

Iona Island Wastewater Treatment Plant Projects

Barge Berth – Site 4



Public Engagement Summary | Fall 2024

Acknowledgements

Metro Vancouver is continuing engagement with the community and interested groups to identify a location for a proposed barge berth that would support construction of the Iona Island Wastewater Treatment Plant Projects (Iona Projects). Thank you to everyone who participated in our engagement between September 23 – October 15, 2024 on a fourth location identified for the barge berth. This report summarizes the comments received from the community as part of these sessions.

The selection of a barge berth location is a complicated and critical process, and the input to date reflects this. Feedback will be considered as part of the site selection study and incorporated into project planning where possible.

About Metro Vancouver

Metro Vancouver is a diverse organization that plans for and delivers regional utility services, including water, sewers and wastewater treatment, and solid waste management. It also regulates air quality, plans for urban growth, manages a regional parks system, provides affordable housing, and serves as a regional federation. The organization is a federation of 21 municipalities, one electoral area, and one treaty First Nation located in the region of the same name. The organization is governed by a Board of Directors of elected officials from each member jurisdiction.

First Nations Engagement

Metro Vancouver acknowledges that the region's residents live, work, and learn on the shared territories of many Indigenous peoples, including 10 local First Nations: ᑭᑭᑭᑭ (Katzie), ᑭᑭᑭᑭ (Kwantlen), ᑭᑭᑭᑭ (Kwikwetlem), ᑭᑭᑭᑭ (Matsqui), ᑭᑭᑭᑭ (Musqueam), ᑭᑭᑭᑭ (Qayqayt), Semiahmoo, ᑭᑭᑭᑭᑭᑭ ᑭᑭᑭᑭᑭᑭ (Squamish), ᑭᑭᑭᑭᑭᑭ ᑭᑭᑭᑭᑭᑭ (Tsawwassen), and ᑭᑭᑭᑭᑭᑭ (Tsleil-Waututh).

Metro Vancouver respects the diverse and distinct histories, languages, and cultures of First Nations, Métis, and Inuit, which collectively enrich our lives and the region.

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Cover: Iona Projects open house on September 24, 2024

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About the Iona Island Wastewater Treatment Plant Projects

Metro Vancouver is upgrading the Iona Island Wastewater Treatment Plant to comply with provincial and federal regulations, and ensure the continued protection of public health and the environment. The current plant is a primary treatment facility that serves approximately 750,000 residents in the Vancouver Sewerage Area.

Commissioned in 1963, the existing treatment facility is:

- One of the last plants on the west coast of Canada and the United States to provide only primary level wastewater treatment.
- Highly vulnerable to both earthquakes and sea level rise.
- Reaching the end of its service life.

The Iona Island Wastewater Treatment Plant Projects (Iona Projects) combined are Metro Vancouver's largest infrastructure project and will require a significant movement of goods and people over the projects' estimated 15-year timeline. The Iona Projects are in the early works and preliminary design phase, which includes planning, scheduling, and early works to prepare the site. The preliminary design phase is anticipated to continue until 2026.

About the Barge Berth

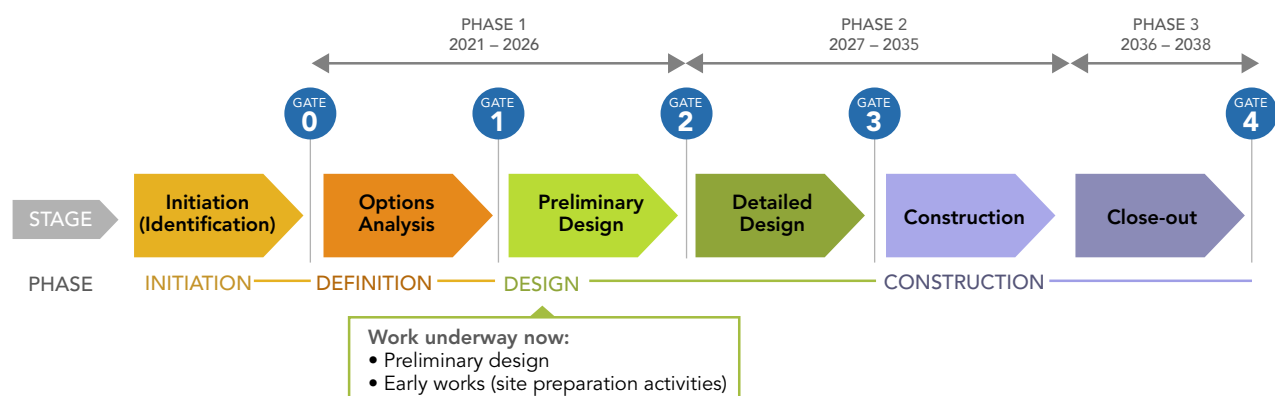
The challenging geotechnical conditions in the Fraser River Estuary require extensive ground improvements to protect the new plant from future earthquake events and sea level rise. A barge berth will facilitate the safer and more efficient movement of materials to Iona Island, which has limited road access.

