

**RICHMOND•AIRPORT•VANCOUVER RAPID TRANSIT PROJECT
SUPPLEMENTAL ASSESSMENT REPORT #1**

APPENDIX A

SUMMARY OF PUBLIC COMMENTS SUBMITTED DURING FURTHER ASSESSMENT

APPENDIX A - RICHMOND•AIRPORT•VANCOUVER RAPID TRANSIT PROJECT SUMMARY OF PUBLIC COMMENTS SUBMITTED DURING FURTHER ASSESSMENT

Appendix A contains a summary of comments raised by Public during the further assessment of the application and application supplement for the two segments of the RAVP line defined in the Section 17 Order. The full text of individual comments contained in this Appendix can be found on the EAO electronic Project Information Centre (ePIC) under the Richmond-Airport-Vancouver Rapid Transit Project Webpage.

The public notifications that were posted on the EAO ePIC and in regional newspaper advertisements and EAO/RAVCO mail outs outlined the purpose of the public comment period. The public were requested to provide comments upon specific public issues as they relate to the technical review of the EA application and application supplement. The public were also advised that the EAO does not administer polls or referenda on projects under review, so submissions such as form letters, petitions or other submissions that only state a position for or against a given project cannot generally be considered. Even though the public were advised on what information was being requested by the EAO for the purpose of the EA review, some members of the public chose to submit form letters and a petition opposing the cut-and-cover technology for constructing portions of the RAVP. These comments are reflected in the summary of public comments, but the names of individuals submitting a form letter or signing the petition are not included. The names of those people submitting form letter comments or signing the petition are contained in the two submissions posted on ePIC.

List of Acronyms used in Appendix A

AATOR	Approved Application Terms of Reference
Act	British Columbia <i>Environmental Assessment Act</i>
BCEA	British Columbia Environmental Assessment Approval
CEAA	<i>Canadian Environmental Assessment Act</i>
Concessionaire	InTransitBC ¹
EA	Environmental Assessment
EAC	Environmental Assessment Certificate
EAO	British Columbia Environmental Assessment Office
GHG	Greenhouse Gas
GVRD	Greater Vancouver Regional District
OAC	Owner's Assurances and Commitments ²
RAVCo	Richmond•Airport•Vancouver Rapid Transit Project Management Ltd.
RAVP	Richmond-Airport-Vancouver Rapid Transit Project
TransLink	Greater Vancouver Transportation Authority

√ - Satisfactorily addressed for the purposes of the further assessment

¹ In Transit BC Limited Partnership, a partnership including SNC Lavalin-SERCO (name of incorporated company)

² The Owner's Assurances and Commitments as confirmed and accepted by RAVCo on April 6, 2005 and reflected in the EAO Assessment Report April 2005, Appendix E.

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DATE	SUBMITTED BY	PUBLIC COMMENTS	RAVCO (PROPONENT) RESPONSE	REVIEW STATUS
ENVIRONMENTAL ASSESSMENT PROCESS AND PROCEDURES				
Scope of the Environmental Assessment Application				
May 11, 2005 May 14, 2005 May 15, 2005 May 16, 2005 May 16, 2005 May 16, 2005	Joan Watterson Nikki Hoglund Susan Heyes A. Chatterjee Abby Palmer Mike Sullivan, The Weston Community Coalition Eric Taylor Bill Tieleman	Concern that there are many issues that have not been adequately anticipated.	<p>The scope of the assessment was determined by the Environmental Assessment Certificate Application Terms of Reference for the Project on November 19, 2003 by the BC Environmental Assessment Office (EAO). The EAO and other reviewers screened the EAC Application for compliance with the Approved Application Terms of Reference (AATOR) and concluded that the Application met the requirements defined in the AATOR.</p> <p>RAVCO has addressed project issues through its responses under the B.C. <i>Environmental Assessment Act (Act)</i> to all public and review agency comments regarding the Application, the Supplement and these public comments regarding the further assessment.</p> <p>These comment and response documents can be found on the EAO website at www.eao.gov.bc.ca.</p>	No further details required for the purposes of further assessment
May 2, 2005	Rand Chatterjee (Feenstra Report, April 1, 2005)	Concern that the Application does not contain a plan for further investigation of the high and moderate risk sites identified in the contaminated sites screening for cut-and-cover construction.	<p>A range of contaminated materials is routinely managed during many large-scale construction projects in the Lower Mainland. Methods for managing contaminated soils or groundwater will be similar to those used for most construction projects of this type and scale.</p> <p>If contaminated soils and groundwater are encountered they will be dealt with appropriately according to extensive municipal, regional, provincial and federal bylaws and regulations.</p> <p>InTransitBC will prepare a Contaminated Sites Management Plan, which will outline procedures for the transportation and disposal of contaminated soils that may be encountered.</p>	<p align="center">√</p> <p>OAC 1.4, 12-12.3</p>
April 30, 2005 April 30, 2005	Joseph Lin Jackie Montgomery	Concern that RAVCO did not provide information on potential landfill sites and the environmental impacts of disposing large volumes of excavated rock and soil from cut-and-cover construction.	<p>Given the limited number of licensed landfills within reasonably close proximity to the Project, and the limited volumes of clean surplus soils these landfills are either able or willing to accept, disposal in a licensed landfill is not considered a viable option for the Project.</p> <p>Efforts will be made to segregate all marketable and/or usable excavated material for sale or use. (Technical Briefing Document: Information Regarding Potential Disposal At Sea of Excavated Materials from the RAV Rapid Transit Project, February 2005)</p>	√

