

Iona Island Wastewater Treatment Plant Projects

Barge Berth – Sites 1-3



Public Engagement Summary | February – May 2024

Acknowledgements

Metro Vancouver has been engaging with the community and interested groups for the 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 for the barge berth between February – May 2024. This report summarizes comments 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: ḡíçə́y̓ (Katzie), ḡʷɑ:ḡłən' (Kwantlen), kʷíkʷəłəm (Kwikwetlem), máthxwi (Matsqui), xʷməθkʷə́y̓əm (Musqueam), qiqéyt (Qayqayt), Semiahmoo, Skwxwú7mesh Úxwumixw (Squamish), scə́wəθən məsteyəxʷ (Tsawwassen), and sə́lilwə́təł (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.

4515 Central Boulevard, Burnaby, BC, V5H 0C6

www.metrovancouver.org

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Cover: Metro Vancouver Iona Projects open house on May 15, 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.

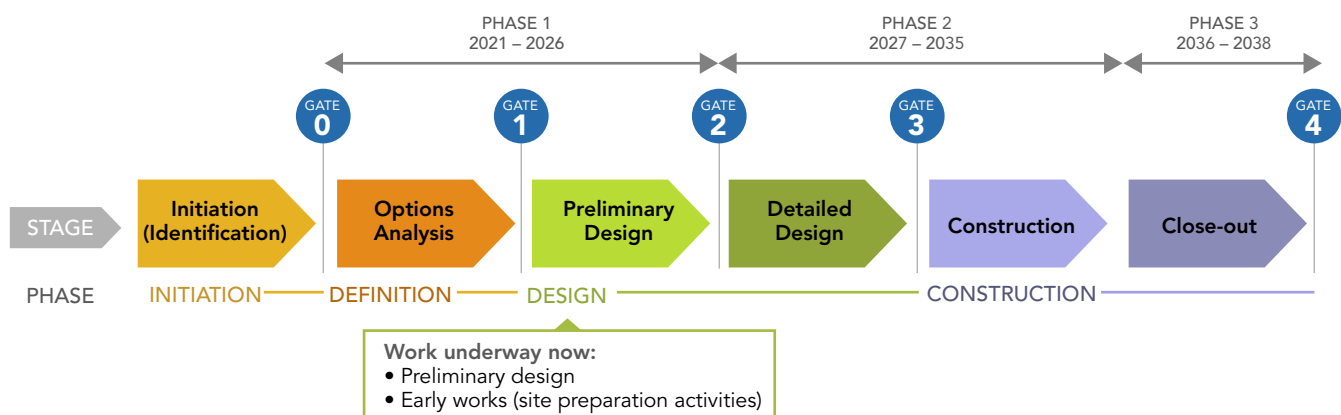
About the Barge Berth

Extensive ground improvements are needed in order to protect the new plant from future earthquake events and sea level rise. A barge berth will facilitate the safe and 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

ANTICIPATED SCHEDULE OF THE IONA PROJECTS



Overview of Public Engagement

Through our engagement with the community to date, a number of priorities have been identified. Metro Vancouver is completing site analysis studies and determining mitigation strategies and measures for construction and operation of the barge berth. Metro Vancouver is committed to minimizing impacts on the community and working with other agencies, such as Transport Canada, Fisheries and Oceans Canada, and other regulators, to ensure the project considers and complies with all marine user safety standards.

This report summarizes engagement feedback between February and May 2024:

- **February 29, 2024** – Virtual information session with the birding and naturalist community on proposed sites 1-3
- **March 12, 2024** – In-person information session for Musqueam Park and Salish Park leaseholders on proposed sites 1-3
- **May 15, 2024** – Public open house in Richmond on proposed sites 1-3

Previous engagement noted in a separate summary:

- [October 5, 2023](#) – Public open house in Vancouver on proposed sites 1-3

Barge Berth Anticipated Timeline

Mid 2023 – Early 2024	Late 2025	2026 - 2030	2030 – 2038
Location Selection	Construction	Peak Operation	Ongoing Construction Support

