

- **BROKE - Burnaby Resident
Opposing Kinder Morgan
Expansion**
- **Mountain Protectors**
- **Residents of Westridge and Forest
Grove say:**

**TMX - you are not
a good neighbour**



Elan Gibson

Letter to the Mayor and City Councillors

Elan Gibson
To: Elan Gibson

Fri, Apr 3, 2020 at 7:35 AM

Dear Mayor Hurley and
Councillors Dhaliwal, Calendino, Wong, Keithley, Jordan, Volkow,
McDonell and Johnston.

For the past year, BROKE (Burnaby Residents Opposing Kinder Morgan Expansion) has been supporting Mountain Protectors and several neighbours in the Forest Grove and Westridge communities in their pursuit of healthy living surrounding the mountain and marine terminals.

We are in the middle of compiling the complaints, infractions and definite health and safety risks from the continued construction by this federally owned company and are dismayed that we continue to be the sacrifice community for this project.

We have already broached the idling 'education' of citizens which is ignored by the trucks coming into the facilities. With the new health crisis we are in, we are confused about how this continued work project is deemed an essential service and that the workers are allowed to enter and not respect the 2 metre 'social distance' despite the new protocols put out by TMX. These workers are coming back into our communities, their families and children. This is a blatant disregard for our citizens as well as their own health and safety. Councillor Denis Walsh of Kamloops has proposed that their City call on federal and provincial governments to call a halt to TMX expansion during the pandemic for this very reason - the workers are going back into the community at days' end. (CFJC Today, April 2), Can we not do the same?

We are interested in meeting with you when we have compiled a portfolio of our evidence and neighbour statements and are asking that this be brought up at your April 6th meeting and then perhaps one or three from our members/Mountain Protectors/neighbours could present the portfolio at your April 27th meeting - of course with consideration and maintenance of social distancing. We would like to work with the City in whatever way possible to bring national attention to this catastrophe and blatant disregard of the communities through which this project travels.

We have talked to you before on the dangers of fire, floating roofs, health for pregnant mothers and immune compromised citizens because of the off gases in normal times. Perhaps this pandemic can help our arguments and mutual interests to stop the TMX. Lets see what we can do together.

Sincerely
Elan Gibson

A spokesperson for BROKE



Elan Gibson

Property line and new by-law

12 messages

Elan Gibson

Sun, Mar 29, 2020 at 4:27 PM

To: Dipak Dattani <dipak.dattani@burnaby.ca>

Bcc: Jim , Elan Gibson

Hello Dipak:

Elan Gibson here. I am a member of BROKE and we have met several times regarding the TMX.

I have a couple of questions regarding TMX - of course.

1. - It is our understanding that the property surrounding the Westridge Terminal with the exception of a small lot on the east side, is Burnaby's. We have a concern regarding the fence that TMX has put up on the west side below the railroad right of way at the end of Cliff Ave.

2. - I am wondering about the by-law passed on Friday concerning social distance. It is my understanding that it is only for public property and it is an offence for individuals, not companies. Are not the two terminals in Burnaby now public property as the government owns them?

Appreciate your response at your earliest convenience.
Stay safe and well,

Elan Gibson

Dattani, Dipak <Dipak.Dattani@burnaby.ca>

Sun, Mar 29, 2020 at 6:25 PM

To: Elan Gibson

Cc: "Louie, Doug" <Doug.Louie@burnaby.ca>

Hi Elan,

By a copy of this email to Doug Louie in Engineering Department, I will ask him to look into your first point and respond back.

With respect to your second point, I note that TMC has put out a message as to how it is complying with COVID-19 distancing requirements. I will send this to you separately.

Dipak Dattani
Director Corporate Services



Elan Gibson

Property line and new by-law

Louie, Doug <Doug.Louie@burnaby.ca>

Mon, Apr 6, 2020 at 3:17 PM

To: Elan Gibson

Cc: "Dattani, Dipak" <Dipak.Dattani@burnaby.ca>

Hi Elan

Further to your questions, I have been having some difficulty in tracking down the history of the fences, but I can tell you that access to public roads at the north end of Cliff remains unchanged. There was a fence installed at the north end in the 1970's that remains in place today. A newer fence was installed north of this old fence closer to the rail ROW, but there is no impact to public access which was already restricted at that location.

TMX does have a secondary access to their site via Cliff Ave, regardless of the fence. They can use this access as necessary, especially if their primary access along Bayview becomes temporarily unavailable. However, the expectation is that Bayview is their primary access especially for truck traffic that would be more disruptive along a steep local street. We can bring up the use of this secondary access as we continue to work with them on their traffic management plans.

If you have any further questions please don't hesitate to contact me.

Regards

Doug Louie M.Eng., P.Eng.

Asst. Director Engineering – Transportation Services

Direct: 604-294-7471

City of Burnaby | Engineering Department | Transportation Services

4949 Canada Way | Burnaby, BC V5G 1M2

Our Vision: A world-class city committed to creating and sustaining the best quality of life for our entire community.

Key project information available in: [中文 \(简体\)](#), [中文 \(繁體\)](#), [한국어](#), [Filipino](#), [ਪੰਜਾਬੀ](#)

Update: COVID-19 Protocols

[Home](#) > [News](#)

Tags [Safety](#).

Mar 21, 2020

With the rapid developments around the COVID-19 situation, our priority continues to be the health and safety of our workforce, their families and our communities.

Trans Mountain and our construction contractors are following all advice from government and health officials while maintaining the uninterrupted operation of our pipeline and the safe construction of the Expansion Project.

Some of the actions that have been taken to date include; suspending all non-essential travel, implementing restricted access measures at our control centres, adhering to recommendations being provided by health authorities on our construction sites, moving all non-essential workers from our worksites and transitioning to a work-from-home environment wherever possible.

While each worksite is unique, each of our construction contractors are required to adopt government and company recommended health and safety measures to ensure construction can safely continue on the Expansion Project, while ensuring the protection of our people on the ground. We continue to work with our construction contractors to revisit and update plans and monitor implementation. Some specific measures we are taking include:

- staggering work shifts to minimize number of people on any given site including adhering to the recommendations being provided by health authorities
- following social distancing guidelines between workers – on-site and in site offices
- staggering lunch and coffee breaks to minimize number of people gathering
- minimizing or eliminating in-person meetings, holding necessary meetings outside (for example, safety meetings), in smaller groups or via technology
- enhancing cleaning and sanitization protocols and increased availability of sanitation supplies
- increasing bus, vehicle and trailer cleaning requirements and frequency and reducing the number of people being transported per vehicle to adhere to health authority recommendations
- ensuring that workers orientation includes COVID-19 expectations, awareness and prevention
- ensuring non-essential workforce members are not entering any of our worksites or offices
- ensuring all individuals have access to appropriate safety equipment, understanding the expectation of personal hygiene
- checking people entering the sites for fever or sickness
- using Health and Safety personnel to monitor implementation of COVID-19 response guidelines on site

We are in constant contact with our construction contractors, and together are adapting to COVID-19 developments accordingly. This is a dynamic situation, and we will continue to respond in a thoughtful,

balanced and disciplined way, considering all new and emerging guidance coming from government and health officials.

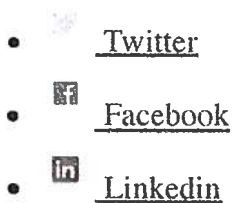
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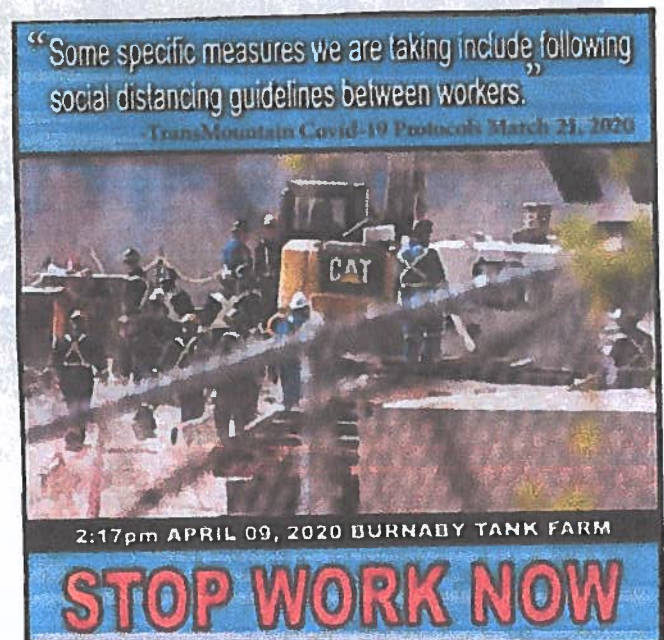
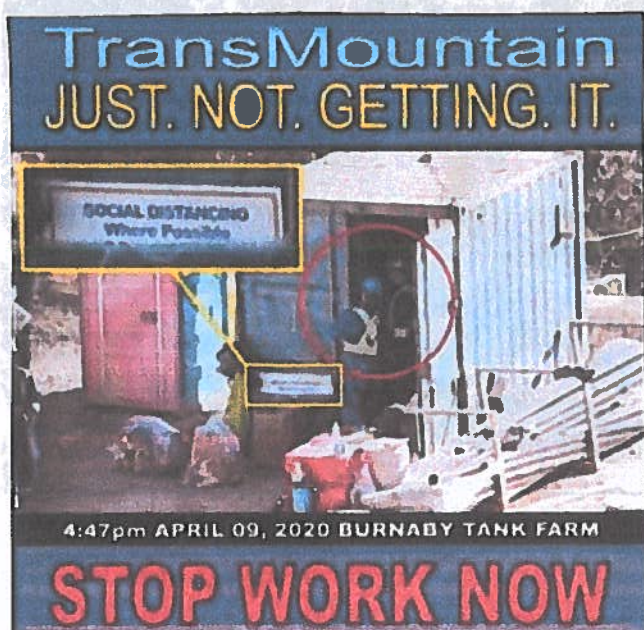
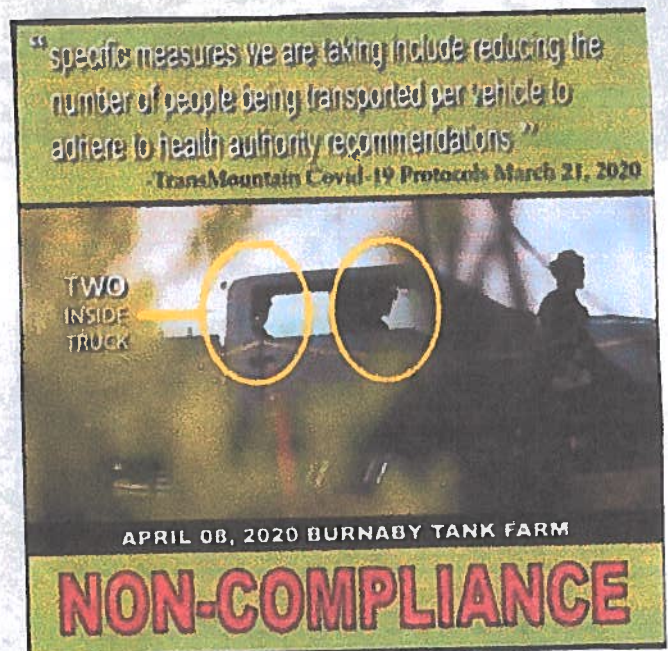
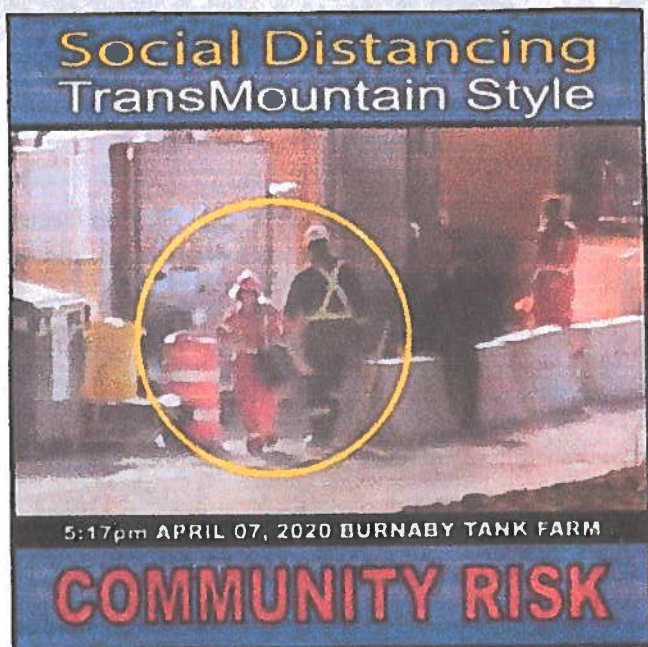
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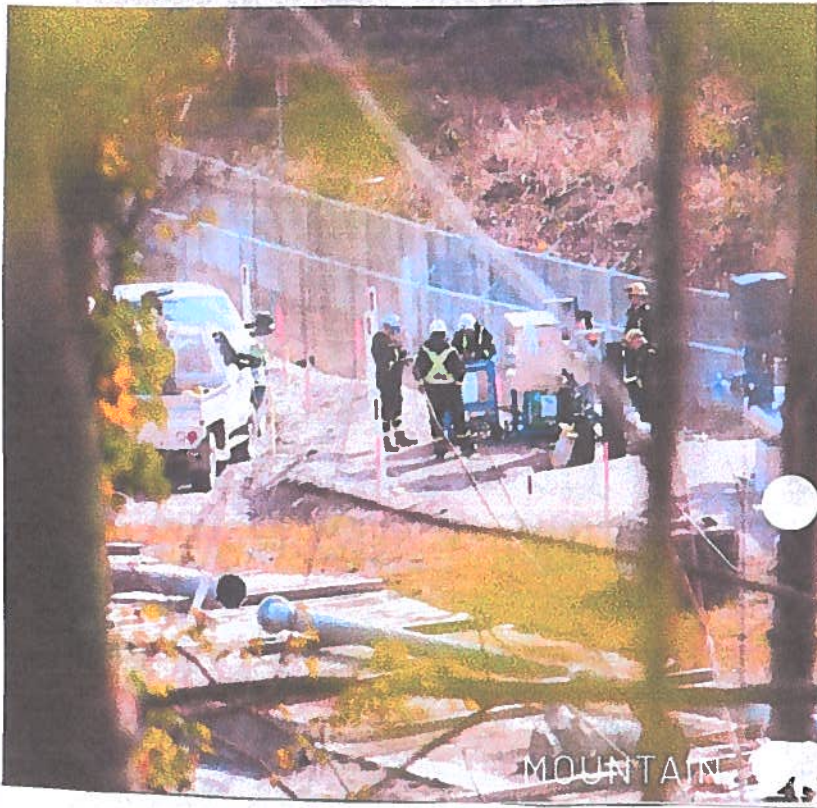
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March 25, 2020