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May 16, 2005	R.D. Hill	Concern that assessments undertaken by RAVCO's technical consultants were limited to a 100 m wide corridor (50 metres on either side) when impacts of cut and cover will affect people further away from the construction zone.	The scope of the assessment was determined by the Environmental Assessment Certificate Application Terms of Reference for the Project on November 19, 2003 by the BC Environmental Assessment Office. The EAO and other reviewers screened the EAC Application for compliance with the AATOR and concluded that the Application met the requirements defined in the AATOR.	No further details required for the purposes of the further assessment
April 29, 2005 & May 14, 2005	Kim Trottier	Interest in the EAO's outline for an environmental assessment, in terms of the tests and procedures that the EAO proposes to conduct.	RAVCO's assessment studies and their methodologies appear in the EAC Application, which is available on the RAVCO website (www.ravrapidtransit.com) and the EAO website (www.eao.gov.bc.ca).	√
Environmental Assessment Review Process				
April 25, 2005 May 16, 2005 May 16, 2005	Don Walsh Michael Darragh Jon Washburn	Noted that approving the project with the cut-and-cover method of construction will undermine the credibility of the EAO.	EA review process comment. The EAO manages the EA review and will consider this comment.	Information item only
April 30, 2005	Jackie Montgomery	Concern about the lack of clear and concise detail on the approval process for the RAV Project.	EA review process comment. The EAO manages the EA review and will consider this comment. EAO Note: The environmental assessment was carried out in accordance with the section 11 Order issued on September 10, 2003 and the section 17 Order issued by Ministers on April 19, 2005.	√
May 2, 2005	Russel Laboda	Concern that RAVCO representatives have stated that the project "will" use cut-and-cover construction, bringing into question the legitimacy of the environmental assessment process.	The further environmental assessment will address two segments of the RAV Line where cut and cover tunnel construction technology is proposed. Alternative construction methods are outside the scope of the EAO's requirement for the further assessment. RAVCO has applied for an Environmental Assessment Certificate based on the Selected Project described in the EAC Application Supplement (Section 3). The EAO will make recommendations to the Ministers regarding whether or not the Environmental Assessment Certificate Application for the RAV Project should be approved. The Project cannot proceed to construction without this approval. EAO Note: The formal EA review under the Act addressed the project that is presented in the Application, Application Supplement and any additional information.	√
May 4, 2005 May 16, 2005	David Sims Rick Green	Noted that the process has sought to minimise and dismiss concerns about the impact of cut-and-cover	EA review process comment. The EAO manages the EA review and will consider this comment. EAO Note: A condition of accepting the Application for review was that RAVCO provided an Application	

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		construction.	Supplement on the Selected Project that addressed impacts of cut-and-cover construction. On April 19, 2005 the Ministers under section 17 of the Act orders a further assessment of two segments of RAVP where cut-and-cover technology would be applied.	√
May 10, 2005	Barry Hitchens	Noted that the project is unnecessary and uneconomic and the process used to date seeks to circumvent due public input.	EA review process comment. The EAO manages the EA review and will consider this comment.	Information item
May 11, 2005 May 13, 2005 May 14, 2005 May 16, 2005 May 16, 2005	Nancy Huang Becky Halvorson Doug King Brett W. Lloyd Deborah Rota	Request that an independent review of the RAV project be undertaken by the government of B.C.	EA review process comment. The EAO manages the EA review and will consider this comment. EAO Note: RAVP is being reviewed under the Act. EAO is a neutral agency.	√
May 11, 2005	David Sims	Concern that the EAO's public consultation outreach process is not reaching the residents of the Cambie Street area as it relies on electronic media and Vancouver daily newspapers. Request the use of bulk-mail notices so every household receives information.	EA review process comment. The EAO manages the EA review and will consider this comment. EAO Note: Bulk delivery was a notification measure used for the further assessment.	√
May 16, 2005	Charles Gauthier, Downtown Vancouver Business Improvement Association	Request that the EAO proscribe as a condition of issuing a certificate that trolley bus operations be maintained on the southern portion of downtown Granville Street where no RAV construction is taking place.	EA review process comment. The EAO manages the EA review and will consider this comment. EAO Note: To be addressed through InTransitBC's Traffic Management Plan in consultation with COV.	√
May 16, 2005	Charles Gauthier, Downtown Vancouver Business Improvement Association	Request that the EAO prescribe as a condition of issuing a certificate, that RAVCO commit no less than \$1 million per year to fund the activities and mitigation programs of the Business Liaison and Communication Committee, yet to be identified, along downtown Granville Street over the three-year period, subject to the submission and reasonable acceptance of a business plan and budget by the committee.	EA review process comment. The EAO manages the EA review and will consider this comment. EAO Note: In correspondence dated May 26, 2005 RAVCO provided additional commitments on items that will be included in the development of the Business Liaison Plan including funding for four years for the proposed communications program.	√
May 15, 2005	Mary Golinsky	Noted that the rights and well-being of	Outside the scope of the EAO's requirement for the further assessment.	