**Timelines are subject to change*



Executive Summary

This report summarizes public engagement activities and feedback for the proposed barge berth from February 29, 2024 to May 31, 2024. The summary includes an online meeting for birding and naturalist organizations, an in-person information session for Musqueam Park and Salish Park leasehold residents, and a public open house in Richmond. Feedback was recorded at each session, and feedback forms were available after the events. Attendees had the opportunity to engage with subject-matter experts from the Iona Projects. These representatives provided details on the proposed barge berth and spoke to key areas, including:

- Overview of the Iona Projects, the existing wastewater treatment facility, rationale for the upgrades, and the environmental and social benefits
- Key components and features of the new wastewater treatment plant
- Purpose and benefits of the barge berth to support construction
- Timeline for the barge berth
- Public engagement process and commitment to the community
- Mitigation measures
- Selection criteria for the barge berth locations, as well as the advantages and constraints/risks identified for each of the following sites under consideration:
 - Proposed Location 1: Northwest Iona Island
 - Proposed Location 2: Adjacent to the construction laydown area
 - Proposed Location 3: McDonald Slough

About the Engagement Program

Metro Vancouver conducted engagement related to the proposed barge berth sites 1-3 between February and May 2024. The open house was advertised to the general public. The information sessions were promoted to specific interest groups in an effort to obtain feedback from a variety of perspectives. An online feedback form was available to each group of participants. Hardcopy feedback forms were also available at in-person events.

Virtual Information Session – Birders and Naturalists

This meeting was invite-only for birder and naturalist stakeholders. The virtual information session took place on the evening of February 29, 2024 and provided an update on the barge berth, built on previous meetings, and sought feedback on site selection.

Additional Birder Outreach

Metro Vancouver identified that there was low participation from the birding community at the virtual information session and identified an opportunity to seek additional feedback from this stakeholder group. Metro Vancouver connected with the representatives from nine birding organizations to re-send the information from the meeting and invite their feedback from April 18, 2024 to May 1, 2024.

In-Person Information Session – Musqueam Park and Salish Park

Metro Vancouver worked directly with the Salish Park Leaseholders Association (SPLA) to coordinate an event following expressed interest from the communities. Due to the high level of interest, a drop-in event was implemented so that interested Musqueam Park and Salish Park residents had the opportunity to engage with multiple subject-matter experts.

The in-person information session took place on March 12, 2024 at the Dunbar Community Centre in Vancouver. The session focused on receiving community feedback from Musqueam Park and Salish Park leaseholders related to the proposed barge berth, the locations being considered, and measures to mitigate impacts to the community.

Public Open House – Richmond

On May 15, 2024, Metro Vancouver hosted an open house at the City Centre Community Centre in Richmond to collect feedback on the barge berth. The event was shared directly with community interest groups, advertised through the Iona Projects e-newsletter, and posted to the project web page at metrovancover.org/iona.



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

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

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](#).

E-newsletters

Project e-newsletter subscribers were notified of the open house and questionnaire via one email.

DATE	ENGAGEMENT	SUBJECT	DELIVERED
May 8, 2024	Open House – Richmond	IIWWTP Projects Updates – May 2024 Community Update	1,297

Stakeholder Email List

Several members of the community were notified directly of upcoming engagement sessions.

DISTRIBUTION DATE	ENGAGEMENT	SUBJECT	DELIVERED
February 2, 2024	Virtual Information Session: Birders and Naturalists	Update on the Barge Berth: Iona Island Wastewater Treatment Plant Projects	110 birders and naturalist stakeholders. 6 people confirmed attendance.
February 22, 2024	In-Person Information Session: Salish Park and Musqueam Park	Meeting on the Barge Berth: Iona Island Wastewater Treatment Plant Projects	Salish Park Leaseholder Association
April 18, 2024	Virtual Information Session: Birders and Naturalists	Barge Berth Location Survey: Available Until May 1, 2024	26 Birders
April 29, 2024	Virtual Information Session: Birders and Naturalists	Reminder – Barge Berth Location Survey: Available Until May 1, 2024	26 Birders
May 8, 2024	Open House: Richmond	Community Open House for the Iona Projects on May 15, 2024	Sea Island Community Association





*Contact information could not be found for Musqueam Park leaseholder residents.

Postcard Mailouts

Hardcopy postcard invitations were delivered to residential communities near the proposed sites.