Benefits of a barge berth include:

- Reducing construction traffic by replacing approximately 500 dump trucks each day.
- Improving safety for over 370,000 annual park visitors.
- Reducing greenhouse gas emissions through traffic reduction, aligning with regional sustainability objectives.
- Maintaining the project schedule, which will minimize costs and delays to comply with regulatory requirements.

A third-party site selection study is underway to assess the proposed sites being considered for the barge berth. In September 2024, a fourth site was identified by the project team for consideration. The study will evaluate input from x̣ṃəθḳʷəỵəm (Musqueam Indian Band), input from community members, ecological impacts, functionality, costs, and schedule.

ANTICIPATED SCHEDULE OF THE IONA PROJECTS





Overview of Public Engagement

This report summarizes engagement feedback between September 23 and October 15:

- **September 24, 2024** – Public open house in Richmond on proposed site 4
- **October 8, 2024** – Public open house in Vancouver on proposed site 4
- **October 9, 2024** – Virtual information session for the Sea Island Community Association on proposed site 4
- **September 23 – October 15, 2024** – Online questionnaire was available for the duration of the engagement period

Previous engagement noted in separate summaries:

- [October 5, 2023](#) – Public open house in Vancouver on proposed sites 1-3
- February – May 2024 – Virtual information session, in-person information session, and public open house in Richmond on proposed sites 1-3



Executive Summary

During this period of public engagement, Metro Vancouver residents were asked to share feedback on site 4, which was introduced for consideration in September 2024. The highest response rate was received from residents in Vancouver, both for online and in-person engagement opportunities.

Engagement opportunities included two public open houses (58 attendees), a virtual information session for the Sea Island Community Association (approximately eight attendees), and a questionnaire (141 submissions). Six emails were also received via the project email address.

New information presented during this period focused on the introduction of site 4 to the site selection study. Metro Vancouver sought feedback specific to site 4, however participants were also welcome to share feedback or ask questions about other barge berth sites or topics related to the Iona Projects.

Key themes respondents expressed through the engagement period included:

- **Community impacts** – concern for possible disturbances to residential neighbours during construction and/or operation of the barge berth, such as traffic and noise.
- **Safety concerns** – concern about the health and safety impacts of construction noise, light, air quality, and traffic.
- **Environmental protection** – desire to minimize environmental harm while transporting construction materials to site.
- **Cost savings** – support for cost savings by transporting materials the shortest distance by truck and/or using an existing barge facility.

About the Engagement Program

From September 23 to October 15, 2024, Metro Vancouver invited the community to share feedback on the proposed barge berth that would support construction of the Iona Projects. This phase of engagement was focused on collecting input specifically about site 4, an option that was introduced in September 2024.

ENGAGEMENT ON SITES 1-3 LATE 2023 – MID-2024	ENGAGEMENT ON SITE 4 LATE 2024	UPDATE – SITE SELECTION 2025
<p><i>Engage and collect input that will be considered in site selection</i></p> <p>We wanted to listen and learn from the community about your priorities and concerns related to the proposed sites 1-3 and fill any information gaps.</p> <p>Your input was considered as part of the site selection study.</p>	<p><i>Engage and collect input that will be considered in site selection</i></p> <p>We wanted to broaden our understanding of perceived community impacts at site 4, and fill any information gaps.</p> <p>Your input was considered in the site selection study.</p> <div> </div>	<p><i>Provide an update about the outcome</i></p> <p>A summary of the site selection study will be shared with the community.</p> <p>You can see how your input was considered in the decision to select the optimal barge berth site, alongside input from xʷməθkʷəy̓əm (Musqueam Indian Band), and considerations for ecological impacts, functionality, costs, and schedule.</p>



Map displaying the four locations under consideration for a barge berth site.