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		those who live south of 37 th Avenue are being ignored.	EAO Note: The complete RAVP was subject to a joint harmonized review of the Act and the <i>Canadian Environmental Assessment Act</i> .	√
PROJECT DESCRIPTION				
Project Need and Context				
April 26, 2005 May 11, 2005 May 11, 2005	G. Chaisson and C. Keogh Joan Watterson Barry Hitchens	Concern that the ridership numbers will not meet projections.	Outside the scope of the EAO's requirement for the further assessment.	Beyond Scope of the further assessment
April 30, 2005	Brian C. Wood	Concern about the rationale of the YVR segment of the RAV line.	Outside the scope of the EAO's requirement for the further assessment.	Beyond Scope of the further assessment
May 8, 2005	Vincent Lizee	Concern that the expense of building the RAV line will prevent necessary upgrades to existing transit services resulting in reduced quality of services and increased air pollution as more people opt to drive.	Outside the scope of the EAO's requirement for the further assessment.	Beyond Scope of the further assessment
The Public/Private/Partnership Process for the RAV Project				
April 25, 2005	Don Watters	Interest in what areas will include pile driving during cut-and-cover construction and what the impact will be on surrounding buildings.	At present, there are no areas that involve pile driving. This may change following further ground investigations and design development along the alignment. If required, the necessary permits and authorizations will be obtained at that time.	√
May 10, 2005	Lorraine Fralin	Concern that persons with disabilities will not be able to travel along the sidewalks and navigate to their destinations.	InTransitBC's Traffic Management Plan will address measures to mitigate impacts during construction and will include identification of requirements for maintaining bicycle routes, business access and pedestrian access through the work site, including access for persons with disabilities. Sidewalks will remain open and access to businesses will be maintained.	√ OAC 5.3, 11.3
April 25, 2005 May 10, 2005 May 11, 2005 May 11, 2005 May 15, 2005 May 16, 2005 May 16, 2006	Don Watters Monica Brekelmans Suzanne Bissonnette Moha Bateni Sue Evans Michael Darragh Malcolm Pauli	Interest in whether construction along Cambie Street will include blasting, and what the associated impacts will be from it.	The requirement for controlled detonations was identified in the EAC Application Supplement. Controlled detonations will be required around Queen Elizabeth Park where volcanic rock is encountered. Blasting patterns will be designed to limit vibration at adjacent buildings. Prior to undertaking the blasting operations, a pre-blast survey of the adjacent properties will be conducted by a third party and the results	√ OAC 1.1, 5.3,

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			<p>documented and filed to address any post-blast concerns. During the course of the work, all blasts will be monitored using an InstateL Seismic Monitor to verify that the Peak Particle Velocity generated from the blasts falls below the 50 mm desired. (EAC Application Supplement Section 4)</p> <p>InTransitBC is responsible for obtaining any necessary blasting permits and adhering to the terms and conditions of those permits.</p> <p>All blasting will be carried out by licensed professionals under permits issued by the City of Vancouver.</p>	18.1
<p>April 25, 2005 & April 26, 2005 May 1, 2005 May 10, 2005 May 10, 2005 May 11, 2005 May 11, 2005</p> <p>May 11, 2005 May 14, 2005 May 14, 2005 May 14, 2005 May 15, 2005 May 16, 2005 May 16, 2005</p>	<p>Don Watters</p> <p>Lynn Kisilenko Lorraine Fralin Lynn Kruszewski Norman Robinson Suzanne Bissonnette Moha Bateni Joan Ford Niki Hoglund Doug King Sue Evans Ruth Hodge Abby Palmer</p>	<p>Concern that vibration impacts from cut and cover construction on Cambie Street, including blasting around Queen Elizabeth Park, will impact people and cause structural damage to homes and other buildings.</p> <p>Interest in whether there will be compensation paid for damages directly related to blasting.</p>	<p>Controlled detonations will be required around Queen Elizabeth Park where volcanic rock is encountered. Blasting patterns will be designed to limit vibration at adjacent buildings.</p> <p>The vibration from the typical cut-and-cover should be no greater than any other local construction involving excavation. Vibration levels should not be any higher than those presently experienced when heavy trucks travel on Cambie Street.</p> <p>All blasting will be carried out by licensed professionals under permits issued by the City of Vancouver.</p> <p>Prior to undertaking the blasting operations, a pre-blast survey of the adjacent properties will be conducted by a third party and the results documented and filed to handle any post-blast concerns.</p> <p>Every effort will be made to avoid impacts to neighbouring sites, however, any damage caused by the construction will be covered by the contractor's insurance.</p> <p>Details of what to do in the event of damage will be provided prior to active construction in each area.</p>	<p align="center">√</p> <p>OAC 1.1, 5.3, 18.1</p>
<p>May 10, 2005</p>	<p>Aaron Estrin</p>	<p>Concern regarding the location of the portal exit and construction process at the N.E. corner of Cambie Street and 64th Avenue.</p>	<p>Outside the scope of the EAO's requirement for the further assessment.</p>	<p>No further information required</p>
<p>April 22, 2005 April 22, 2005 April 25, 2005 April 25, 2005</p>	<p>Strata Council VR1 1783 Chris Zatzick Kirk Salloum</p>	<p>Request that the tunnel construction method be underground boring and not cut-and-cover. Submissions noted underground boring for Cambie Street</p>	<p>Alternative construction methods are outside the scope of the EAO's requirement for the further assessment.</p> <p>RAVCO has applied for an Environmental Assessment Certificate based</p>	

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April 25, 2005	Sheryl Salloum	and/or Granville Street.	on the Selected Project described in the EAC Application Supplement	
April 25, 2005	David Walsh		Section 3.	
April 25, 2005	Don Watters	Some submissions requested that the		
April 26, 2005 &	Elsa Weinstein	EAO deny an environmental		
May 13, 2005	Arlene Liket	assessment certificate for the project if		
April 27, 2005	Evelyn Kerzner	the tunnel construction method is not		
April 27, 2005	Zane Kerzner	going to be by boring the tunnel.		
April 27, 2005	Helmut Petri			
April 27, 2005	Graeme Smecher			
April 28, 2005	Annie Cassells			
April 28, 2005	Jacqueline Eccles			
April 29, 2005	William Spouse			
April 30, 2005	Mardi Wareham			
May 1, 2005	Lynn Kisilinko			
May 1, 2005	Aimee Taylor			
May 2, 2005	Mark and Isobel			
	Keeley			
May 4, 2005	Susan Elliott			
May 4, 2005	Marlene Rodgers			
May 4, 2005	David Sims + 96			
	parents of Edith			
	Cavell Elementary			
	School			
May 5, 2005	Alan Grimston			
May 5, 2005	Jennifer Peck			
May 5, 2005	Janet Peloquin			
May 5, 2005	Christina Schut			
May 8, 2005	James Elliott			
May 9, 2005	Lori Goldman			
May 9, 2005	Mitsy Poirier			
May 10, 2005	Marty and Helen			
	Basso			
May 10, 2005	Peter Nicol			
May 10, 2005	Madeline Dujardin			
May 10, 2005	Polly Lee			
May 10, 2005	Lynn Kruszewski			
May 10, 2005	Lorne Holland			
May 10, 2005	Ester Mercado-			
	Carabeo			
May 10, 2005	Amir Ali			