DISTRIBUTION DATE	ENGAGEMENT	SUBJECT	DELIVERED
February 23 to March 1, 2024	In-Person Information Session: Salish Park and Musqueam Park	Engagement Meeting: Barge Berth Project Tuesday, March 12, 2024 5:30 pm to 7:30 pm	~240 Musqueam Park and Salish Park leaseholder residents
May 8, 2024	Open House – Richmond	Open House: Iona Island Wastewater Treatment Plant Projects Wednesday, May 15, 2024 6:00 pm to 8:00 pm	~220 Burkeville residents

Engagement Participation

Engagement by the Numbers			
 Correspondence	~ 460 postcards delivered to local residents	4 emails received	3 letters received
 Virtual Information Session	4 attendees	9 feedback forms received	
 In-Person Information Session	44 attendees	13 feedback forms received	
 Open House	52 attendees	51 feedback forms received	

What We Heard and How We're Responding

Below is a summary of themes that emerged from the engagement feedback.

Virtual Information Session – Birders and Naturalists

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SUPPORT FOR BARGE TRANSPORTATION		
Preference for barging materials to minimize disruptions	One respondent noted that trucking gravel through Richmond and Sea Island would not be ideal. Barges are already frequently moving through the North Arm of the Fraser River and this is probably the most efficient method of transport.	Metro Vancouver is committed to minimizing impacts of the Iona Projects on the community wherever possible. A barge berth would ensure the safe and efficient delivery of construction materials to site. The barge berth would replace the need for about 500 truckloads per day, improve safety for other road users in the region and on Sea Island, reduce greenhouse gas emissions, and help the project stay on schedule and budget.
SITE 1		
Concerns for the environment	<p>Negative impacts to birds including osprey, barn owl and swallow nests; and bird life in the nearby wetland pond. Osprey are a protected species under the Migratory Bird Convention; An osprey nesting site is adjacent to site 1.</p> <p>Site 1 would require additional trucking in an area with nesting birds.</p> <p>Potential impacts to migratory birds.</p> <p>Comments expressing concerns about potential impacts to public organization's bird research and conservation at this location.</p>	<p>Environmental impacts are being considered in the site selection study and as a component of the site selection criteria. Some potential impacts relating to this location were included in project materials as part of Metro Vancouver's initial review.</p> <p>Metro Vancouver continues to engage with research and conservation organizations that work near this area to minimize project impacts</p>
Anticipated impacts to public	Comments about potential negative impacts to park users and disruptions to park users and disruption to their user experience.	Impacts to the park and users are also being considered as part of the site selection study as a component of the site selection criteria. Some potential impacts relating to this location were included in project materials as part of Metro Vancouver's initial review.

Virtual Information Session – Birders and Naturalists (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 2		
Preference for this site due to its proximity to the project site	<p>Proximity to the site is the most logical and least disruptive at site 2, especially because it is already a disturbed site.</p> <p>One respondent indicated that disruptions to nearby communities from barge berth operations would be minimal (actual plant construction would have more impacts).</p>	<p>Community impacts and operational viability are part of the site selection study and selection criteria.</p> <p>Metro Vancouver will provide updates when more information about construction activities and timelines are available as overall planning and design progress.</p>
SITE 3		
Regulatory challenges	<p>One response indicated that site 3 would be preferred for the long-term health of McDonald Slough to reduce logging and facilitate breaching of the causeway to restore tidal waters. However, there are regulatory hurdles in terms of leases and cleaning up any contaminants for the long-term health of the area.</p> <p>Another response indicated that this location would be acceptable but also, that there are unknowns related to environment, cost, and regulatory requirements in siting a barge berth in this location.</p>	<p>Regulatory and industrial considerations are part of the site selection study.</p> <p>McDonald Slough is used by the logging industry to remove shipworms from lumber. This area of the Fraser River is unique to allow for freshwater decontamination.</p>