April 1, 2020



April 6, 2020



April 9, 2020



Burnaby**now**

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Burnaby residents claim no social distancing in Trans Mountain construction

As construction plows ahead, Trans Mountain says it's following social-distancing protocols. Photos submitted to the NOW appear to show otherwise

[Dustin Godfrey](#) / Burnaby Now

MARCH 31, 2020 06:57 AM



Workers at Trans Mountain's Burnaby Terminal work in close proximity to one another, despite social-distancing protocols. Photograph By SUBMITTED

Trans Mountain says it's adhering to social-distancing protocols, even as photos emerge appearing to show workers on site within two metres of one another.

Health officials are strongly urging people to stay at least two metres away from others as a way to halt the spread of COVID-19. That distance, officials say, is the distance water droplets typically travel from a cough or sneeze.

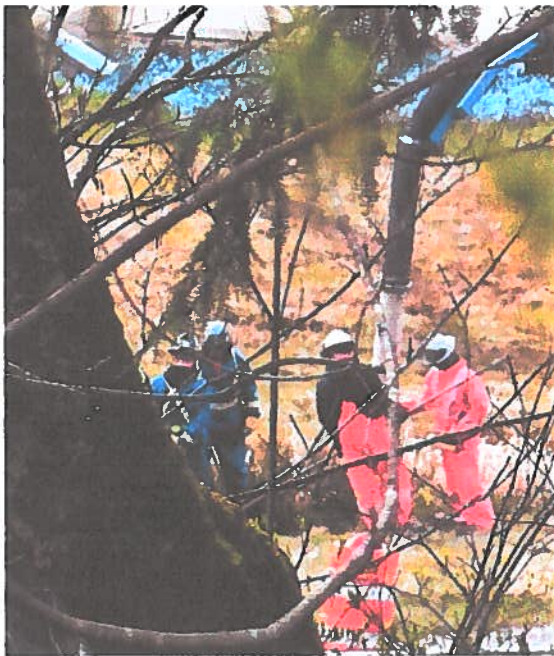
Employers should be enforcing social distancing at the workplace, according to the WorkSafeBC website. But activists against the Trans Mountain pipeline expansion say they've seen people working within two metres of one another at the Burnaby Mountain terminal, where construction has continued.

One photo submitted to the **NOW** appears to show four Trans Mountain workers using a vacuum truck in close proximity to one another. Another appears to show four workers at a workstation, also in close proximity to one another. Both photos were taken on March 25.

Another photo shows shuttle buses bringing workers to the terminal.

Meanwhile, Burnaby Residents Opposing Kinder Morgan Expansion is reissuing a request to speak with Environment Minister George Heyman and Public Safety Minister Mike Farnworth.

In their initial request for a meeting, sent on March 19, BROKE sought to raise concerns about the susceptibility of aging oil tanks to breaking and spilling in the event of an earthquake.



Workers at Trans Mountain's Burnaby Terminal work in close proximity to one another, despite social-distancing protocols. - Submitted

The group renewed their call for a virtual meeting with the ministers to speak on the issue of the continuing construction work at the terminal.

"There is now some urgency to our request, given that construction reportedly has been proceeding apace at the Westridge and Burnaby Terminal facilities, in the midst of the pandemic when most people are being asked to stay at home, and non-essential businesses are closing for now," reads an email sent to the two ministers, Burnaby MLAs and the **NOW**.

In a statement, Trans Mountain said the company and its contractors are "adhering to the two-metre rule, including in busing" as part of its COVID-19 response plan.


"We are increasing bus, vehicle and trailer cleaning requirements and frequency," Trans Mountain said in an email statement late last week. "We continue to work with our construction contractors to revisit and update plans and monitor implementation, and together (we) are adapting to COVID-19 developments accordingly."

Trans Mountain pointed to its website, where further social-distancing protocols are listed, including staggering shifts and breaks, cancelling unnecessary meetings and holding necessary meetings outside, and checking people entering the site for fever or other symptoms of COVID-19.

In a statement posted to the Crown corporation's website, CEO Ian Anderson said he is "confident we have executed all the requirements of health authorities and governments."

"I can assure all Canadians, we will do everything in our power to not put workers, communities and Indigenous Peoples at any COVID-19 risk," Anderson said. "If there is an escalation in the health officials' guidance, or if we are not confident we can provide a safe workplace, we will initiate safe ... stand-down procedures."

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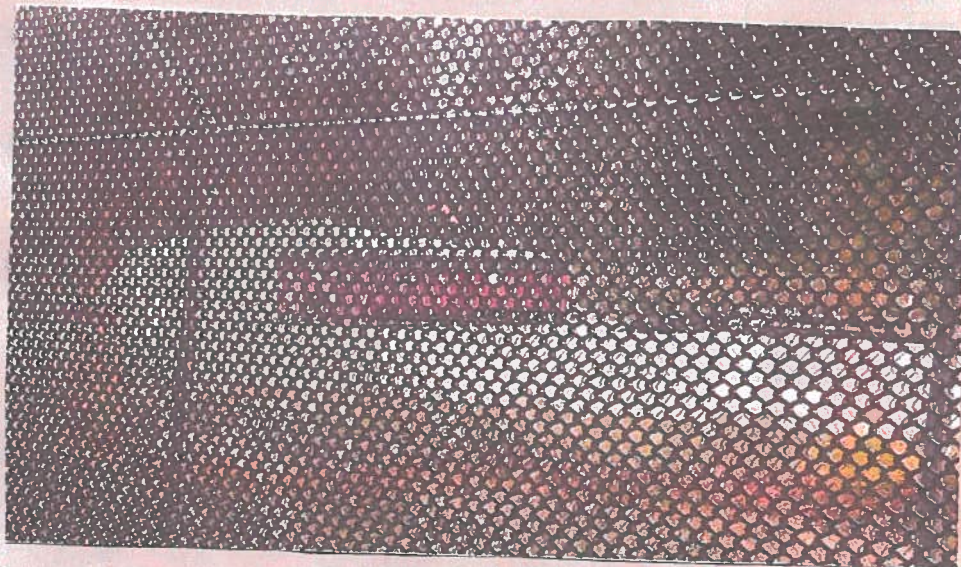


Does it look like TMX has stopped all non-essential work and are encouraging social distancing?

The Trans Mountain Pipeline Expansion project increases the likelihood of an oil spill in BC.

TMX is increasing our communities' risk of contagion.

Photos taken March 16, 2020 at Westridge Marine Terminal in Burnaby, BC



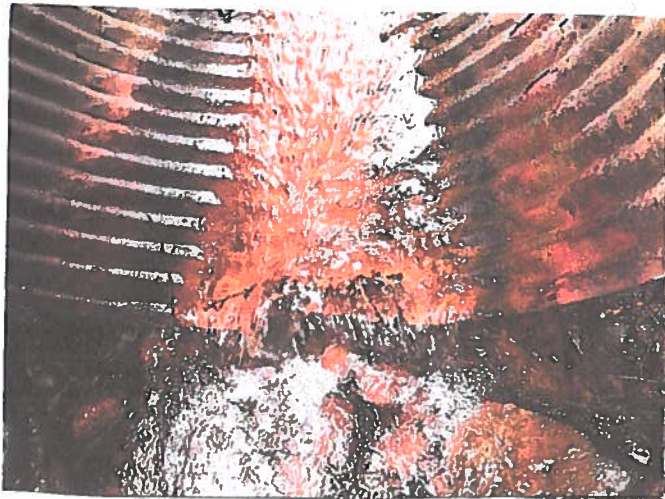
On March 25th, 2019 the red bin was picked up from the Burnaby Mountain Terminal, where it had been filled with soil that smelled strongly of oil, a week or two before.

The truck had an Alberta license plate, the bin was labelled as belonging to Clean Harbours, a company situated in Delta and the contents of bin were contained by a tarp with a Texas telephone number.



The truck was followed to a toxic waste disposal site in Delta across from the Clean Harbours office. Why is this significant? It bore no signage stating it was carrying toxic materials through our City, New Westminster, Surrey, Richmond to Delta.

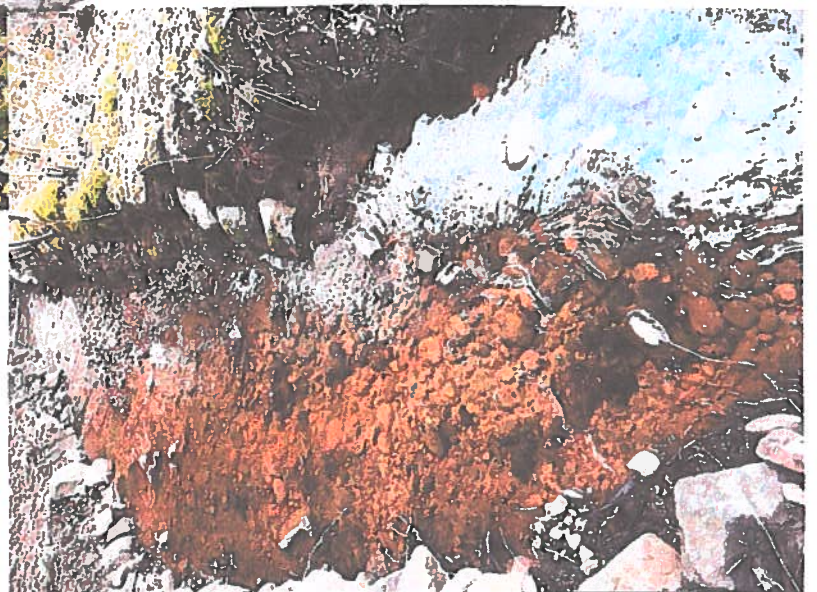




Eagle and Silver Creeks are Salmon bearing streams fed by run-off water from the terminal site.



How disappointing for the streamkeepers and young children who have fingerling release programs in the spring!



These pictures are of contaminated water running from the Mountain Terminal into the Eagle and Silver Creeks.



Highlights of Legislation and Regulations

Comprehensive contaminated sites legislation was passed by the BC legislature in June 1993. It came into effect on April 1, 1997, after approval of contaminated sites regulations in December 1996. This fact sheet explains the scope, intent, and provisions of the contaminated sites regime provided in Parts 4 and 5 of the *Environmental Management Act* and the Contaminated Sites Regulation.

What are the goals of the legislation?

The legislation and regulations set out to:

- ensure environmental and human health protection;
- bring uniformity to the administration of contaminated sites;
- establish requirements for site remediation, assessment, and soil relocation;
- provide flexible standards to measure remediation efforts;
- focus ministry efforts on high risk sites while approved professionals advise the ministry on low and moderate risk sites;
- provide easy access to site information; and
- present clear and predictable circumstances for liability for site cleanup.