Report was updated on January 15, 2025 to include map.

Public Open Houses

Metro Vancouver hosted two in-person public open houses on the evenings of September 24 in Richmond and October 8 in Vancouver. Attendees were welcome to review all information about the proposed barge berth and were asked to provide input specifically about site 4. Staff engaged with over 58 participants at the fall 2024 open houses.

The September 24 open house was hosted at the BCIT Aerospace Campus in Richmond near the residential community of Sea Island. The October 8 open house was hosted at Dunbar Community Centre in Vancouver near the communities of Deering Island and Dunbar-Southlands.

Virtual Information Session – Sea Island Community Association

On October 9, 2024, Metro Vancouver presented an overview of the four sites being considered for the proposed barge berth to support construction of the Iona Projects.

Questionnaire

A public questionnaire was available online and in-person from September 23 to October 15. The form sought feedback specifically on site 4 and provided respondents with the opportunity to provide broader input on the proposed barge berth. A total of 141 questionnaires were submitted.

Email Correspondence

During this engagement phase, the project team received six emails that shared feedback about the barge berth to the project email address (ionawwtp@metrovancover.org). Two emails included were received outside of the engagement period.

Engagement Outreach and Promotion

Website

The open houses and questionnaire were promoted on the project web page at metrovanancouver.org/iona. The open houses were also added to the [Events Calendar](#).

Metro Vancouver E-newsletters

Two project e-newsletters were issued to notify subscribers of the phase of engagement, which included the open houses and questionnaire.

DATE	SUBJECT	DELIVERED
September 16, 2024*	Iona Projects Updates – Upcoming Engagement	1,302 subscribers
September 23, 2024	Iona Projects Updates – September 2024 Community Newsletter	1,299 subscribers

*This e-newsletter was distributed prior to the September 23 to October 15 engagement period

Postcard Mailouts






Hardcopy postcard invitations were delivered to residential communities nearest to the four sites.

DATE	SUBJECT	DELIVERED
Mid-late September	Open House: Iona Island Wastewater Treatment Plant Projects Tuesday, September 24, 2024 6:00 pm to 8:00 pm	~265 Burkeville Residents
Late September	Open House: Iona Island Wastewater Treatment Plant Projects Tuesday, October 8, 2024 6:00 pm to 8:00 pm	~275 Musqueam Park and Salish Park Leasehold Residents ~50 Deering Island and nearby Southlands Residents

Social Media

The open houses and questionnaire were promoted on Facebook, Instagram, and Twitter.

Engagement Participation

Engagement by the Numbers		
 Correspondence	~ 590 postcards delivered to local residents	6 emails received*
 Open houses	58 attendees	55 comments noted
 Questionnaire	141 questionnaire submissions	
 Social media	7,800+ impressions**	6 posts
 Stakeholder meeting	1 meeting	8 participants

*Two of these emails were received outside of the engagement period

**Count is total impressions from Facebook and Instagram and views on Twitter

What We Heard and How We're Responding

Open House – Richmond

Feedback was collected through hardcopy surveys, sticky notes, and flip chart notes.

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 4		
Least perceived impacts on neighbouring residents	<p>The majority of open house attendee respondents expressed that site 4 would have no impact, or less impact, than the other barge berth options.</p> <p>Respondents expressed it would be a more suitable location because it is seen as an existing industrial area, with an existing berth, and further from residential areas.</p>	<p>Metro Vancouver will take these comments into consideration, balanced with those from x̣ṃəθḳʷəỵəm (Musqueam Indian Band), as well as considerations around any ecological impacts, functionality, costs, and scheduling for the Iona Projects.</p>
Traffic	<p>Concerns with existing traffic bottleneck when coming from the Bridgeport Road bridge. The existing bottleneck could be addressed by separating traffic destined for Sea Island from that destined for the airport and prevent residential traffic from sharing Airport Road and Grauer Road with trucks destined to Iona Island.</p> <p>Concerns about truck traffic posing safety risks for cyclists on Ferguson Road.</p> <p>Concerns about the overall potential impacts on traffic and congestion.</p>	<p>Metro Vancouver acknowledges concerns relating to existing traffic conditions from the Bridgeport Road bridge and notes that this roadway falls within the purview of the BC Ministry of Transportation and Infrastructure.</p> <p>The overall aim of using a barge berth to transport construction materials is to significantly minimize truck traffic. One barge load can transport the equivalent of approximately 500 truck loads of material — the very reason we are proposing this method rather than using trucks alone.</p> <p>Metro Vancouver is committed to mitigating impacts wherever possible and prioritizing the safety of all road users.</p>
Noise	<p>83 per cent of respondents had no concerns about noise, or commented that the noise would be less than with other barge berth options.</p> <p>Concerns that were mentioned include:</p> <ul style="list-style-type: none"> • Noise from trucks backing up • Concerns about noise travelling across the Fraser River to residential areas when unloading trucks at the construction laydown area 	<p>Metro Vancouver will ensure that noise mitigation measures will be in place during this work.</p> <p>Construction for the Iona Projects, including the transportation of materials to and from the barge berth to the project site, is required to adhere to City of Richmond noise bylaws or granted bylaw variances.</p> <p>Noise mitigation measures will include:</p> <ul style="list-style-type: none"> • Noise-reducing linings at transfer points • Low-speed conveyors • Sound baffles <p>Metro Vancouver is also continuing to explore a monitoring program for noise before and during construction.</p>