In-Person Information Session – Musqueam Park and Salish Park Leaseholders

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
MITIGATION MEASURES		
Ensuring effective mitigation	Comments asking how mitigation measures will be enforced and what the process would be for any exceedance for noise, air quality, or environmental impact.	Noise will adhere to the City of Richmond's noise bylaws or approved bylaw variances. Metro Vancouver is exploring a monitoring program for noise and air quality before and during construction. Updates will be shared as this approach develops further.
Noise impacts	Requests for reduction in back-up alarm use are considered throughout the project.	Back-up alarms are an important safety feature that are required at construction sites. Metro Vancouver will consider noise mitigations, where possible and permissible with site safety requirements. As construction planning progresses, Metro Vancouver will provide timely updates to neighbouring communities. All work will take place within municipal noise bylaws and granted variances.
Environmental concerns about locations in the Fraser River due to fish habitat and impacts to First Nations	Comments indicating that this area of the Fraser River is a fragile salmon estuary, and that salmon run areas should not be touched. A further comment that any potential accident in this area would disrupt salmon runs for many years. Comments that all three options presented should not be considered because of potential salmon impacts. Comments that this area is an important habitat for all First Nations along the Fraser River who rely on salmon.	Ecological impacts are included in the selection criteria. The study being completed will review environmental considerations and potential impacts, including for salmon, at each location. The barge berth will require permits from the Provincial Ministry of Forests and Fisheries and Oceans Canada. These permits will require evaluation of environmental impacts, including for salmon, as well as protections and mitigation measures.
BARGED MATERIALS		
Concerns about construction-related materials being potentially hazardous	Comment that materials transported are dredged contaminated materials and are hazardous.	Pre-load materials would consist of coarse sand-like materials that are contaminant-free. These materials are commonly used in construction sites throughout the Lower Mainland.

In-Person Session – Musqueam Park and Salish Park Leaseholders (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 1		
Cultural concerns about this location in the Fraser River with canoe training	Comments that site 1 is very close to xʷməθkʷəy̓əm (Musqueam Indian Band) reserve lands and the canoe club, and that a barge berth would impede ability to train and use the canoe.	Any barge berth would be located outside of the navigational channel. We would work closely with xʷməθkʷəy̓əm (Musqueam Indian Band) to minimize impacts to canoe training.
Potential air quality and noise impacts to the Salish Park community	<p>Site 1 is the closest to the Salish Park community.</p> <p>Concerns that the proximity to the community for barge unloading and the additional conveyor or trucking system needed would disrupt the community.</p> <p>Residents shared recordings of birds and frogs and expressed concerns of the barge berth impacting nearby natural elements.</p> <p>Concerns that dust would be directed to Salish Park and impact air quality.</p>	<p>Site analysis studies are underway and will consider noise, air quality, and health impacts and be used to inform mitigation measures. Each location under consideration has different considerations for nearby communities and the environment.</p> <p>Monitoring noise, air, and environmental impacts is important for any construction project to ensure safe working conditions for workers and the community.</p> <p>Noise from project-related construction would be regulated by the City of Richmond's Noise Bylaw (Bylaw 8856 - (2012) Noise Regulation). The barge berth will create intermittent noise during operations, and all work will be compliant with the City of Richmond's Noise Bylaws. If noise variances are required, notification to the community would be provided.</p> <p>Dust from sand and gravel handling typically contains various-sized particles. Metro Vancouver will establish mitigation measures for dust from berth operations incorporating industry best practices and community input to reduce impacts. Metro Vancouver has identified preliminary dust mitigation measures that were presented at the information session and will share updates about the project and mitigation measures as they become available.</p> <p>Mitigations to manage dust from construction materials will be implemented. Location studies will consider dust mitigations.</p>

In-Person Session – Musqueam Park and Salish Park Leaseholders (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 1		
Concerns about inefficiencies and additional cost if site 1 is selected	<p>Comments that site 2 made the most sense from a construction and cost perspective. Delivery to the construction site is the most efficient.</p> <p>Creating additional infrastructure or requiring additional truck movements defeats the purpose of barge transportation.</p>	<p>Functionality and cost are part of the selection criteria and as part of the site selection study.</p> <p>Truck transportation, even at a shorter distance, would provide more reliable and efficient transportation than trucking from the material source.</p>
Additional mitigation measures	<p>Comments suggesting covering the conveyor belt that would transport materials to site and using electric equipment.</p> <p>Other suggestions included piping sand materials.</p>	<p>Metro Vancouver is considering multiple options to transport materials from site 1 to the construction site. This includes conveyor and trucking options.</p> <p>Mitigation measures will be considered following site selection during the design phase.</p>
Engagement with First Nations	<p>Comments requesting evidence that xʷməθkʷəy̓əm (Musqueam Indian Band) is aware of this project and has provided comments.</p> <p>Comments that if xʷməθkʷəy̓əm (Musqueam Indian Band) was involved site 1 would not be considered at all.</p> <p>Comments that all First Nations should be engaged on the barge berth.</p>	<p>xʷməθkʷəy̓əm (Musqueam Indian Band) interests and perspectives including cultural, health impacts, and disruptions is a selection criterion. The results of the study, including engagement with xʷməθkʷəy̓əm (Musqueam Indian Band), will be shared on the project web page.</p> <p>Metro Vancouver continues to engage xʷməθkʷəy̓əm (Musqueam Indian Band) on the barge berth and other Iona Projects. xʷməθkʷəy̓əm (Musqueam Indian Band) interests and perspectives including cultural, health impacts, and disruptions will be considered as part of the site selection.</p> <p>Metro Vancouver applies a consistent and documented approach to information sharing and engagement with First Nations. Project update letters are regularly distributed to First Nations in the consultative areas database, which includes information about the barge berth.</p>