Beyond the scope of the further assessment

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May 10, 2005	Miza Hooda			
May 10, 2005	Felipe Glauback			
May 10, 2005	Teresa Waclawik			
May 11, 2005	Jason Nguyen			
May 11, 2005	Norman Robinson			
May 11, 2005	Dee McGraw			
May 11, 2005	Andrew Joannou			
May 11, 2005	Nancy Huange			
May 12, 2005	Eva Gersbach			
May 13, 2005	James and Elaine Shea			
May 13, 2005	Becky Halvorson			
May 13, 2005	Claire and Alex Carigi			
May 13, 2005	Tanya Huse			
May 13, 2005	Helen Repath			
May 14, 2005	Maurizio Grande, Cambie Boulevard Heritage Society			
May 14, 2005	Prunella Barlow			
May 14, 2005	Jacqueline Connor			
May 14, 2005	Joan Ford			
May 14, 2005	Jessie McLeod			
May 14, 2005	Linda Lee Thomas			
May 14, 2005	Alan Shoom			
May 14, 2005	Dave Walsh			
May 14, 2005	Michael Stowe			
May 15, 2005	Rosemary Cornell			
May 15, 2005	Lynn Cromie			
May 15, 2005	Simon Kim			
May 15, 2005	Neil Patton			
May 15, 2005	Jennifer Sweeney			
May 15, 2005	Joanne Taylor			
May 15, 2005	Wawruck-Gilmour Family			
May 15, 2005	Robin White			
May 15, 2005	Mike Boyle			
May 15, 2005	Pamela White			
May 16, 2005	Lynn Parkin			
May 16, 2005	Mary E. Bennett			
May 16, 2005	Julienne Hills			

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May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005	Farlette Family Deborah Rota Mike Sullivan, The Weston Community Coalition Susan Gracie Su Grimmel Lori Trevisan Rand Chatterjee, Do RAV Right Coalition			
April 30, 2005	Joseph Lin	Request for detailed calculations of the estimated number of truckloads per day for spoils excavated from both the bored and cut-and-cover tunnel excavations.	100-150 haul trips per day moving 768,000m ³ total volume of excavated materials from Vancouver segment cut-and-cover and bored tunnel construction, and cut-and-cover stations. (Technical Briefing Document: Information Regarding Potential Disposal at Sea of Excavated Materials from the RAV Rapid Transit Project, February 2005)	✓
May 5, 2005	Alan Grimston	Concern that cut-and-cover construction will run the full length of Cambie Street.	Construction will begin at the south end of Cambie Street and is expected to advance northward in 350 metre segments, passing any single point in 3 months (for pre-cast segments). Preparatory work will be carried out in front of the advancing cut-and-cover construction zone, and will include utility relocation. Restoration work will follow behind the cut-and-cover construction zone, and will include road resurfacing and re-landscaping.	✓
Utilities				
April 25, 2005 April 25, 2005 May 4, 2005 May 8, 2005 May 10, 2005 May 11, 2005 May 13, 2005 May 14, 2005 May 15, 2005 May 15, 2005 May 16, 2005 May 16, 2005	Kirk Salloum Sheryl Salloum David Sims Alvin Chubbs Monica Brekelmans Norman Robinson Tanya Huse Anna-Louise Pentland Mrs. Kirsten Ernst Patchara Poonchai Michael Darragh Farlette Family	Concern that construction activities will disrupt power and water lines. Interest in when and how long power and water will be shut off for businesses and residences.	Construction will be coordinated with utility providers and notification of any service interruption will be provided to the affected residents and businesses.	✓ OAC 5.3

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May 12, 2005	S.J. Tulley	Concern regarding blasting activities near the water reservoir on Little Mountain, including responsibility for financial costs if the blasting should cause the reservoir to crack and flood buildings.	<p>Controlled detonations will be required around Queen Elizabeth Park where volcanic rock is encountered. Blasting patterns will be designed to limit vibration at adjacent buildings.</p> <p>The vibration from the typical cut-and-cover should be no greater than any other local construction involving excavation. Vibration levels should not be any higher than those presently experienced when heavy trucks travel on Cambie Street.</p> <p>All blasting will be carried out by licensed professionals under permits issued by the City of Vancouver.</p> <p>Prior to undertaking the blasting operations, a pre-blast survey of the adjacent properties will be conducted by a third party and the results documented and filed to handle any post-blast concerns.</p> <p>Every effort will be made to avoid impacts to neighbouring sites, however, any damage caused by the construction will be covered by the contractor's insurance.</p>	<p align="center">√</p> <p align="center">OAC 1.1</p>
May 4, 2005 May 10, 2005 May 13, 2005	David Sims Teresa Waclawik Tanya Huse	Concern about water contamination from construction, including if water mains are moved.	<p>Prior to excavating the trench to receive the concrete guideway, the appropriate utility companies will be contacted and, with their assistance, the existing utilities will be located and protected or, where in conflict with the guideway, relocated in agreement with the utility owner.</p> <p>It is anticipated that the project work will necessitate the protection of existing utilities together with, in many instances, their temporary and permanent relocation. With respect to BC Hydro, Telus, Shaw Cable and Terasen facilities, temporary and permanent relocations will be designed and undertaken by the respective utilities. If relocation of municipal or private utilities is required, the relocation will be designed to ambient standards of the existing utility. Sound engineering practice and appropriate duty of care will be exercised.</p>	<p align="center">√</p> <p align="center">OAC 2, 5.3, 18.3</p>
May 14, 2005	Corrie Clark	Concern over lack of information regarding utility relocation phase of the project which is scheduled to begin in August 2005 on Cambie Street.	<p>Utility relocation planning and design is currently underway by InTransitBC. Utility relocation works scheduled to begin in August 2005 relate to the section along Cambie Street from 29th Avenue to 37th Avenue.</p> <p>The utility relocation program for the section of Cambie Street from 12th Avenue to 29th Avenue is not scheduled to commence until mid-2006.</p>	<p align="center">√</p> <p align="center">OAC 5.2, 5.3</p>