Open House – Richmond (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 4		
Air quality	<p>Comments expressing support for site 4 and that distance from residential areas is the best defence against any air quality issues.</p> <p>Comments about ensuring precautions are taken to protect air quality.</p>	<p>Metro Vancouver understands that construction can be disruptive and that potentially-related noise, dust, and traffic are concerns for residents. Some dust can be expected with large infrastructure projects.</p> <p>As per best practices in managing construction, Metro Vancouver will ensure that mitigation measures will be in place during this work.</p> <p>Mitigation measures related to dust will include:</p> <ul style="list-style-type: none"> • Misting material to manage any dust from the barge • Misting incoming supplier materials to meet mandated dust control requirements
Environmental Concerns	<p>Concerns about using a barge berth facility further away from the project site requires using the roadway, which will not reduce greenhouse gas emissions.</p>	<p>Metro Vancouver acknowledges that each proposed site comes with trade offs. When compared to using trucks alone, barging construction materials would still significantly reduce construction traffic and GHG emissions within Metro Vancouver.</p> <p>One barge load can transport the equivalent of approximately 500 truck loads of material.</p>
Cost efficiency	<p>Respondents questioned the cost savings of site 4 if material needs to be delivered to the site by truck.</p> <p>Comments expressing an appreciation for cost savings from using an existing barge berth facility that is owned and operated by YVR.</p>	<p>The existing berth at site 4 would meet the project needs for up to four years and is accessible by an existing road. To continue operations beyond four years, the facility would need to be upgraded.</p> <p>It would cost significantly less to upgrade site 4 than to build at site 1, 2, or 3.</p> <p>Sites 1-3 would require a new berth be constructed and site 1 and 3 would require constructing a new road also.</p> <p>The costs of truck transportation (if required by site) will be considered in the study cost evaluation for the respective sites.</p>

Open House – Richmond (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 2		
Preference for site 2	Comments that site 2 is the best option, with trucks closer to the project site.	<p>The third-party study remains underway to consider various factors, including input from xʷməθkʷəy̓əm (Musqueam Indian Band) input from community members, considerations around ecological impacts, functionality, costs, and schedule at each of the four sites.</p> <p>Once the study is complete, Metro Vancouver will share a summary and select the optimal site.</p>
Proximity to Deering Island	Comments that it is too close to residential area of Deering Island.	Input from community members will be considered as part of the site selection study.
Marine safety	Comments that the Fraser River is narrower at site 2 and the existing boat traffic causes safety issues.	<p>Current recreational and commercial use of the North Arm of the Fraser River is being considered in the site study.</p> <p>We are aware that the Fraser River is narrower at site 2 compared to site 1 or site 3, and that there is recreational and commercial marine traffic.</p>

Traffic congestion was a common theme at the September 24 open house, but site 4 was still favoured as the preferred site overall.

Open House – Vancouver

Feedback was collected through hardcopy surveys and sticky notes.