In-Person Session – Musqueam Park and Salish Park Leaseholders (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 2		
Proximity to Deering Island	<p>Comments that site 2 is close to the community and that using the previous berth as an example needs to be considered in today's context.</p> <p>Email comments after the information session from Deering Island community members that site 2 has the most impact on nearby communities. Site 1 is 1,700 metres away from the nearest community.</p>	<p>Updates to materials from the October 2023 open house include revised renderings to better show Deering Island homes.</p> <p>Site selection study are considering potential community impacts for each proposed location.</p>
Marine safety	<p>Several concerns were noted about the narrow channel of the Fraser River, potential for barge accidents in important salmon habitat, and potential effects to recreational users.</p>	<p>Safety is a top priority for Metro Vancouver. Barge transportation was identified as a safe and efficient means of transporting materials.</p> <p>Any barge berth facility, including structures and barges, would be located outside of the navigation channel and corresponding safety zones. Site analysis studies will consider the navigational requirements of each proposed location.</p> <p>Metro Vancouver has engaged with Transport Canada, the Vancouver Fraser Port Authority, and the Council of Marine Carriers about all three location options. Following location selection, Metro Vancouver will engage Transport Canada to determine regulations for the selected location and engage users of the waterway.</p> <p>As part of the site selection study, marine traffic near the proposed locations was evaluated. This included monitoring activity from commercial and recreational users.</p>

In-Person Session – Musqueam Park and Salish Park Leaseholders (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
REQUEST FOR ADDITIONAL SITE LOCATIONS		
Suggestion to site barge berth away from the Fraser River	<p>At the event, there were a few suggestions discussed that placed the barge berth on the ocean side of the Iona Beach Regional Park, south of site 1, using floating terminals in the ocean and then pipe sand in, or using floating terminals and connect to the plant site via conveyor supported by caissons on the jetty. This would place the barge berth outside of the narrow Fraser River channel, and further away from the community.</p> <p>Suggestions for offshore unloading platforms offered that this would be seismically resilient and operations could continue after an earthquake.</p>	<p>There are several considerations informing the absence of a proposed location on the ocean side. These include:</p> <ul style="list-style-type: none"> • Shallow tidal water conditions; the Iona Jetty extends 4 km to reach adequate water depths • Sand deposits and tidal marsh • Provincial protection and regulation of the ocean side • Impacts to salmon habitat • Distance from the project site <p>Due to these considerations, we have not included a potential site on the ocean side of Iona Island.</p>
REQUEST FOR NO BARGE BERTH		
Suggestion to transport materials by trucks alone instead of using a barge berth	<p>Comments that trucking materials should be the only option, no barge.</p>	<p>Truck transportation will still be required throughout plant construction.</p> <p>The site location is currently only accessible by one two-way road and as one of the largest projects in the Lower Mainland, project construction requires a significant volume of materials. The road is an essential artery for major transportation hubs including the airport, cargo and logistics businesses, local businesses, and recreational access to Iona Island. Given the access constraints and high volume of users who rely on Ferguson Road, identifying alternate transportation options was essential for transportation efficiencies, and the safety of other road users.</p>