The legislation and regulations address all stages of management from site identification, through evaluation of remediation options to the confirmation and monitoring of remediation performance.

Five-part site management process

The *Environmental Management Act* provides a five-step process for managing contaminated

sites. Every site need not proceed through each step. For example, many sites, once investigated, will be found not to be contaminated and require no further attention.

The five site management process steps are:

- screening
- investigation and determination/decision
- planning
- remediation
- evaluation/monitoring

Step 1. Screening for contamination

Site profiles are an important tool for identifying potentially contaminated sites. They contain readily available information and do not require the assistance of a consultant to be completed.

A site profile is usually necessary when a local government receives an application for subdivision, zoning, development, demolition of a structure or soil removal (at specific types of former commercial or industrial operations), or when a Director of Waste Management orders one. Usually they are assessed by a municipal official to determine if a site should be investigated further.

Step 2. Investigating sites

A preliminary site investigation and a detailed site investigation may be required. They may be prompted by a site profile or other information a Director of Waste Management may receive.

- Preliminary site investigations assess the probability of site contamination through
- archival records, site visits, and knowledge of historical activities conducted at a site.
- Detailed site investigations confirm or refute the potential of site contamination by sampling and chemical analysis of soils, sediments, surface water, and groundwater.

Comprehensive environmental quality standards

The Regulation provides numerical and risk-based standards to determine when cleanup is needed and satisfactorily completed. The numerical standards appear in Schedules 4, 5, and 10 for soil, 6 and 10 for water, 9 for sediments and 11 for vapour. They also include site-specific and director's interim standards. A site is contaminated if substances in the soil, water, sediment or vapour at the site exceed the numerical standards.

Legally determining if a site is contaminated

Provision is made for a formal ruling that a site is, or is not contaminated. The process involves a preliminary determination and final determination by a Director, with notification of liable parties at each stage. A determination of contaminated site is not required for every site, but a lack of a determination does not mean a site is not contaminated.

Step 3. Planning remediation

Determining liability – responsibility for remediation

Responsibility for remediation is stated very broadly in the *Environmental Management Act*. Directors have broad authority to order investigations and site remediation. The legislation brings clarity and predictability to liability issues, facilitating planning by site owners and developers for future costs.

The legislation first casts a relatively broad net of liability. Persons potentially responsible, for example, may include current or former owners of a contaminated site or a site from which contamination migrated. Persons potentially responsible may also include producers or transporters of substances.

To achieve fairness and to implement the "polluter pays" principle, the legislation also provides many exemptions from liability.

Among those exemptions are:

- a government body involuntarily acquiring ownership of contaminated land;
- a person whose site is contaminated only by migration from another site; and
- secured creditors who act only to protect their financial interest and do not, in any way, cause or increase contamination.

Determining liability – minor contributors

The legislation allows a Director to confer "minor contributor" status on a person who contributed only a minor part of contamination at a site. When a person is ruled a minor contributor, this protects them in private lawsuits and ministry remediation orders.

General liability principles

The general liability principles parallel those already in place in the *Environmental Management Act* concerning pollution abatement orders. A responsible person can be absolutely, retroactively, or jointly and separately liable for site remediation.

Assessing the need for remediation orders

Criteria are provided to guide a Director in determining the need and priority for a remediation order. If a contaminated site needs to be remediated, the timing will depend on the severity of the actual or potential impacts. Most sites need not be cleaned up for years, or ever, so remediation orders are used infrequently.

Activating remediation

A Voluntary Remediation Agreement or a remediation order can be used to document responsibility and to set out conditions required to address contamination.

A Director may issue a remediation order if a person will not agree to responsibility or remediation requirements. Such an order deals with similar matters to a Voluntary Remediation Agreement.

Evaluating remediation options

Identification and investigation of a site may be followed by planning for remediation. Often there are several different remedial options to clean up a site, and one (or a combination) may be selected.

Approvals in Principle

Financing and local government development approvals of sites with contamination can be significantly impeded if a clear process for dealing with contamination is not in place. A local government or a lender may require assurance that a site has been adequately investigated and that acceptable plans have been developed for remediation.

To this end, the legislation provides an optional legal instrument known as an Approval in Principle. A Director can review investigation results, evaluate remediation options, assess any public consultation input and remediation plans, and, if satisfactory, issue an Approval in Principle with or without conditions.

Contaminated soil relocation

Excavation at a contaminated site may be required where underground facilities such as basements and parking lots are being developed. Relocating surplus soil, either to a landfill or for use as fill at another site, may in some cases be an acceptable remediation option.

For this reason, the legislation provides for Contaminated Soil Relocation Agreements to be set up. Information about the soil's quality and the conditions of the environment at a deposit site must be included in such a proposal.

Contaminated Soil Relocation Agreements provide a uniform system of managing the relocation of contaminated soil in BC.

Step 4. Implementing remediation

As defined in the legislation, remediation covers all stages of site management from preliminary investigations, through implementation of remediation procedures, to final monitoring. More commonly, however, remediation is viewed simply as the removal or treatment required to clean up or secure a site.

Two types of remediation and remediation standards

The legislation and regulations provide a framework for two general types of remediation. Contamination may be

- removed so that it no longer remains at a site – where the numerical standards for soil, water, and sediment apply, or
- contained and managed onsite – where the risk-based standards apply.

Step 5. Documenting the completion of remediation

A person may apply for a document certifying that these two types of remediation meet the applicable standards. Certificates of Compliance may be issued if either the numerical or risk-based standards in the Regulation have been satisfied. In both cases, financial guarantees or other security may be required.

If a Certificate of Compliance is to be issued, usually a confirmation of remediation report is required. If contamination is managed onsite, certain conditions must be adhered to. These are

necessary, for example, to ensure protection of the environment or notification of future site owners. Sometimes a restrictive covenant must be registered on the property title, but in many cases a Certificate of Compliance and notations on the Site Registry will suffice.

Other key features of the legal regime

Declaration of need for remediation

Some sites may require prompt action if they pose a serious threat to the environment or human health. The legislation authorizes the Minister to declare the need for remediation at a high risk orphan site or another site. Labour, services, materials, equipment, and entry onto land may be ordered. The legislation also provides access to funds for orphan site cleanup.

Part 5 – Remediation of mineral exploration sites and mines

The provisions in Part 5 of the *Environmental Management Act* were added to the legislation in 2002. Under those amendments, mines – in a number of specified circumstances – were exempted from key contaminated sites provisions of Part 4. The amendments established a single window for cleaning up contaminated mine sites subject to a *Mines Act* permit— to be administered by the Ministry of Energy, Mines and Petroleum Resources.

The provisions in Part 5 impose limitations in four areas:

- liability for remediation of contamination,
- powers of ministry officials to issue remediation orders,
- powers of ministry officials to require security under the *Environmental Management Act*, and
- payment of fees under the Regulation.

These new provisions vary depending on the type of mine site involved.

Notices of offsite migration

In 2003, provisions were incorporated into the Regulation requiring site owners to notify owners of neighbouring sites about actual or potential offsite migration of contaminants. This notice is required only in the context of a site investigation or independent remediation of a site.

Site Registry

The Site Registry provides easy access to information about sites in BC. Basic characteristics of a site, as well as legal events and milestones in the remediation process, are recorded. The Registry is used in due diligence searches as part of land transactions, and is a ready source of information for the general public. It is publicly accessible by computer through BC OnLine.

Four routes to site remediation

There are a number of ways in which the legislation allows sites to be cleaned up. They differ as to the extent of involvement of the ministry and of environmental consultants.

Sites remediated without ministry involvement

Independent remediation carried out in accordance with regulations is allowed under the legislation, provided the ministry is notified at the onset and at the completion of remediation. At many sites, remediation may be routine, the risks posed by the site low, and methods of treatment readily available. Such sites can be remediated with the assistance of capable engineering or environmental consultants and very little involvement of the ministry. With environmentally responsible care by site owners, independent site cleanups are practical and sensible.

Sites remediated with ministry involvement

There are three options by which a site can be cleaned up involving the ministry:

Option 1: Submission to ministry by Approved Professional

Most sites pose a low or moderate risk to human health and the environment. The ministry requires that applications for ministry services for low and moderate risk sites (such as providing a Certificate of Compliance) must be submitted by an Approved Professional.

Option 2: Submission to ministry requesting external contract review

Under this option, the ministry contracts report reviews to qualified consultants, as provided in the Regulation. The circumstances in which this option may be used are very limited.

Option 3: Submission to ministry for direct ministry review

The third option, review by the ministry directly, is generally reserved for high risk sites and sites where risk-based standards are used.

Interagency coordination

The contaminated sites legislation coordinates government activities by delegating specific functions to local governments and to other

provincial agencies such as the Oil and Gas Commission and the Ministry of Energy, Mines and Petroleum Resources. It provides immunity for local governments and other ministries carrying out these administrative functions.

Also, a number of other statutes contain provisions relating to the site profile provisions in the *Environmental Management Act* including the:

- *Islands Trust Act*
- *Land Title Act*
- *Local Government Act*
- *Petroleum and Natural Gas Act*
- *Property Law Act*
- *Vancouver Charter*

Fees

The legislation and regulations provide for cost recovery service fees to offset the costs of regulating and administering contaminated sites. The fees vary with the type of service provided, and may be in the form of a lump sum or hourly fees.

For more information, contact the Environmental Management Branch at site@gov.bc.ca.

8

Mountain Protectors

NOISE. Continuous 80-90dbA can cause hearing loss. No wonder local residents are upset.

89 dBA

Aug. 67
Min 59
Max 89

Feb 26
2020
9:30 AM



90 dBA
Aug. 82
Min 70
Max 92

91 dBA
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Aug 91
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February 28 at 10:49 PM · Public

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Mountain Protectors

"LIKE LIVING NEXT TO A TRAIN" is how one local resident describes living here. Each tandem truck will remove native soil, turning Burnaby Mountain into TransMountain. All. Day. Long.

d 33 trucks in less than an hour as the witnessing circl...

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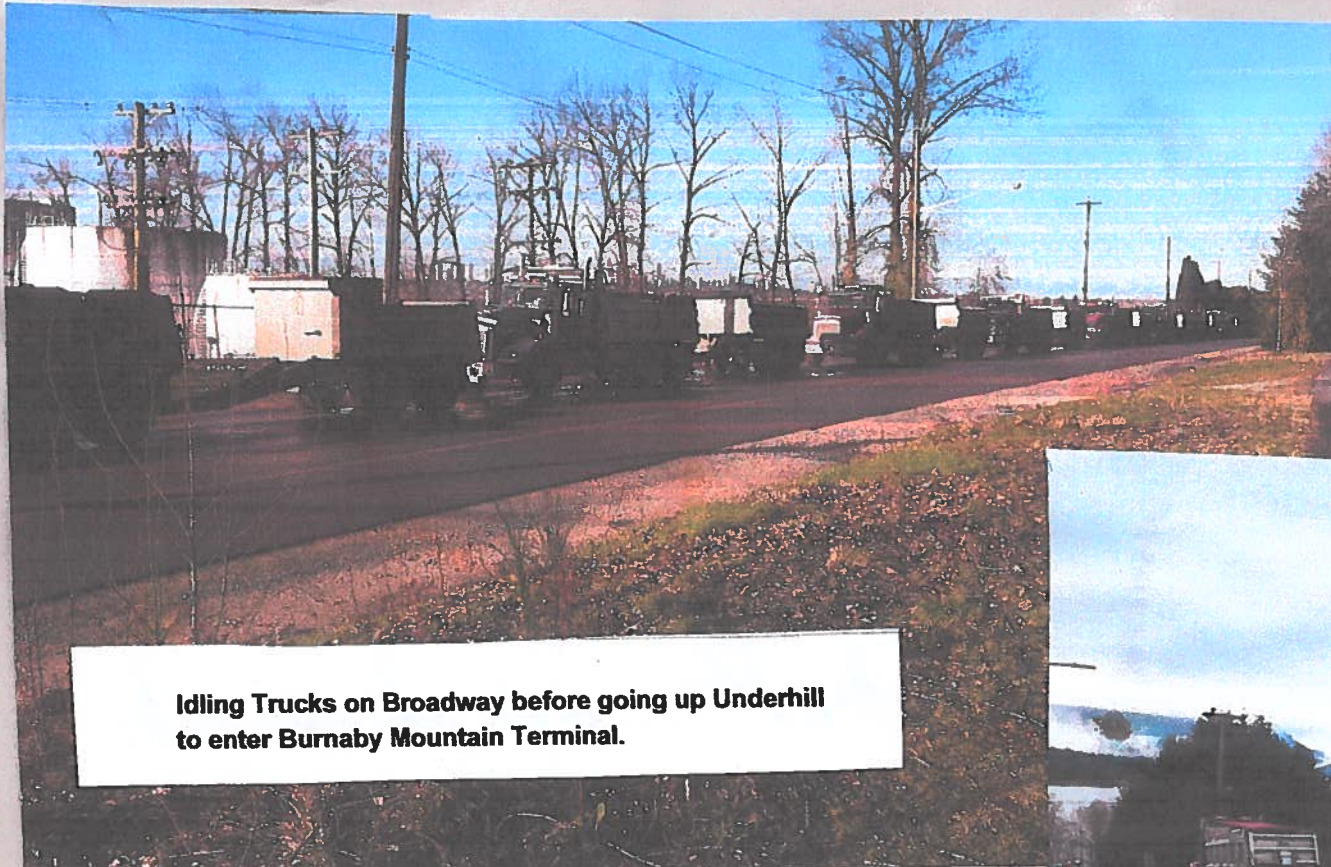
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Mountain Protectors