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 2		
Potential impacts to private property	Concerns about compensation for any damage to riprap and water holes in residential yards from marine incidents.	<p>We have heard from Deering Island residents that there are existing concerns due to previous incidents on the Fraser River south shore rip rap.</p> <p>Metro Vancouver is committed to mitigating risks of any barge strike during construction of the Iona Projects. In the unlikely event of a barge strike, Metro Vancouver will work with the community to remedy the issue.</p>
SITE 4		
Least perceived impacts on neighbouring residents	<p>90 per cent of respondents commented that site 4 would have no impact, or less impact, than the other barge berth options.</p> <p>Comments that site 4 would be the least impactful option in terms of noise, dust and respiratory health.</p> <p>Comments supporting site 4 as it is further away from residents.</p> <p>Comments expressing site 4 offers the safest option for all users of the Fraser River.</p>	Metro Vancouver acknowledges that the majority of survey respondents and event attendees live in or near Dunbar-Southlands, which is further from site 4 than the neighbouring Richmond and Sea Island residents.
Truck traffic	Concerns that site 4 would require greater truck traffic.	<p>The aim of the barge berth is to minimize congestion within the City of Richmond's road network, and to and from YVR airport. One barge load can transport the equivalent of approximately 500 truck loads of material.</p> <p>In the case of site 4, trucks would be travelling a shorter distance relative to importing all materials by truck only.</p>

Open House – Vancouver (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 4		
Noise	<p>85 per cent of respondents had no concerns about noise, or believed the noise impacts would be less than other berth options.</p> <p>Comments that the area around site 4 operates as mainly an industrial area so would cause the least amount of disturbance to residents.</p> <p>Concerns included:</p> <ul style="list-style-type: none"> • Noise from trucks backing up • Site 4 may add to existing noise impacts perceived from YVR airport 	<p>Metro Vancouver understands that construction can be disruptive and that construction-related noise is a concern for residents. Metro Vancouver will ensure that mitigation measures will be in place during this work.</p> <p>Construction of the Iona Projects, including transferring materials from barge to the project site, will adhere to City of Richmond noise bylaws or granted bylaw variances.</p> <p>Mitigation measures related to noise will include:</p> <ul style="list-style-type: none"> • Noise reducing linings at materials transfer points • Low speed conveyors • Sound baffles <p>Metro Vancouver is also continuing to explore a monitoring program for noise and air quality before and during construction. Updates will be shared as this approach develops further.</p>
Air quality	<p>85 per cent of respondents had no concerns about air quality, or believed air quality issues would be less than other berth options.</p> <p>Concerns included:</p> <ul style="list-style-type: none"> • Air quality will be impacted by the project, regardless of which site is chosen. • Particulate waste will cause long-term health problems with the barge facility operating for years. • Questions about measures to mitigate any air pollution. 	<p>Metro Vancouver understands that construction can be disruptive and that potentially-related dust is a concern for residents. Some dust can be expected with large infrastructure projects.</p> <p>As per best practices in managing construction, Metro Vancouver will ensure that mitigation measures will be in place during this work.</p> <p>Mitigation measures related to dust will include:</p> <ul style="list-style-type: none"> • Misting material to manage any dust from the barge • Misting incoming supplier materials to meet mandated dust control requirements

Open House – Vancouver (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 4		
Light concerns	<p>92 per cent of respondents had no concerns about light, or believed light issues would be less than other berth options.</p> <p>Respondents stated the Richmond night market and outlet mall already have lights, so site 4 will have minimal impact.</p> <p>Concerns that were mentioned included:</p> <ul style="list-style-type: none"> • The impact light pollution could have on the neighbourhood, river traffic and wildlife in the area. 	<p>Lighting requirements would be similar at each of the four proposed barge berth sites. We anticipate the least residential impacts from lighting in association with site 4, given the existing lighting in the area and further distance from residential areas.</p> <p>Metro Vancouver will consider the effects of lighting requirements to surrounding neighbourhoods.</p>
Cost efficiency	<p>Support for site 4 as a more cost-efficient option as it is an existing barge facility used by YVR.</p> <p>Concerns about potential cost overruns like the the North Shore Wastewater Treatment Plant Program.</p>	<p>Site 4 could be delivered at a lower cost compared to sites 1-3.</p> <p>The existing berth at site 4 would meet the project needs for approximately to 2-4 years and is currently accessible by road. To continue operations beyond this period, the facility would need to be upgraded.</p> <p>The estimated cost to upgrade the infrastructure at site 4 is less than half of the cost that would be required to build sites 1, 2, or 3.</p>
Site 4 as a shorter-term solution	<p>Concerns that site 4 is shorter-term solution as it would only be used for a few years.</p>	<p>The existing site 4 facility could support the barging needs of the Iona Projects for up to four years without major facility upgrades. Upgrades to the facility would be needed to support the Iona Projects past this period.</p> <p>If site 1, 2, or 3 are selected, a new barge facility would need to be built first.</p>