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			Advance notification will be provided to the affected residents and businesses.	
Project Budget/Costs				
May 14, 2005	Anna-Louise Pentland	Interest in the cost difference between cut and cover method and the bored tunnel method.	Outside the scope of the EAO's requirement for the further assessment.	Beyond scope of further assessment
April 25, 2005 May 2, 2005	Barbara Chirinos Rand Chatterjee	Concern that control, removal and disposal of contaminated materials will increase the cost of construction. Interest in who is responsible for the additional costs.	An appropriate allowance has been made in the project budget to undertake the transportation and disposal of contaminated soils.	√
Responsibility For Permits, Licences and Approvals				
May 8, 2005	Alvin Chubbs	Concern that laws, bylaws and permits will be ignored, waived or varied in order for cut-and-cover construction to proceed.	<p>RAVCO will acquire project approvals under the B.C. Environmental Assessment Act and the Canadian Environmental Assessment Act. InTransitBC is responsible for identifying and acquiring all other permits, licenses and approvals, including applicable municipal permits and approvals required for project construction. These will include, but may not be limited to:</p> <ul style="list-style-type: none"> • Federal approval for disposal at sea of materials removed from tunnels or other subsurface excavations • municipal approvals, including those related to zoning, development permits, building permits and applicable by-laws such as tree removal, noise, hours of work, street access and traffic control (EAC Application Section 20.2.2 Permits, Licences and Approvals) <p>A comprehensive consolidation and summary of all known commitments, responsibilities and assurances given by RAVCO and InTransitBC, to be fulfilled at various points following receipt of the BCEA/CEAA approval for the Project, can be found in Section 21 of the EAC Application.</p>	√ OAC 1.1
Project Construction Schedule				
April 24, 2005	Don Richardson	Concerned that the completion date (November 2009) is too late and will compromise the movement of athletes arriving prior to the Olympic Games.	Outside the scope of the EAO's requirement for the further assessment.	Information only
April 25, 2005 & April 26, 2005	Don Watters	Concerned that the proposed 3 month timeframe for 350 meter cut-and-cover tunnel construction segment along Cambie Street is unreliable as there is no way to predict what conditions exist below the surface.	<p>As part of due-diligence engineering studies, RAVCO conducted geo-technical testing that involved the collection of soil and bedrock samples for analysis towards characterising the subsurface soil, bedrock and groundwater conditions. (EAC Application Section 3.7.1)</p> <p>Cut-and-cover construction is generally acknowledged as providing less</p>	√

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April 25, 2005 May 14, 2005	Don Watters Nikii Hoglund	Request for clarification on whether construction will close-off 6 city blocks for each 350 meter cut-and-cover construction segment.	risk for schedule and cost overruns. The use of “pre-cast” tunnels speeds up construction, reducing the amount of time the construction zone is in front of any one property. There will be no complete closures of Cambie Street for cut-and-cover construction. Rather, both north and south bound traffic will be maintained by re-routing traffic to the west side of Cambie. The east side of Cambie will be closed to all traffic within the active construction zone (approximately 350 m). Local access including parking will be permitted for varying lengths of street along the east side of Cambie in front of and behind the active construction zone. The length of the street and duration of local access only traffic will be determined in consultation with the City of Vancouver as part of developing the Traffic Management Plan.	√
May 14, 2005 May 16, 2005 May 15, 2005 May 16, 2005	Corrie Clark R.D. Hill Susan Heyes Abby Palmer	Concern that Cambie from 12 th to King Edward will be under construction for 22 months, and that the area in front of Cambie and 16 th will be under construction for 18 months, when the utility relocation, pavement cutting, surface digging, trench digging, tunnel assembly, backfilling, utility relocation and repaving of the street is taken into consideration.	Construction from King Edward to 12th Avenue will take approximately 10 months. Station construction will take approximately 16 months. Construction of cut and cover portions of the line where pre-cast concrete segments will be installed will begin at the south end of Cambie Street and is expected to advance northward in 350 metre segments, passing any single point in 3 months. Preparatory work will be carried out in front of the advancing cut-and-cover construction zone, and will include utility relocation. Restoration work will follow behind the cut-and-cover construction zone, and will include road resurfacing and re-landscaping.	√ OAC 5.3
May 16, 2005	Deena McNeill	Concern regarding construction start date of Fall 2006 in the Granville Mall area as this period represents up to 40% of yearly revenues for business.	RAVCO’s Business Liaison Program will provide Project information, respond to enquiries, monitor construction activities and develop programs to help meet specific principles including understanding issues such as busy periods, customer access patterns, or sensitivities related to specialized equipment well before construction begins. Meetings with corridor businesses are ongoing to further discuss the kinds of programs which may be possible to address the concerns of those businesses adjacent to construction zones.	√ OAC 5.3
April 25, 2005 April 27, 2005	Don Watters Zane Kerzner	Concern that cut-and-cover construction may exceed three years.	Cut and cover construction on Cambie Street further assessed segment (2 nd Avenue to 37 th Avenue) is scheduled to take approximately 34 months. Cut and cover construction along Granville Street between Hastings Street and the south side of Dunsmuir is scheduled to take approximately 24 months. Cut and cover method of construction allows for additional construction faces to be advanced if construction schedules are at risk.	√

