barge berth location that was used during the construction of the current treatment plant. The only difference is the historic location had one barge slip and we are planning two barge slips. There is a pile that still remains from the historic location, one of the barge slips at Site 2 would be at this original pile.

### **Barge Berth – Site 3**

*Q: It seems like the McDonald Slough (Site 3) option would require extensive permitting from Fisheries and Oceans Canada, would that further delay the project?*

- Yes, that is a good observation. Metro Vancouver has concerns about the time to get the appropriate permits and ability to get these permits for Site 3. This is a consideration in site selection criteria.

*Q: For Site 3 it was noted that there are concerns around the contaminated materials and requirement to dredge the area, would it be best long-term to remove the contaminated debris?*

- There is a potential risk while dredging contaminated areas that disturbing the sediment will re-release the contaminants back into the environment. Disturbing contaminated areas is not best practice.

### **Barge Berth – Construction/Ground Improvements**



	<p><i>Q: Could some of the sand needed for the plant pre-load and ground improvements come from dredging required in the North Arm of the Fraser?</i></p> <ul style="list-style-type: none"> <li>- Metro Vancouver did evaluate this possibility and reviewed the materials removed by dredging. However, the sand in the North Arm of the Fraser is composed of fine clay-like material. The composition of the dredged materials is not suitable material for pre-load due to the variability in weight and moisture and is difficult to move on and off the project site.</li> </ul> <p><i>Q: You noted misting to control dust from pre-load piles or during construction activities. Would this proposed mitigation drain into the Fraser River and increase sediments into the environment?</i></p> <ul style="list-style-type: none"> <li>- The proposed dust mitigation involves wetting an area just enough to reduce dust particles on the surface, not to cause run off.</li> <li>- Metro Vancouver is looking at installing drains as part of the pre-load pile to re-direct any excess water.</li> </ul> <p><b>Barge Berth – Operations</b></p> <p><i>Q: How many barges a day? Two barges a day were mentioned in the presentation.</i></p> <ul style="list-style-type: none"> <li>- Metro Vancouver anticipates two barges a day during peak barge operations during pre-load and ground improvement phases. There are a few variables to this number, including barge availability, materials, material origin, and tides. Anticipated 2 barges a day, there are. After pre-load and ground improvements we anticipate that barging activity would decrease to one barge a week.</li> </ul>
<p><b>5</b></p>	<p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>- The presentation from tonight’s meeting and a link to an online survey will be sent to participants.</li> <li>- Questions and comments received during this meeting and through the online survey, or through email will be included in Metro Vancouver’s engagement summary report.</li> <li>- Once engagement is complete, the engagement summary report will be posted to Metro Vancouver’s website and shared with meeting attendees.</li> </ul> <p>Meeting concluded at 6:56 pm</p>