Online Questionnaire

The online questionnaire was available for the duration of the engagement period from September 23 to October 15, 2024

THEME	SUMMARY	RESPONSE
SITE 4		
Site 4 perceived as location with least impact on residents	<p>75 per cent of respondents stated site 4 would have no impact, or less impact on them than other berth location options for reasons including:</p> <ul style="list-style-type: none"> • Already in an industrial area • Would avoid impacts related to noise, light, and pollution. 	<p>Your comments are noted. Metro Vancouver recognizes that the majority of online survey respondents live in Vancouver and further away from site 4 than residents in Richmond.</p>
Truck traffic	<p>Concerns about truck traffic increasing on Ferguson Road and disrupting access to Iona Island for cyclists who use the road.</p> <p>Concerns about bridge lanes designated to Vancouver causing bottleneck.</p>	<p>One barge load can transport the equivalent of approximately 500 truck loads of material – the very reason we are proposing this method rather than using trucks alone.</p>
Noise	<p>85 per cent of respondents had no concerns about noise or believed the noise would be less than with other barge berth locations.</p> <p>15 per cent of respondents had concerns about noise including:</p> <ul style="list-style-type: none"> • Concerns the loading area will produce noise from trucks backing up. • Concerns the 85-decibel level will impact quality of life for residents. 	<p>Metro Vancouver understands that construction can be disruptive and that potentially-related noise is a concern for residents.</p> <p>Construction of the Iona Projects, including transferring materials from barge to the project site, will adhere to City of Richmond noise bylaws or granted bylaw variances.</p> <p>Mitigation measures related to noise will include:</p> <ul style="list-style-type: none"> • Noise reducing linings at materials transfer points • Low speed conveyors • Sound baffles <p>Metro Vancouver is also continuing to explore a monitoring program for noise and air quality before and during construction. Updates will be shared as this approach develops further.</p>

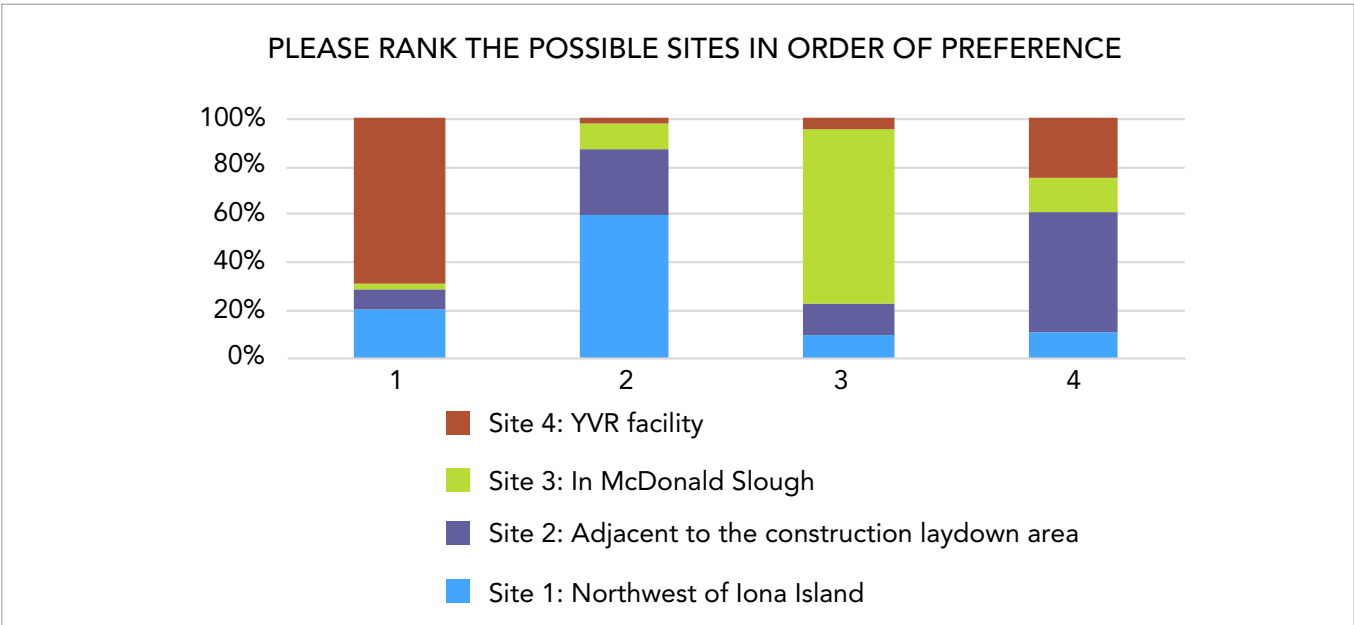
Online Questionnaire (continued)