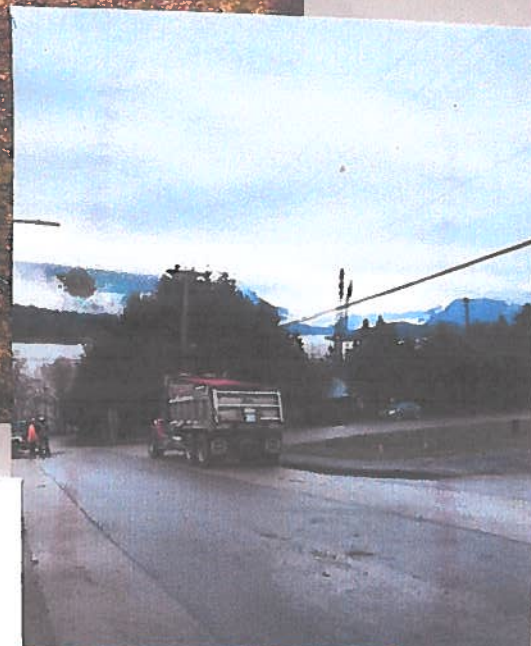
We documented 33 trucks in less than an hour as the witnessing circle held space this morning - that's an average of a vehicle every 2 minutes or less. Thank you to the peaceful ones refusing to look away from the climate insanity. Here's the carnage & poisoning of Mother Earth in process, systemically turning Burnaby into a sacrifice zone:



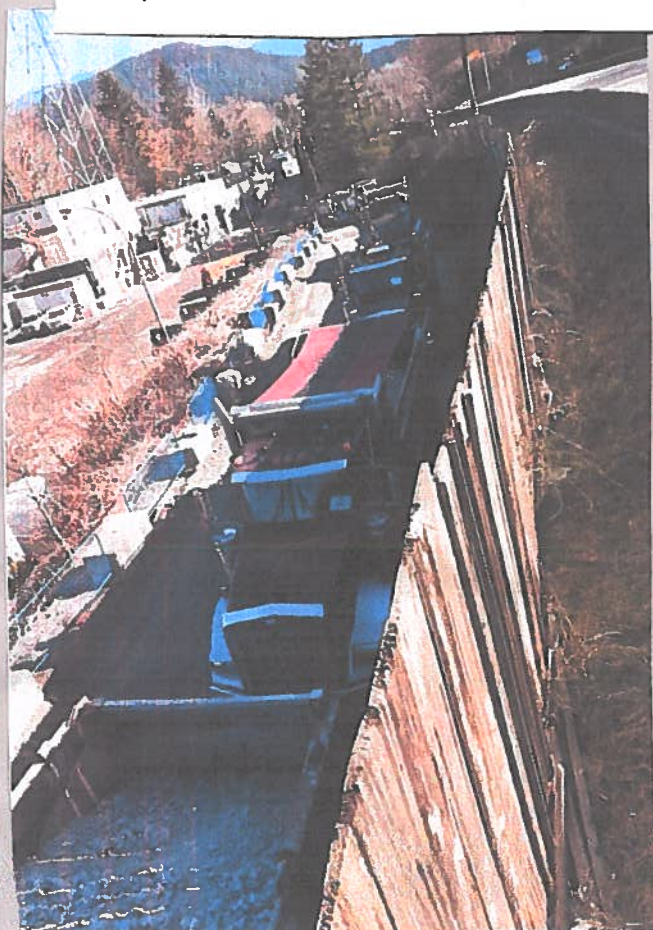
February 19 at 9:29 PM · Public
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Idling Trucks on Broadway before going up Underhill to enter Burnaby Mountain Terminal.



**Other 3 images from the Westridge Marine Terminal site:
To the right, a truck about to enter the gate at bottom of Cliff Ave.
Below, two views of a) trucks waiting to depart for the terminal site
b) trucks lined up along Bayview Drive to enter the terminal main gate.**



Burnaby**now**

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Opinion: Trans Mountain apologizes for Burnaby truck traffic impacts

Ian Anderson / Burnaby Now

APRIL 14, 2020 11:41 AM



A truck and trailer leave the Trans Mountain tank farm in Burnaby.
John Preissl photo

Re: [Frustrated Burnaby Mountain residents take to policing Trans Mountain traffic](#), **NOW news**

Trans Mountain shares our neighbours' concerns about construction-related truck traffic to and from our Burnaby terminal. We apologize to those who have been impacted. We remain focused on creating a safe environment for our neighbours as we continue to manage the increase in truck traffic for the expansion project.

In addition to working directly with neighbours to address their interests, Trans Mountain is working with the City of Burnaby to address the issue.

We outlined our plan to create alternative access points for our Burnaby terminal during construction in our Traffic Access and Control Management Plan, which was approved by the Canada Energy Regulator in December 2017. In October 2019, we submitted permit applications to the City for two alternative accesses to the Terminal. In early March 2020, the City confirmed it will issue a permit for one of these alternative access points, from Greystone Drive.

We are working to implement this alternate access as soon as practicable.

Although we will continue to use our Underhill Avenue access, creating this second temporary construction access point will help to manage the flow of truck traffic travelling to and from the terminal via Lougheed Highway. We understand there is more work to do to resolve this issue. Through March we have been working with the city to find a solution for trucks awaiting entrance to our terminal. Although we have not yet come to an agreement, we will continue to work with the city.

Other mitigation measures underway to ensure road safety and reduce the impact of truck traffic on our neighbours include: plans to install a sound wall along Underhill Avenue to reduce the noise from trucks; wheel wash rinses to reduce the mud and dirt as trucks leave the Terminal; and street sweepers to remove debris on the road surface onsite and outside the Terminal gate.

If neighbours would like more information about these measures, we encourage them to contact us at info@transmountain.com or 1-866-514-6700 or visit our website at www.transmountain.com/burnaby.

Trans Mountain and our contractors are making efforts to minimize the impact of increased truck traffic near residential neighbourhoods and continue to work with local law enforcement to improve public safety in the area.

We thank our neighbours for their patience as we work to reduce the impact of our construction activities on the surrounding neighbourhood.

Ian Anderson is president and CEO of the Trans Mountain Corporation.

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Diesel Idling Factsheet

The Non-Road Diesel Engine Emission Regulation Bylaw No. 1161, 2012 (the Bylaw) limits unnecessary idling, of non-road diesel engines 25 horsepower (19 kW) or greater, to 5 consecutive minutes. Unnecessary idling wastes fuel, causes air pollution and increases engine wear. An idling diesel engine produces much higher emissions than it would while using the same amount of fuel under load. Extended idling causes a build-up of soot inside the engine and results in a puff of black smoke when the engine revs.

Exceptions to the 5 minute idling rule

- If required for safe operation of the vehicle or in accordance with the manufacturer's specifications.
- If required for testing or maintenance.
- If performing emergency work.
- If necessary to perform the purpose of the machine in the course of its operation, including during the operation of a crane, cement mixer, cherry picker, boom lift or similar machine.
- If operated as stated in a written anti-idling policy.

Myths about idling

- It's good for the engine to idle.
- Diesel engines don't burn much fuel at idle.
- Diesel engines create more heat by idling.
- Diesel engines must idle or they won't restart.

Facts about idling

- Excessive idling wastes fuel and wastes money.
- Idling generates harmful emissions.
- Idling creates unnecessary noise.
- Fuel contamination of lube oil is higher at idle.
- Idling reduces engine life.
- Idling time of about 3-5 minutes is all that is required to properly cool an engine after being under heavy load.
- Idling can be minimized through education and implementation of an anti-idling policy.
- An anti-idling policy should save money through reduced fuel consumption and reduced engine wear, and should reduce air pollution.

A good anti-idling policy should educate operators on the economic, social and environmental costs of unnecessary idling of diesel engines.

Please contact us if you have any questions at nonroaddiesel@metrovancover.org or 604-451-6655.

Web Resources

1. [Natural Resources Canada](#)
2. [Idle Free BC](#)



EXAMPLE ANTI-IDLING POLICY

Definition

Idling means the operation of a vehicle or machine while not in motion or being used to operate auxiliary equipment that is essential to the operation of the vehicle or equipment.

Purpose

The purpose of the policy is to establish guidelines for unnecessary idling of vehicles and equipment. Limiting idling times contributes to a healthier work environment, reduces air pollution, reduces fuel consumption and reduces engine wear.

Procedures

- Always follow the manufacturer's recommendations around idling.
- No operator shall idle the engine in excess of 5 minutes.
- Diesel fueled vehicles should be turned off after enough time has passed to allow the proper circulation and cooling of the engine oil, coolant and turbochargers, not to exceed five minutes.
- If the engine must be left running for any reason the operator must remain in the vehicle.

Exceptions

- Idle times of up to 5 minutes are permitted during initial warm up and when the vehicle or machine is being restarted after prolonged shut down.
- Where engine power is necessary for an associated need such as power take off devices, auxiliary hydraulics, compressed air and/or electrical power.
- As required for defrosting or deicing windows and/or as may be required for operator warmth, during periods of extreme cold.
- In situations where safety may be compromised by shutting down the engine.
- If required during maintenance and servicing.
- When in accordance with the manufacturer's operations manual or requirements.



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→ Emission impacts resulting from vehicle idling

Emission impacts resulting from vehicle idling

An operating vehicle emits a range of gases from its tailpipe into the atmosphere, one of which is carbon dioxide CO₂ (carbon dioxide) – the principal greenhouse gas that contributes to climate change.

CO₂ (carbon dioxide) is a colourless, odourless, gas that is a normal part of Earth's atmosphere. However, when the amount of CO₂ (carbon dioxide) in the atmosphere increases, more heat is trapped. This "enhanced greenhouse effect" causes Earth's surface temperature to rise, which in turn is altering the world's climate.

CO₂ (carbon dioxide) is also an unavoidable by-product of burning gasoline. Each litre of gasoline that is used produces about 2.3 kg (kilograms) of CO₂ (carbon dioxide). Therefore, every time you start the engine, you're contributing to climate change.

Vehicles produce other emissions, such as volatile organic compounds (VOCs (volatile organic compounds)), carbon monoxide (CO (carbon monoxide)) and oxides of nitrogen (NO_x (oxides of nitrogen)), are criteria air contaminants (CACs (criteria air contaminants)) and these emissions are known to contribute towards air pollution and smog.

The following sections outline the impacts of your vehicle's GHG (greenhouse gas) and CAC (criteria air contaminant) emissions.

Greenhouse gas emissions

For every litre of gasoline used, a vehicle produces about 2.3 kilograms ² of CO₂ (carbon dioxide), the principle GHG (greenhouse gas) linked to climate change. With internal combustion engines, no technology exists for eliminating CO₂ (carbon dioxide) emissions, an unavoidable by-product of burning fossil fuels. One simple and effective way to reduce the production of CO₂ (carbon dioxide) emissions from light-duty vehicles is by choosing to eliminate unnecessary vehicle idling. This is an action that you – as a driver – can take.

In fact, if Canadian motorists avoided idling for just three minutes every day of the year, CO₂ (carbon dioxide) emissions could be reduced by 1.4 million tonnes annually. This would be equal to saving 630 million litres of fuel and equivalent to taking 320,000 cars off of the road for the entire year. Eliminating unnecessary idling is one easy action that Canadians can take to

reduce their GHG (greenhouse gas) emissions that are contributing to climate change.

Air quality emissions

Other vehicle emissions, such as volatile organic compounds (VOCs (volatile organic compounds)), carbon monoxide (CO (carbon monoxide)) and oxides of nitrogen (NO_x (oxides of nitrogen)) are criteria air contaminants (CACs (criteria air contaminants)) that contribute to air pollution and smog.