Open House – Richmond

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE SELECTION PROCESS		
Assessment of potential impacts	<p>Request for more information about the site selection study that will assess health impacts. Comment that Metro Vancouver has not responded to medical studies, provided to Metro Vancouver staff by Deering Island residents, about health impacts related to dust and noise. Concerns that potential impacts to salmon habitat, park users, and cost are valued over human health of nearby residents.</p>	<p>Metro Vancouver is committed to protecting the health of humans and the environment. The rationale for the Iona Projects is to ensure the continued protection of public health and the environment in a growing region by upgrading the wastewater treatment plant, as it currently only provides primary treatment. A number of park and ecological restoration projects are also planned in coordination with the plant upgrades.</p> <p>Metro Vancouver is committed to ensuring that mitigation measures are in place during this work, wherever possible, to reduce potential noise and dust, which are concerns for residents.</p> <p>Metro Vancouver has committed to sharing a summary of the site selection study when it is complete. The summary will include information about how each criterion, including health and environmental impacts, was assessed.</p>
MITIGATION MEASURES		
Noise	<p>Comments that construction will be impactful to nearby communities and park users</p>	<p>Metro Vancouver will ensure that mitigation measures will be in place to reduce noise impacts during this work.</p> <p>All work is required to adhere to City of Richmond noise bylaws or granted bylaw variances. Metro Vancouver is also continuing to explore a monitoring program for noise before and during construction.</p>
Light concerns	<p>Concerns that berth operations will create light pollution.</p>	<p>Lighting requirements would be similar at each of the proposed barge berth sites.</p> <p>Metro Vancouver will consider the effects of lighting requirements to surrounding neighbourhoods.</p>

Open House – Richmond (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
MITIGATION MEASURES		
Marine safety	<p>Comments that commercial marine traffic on the Fraser River is already 24/7 and noisy.</p> <p>Concern that building a berth and adding to river traffic would make the river less safe for recreational marine activity.</p> <p>A question about where the additional barges will be stationed when the two berths are full.</p>	<p>The North Arm of the Fraser River is an active marine corridor, and current recreational and commercial use is being considered in the site selection study.</p> <p>Metro Vancouver is committed to working with industry partners, including Transport Canada and the Council of Marine Carriers, to ensure that any operational equipment related to the barge berth meets regulatory guidelines. All infrastructure would be built outside of the navigable channel.</p> <p>During peak barge operations, we anticipate 1-2 barges will berth at the facility per day. Once ground improvements are complete, we anticipate barge use to be reduced. Barges will not be dispatched unless a berth is available for them.</p>
Air quality	<p>Concerns about whether silica would be one of the barged materials.</p>	<p>Materials that are being considered for barge transportation are sand, crushed stone, and aggregate for concrete. Pre-load materials consist of coarse sand-like materials that are contaminant-free. These materials are commonly used in construction sites throughout the Lower Mainland.</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
Potential environmental impacts	<p>Concern that using a sprinkler system to mitigate dust could cause run-off in the river.</p>	<p>Erosion and sediment control measures will be in place throughout the project. Measures will comply with the conditions of several environmental permits.</p>

Open House – Richmond (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 1		
Preference for site 1	Comments that site 1 is preferred overall.	Preference is noted. Metro Vancouver will consider all feedback in project planning. There are different community groups, park users, environmental groups, and industrial neighbours with different priorities and concerns.
Marine traffic	Observation that site 1 is already a working dock with activity, and is more spacious for marine traffic.	Comment is noted. We are aware of the existing operational activity at site 1.
Bird watching	Comments that there are other options/parks to visit and observe birds.	Iona Island is an important stopover for migratory birds. Iona Island contains a wide range of fish and wildlife habitats, and a high diversity of species, including several species at risk. In 2022, Metro Vancouver conducted bird surveys on the island and observed approximately 159,000 birds comprising 122 species.
Transportation of materials	Comment that a conveyor system should be used instead of trucking to the project site, and that a conveyor system could reduce dust and diesel emissions.	A conveyor system was being explored as a possible transportation method between site 1 and the new plant site. As project planning progressed, a conveyor was found to not be a viable option due to high costs and future construction conflicts that would prevent conveyor use for key portions of the plant construction period.
Wildlife	<p>Question about the impacts to birds from barge operations, or transporting materials from site 1.</p> <p>Concerns about impacts to salmon if there is a barge accident in the Fraser River.</p>	<p>Metro Vancouver is considering possible environmental impacts at each site as part of the site selection study.</p> <p>Constructing a barge berth will require permits from the Provincial Ministry of Forests and Fisheries and Oceans Canada that will require the evaluation of environmental impacts.</p>