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DATE	SUBMITTED BY	PUBLIC COMMENTS	RAVCO (PROPONENT) RESPONSE	REVIEW STATUS
CONSULTATION AND COMMUNICATION				
Public Consultation and Communication				
May 5, 2005	Lynne Sinclair	Objected to the government choosing the period of time before the provincial election for consultation.	EA review process comment. The EAO will consider this comment.	
April 28, 2005 May 5, 2005	David Sims Jennifer Peck	Request that the public comment period be re-opened and extended.	EA review process comment. The EAO will consider this comment. EAO Note: Outside the scope of the further assessment	Beyond scope of further assessment
May 11, 2005	Andrew Joannou	Concern that RAVCO has not consulted with retail business owners in the Granville Mall area.	As part of RAVCO's ongoing commitment to consult with affected businesses, RAVCO has initiated a Business Liaison Program. To date, RAVCO has met with local businesses and business associations (Downtown Vancouver Business Association, Downtown Vancouver Business Improvement Association, and West Hastings Business Association). RAVCO will continue to meet with these associations and other interested businesses and associations as the project proceeds through the design and construction phases.	√ OAC 5.3
April 22, 2005	Strata Council VR1 1783	Noted that information on the project has been forthcoming in a series of confusing announcements from RAVCO and various levels of government.	<p>On April 19, 2005, Ministers ordered that the Project undergo further assessment of two segments of the RAV line where cut and cover technology will be employed: from Hastings Street at Granville to south side of Dunsmuir on Granville, and on Cambie Street from 2nd Avenue to 37th Avenue.</p> <p>The Order established a 21 day public consultation period from to further assess the potential impacts of the Project. The public consultation period included a public information session on Tuesday, May 10th in Vancouver. EAO Note: the public comment period ran from April 25, 2005 to May 16, 2005</p> <p>The purpose of the public comment period was to invite public comments on these specific cut and cover sections of the RAV line and to document specific public issues as they relate to the further assessment of these segments.</p> <p>In addition to the public consultation period for the further assessment, the review of the Application and Application Supplement included an extensive consultation program.</p> <p>The EAO made the Application and the Application Supplement available for public comment during a 45-day review and comment period, running from January 10, 2005 until February 23, 2005. EAO acknowledged the</p>	√

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			<p>receipt of all public comments directly to the submitter, shared comments with regulatory agencies and forwarded public comments to the proponent for responses. RAVCO provided written responses to the public who provided comments.</p> <p>The Application (which defines the Cambie Street cut-and-cover tunnelling construction methodology in Table 2-2) was posted on EAO's and RAVCO's website on December 12, 2004 and the Application Supplement, providing further details on the Selected Project, was posted on the EAO and RAVCO websites on December 20, 2004.</p>	
<p>April 22, 2005</p> <p>April 25, 2005</p> <p>April 26, 2005</p> <p>April 27, 2005</p> <p>April 28, 2005</p> <p>April 29, 2005</p> <p>April 30, 2005</p> <p>May 2, 2005</p> <p>May 2, 2005</p> <p>May 4, 2005</p> <p>May 5, 2005</p> <p>May 5, 2005</p> <p>May 5, 2005</p> <p>May 7, 2005</p> <p>May 8, 2005</p> <p>May 9, 2005</p> <p>May 10, 2005</p> <p>May 10, 2005</p> <p>May 11, 2005</p> <p>May 11, 2005</p> <p>May 13, 2005</p> <p>May 13, 2005</p> <p>May 13, 2005</p> <p>May 14, 2005</p> <p>May 14, 2005</p> <p>May 14, 2005</p> <p>May 14, 2005</p>	<p>Strata Council VR1 1783</p> <p>David Walsh</p> <p>Arlene Liket</p> <p>Doug Gayton</p> <p>Annie Cassells</p> <p>William Spouse</p> <p>Mardi Wareham</p> <p>Russel Laboda</p> <p>Mark & Isobel Keeley</p> <p>David Sims</p> <p>Alan Grimston</p> <p>Jennifer Peck</p> <p>Janet Peloquin</p> <p>Anders Falk</p> <p>James Elliott</p> <p>Mitsy Poirier</p> <p>Lorraine Fralin</p> <p>Teresa Waclawik</p> <p>Norman Robinson</p> <p>Andrew Joannou</p> <p>Tanya Huse</p> <p>Helen Repath</p> <p>James and Elaine Shea</p> <p>Becky Halvorson</p> <p>Prunella Barlow</p> <p>Corrie Clark</p> <p>Jacqueline Connor</p> <p>Joan Ford</p>	<p>Noted that the public was initially informed that the bored tunnel would be used along Cambie Street and were not advised of the decision to use cut-and-cover technology until January 2005 or later.</p>	<p>The Request for Proposal (RFP) indicated that a bored tunnel to 37th Avenue was "anticipated" but the tunnelling method was to be confirmed during the pre-design process. The RFP was posted on the RAVCO website in early September 2004.</p> <p>Once the funding agencies approved the Project in December 2004, information regarding the selected proposal was made available to the public on both the RAVCO and EAO websites. Due to the competitive nature of the procurement process, this was the first opportunity to make this material available to the public.</p>	√