Advanced emission control technologies (e.g. (for example), catalytic converters, exhaust gas recirculation, engine monitoring sensors, computer controls and feedback systems) have dramatically reduced CACs (criteria air contaminants) from the tailpipes of new vehicles. In fact, today's vehicles produce 99 percent less CACs (criteria air contaminants) than vehicles built in the 1970's thanks to advances in engine and emission control technologies and improved fuel quality standards. However, CAC (criteria air contaminant) emission reductions from newer vehicles have been partially offset by the growing number of vehicles on the road and the greater distances we now travel.

Within the context of idling, while reducing unnecessary idling can save a significant amount of fuel and reduce GHG (greenhouse gas) emissions, the effect on CAC (criteria air contaminant) emissions is dependent upon a variety of factors related to restarting the engine. A study ³ completed in 2003 concluded that “there is little (CAC (criteria air contaminant)) impact in the choice of vehicle operation (idling or shut down) when the vehicle is stopped for durations between 10 seconds and 10 minutes”. What this means in terms of CAC (criteria air contaminant) emissions is that there is no substantial difference between turning the engine off and restarting it versus letting your vehicle idle, as both options produce some CAC (criteria air contaminant) emissions.

What are the benefits?

The 2003 study supports NRCan (Natural Resources Canada)'s position that “idling for over 10 seconds uses more fuel and produces more CO₂ (carbon dioxide) emissions than restarting your engine.” This clearly confirms that there are direct benefits – in the form of fuel savings and reduced GHG (greenhouse gas) emissions – that are obtained by turning the engine off instead of idling. As such, when considering all of the factors, the study showed it is better to turn the engine off rather than to let it idle unnecessarily.

What about diesel vehicles?

Diesel-powered vehicles are inherently more fuel-efficient than their gasoline-powered counterparts due to the higher energy (carbon) content of diesel fuel and combustion process efficiencies. Therefore a diesel vehicle will tend to travel further on a litre of fuel than a gasoline equivalent but will also produce more CO₂ (carbon dioxide) emissions (2.7 kg (kilograms) CO₂ (carbon dioxide)/L (litre) ⁴ – 15 percent more than gasoline).

When considering air quality emissions like CACs (criteria air contaminants), it is also important to take into account the impact of diesel-powered vehicles. In general, diesels produce higher levels of particulates and NO_x (oxides of nitrogen) than their gasoline counterparts and the best way to reduce these emissions is to turn the engine off. This is in addition to the reduction in fuel consumption and CO₂ (carbon dioxide) emissions achieved by turning off the engine. Fewer than five percent of light-duty vehicles in Canada are diesel powered. On the other hand, heavy-duty diesel vehicles, such as school buses, delivery trucks and transit buses typically have larger diesel-powered engines and more limited emission controls as compared to light duty vehicles. These vehicles may idle for longer periods in communities and present their own specific CAC (criteria air contaminant) concerns and impacts on local air quality. More information on heavy-duty vehicles can be obtained at the Fleetsmart website.

So when should you turn your engine off?

Idling for over 10 seconds uses more fuel and produces more CO₂ (carbon dioxide) compared to restarting your engine. However, as a more practical guideline, balancing factors such as fuel savings, overall emissions and potential component wear on the starter and battery, 60 seconds is the recommended interval. You will save money on fuel that should more than offset any potential increase in maintenance costs from any wear and tear on your starter or battery.

If you're going to be stopped for more than 60 seconds – except in traffic – turn the engine off. Unnecessary idling wastes money and fuel, and produces greenhouse gases that contribute to climate change.

Idling initiatives around the world

Countries around the world are concerned with the impact of transportation on the environment and human health. Messages to reduce unnecessary idling are therefore a key component of many national climate change programs.

In Europe, the recommended guidelines for turning engines off are 10 seconds in Italy and France, 20 seconds in Austria, 40 seconds in Germany and 60 seconds in the Netherlands. In the United States, the Environmental Protection Agency's Smartway and Drive Wise programs both recommend turning the engine off if you're stopped for more than 30 seconds.

Avoiding unnecessary idling is a universal approach to reduce the environmental impact of vehicles.
After all, idling gets you nowhere!

Footnotes

- 2 Actual value: 2.289 kg (kilogram) CO₂ (carbon dioxide)/L (litre) – National Inventory Report 1990-2006, Table A12-7, April 2008
- 3 Review of the Incidence, Energy Use and Costs of Passenger Vehicle Idling. Gordon W. Taylor, P.Eng. (Professional Engineer) Prepared for the Office of Energy Efficiency, Natural Resources Canada, 2003.
- 4 Actual value: 2.663 kg (kilogram) CO₂ (carbon dioxide)/L (litre) – National Inventory Report 1990-2006, Table A12-7, April 2008

Date Modified:

2016-09-20

Assessment of Canadian Regulations and Remediation Methods for Diesel Oil Contaminated Soils

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Abstract: Diesel fuel released into the environment can contaminate ground water, degrade potable water supplies and cause the collapse of fisheries. They are toxic to both animals and humans and can affect the liver, lungs, kidneys, and nervous system leading to cancer as well as immunological and reproductive effects. The objectives of this study were to review current Canadian regulations pertaining to diesel fuel and to evaluate the current remediation methods using five criteria: efficiency, applicability, cost, time and cleanliness. PAHs are deemed toxic under the Canadian Environmental Protection Act but no standards have been set for PAHs in diesel. The Canadian Council of Ministers of the Environment (CCME) has developed Canada-Wide Standards for Petroleum Hydrocarbons in Soil (CWS PHCS) while the Atlantic PIRI has implemented a Risk Based Corrective Action (RBCA) for the Atlantic region. The remediation methods included soil washing, landfilling, incineration, thermal desorption, radio frequency heating, chemical addition, landfarming, biopiling, composting, bioventing, liquid delivery and bioreactors. The bioreactors studied included: static bed, continuous mix, horizontal drum, fungal compost, slurry-phase, DITS, biofilters and packed bed bioreactors. The results showed that the biological methods were more effective than nonbiological ones and the bioreactors scored the highest among the biological methods. Eight criteria were then used for the evaluation of bioreactors: efficiency, time, cost, maintenance, simplicity, release of VOCs to the atmosphere, containment of contaminants and control of operating parameters. The results showed that the continuous mix bioreactor was the most effective system.

Key words: Diesel fuel, remediation, regulation, ecosystem, physical, chemical, biological, evaluation

INTRODUCTION

Diesel Fuel is intended for use in compression engines such as those found in trucks, trains and subtrains^[1]. It is composed of a variety of organic compounds as shown in Table 1^[2]. As the fuel weathers over time, the concentration of these compounds change due to volatilization and degradation to other compounds^[3].

Accidental diesel spills and the leakage of underground storage tanks have far reaching impacts on the environment. A study on marine iguanas on one of the Galapagos Islands in Ecuador has shown that 62 % of the species population has died since the oil tanker spill that occurred 1500 m offshore in 2001^[4]. There are over 400 000 petroleum hydrocarbon contaminated sites in the USA alone as a result of spillage and leakage of underground tanks located at airports, refineries and farms^[5]. Pockets of oil on these sites can persist in the environment for many years. The study on

the 700 000 L diesel spill of 1969 (which is only one sixtieth of that spilled by Exxon Valdez) is still going on by Woods Hole Oceanographic Institute of Massachusetts^[6].

According to Riser-Roberts^[2], hydrocarbons in the soil are considered toxic when they reach concentrations greater than 100 µg/g soil. The soluble compounds of diesel (benzene, toluene, ethyl benzene, and xylenes which are known as BTEX) are toxic to aquatic life as well as animals and humans. Diesel released into the environment can contaminate ground water, degrade potable water supplies and cause the collapse of fisheries^[3]. Polycyclic aromatic hydrocarbons (PAHs) in diesel (such as naphthalene) have long term effects on soil, ground water and sediments and can act as endocrine disruptors (i.e. interfere with hormone production and function). The PAHs and BTEX affect the liver, lungs, kidneys and nervous system leading to cancer, immunological, reproductive, fetotoxic and genotoxic effects^[1].

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CCME^[7] summarizes the pathways through which humans and wildlife can be exposed to contaminants (Table 2).

Table 1: Composition of Diesel Fuel #2^[2]

Component	Concentration (% Volume)
C ₁₀ paraffins	0.9
C ₁₀ aromatics	0.4
C ₁₀ cycloparaffins	0.6
C ₁₁ paraffins	2.3
C ₁₁ aromatics	1.0
C ₁₁ cycloparaffins	1.7
C ₁₂ paraffins	3.8
C ₁₂ aromatics	1.6
C ₁₂ cycloparaffins	2.8
C ₁₃ paraffins	6.4
C ₁₃ aromatics	2.8
C ₁₃ cycloparaffins	4.8
C ₁₄ paraffins	8.8
C ₁₄ aromatics	3.8
C ₁₄ cycloparaffins	6.6
C ₁₅ paraffins	7.4
C ₁₅ aromatics	3.2
C ₁₅ cycloparaffins	5.5
C ₁₆ paraffins	5.8
C ₁₆ aromatics	2.5
C ₁₆ cycloparaffins	4.4
C ₁₇ paraffins	5.5
C ₁₇ aromatics	2.4
C ₁₇ cycloparaffins	4.1
C ₁₈ paraffins	4.3
C ₁₈ aromatics	1.8
C ₁₈ cycloparaffins	3.2
C ₁₉ paraffins	0.7
C ₁₉ aromatics	0.3
C ₁₉ cycloparaffins	0.6

CANADIAN REGULATIONS

Federal Regulations: Many of the regulations that pertain to diesel fuel in Canada relate to its sulphur content^[8], since the production of SO₂ during combustion and exhaust is the leading cause of acid rain. However, diesel-powered vehicles are a significant source of aromatic hydrocarbons in urban areas. Human exposure to diesel containing benzene at any concentration will have adverse health effects. Although PAHs (like benzene) are considered toxic under the Canadian Environmental Protection Act (CEPA), there are no standards for PAHs in diesel^[9]. CEPA regulations apply to quantities greater than 400 m³ of fuel produced or imported into Canada that contains any additives. The petroleum industry is required to report sulphur content and any additives in the fuel, other than lead, to the Minister of Environment, where the liquid fuel is from crude oils, coal, or bituminous sands.

Many factors affect the cost of the diesel clean-up in Canada including: (a) the accessibility or remoteness

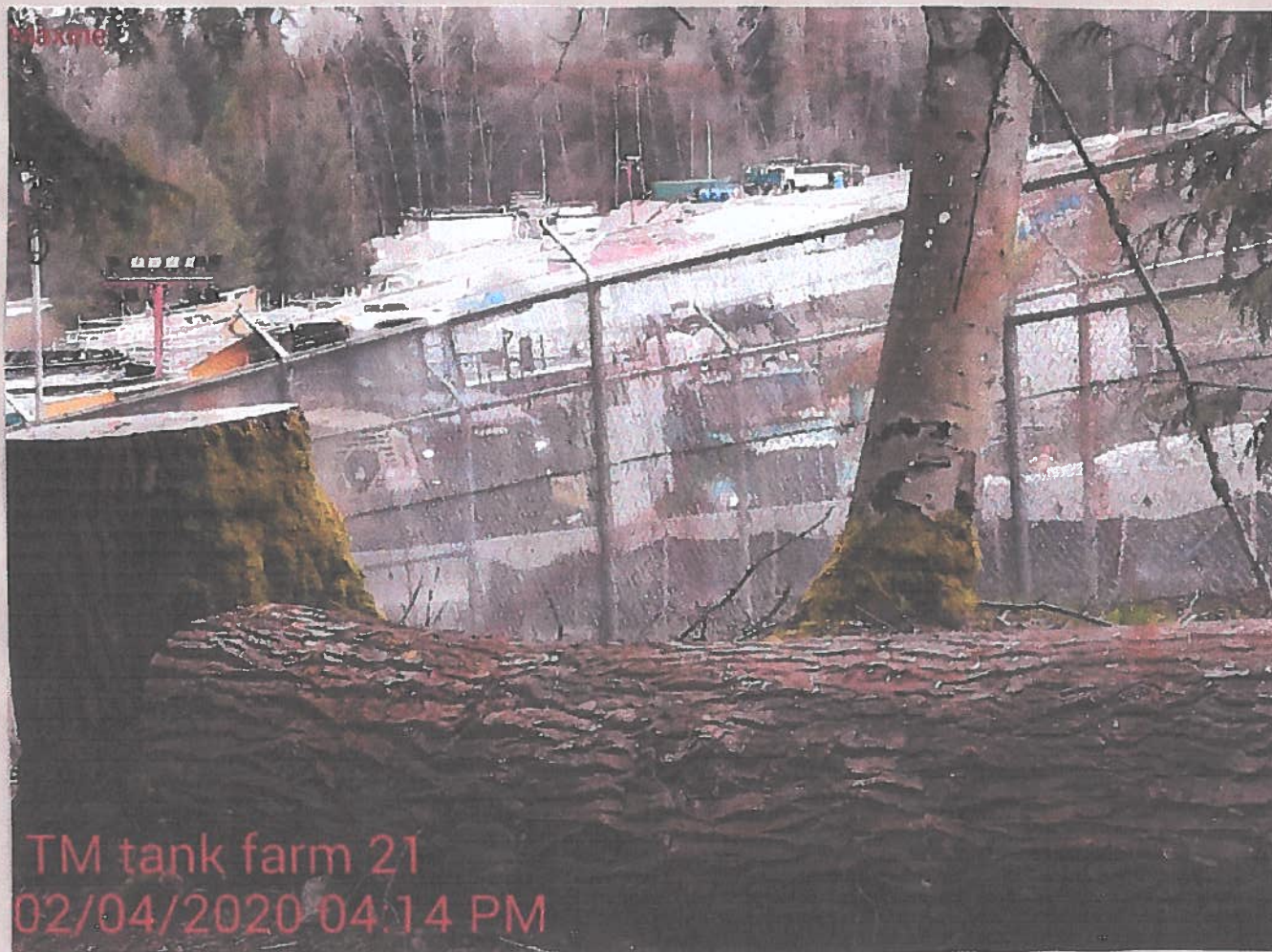
of the spill location, whether the spill is located on land, in a river, or in the ocean, (b) the weather conditions, (c) the quantity spilled, (d) the extent of environmental damage, and (e) the time required for the clean-up. Blondeau^[10] reported that, based on the data obtained from the Saskatchewan Spill Response Center, the leading causes of spills are equipment failure and accidents during road transport and most of the spills documented were from petroleum, transportation and mining companies.