Open House – Richmond (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 2		
Proximity to Deering Island	<p>Too close to homes on Deering Island.</p> <p>Comment that there are safer options for a barge berth that are further from homes.</p>	<p>Metro Vancouver recognizes the concerns from nearby communities about construction impacts and the barge berth.</p> <p>During conceptual design of the Iona Projects, it was determined that it is not feasible to relocate the treatment plant off Iona Island. The existing primary treatment plant is required by federal and provincial regulations to undergo a significant upgrade to provide secondary-level treatment, which will require large volumes of material on Iona Island.</p> <p>Barge transportation was identified as a safer, more efficient way to transport the large volumes of construction materials to site.</p> <p>We continue to explore different site locations for the berth, and the site selection study will consider impacts to the community, such as Deering Island.</p>
Health and quality-of-life impacts to Deering Island	<p>Concerns about health and quality-of-life impacts to nearby homes due to proximity and exposure to noise and air particulates.</p> <p>Concerns about 85 decibels 13 hours per day for multiple years. Concern about impacts to Deering Island Park and Fraser River Trail users.</p>	<p>Metro Vancouver understands that construction can be disruptive and that potentially-related noise and air quality impacts are a concern for residents. As per best practices in managing construction, Metro Vancouver will ensure that mitigation measures will be in place during this work.</p> <p>Construction of the Iona Projects 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>

Open House – Richmond (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 2		
Marine safety	<p>Existing marine traffic in relation to site 2 and Deering Island.</p> <p>Comments that marine accidents have occurred near site 2 and there are regular barge strikes on Deering Island.</p> <p>Comments that the Fraser River is narrowest at site 2 and there is currently recreational and commercial marine traffic.</p>	<p>Current recreational and commercial use of the North Arm of the Fraser River is being considered in the site study.</p> <p>Any barge berth facility, including structures and barges, would be located outside of the navigation channel and corresponding safety zones.</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>
Canoe training	xʷməθkʷəy̓əm (Musqueam Indian Band) canoe club passes site 2 daily.	We would aim to minimize barge operations during practice times where possible.
Potential impacts to private property	Questions about who would be responsible for damage caused to riprap or properties from barge strikes. The community has already paid to repair rip rap from existing marine incidents.	We are aware that Deering Island has experienced numerous barge hits on the south shore rip rap over the past several years. Metro Vancouver will make every effort to mitigate the risk 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 restore damage.
Engagement with Seaspan	Comments that Seaspan activity would be impacted by site 2 as this is the narrowest point of the river and movements would be hindered.	Metro Vancouver is engaging with the community and key stakeholders, including Seaspan, on the potential use of a barge berth to support construction of the Iona Projects.
Engagement with Council of Marine Carriers	Questions on whether or not the Council of Marine Carriers has been contacted to discuss site 2.	<p>Engagement with key project stakeholders will be ongoing throughout the Iona Projects.</p> <p>Minutes from the recent June 29, 2023 meeting with the Council of Marine Carriers are available on metrovanancouver.org/iona</p>
Dredging	Comment that dredging was only recently listed at site 2.	As project planning progressed, dredging requirements became apparent at all site options. Dredging needs at each site will be considered in the site selection study.

Open House – Richmond (continued)

THEME	WHAT WE HEARD	METRO VANCOUVER RESPONSE
SITE 3		
Health and quality-of-life impacts to Deering Island	Comments that site 3 would have similar health and noise impacts as site 1 due to proximity to Deering Island residences.	Site 3 will be equally considered in the site selection study.
REQUEST FOR ADDITIONAL SITE LOCATION		
Suggestion to site barge berth away from the Fraser River	Suggestion that the existing jetty be used as a road to transport materials.	Metro Vancouver is evaluating different options to move materials from site 1 to the construction site. The site selection study will inform transportation options.

Next Steps

This engagement summary report is publicly available and will inform the site selection study. Feedback from the community will be considered while selecting a barge berth site to support construction of the Iona Projects.

At the time of engagement, the site selection study was ongoing.

Metro Vancouver will continue to engage with x̱məθḵəyəm (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.