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May 3, 2005	Michael LeGresley			
May 1, 2005	Lynn Kisilenko	Noted that throughout public discussion of the RAV line, nothing was said about demolishing the apartment building at 2530 Cambie Street.	Neither the RAV alignment nor the Broadway station require city properties at Cambie and Broadway. Rather, the City of Vancouver has initiated demolition of this property as part of a larger redevelopment of the city owned lands, and to facilitate a better connection to the Broadway bus service. As a result, the project will utilize a portion of this site as workspace.	No further information required
April 22, 2005 April 26, 2005 April 30, 2005 May 10, 2005	Strata Council VR1 1783 G. Chaisson and C. Keogh Jackie Montgomery Marty and Helen Basso	Concern that the information from RAVCO pertaining to construction methods and public response periods is difficult to locate or clearly understand.	The EAC Application was posted on the EAO's and RAVCO's websites on December 12, 2004 and the Application Supplement, providing further details on the Selected Project, was posted on the EAO and RAVCO websites on December 20, 2004. Copies were also provided to the main branches of the City of Vancouver and City of Richmond public libraries, as well as libraries at Simon Fraser University, the University of B.C. and the National Library in Ottawa. The availability of the Application and the Supplement at these locations was advertised in local print media. EAO Note: Notification was also posted on the EAO website (http://www.eao.gov.bc.ca) RAVCO distributed Fact Sheets, Information Bulletins and placed information advertisements in local print media regarding construction methods. RAVCO and InTransitBC also produced storyboards and other materials in support of an advertised open house regarding the further assessment. The public comment period on the Application and Application Supplement was determined by the EAO as part of the EA review. The Section 17 Order established a 21 day public consultation period on the further assessment which commenced on April 25, 2005.	√
April 30, 2005	Jackie Montgomery	Concern about the lack of public access to Ministry comments on the impact of the project.	EA review process comment. The EAO and federal agencies manage the EA review. EAO Note: RAVCO's Compendia of Responses to Environmental Assessment Certificate Application and Application Supplement – Agency Comments dated January 19 th , February 14 th , March 23 rd and April 5 th were posted on the EAO website (http://www.eao.gov.bc.ca)	√
April 27, 2005 April 28, 2005 May 1, 2005 May 4, 2005 May 9, 2005	Jeff Swartz David Sims Dr. Aimee Taylor David Sims Mitsy Poirier	Noted that public consultation to date has been inadequate – reliance on the electronic media and Vancouver press misses too many people.	RAVCO distributes information postcards, fact sheets and information bulletins to residences and businesses via direct delivery to doors, mailouts/e-mailouts, as well as placing information in local print media and the RAVCO website.	

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			<p>For example, RAVCO delivered Information Bulletin No. 4 directly to 8,000 residences and businesses within three blocks either side of the Cambie Street and Granville Mall areas of the line undergoing further assessment.</p> <p>As well, RAVCO mailed or e-mailed letters with a copy of the public comment period notification to approximately 2,200 people and businesses on the RAV Project mailing list.</p>	√
April 27, 2005	Zane Kerzner	Noted that 3 weeks is an inadequate duration to comprehensively assess the consequences of the project.	<p>The EAO is responsible for establishing public comment period duration on the Application and Application Supplement pursuant to the Section 11 Order issued under the Act on September 10, 2003.</p> <p>The formal EA review of the Application and Application Supplement had a 45 day public comment period from January 10 to February 23, 2005.</p> <p>The Section 17 Order established a 21 day public consultation period on the further assessment that extended from April 25 to May 16, 2005.</p>	√
FISHERIES AND AQUATIC HABITAT ASSESSMENT				
May 10, 2005	Lorraine Fralin	Concern regarding impacts to Mackie Creek, Bridge Creek and Heather Creek, which are streams running underground the proposed route, and the Fraser River from toxic runoff.	<p>The scope of the Fisheries and Aquatic Habitat Assessment included an examination of historical watercourses engaged by the guideway and stations.</p> <p>Three historical watercourses were identified in the South Vancouver portion of the RAV Project area and, with the exception of a relict open channel of Winona Creek within the southern portion of the Langara Golf Course, these are now entirely enclosed underground within piped sewer systems.</p> <p>Project construction will not significantly impact fish habitat. (EAC Application Section 6.3.5 and EAC Application Supplement 7.2.1.)</p> <p>The purpose of the screening level contaminated sites assessment was to evaluate the risk of encountering soil and groundwater contamination along the proposed RAV Project corridor. Overall, much of the [Cambie] corridor was assigned low to moderate risk rankings while dispersed zones of high risk were centered along False Creek. (EAC Application Section 10.1 Executive Summary)</p> <p>All contaminated material will be disposed of in accordance with</p>	√ OAC 12.1

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			regulatory requirements. (EAC Application Supplement Section 4.4.9.2 Cut-and-Cover Guideway)	
April 25, 2005	Don Watters	Concern about the impact to the Fraser River Estuary, English Bay and surrounding beaches from the dumping of excavated material into the ocean.	<p>Only clean, native material is proposed for Disposal at Sea. Before considering Disposal at Sea, alternative disposal of surplus excavated material, such as beneficial use and landfill disposal options, will be evaluated. (Technical Briefing Document: Information Regarding Potential Disposal At Sea of Excavated Materials from the RAV Rapid Transit Project, February 2005)</p> <p>If no alternative disposal methods are available, InTransitBC will apply for a Disposal At Sea Permit from Environment Canada under <i>the Canadian Environmental Protection Act, 1999 (CEPA)</i>. (EAC Application Section 2.7.5.2)</p> <p>As part of the permitting process, Environment Canada requires chemical, and in some cases biological, analyses be performed on the sediments or excavated materials that are proposed for disposal at sea. InTransitBC will consult with Environment Canada before any sampling is initiated to ensure that the program design is adequate with respect to sampling site location, sampling techniques, analytical methods, parameters of concern, and quality assurance. Only materials that have been tested and that meet the Disposal at Sea Regulations and the Ocean Disposal Interim Contaminant Testing Guidelines can be approved for disposal at sea. (EAC Application Supplement 4.4.11.3 Ocean Disposal)</p>	<p align="center">√</p> <p>OAC 19 – 19.2</p>
TERRESTRIAL WILDLIFE AND VEGETATION ASSESSMENT				
May 15, 2005	Bradley Wallin	Concern regarding the impact on domestic pets, as well as birds and local urban wildlife and their habitats.	<p>Direct impacts to wildlife are not anticipated from construction or operation of the RAV Project. As the RAV Line will be located over mostly developed land that is already alienated from wildlife use, habitat displacement effects are considered to be negligible. (EAC Application Section 7.4.5.3 Wildlife Impacts)</p> <p>Local air quality and dust control measures may assist in preventing impacts to domestic pets.</p>	<p align="center">√</p>
ARBORICULTURAL STUDY				
Vancouver – Cambie Heritage Boulevard				
May 3, 2005 May 5, 2005 May 5, 2005 May 9, 2005	Darcy Lee Noon Christina Schut Lynne Sinclair Mitsy Poirier	Concern that cut-and-cover construction will harm trees on the Cambie Heritage Boulevard.	The cut and cover tunnel will be constructed under the north bound lanes of Cambie Street. Some trees will be impacted by implementing the Traffic Management Plan.	