About 60 % of Canada's contaminated sites involve petroleum hydrocarbons (PHCs) that can cause fires and/or explosions on these sites and impair the quality and uses of land and water. The Canadian Council of Ministers of the Environment (CCME) developed Canada-Wide Standards for Petroleum Hydrocarbons in Soil (CWS PHCS) in 2001^[7]. These standards separate soil under four different land uses: agricultural, residential/parkland, commercial, and industrial. Table 3 shows the allowable petroleum hydrocarbon (PHC) fractions in soil, depending on the land use. The CWS PHCS specifies the methods and outcomes for the assessment and management of contaminated sites but timelines are left for individual jurisdictions to decide. When assessing a contaminated site, one must also consider ignition hazards, toxicity, odor, appearance of the contaminants, effects on buried infrastructure, and formation of non-aqueous-phase liquids (NAPL). Table 4 shows the required site characterization. All provinces and territories except Quebec have endorsed CWS PHCS and the legislation for its enforcement.

Regulations in the Atlantic Region: The Atlantic Provinces (Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland and Labrador) have a harmonizing partnership agreement called the Risk Based Corrective Action (RBCA) agreement with its own set of PHC guidelines. The Atlantic Partnership in RBCA Implementation (PIRI) ensures that RBCA is effective and serves the needs of Atlantic Canadians by returning more sites to safe use at a reduced cost. The RBCA has been in use since 1999 and it differs from the CWS PHCS with respect to criteria for laboratory procedures for the comparison of site data^[11].

RBCA is a 3-tiered approach to risk assessment and risk management. Tier I uses the risk-based screening levels from Table 5 to determine the need for and the extent of removal of any remedial work required after confirmation of site applicability. It identifies the presence of ecological receptors on or adjacent to the site (within 150 m) and the potential for ecological receptors to be exposed to the release of

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Felled tree outside fences and gate on Shelmont. A mature tree that helps clean the air and filter the sun for the streams nearby.



Elan Gibson

Update: COVID-19 Protocols - Trans Mountain

Emily Corenblith

Fri, Apr 10, 2020 at 9:17 PM

To: Elan Gibson

Hi Elan,

As a resident of Forest Grove and mother of 2 young children, living in a complex comprised of over 1/3 seniors, I am concerned about the overt disobedience on display by TMX personnel at the Burnaby tank farm. The continued practice of transporting workers together via bus does not comply with social distancing, nor does the practice of working shoulder to shoulder. If working within 6 feet of one another is inherent to fulfilling their duties, then perhaps work at the tank farm that requires close proximity should be temporarily suspended.

Countless businesses across the country have recognized their responsibility to close during this unprecedented global crisis. Canada has put in place measures to assist workers and businesses to weather this storm. If they cannot comply with behaviors to protect the most vulnerable among us, then they should not be operating in our community until it is safe to do so.

Further, if the frequent idling and traffic/distancing infractions are any indication of how Trans Mountain conducts business, I am not reassured in the event of an emergency. There are massive risks posed by this project under normal circumstances, however, if an incident occurred during this time of necessary isolation, I am concerned for the welfare of individuals on the mountain and our ability to safely evacuate in the absence of a notification system, evacuation plans, dedicated muster points that allow for distancing, etc. What would already be disastrous could be exponentially more catastrophic under present conditions.

I hope contingency plans are being put in place **and adhered to** by Trans Mountain to account for the extenuating circumstances we find ourselves in.

Best,

Emily

[Quoted text hidden]

Please note start times on the logs from

Leslie Durrant

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I have been keeping a record of piledriving noises at my house. Here are two recent batches. The first I sent to Karen Leach at City Hall, and she passed it on to Dipak. The second I have not sent to Karen yet, but will do.

Dec 10, 2019. Banging today noticed at 3 pm. Loud outside, but not noticed inside with my radio on.

Dec 11. Banging started quietly and grew louder, by 12:45 it was very loud outside. Stopped at 1:04.

Dec 16: some banging mid afternoon. Not continuous, loud at times on my street, but not loud in my house.

Dec 17: 10:45 am heard banging while inside my house

Dec 18: did not hear any.

2020

Not much to be annoyed about except sounds of loud hammering for periods not very long, but enough to discourage me from my daily walk on two days.

Feb 21 sounds of piledriving started before 4 pm. Finished at 4:15 pm.

Feb 25 midafternoon loud outside, interrupted my walk so I went elsewhere.

Feb 26 lunchtime loud

Feb 29: midafternoon, loud and long, about an hour. Walk delayed.

March 7. 11:27 banging starts. Loudish in my house. It became louder, becoming as loud as my radio. It stopped at about 12:07, though there was mild banging briefly afterwards.

March 9: banging intermittently during the day. Some sounds like hammering rather than piledriving.

March 10: same again.

March 11: more, some loud

March 20: 10:38 am pounding starts; very loud inside my house with doors and windows shut and radio on

11:01 stopped

11:06 started again

11:31 stopped

This was so bad that I was planning to drive to somewhere quieter.

This is causing extra stress which should not be permitted. Please do what you can to stop it. We are all under stress because of the virus and this pounding is making it worse.

March 23, 2020: Two spells of banging. The second one in late afternoon was quite loud.

March 24: a spell at lunchtime, maybe 20 minutes.

March 25: 4:03 pm banging starts; 4:25 pm it stops. It was rather loud, competing with the radio inside my house.

March 26: 2:17 pm banging starts; stopped by 3 pm

March 27: two or even three spells of banging, not very loud in my house.

March 30: 5:15 pm banging.

March 31: 1:14 pm banging starts, more later including at 4:15 pm.

Dave

D. Huntley

Dave lives above Westbridge Terminal across
the Barnett Highway



Elan Gibson

RALLY/WITNESS at Burnaby Terminal yesterday

Admin
To: Elan Gibson

Wed, Mar 11, 2020 at 11:51 AM

Hello Elan,

Apologies for the tardy response.

I have been off recovering from a concussion.

Here are some of the logs from last year.

I decided it was better to change bedrooms rather than continue to be woken up so early in the morning.

So, I haven't done any recent logs.

But the noise is still horrendous and the damage to the environment heartbreaking.

I'm back at work half days this week, but facing a huge backlog of work.

But I will try to respond more swiftly if you have any questions.

Kind Regards,

Lesley Durrant



Burnaby, BC, V5A 4H5

Leslie Durant

Burnaby, BC V5A 4H5

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TRANS MOUNTAIN – North Burnaby Terminal – Underhill Ave Gate Log

DATE	TIME	DESCRIPTION	Audible Voices (AV)	Arrival= A Leaving = L
16 May 2019	5:06 am	Back up alarm/ generator noise		
16 May 2019	5:15 am	Dark pick-up truck		A
16 May 2019	NOTE	Feeding dog & birds until 5:30 am		
16 May 2019	5:32 am	White pick-up truck		A
16 May 2019	5:34 am	White pick-up truck		A
16 May 2019	5:34 am	Voices at gate	AV	
16 May 2019	5:37 am	White pick-up truck		A
16 May 2019	5:37 am	White pick-up truck		L
16 May 2019	5:39 am	Car	AV	A
16 May 2019	5:42 am	Car		A
16 May 2019	5:43 am	Voices at gate	AV	
16 May 2019	5:47 am	Back up alarms		
16 May 2019	5:48 am	Back up alarms		
16 May 2019	5:48 am	White pick-up truck		A
16 May 2019	5:48 am	Car or Truck alarm or back-up beeper		
16 May 2019	5:53 am	White pick-up with canopy		A
16 May 2019	5:57 am	Men loud talking at gate	AV	
16 May 2019	5:58 am	White pick-up truck	AV	A
16 May 2019	5:59 am	White car		L
16 May 2019	6:01 am	White car	AV	A
16 May 2019	6:02 am	Long conversation at gate	AV	
16 May 2019	6:05 am	White pick-up truck	AV	A
16 May 2019	6:06 am	White SUV station wagon		A
16 May 2019	6:07 am	White truck/van		A
16 May 2019	6:08 am	Car – silver		A
16 May 2019	6:10 am	White car		A
16 May 2019	6:11 am	Black pick-up truck		A
16 May 2019	6:12 am	White bus		A
16 May 2019	6:13 am	Car		A
16 May 2019	6:15 am	White pick-up truck	AV	A
16 May 2019	6:15 am	White car		A
16 May 2019	6:18 am	White station wagon	AV	A
16 May 2019	6:19 am	Whistling at gate	AV	
16 May 2019	6:20 am	White bus		L
16 May 2019	6:22 am	White pick-up truck		A
16 May 2019	6:22 am	Black pick-up truck		A
16 May 2019	6:24 am	White pick-up with tool box		A
16 May 2019	6:24 am	White pick-up with canopy		A
16 May 2019	6:27 am	White car	AV	A
16 May 2019	6:27 am	Dark pick-up with canopy		A
16 May 2019	6:28 am	White station wagon		A
16 May 2019	6:32 am	White bus		A
16 May 2019	6:33 am	Car	AV	A
16 May 2019	6:34 am	White bus		A
16 May 2019	6:36 am	White van with equipment		A
16 May 2019	6:39 am	White van	AV	A
16 May 2019	6:39 am	Light pick-up truck	AV	A

email

March 16 email on gmail.com

TRANS MOUNTAIN – North Burnaby Terminal – Underhill Ave Gate Log

16 May 2019	6:41 am	White pick-up truck from Shellmont (west)		A
16 May 2019	6:42 am	White bus (beeping sound)		L
16 May 2019	6:42 am	White bus (beeping sound)		L
16 May 2019	6:43 am	White bus		L
16 May 2019	6:43 am	White pick-up truck	AV	A
16 May 2019	6:44 am	Dark pick-up truck		A
16 May 2019	6:46 am	White pick-up truck	AV	L
16 May 2019	6:46 am	White passenger van		L
16 May 2019	6:48 am	White pick-up truck		L
16 May 2019	6:48 am	White bus		A
16 May 2019	6:48 am	White bus		A
16 May 2019	6:49 am	White car		A
16 May 2019	6:51 am	Voices at gate	AV	
16 May 2019	6:52 am	White pick-up truck	AV	A
16 May 2019	6:53 am	Dark station wagon		A
16 May 2019	6:55 am	White bus		L
TOTAL:				A = 42 L = 10