THEME	SUMMARY	RESPONSE
SITE 4		
Air quality	<p>73 per cent of respondents had no concerns about air quality, or believed air quality issues would be less than other berth options.</p> <p>27 per cent of respondents had concerns including:</p> <ul style="list-style-type: none"> • The longer trucking route to transport materials would contribute to air pollution. • Sand and silt could drift depending on the wind conditions. • Dust in the area could cause health issues. • Concerns about air quality protection measures, and ensuring those measures are enforced. 	<p>Compared to using trucks alone, barging construction materials to Iona Island or Sea Island will significantly reduce construction traffic, and GHG emissions, within Metro Vancouver. Trucks would be travelling a shorter distance, reducing traffic congestion in the region.</p> <p>Metro Vancouver is also continuing to explore a monitoring program for noise and air quality before and during construction. Updates will be shared as this approach develops further.</p> <p>As per best construction practices, dust-mitigation measures will include:</p> <ul style="list-style-type: none"> • Misting material on barges to control dust emissions from the barge • Misting incoming supplier materials to meet mandated dust control requirements
Light	<p>89 per cent of respondents had no concerns about light, or believed the light issues would be less than other berth options.</p> <ul style="list-style-type: none"> • Respondents stated it is adjacent to a shopping mall so it should have less impact on homes. • Respondents commented that the area already has activities that produce a lot of light 24/7. <p>11 per cent of respondents had concerns including:</p> <ul style="list-style-type: none"> • Concerns about measures to ensure the lighting will be well controlled. 	<p>Lighting requirements for the berth would be similar at each of the four proposed barge berth sites. We anticipate site 4 would have the least impacts to residents given the existing lighting in the area and further distance from communities.</p> <p>Metro Vancouver will consider the effects of lighting requirements to surrounding neighbourhoods.</p>
Environmental concerns	<p>Concerns about potential dust affecting animals in the area.</p> <p>Concerns that site 4 will increase the carbon footprint of construction.</p> <p>Respondents expressed concerns about animals that are sensitive to noise and light pollution – and questioned if supplementary nest boxes been placed for species to use before existing ones are removed.</p> <p>Concerns were expressed about possible ramifications to salmon spawning.</p>	<p>A key component of the Iona Projects will be the ecological restoration projects, which are designed to improve water quality, restore fish habitat, improve and protect bird habitat, and enhance terrestrial ecosystems.</p> <p>Metro Vancouver is currently conducting foreshore and terrestrial survey programs to fill data gaps of the existing biological and physical conditions at Iona Island. The study programs aim to collectively provide an understanding of existing conditions, that will provide the basis for the Iona Island Park and Ecological Restoration Projects and a long-term monitoring program.</p>

Online Questionnaire (continued)

THEME	SUMMARY	RESPONSE
SITE 4		
Cost efficiency	Support for site 4 as a more cost-efficient option as it is an existing barge facility used by YVR.	<p>The existing berth at site 4 would meet the project needs for up to four years and is currently accessible by road. To continue operations beyond four years, the facility will need to be upgraded.</p> <p>The estimated cost to upgrade the infrastructure at site 4 is less than half of the cost that would be required to build sites 1, 2, or 3.</p>

The data in this graph indicates a preference for site 4, with the majority of respondents ranking it as their top choice.



Next Steps

This engagement summary report is publicly available and will inform the site selection study as a consideration for selecting a barge berth site to support construction for the Iona Projects.

At the time of engagement, the site selection study was ongoing. A summary of the study will be shared once available.

Metro Vancouver continues to engage with xʷməθkʷəy̓əm (Musqueam Indian Band), member jurisdictions, and other interested groups specific to the barge berth location selection. Feedback received as part of this process will also be considered in barge berth planning.