TRANS MOUNTAIN – North Burnaby Terminal – Underhill Ave Gate Log

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DATE	TIME	DESCRIPTION	Audio Voices (AV)	Arrival (A) Leaving (L)
17 May 2019	5.36 am	White Pick Up Truck - Weather: Raining		A
	5.42 am	Car		A
	5.43 am	Noisy White Pick Up Truck (Loud Engine)	AV	A
	5.44 am	Car		A
	5.44 am	Black Pick Up Truck with Canopy	AV	A
	5.47 am	Men talking loudly at gate	AV	
	5.49 am	White Pick Up Truck		A
	Stopped Tracking	Feeding Dog and Making Tea until 6.04 am		
Resumed Tracking	6.04 am	Talking at gate	AV	
	6.05 am	Car		L
	6.05 am	White Pick Up Truck		A
	6.05 am	White Pick Up Truck		A
	6.05 am	Car		A
	6.07 am	Men talking at gate	AV	
	6.09 am	White Pick Up Truck	AV	A
	6.12 am	White Bus		A
	6.13 am	White Pick Up Truck	AV	A
	6.16 am	White Station Wagon		A
	6.17 am	Silver Station Wagon		A
	6.18 am	Loud White Pick Up Truck Towing White Tank		A
	6.21 am	Light Pick Up Truck		A
	6.21 am	Dark Pick Up Truck		A
	6.21 am	White Bus		L
	6.21 am	Car	AV	A
	6.22 am	White Pick Up Truck		A
	6.24 am	Black Pick Up Truck with Loud Engine – from Shellmont direction		A
	6.25 am	White Pick Up Truck		A
	6.26 am	White Pick Up Truck		A
	6.27 am	Dark Vehicle		A
	6.29 am	White Pick Up with Equipment on Back	AV	A
	6.33 am	White Bus		A

TOTAL: A = 37 L = 14

TRANS MOUNTAIN – North Burnaby Terminal – Underhill Ave Gate Log

	6.36 am	White Bus		A
	6.38 am	White Station Wagon		A
	6.39 am	White Passenger Van		A
	6.39 am	White Pick Up Truck		A
	6.39 am	White Bus	AV	A
	6.42 am	Grey Pick Up Truck	AV	A
	6.43 am	White Bus		L
	6.44 am	White Bus		L
	6.45 am	White Passenger Van		L
	6.47 am	White Pick Up Truck with Tool Box on back		A
	6.47 am	White Bus		L
	6.47 am	White Bus		A
	6.47 am	White Bus – ‘Beeps’	AV	A
	6.49 am	Men talking loudly at gate	AV	
	6.51 am	White Pick Up Truck		A
	6.52 am	White Passenger Van		A
	6.54 am	White Bus ‘beep’	AV	L
	6.55 am	White Pick Up Truck		L
	6.55 am	White Pick Up Truck		A
	6.56 am	White Bus		L
	6.56 am	White Pick Up Truck		L
	6.56 am	Back up beeper		
	6.57 am	White Passenger Van		L
	6.58 am	White Truck		L
	6.58 am	Car		A

TOTAL: A = 37 L = 14

DATE	TIME	DESCRIPTION	Audio Voices (AV)	Arrival (A) Leaving (L)
20 May 2019	6:39 am	White Bus	AV	A
20 May 2019	6:39 am	Back up alarms beeping		
20 May 2019	6:40 am	White Passenger Van	AV	A
20 May 2019	6:41 am	White Bus		L
20 May 2019	6:43 am	White Bus - "Beeps"		L
20 May 2019	6:44 am	Large Truck with Backhoe - HONKS	AV	A
20 May 2019	6:44 am	White pick-up		A
20 May 2019	6:44 am	White car		A
20 May 2019	6:45 am	Dark pick-up		A
20 May 2019	6:46 am	Red Station Wagon		A
20 May 2019	6:46 am	Dark SUV		A
20 May 2019	6:46 am	Dark pick-up - HONKS! Spins tires	AV	A
20 May 2019	6:48 am	White Bus		A
20 May 2019	6:48 am	White Bus		A
20 May 2019	6:48 am	White Bus pick with canopy		A
20 May 2019	6:48 am	White Bus pick with canopy		A
20 May 2019	6:48 am	White Bus		L
20 May 2019	6:49 am	White Passenger Van	AV	L
20 May 2019	6:51 am	Mott Electric Van		A
20 May 2019	6:52 am	White pick-up		A
20 May 2019	6:55 am	White pick-up		A
20 May 2019	6:55 am	White pick-up with equipment box		L
20 May 2019	6:57 am	White Bus		L
20 May 2019	6:59 am	White Bus	AV	L
20 May 2019	6.59 am	Loud Talking - "more money too bad" etc.	AV	

TOTAL: A = 16 L = 7

TRANS MOUNTAIN – North Burnaby Terminal – Underhill Ave Gate Log

DATE	TIME	DESCRIPTION	Audible Voices (AV)	Arrival= A Leaving = L
23 May 2019	4:15 am	Car		L
23 May 2019	4:19 am	Vehicle – door slamming + back up beeper	AV	L
23 May 2019	4:22 am	Backing up beeper		
23 May 2019	4:25 am	Backing up beeper		
23 May 2019	4:26 am	Backing up beeper		
23 May 2019	4:27 am	Backing up beeper		
23 May 2019	4:28 am	Backing up beeper	AV	
23 May 2019	4:29 am	Backing up beeper		
23 May 2019	4:30 am	Backing up beeper	AV	
23 May 2019	4:32 am	Door slamming		
23 May 2019	4:33 am	Backing up beepers		
23 May 2019	4:38 am	Backing up beepers		
23 May 2019	4:40 am	Vehicle Arrives & Dog Barking		A
23 May 2019	4:42 am	Vehicle		
23 May 2019	4:43 am	Beeping & Electronic chirping sound at gate	AV	
23 May 2019	4:46 am	Backing up beeper		
23 May 2019	4:47 am	Talking at gate	AV	
23 May 2019	4:48 am	Vehicle		L
23 May 2019	4:51 am	Light colour station wagon	AV	L
23 May 2019		Tried to sleep – lay awake – did not track any more Gate activity until 5.45 am		
23 May 2019	5:45 am	Vehicle	AV	A
23 May 2019	5:45 am	Car	AV	A
23 May 2019	5:46 am	Car	AV	A
23 May 2019	5:46 am	Men loudly talking – “um, go around the corner here, etc.”	AV	
23 May 2019	5:47 am	Men loudly talking – “Yep. Go around the corner & park there, etc.”	AV	
23 May 2019	5:51 am	Backing up beeper		
23 May 2019	5:52 am	Car		L
23 May 2019	5:55 am	Loud talking - “What happens?... shut down... be careful how much you put on... open everything... no they don’t...etc”	AV	
23 May 2019	5:56 am	Car		L
23 May 2019	5:57 am	Talking continues	AV	
23 May 2019	5:57 am	White pick-up		A
23 May 2019	5:59 am	White passenger van		A
23 May 2019	6:01 am	Door slams repeatedly + talking	AV	
23 May 2019	6:02 am	White pick-up with canopy		A
23 May 2019	6:04 am	Vehicle		A
23 May 2019	6:04 am	White pick-up with canopy		A
23 May 2019	6:04 am	Yelling – “Whoa Ho etc”	AV	
23 May 2019	6:05 am	Loud talking	AV	
23 May 2019	6:06 am	Gate opens & closes – no vehicle noted		
23 May 2019	6:09 am	McRae’s Tanker Truck idles at gate		A

TRANS MOUNTAIN – North Burnaby Terminal – Underhill Ave Gate Log

19

23 May 2019	6:10 am	McRae's Tanker Truck proceeds through gate		
23 May 2019	6:12 am	White bus		A
23 May 2019	6:13 am	White car	AV	A
23 May 2019	6:13 am	White pick-up with yellow tank idles at gate		A
23 May 2019	6:14 am	White pick-up with tool box		A
23 May 2019	6:16 am	White pick-up with canopy		A
23 May 2019	6:16 am	White pick-up with canopy		A
23 May 2019	6:17 am	White pick-up with tool box		A
23 May 2019	6:18 am	White pick-up with canopy		A
23 May 2019	6:19 am	White pick-up with tank/equipment		A
23 May 2019	6:20 am	White pick-up		A
23 May 2019	6:20 am	White car – Talking - "Good Morning etc"	AV	A
23 May 2019	6:21 am	Loud talking & laughing	AV	
23 May 2019	6:21 am	White bus		L
23 May 2019	6:22 am	Dark pick-up	AV	A
23 May 2019	6:23 am	White pick-up with silver metal hoop		A
23 May 2019	6:23 am	White pick-up		A
23 May 2019	6:24 am	White car from Shellmont direction	AV	A
23 May 2019	6:24 am	White pick-up with tool box		A
23 May 2019	6:25 am	White pick-up	AV	A
23 May 2019	6:25 am	Blue pick-up with canopy	AV	A
23 May 2019	6:27 am	White pick-up with tool box		L
23 May 2019	6:27 am	White car		A
23 May 2019	6:27 am	White pick-up	AV	A
23 May 2019	6:27 am	Dark pick-up with canopy		A
23 May 2019	6:28 am	Dark pick-up		A
23 May 2019	6:29 am	Silver car		A
23 May 2019	6:29 am	Dark blue? Pick-up with canopy from Shellmont direction		A
23 May 2019	6:30 am	White station wagon	AV	A
23 May 2019	6:30 am	Prolonged talking at gate	AV	
23 May 2019	6:31 am	White car from Shellmont direction		A
23 May 2019	6:31 am	White pick-up	AV	A
23 May 2019	6:32 am	Talking continues "Not yet. etc"	AV	
23 May 2019	6:33 am	White bus		A
23 May 2019	6:34 am	White pick-up	AV	A
23 May 2019	6:35 am	Talking at gate continues	AV	
23 May 2019	6:35 am	White bus		A
23 May 2019	6:35 am	Dark pick-up – Loud talking	AV	A
23 May 2019	6:37 am	White bus "beep"		A
23 May 2019	6:38 am	Van	AV	A
23 May 2019	6:38 am	Passenger Van		A
23 May 2019	6:38 am	Car	AV	A
23 May 2019	6:40 am	Long loud conversation at gate	AV	
23 May 2019	6:41 am	White bus		L
23 May 2019	6:42 am	White bus		L
23 May 2019	6:42 am	Pick-up truck with equipment & gauges		A
23 May 2019	6:42 am	White car		A
23 May 2019	6:43 am	White bus – idles "beeps"	AV	L

TRANS MOUNTAIN – North Burnaby Terminal – Underhill Ave Gate Log

23 May 2019	6:44 am	White passenger van		L
23 May 2019	6:46 am	Red car		A
23 May 2019	6:47 am	Loud talking at gate	AV	
23 May 2019	6:48 am	Walkie-talkie or speaker phone - talking at gate	AV	
23 May 2019	6:48 am	White bus – talking at gate continues	AV	A
23 May 2019	6:48 am	White bus	AV	A
23 May 2019	6:48 am	White pick-up	AV	A
23 May 2019	6:49 am	White pick-up with equipment – Noisy – Idles at gate	AV	A
23 May 2019	6:50 am	White pick-up		A
23 May 2019	6:50 am	Talking at gate continues	AV	
23 May 2019	6:51 am	Yellow vehicle		A
23 May 2019	6:52 am	Blue car		A
23 May 2019	6:52 am	White passenger van		A
23 May 2019	6:53 am	Feeling ill / went to lie down – exhausted & nausea – Stopped tracking Gate activity		
TOTAL:				A = 57 L = 12



Elan Gibson

TMX for BROKE

1 message

Wed, Apr 15, 2020 at 8:43 AM

To: Jan Walling

Cc:

To Mayor Hurley and Burnaby City Council

Good Friday April 10th, 2020

I just had an amazing, beautiful, morning and a good nights sleep. I awoke to birds chirping and it was much later than 6 a.m. This is only possible on Stat holidays such as Christmas, and Easter. Some Sundays are also bearable

In 1992 I purchased my house on Malibu Drive. I grew up in Burnaby, as did my parents. My grandparents also lived here.

I chose this house because it was quiet, peaceful, and had an amazing view. It was also dark at night The pollution levels were low. I am very sensitive to noise and light and it was not disturbing to my sleep. The oil storage tanks at Shell were being decommissioned. The residents of Burnaby and City Council were on their way to improve the access to beaches, and trails, while reducing oil infrastructure and improving the health of the community.

PLEASE HELP US It is very difficult to live here some days. It is sometimes necessary to leave my home to have undisturbed meals. I now often wake up in the morning to more noise and exhausted. It is very depressing to get out of bed. Our inlet, trails and community are being destroyed. The many years of dealing with the process have worn us down. We seldom see the eagles. The views have been replaced with metal cranes, heavy machinery, rust and dust.

More pollution is coming. Before covid restrictions I left my home frequently to stay with friends so I could get undisturbed sleep and reduce my anxiety and distress

NOISE

For the past several years the trucks and buses start arriving just after 6 a.m. The dust or mud, noise, beeping, headlights, back up alarms, logging trucks, propane trucks, cement trucks, dump trucks all invade what used to be a quiet residential neighbourhood. Many of the vehicles also turn around and use the walking/bike path that crosses Bayview. They now do have a flag person controlling the turn around and assisting when people need to use the crosswalk on the walking path. This traffic continues until around 7 p.m. Some traffic and headlights continue through the night. Over the past 3-5 years I have had to contact KM and Trans Mountain about the excess noise. Some machinery had been dropped off throughout the night causing me to be woken up several times. One time it was 1:30 am, another time 5 am. They have now controlled most of the machinery drop offs during night time. There is still some night time work with limited crews, possible generators running, and unknown other disturbances. They are going to commence more 24 hour work soon. The pile driving is very annoying and unnerving. This shaking and pounding echoes through my house. The logging that took place and the other heavy machinery activity

Gmail - TMX for BROKE

<https://mail.google.com/mail/u/0?ik=df5a641774&view=pt&search=..>

has caused items to fall off my walls. Cement and drywall has cracked in my home as well as other damage. None of this damage existed before the distruction,logging, and construction phase. I have made Trans Mountain aware of these disturbances.

LIGHTS

Excessive Lights shining into my kitchen, bedroom, and living room. One infrared light was so bright for several months I had to temporarily place cardboard on some of my windows behind the blinds. I still have temporary structures on my deck to block this.

TMX was contacted twice about this lighting. MP Terry Beech also visited my home twice about this sun that shone from 6 at night until sometimes 9 am. He also contacted TMX on my behave. I suggested they change the angle and reduce the intensity.

Some improvement has occurred concerning this one light. I am still waiting for a shield to cover the light.

The headlights from every vehicle entering, turning around and leaving the site from Bayview are aimed upward to my home. I have had to approach many drivers to ask them to turn their vehicle and stop the irritating flashing lights into my windows. Many bright portable lights on site and on the cranes and barges. I have attempted to contact the appropriate city department to discuss planting of shrubs and low growing trees on the grassy area behind my house. This would mitigate some of pollutants, lights and disturbances. I have not found the proper contacts yet. Could you please help with this?

POLLUTION

According to submissions by TMX to residents and the former NFB the pollution and noise levels in this area will increase as more ships use the terminal. What can the city do to reduce this?

We are presently being exposed to the exhaust from numerous types of vehicles. Excessive Dust and sometimes mud. TMX is cleaning the road more frequently now as well as wetting the road down. I have contacted them several times for more improvements.

I have also contacted the sewage department a couple of times concerning the excess sand and silt going into the storm drain just off the bike /walking path due to the TMX construction. Perhaps the City should use a semipermeable cover to help trap this sand and silt. Also TMX should be cleaning the walking/bike path on the insistence of the city, not just me.

Presently I would require major alterations to my house and property to even mitigate a few of these concerns.

I look forward to the City responding and acting on the negative impacts the TMX project is having on our lives,health and the community.

I would also like to thank the mayor and council for their past opposition to this project. We do not want to be forced to move.

Over 8 families have moved from Malibu and North Cliff since we started our objections to this project. The effect on the neighbourhood was a key factor in their decision to leave.

Janice Walling

[REDACTED] Burnaby, V5A 1A2

Mayor's Office, City of Burnaby
4949 Canada Way
Burnaby BC, V5G 1M2

April 1, 2019

Re: Trans Mountain Use of North Cliff Avenue

Good Day Mayor and Council Members,

I am a resident of the Westridge neighborhood in North Burnaby, my house is 7015 Malibu Drive. As you may know, our small neighborhood has ONE road access in/out of the neighborhood.

The current MAJOR construction traffic through our area is very negatively impacting our community. This single access road is something every resident must use, and many people walk and use the pathway that is directly beside North Cliff.

My wife and I have two children, ages 9 & 11 and a dog. We utilize this road and area daily. This is not my first communication on this issue, and I have emailed Trans Mountain and copied Burnaby. Burnaby has been communicative, but Trans Mountain simply blew me off, and blamed the traffic on a single home construction project that happens to be taking place at my house – just blamed others.

At the height of our excavation, we didn't have 5% of the traffic on the road that they have had virtually daily for well over a month. Their lack of concern and simply blaming a resident just goes to show how dedicated they are to their claims of being "community partners".

These massive trucks run on this road all day long, usually arriving and departing in a convoy. We have had sink holes on this road (with a new one developing between Sierra and Malibu), and these massive trucks look to be much heavier than we should have on this residential road, especially with the consideration that this is our ONLY access Road. Why can't they use the Trans Mountain access road to the East of our community?

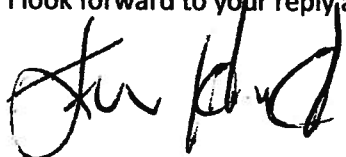
Drivers coming down the street and at times use Air Brakes. I don't believe this is even allowed in residential neighborhoods - but I guess they don't care as they are saving a brake job.

We have now seen expansion in the traffic to include busses for workers, gas and propane trucks, all adding to the congestion, noise and inconvenience (try turning onto Barnet when there is a line of tree trucks turning on a short cycle light).

There just seems to be zero respect for the community and no thought put into the impact on the neighbors. They talk a good game about community impact and such, but they could not care less, and I have experienced that first-hand.

So, I would like to ask if any permissions were given for Trans Mountain from Burnaby to use North Cliff as their access Road. Further-more, if a Traffic Management Plan was approved and where neighbors can see a copy of this. I obviously feel some consideration need to be paid by the City of Burnaby to this situation.

I look forward to your reply and thank you for your time.



Jason Heard

Resident – [REDACTED] V5A 1A2 BURNABY

[REDACTED]
Burnaby V5A1A4

We are the Haydens and lived on the corner of Cliff Avenue and Sierra Drive since 1973. We raised a son and two daughters here. Before Cliff was cut through to Hastings street we had a quiet area with local traffic. The only air pollution came our way was from Shellburn refinery. Once that shut down it came from the construction of a new sewer system and having withstood those onslaughts we are now under going an attack by dump trucks as well as numerous service vehicles including transportation buses. The diesel pollution and the dust from the loads they carry to and from the Westridge terminal settles on our possessions and property. They run six days a week from 7a.m. to 5 using engine brakes and sometimes they come 5 and 6 in a row. At this time during the Pandemic there is more traffic on this residential street than the Barnett highway and Hasting street combined. We are also concerned about the safety of the street and sinkholes which may develop. There is only one access to our sub division. We are sure some bylaws are being broken in the construction of the marine terminal. Is it not better to use the former Kask cement property as an ^{ACCESS} ~~axis~~ to the site? It's not only much closer to the terminal but there are no residential home near. How sad and ironic to be in an Global Enviromental situation and to be pumping tons of carbon into the air in the construction of an oil storage and shipping terminal. Why can't the Bayview access be the only way to the terminal? It was the axis when it was built and should continue.

Carlin/Maurice Hayden

Dear Mayor Hurley and Burnaby Council,

April 14th, 2020

I have lived on Inlet Drive for 44 years. It was a very good neighbourhood to live in until my house and property were covered in oil in 2007. It took many years to try to repair the property and the neighborhood. It was a living hell. After that, I could no longer feel safe living in the Westridge neighborhood.

Then in 2012 the expansion of the pipeline was announced. My family and I endured years of uncertainty and stress over proposed changes to the neighborhood. It has been exhausting work trying to stand up to this oil company.

Since the expansion has gotten into full swing, this once peaceful neighbourhood is saturated with noise from the incessant clanging that shakes the whole house and drives everyone nuts. It is like a clanging metronome.

Try to go for a walk and that is also met with an assault of massive heavy dump trucks rumbling up and down N Cliff Avenue and also Bayview Drive. Red flags and big cranes on the waterfront spoil the view. How depressing!

As if we don't have enough troubles with COVID-19, we have the never ending racket from this oil expansion dulling our senses and causing us depression and anxiety.

You can't even go on Drummond Walk and enjoy the peace and quiet solitude of the forest. The oil company has butchered the forest leaving a few straggly trees. Instead of the majestic beauty of Burrard Inlet, we are subjected to massive green oil tanks and construction, defiling the waterfront.

This once peaceful, beautiful neighbourhood is being transformed and the result is very displeasing and disheartening. My family and I are very disillusioned with this situation.

Sincerely,
Mary Hatch

[REDACTED]

Burnaby BC V5A 1C6

April 14, 2020

446 Northcliffe Crescent
Burnaby, B.C.

Attention: Mayor & Burnaby City Council

Re: Trans Mountain Pipeline

I would like to express my displeasure with the presence of Kinder Morgan or Trans Mountain Pipeline. The bright lights that are shining from their site are very upsetting. They are excessively bright and very numerous. The thought of trying to sleep at night in a bedroom on the east side of my house is out of the question. Should I decide to put my house up for sale, I know there would be difficulty in asking the appropriate price which is considerable because of the beautiful view. Buyers would complain that bright lights in the neighborhood give an atmosphere of industry.

An industrial feel to the otherwise beautiful place here on the north-east side of lower Burnaby Mountain is not what the residents of Westridge subdivision want. The place is beautiful and the people living here are kind and friendly. They all say the people are the best. The noise is unacceptable. There is loud banging from pile driving and other such sounds of vehicles and machinery coming and going from 8:00 a.m. To 7:00 p.m, six days a week.

I realize there is to be expected some noise when construction is taking place and that in three years there will be a change. However, the noise is nerve jarring. Please put yourselves in the place of owners of property and look seriously at this matter. Something must be done to improve these issues of bright lights and noise. Is it not appropriate that Burnaby Council would look seriously at giving a percent reduction on property tax for the Westridge owners. The suffering that these owners endure is considerable and they do their part in maintaining the appearance of their homes and land.

Please, Mayor and Council members. Hear the fair requests of residents in Westridge. Help us.

Sincerely,

Patricia Delore

Eric Tony Loeffler

[REDACTED]

Burnaby B.C
USA 1A2

My concerns about Trans Mountain.

Truck traffic

- unloading and loading equipment on Bayview Dr
- trucks that are backup on to Inlet Drive with no traffic control
- no wheel wash "Dust"

~~trucks~~ trucks sitting on Bayview idling in & out of site with no stopping signs - where is the bylaw officer?

Backup alarms

turning around at there gate 6:00am to 8:00pm its nonstop

Weekend NOISE

I'm already getting tired of it. I can't enjoy my back yard until 8:00pm It sucks!

All the looky-loos

turning around in the back lane hitting my fence and gate

The Wall

it should be on Trans Mountains property, not blocking my view in and out of my property. Criminals will breach into my property

4/14/2020

Dear Mr Hurley

Regarding Westridge Terminal
Is it possible this work could
be halted at this time, for the
best interest of the neighborhood
the environment, our NATION, The World.
at least until The Noise, pollution
& High Traffic can be resolved.
as I am not convinced this is
an Essential Service.

All my Regards
Patricia Papalia
[Redacted]

april 14, 2020

Easter Monday

7051 SIERRA DRIVE
BURNABY BC

What a beautiful day -- Sitting on my
deck and being assaulted by the constant pounding
of the pile driving being done by Exodus Moya -
Horseshoe Mountain has been a constant for months -
I'm told it could be another 2 years before the
job is done. a beautiful quiet neighbor hood --
not now!

Ran Morrison



Sutton West Coast Realty

Phil Gustin & Walter Wells

604-727-5525

www.gustinwells.com





Elan Gibson

More comments

1 message

Wed, Apr 15, 2020 at 9:44 AM

To:
Cc: Jan Walling

These are concerns expressed to me by over 20 neighbours living in the lower westridge area, primarily Malibu and North Cliff.

Too much traffic.disturbing noise,too many large vehicles, dangerous.

Views ruined, ugly project. Too many lights.

Eyesore on the inlet,community and city. This area should be for people residents not industry.

Unhealthy,bad odors, too much dust and exhaust.

Wrong location. What is being done to enhance rather than ruin our neighbourhood?

Can not sleep. Cannot even read sometimes. Disturbs my childs sleep.Pile driving makes study difficult.

We are surrounded by pipelines and traffic.

The clean up from the oil rupture was enough. The noise on the lane pumping out the storm went on for months.

They ask us to be patient. TMX How many more years.???

Once the marine terminal is in full operation, what will be done about ship noise and excessive lights.?

Welcome to Burnaby, the oil infrastructure capitol. Are there funds from the Feds and Alberta to clean the old infrastructure up?

TMX as neighbours, be more neighbourly. You do not live here.

residents are angry., afraid and feel hopeless.

Recent comments on traffic safety issues.

Dump trucks passing one another on Cliff, Speeding
Wichem Security vehicle going through red traffic light on Inlet at crosswalk.

Trucks speeding on Barnet onto Inlet and Bayview. More traffic controls needed in that area.

Super Save trucks at times idle and speed on Bayview and Cliff.

Thank you from many residents for the recent installation of the Speed Monitor on Inlet. Is it possible to have it closer to Bayview.?
Also, they also speed on the east side of inlet.