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May 15, 2005 May 15, 2005	Lucia Cunningham Rosemarie Schipizky		Specifically, impacts will accrue to the median and will involve the pruning of up to 18 trees, the transplanting (for re-use) of up to 3 trees and the cutting (removal) of up to 8 trees to accommodate both the tunnel excavation and the temporary road works. The impacts to the side boulevards will consist of the pruning of up to 1 tree, the transplanting of up to 8 trees and the removal of up to 4 trees. Some reduction of these quantities can be realized by mitigation techniques to be implemented during detailed design and construction phases of the project. These figures do not include impacts from other project components such as station locations, which are required regardless of the method of tunnel construction.	√ OAC 10, 10.1
May 14, 2005	Maurizio Grande, Cambie Boulevard Heritage Society	Concern that construction includes the removal of 1.8 metres on the west side of the boulevard and the infringement on root systems on the east side of the boulevard.	Impacts to the median will involve the pruning of up to 18 trees, the transplanting (for re-use) of up to 3 trees and the cutting (removal) of up to 8 trees to accommodate both the tunnel excavation and the temporary road works. Some reduction of these quantities can be realized by mitigation techniques to be implemented during detailed design and construction phases of the project. These figures do not include impacts from other project components such as station locations, which are required regardless of the method of tunnel construction. A Heritage Alteration Permit will be applied for from the City of Vancouver, which sets out the requirements associated with the disturbance and restoration of the Cambie Heritage Boulevard. Best management practices for tree protection will meet or exceed requirements in the jurisdiction. (EAC Application Section 8.0)	√ OAC 10, 10.1
May 10, 2005	Lorraine Fralin	Interest in RAVCO responsibility if tree damage does not appear until after construction has been completed.	RAVCO is committed to no net loss of green space as a result of the Project and would ensure that damage to trees during construction, which does not appear until after construction, are replaced.	√ OAC 10, 10.1
May 15, 2005	Adam Fitch	Concern regarding impact on the overall look of the boulevard when trees are replanted after they are removed for construction.	The proposed alignment will run beneath the northbound lanes of Cambie Street, allowing the Cambie Heritage Boulevard to remain largely intact. In terms of required tree protection measures, the City of Vancouver has bylaws or policies that may apply. The Project will adhere to the City of Vancouver's policy of no net-loss of green space. A Heritage Alteration Permit will be applied for which sets out the requirements associated with the disturbance and restoration of the Cambie Heritage Boulevard. Best management practices for tree	√ OAC 10, 10.1

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			protection will meet or exceed requirements in each jurisdiction. (EAC Application Section 8.0)	
April 30, 2005	Jackie Montgomery	Noted that references to “no net loss” to Cambie Heritage Boulevard do not provide enough detail to quantify how the “no net loss” would be calculated.	The Project will adhere to the City of Vancouver’s policy of no net-loss of green space. RAVCO and InTransitBC will work with the City of Vancouver to ensure the Boulevard’s qualities are retained once construction is completed.	√ OAC 10, 10.1
SOCIO-ECONOMIC/SOCIO-COMMUNITY ASSESSMENT				
Public Health				
April 22, 2005 May 2, 2005 May 14, 2005 May 15, 2005 May 15, 2005 May 16, 2005 May 16, 2005 May 16, 2005	Chris Zatzick Greg Chambers Doug King Mrs. Kirsten Ernst Catherine Bond Brett W. Lloyd Bill Tieleman White Family	Concern that the cut-and-cover method of construction will risk the health of everyone in the area.	Prior to commencement of construction, InTransitBC will submit an Air Quality and Dust Control Plan and a Contaminated Sites Management Plan to RAVCO for review and approval. InTransitBC will be responsible for adhering to the terms and conditions of the Concession Agreement, the Environmental Assessment Certificate, the Environmental Management Plan and all other applicable permits, licences and approvals related to the mitigation of construction-related air quality impacts and the management of contaminated sites that occur along the length of the alignment. Ordinarily, the greatest risk relates to exposure of construction workers, and so specific health and safety measures to address contamination and air quality are added to conventional programs designed to protect workers and are enforced in BC by the Workers’ Compensation Board. (EAC Application Section 21)	√ OAC 1.1, 1.4, 2, 2.1, 2.4, 14, 14.1, 15-15.2, 15.6, 18, 18.1, 18.3
Economic Impacts				
April 25, 2005 April 25, 2005 April 25, 2005 April 25, 2005 April 26, 2005 & May 13, 2005 April 27, 2005 April 27, 2005 April 27, 2005 April 27, 2005 April 28, 2005 April 29, 2004 April 29, 2005 April 29, 2005 & May 14, 2005	Kirk Salloum Sheryl Salloum Don Walsh Don Watters Arlene Liket Zane Kerzner Evelyn Kerzner Helmut Petri Jeff Swartz Annie Cassells Ron Fryer William Spouse Kim Trottier	Concern that cut-and-cover construction will subject retail and other businesses to undue hardship and/or economic loss and that RAVCO has not adequately assessed the impacts on the retail community. Submissions referenced Cambie Street and/or Granville Street businesses.	During cut-and-cover construction, the Granville Mall will be closed to vehicle traffic but pedestrian traffic will be maintained and affected intersections along Dunsmuir, Pender, Hastings and Cordova will remain open to at least two lanes of traffic. For Cambie Street, pedestrian traffic will be maintained while northbound motor vehicle traffic will be rerouted to the existing southbound lanes of Cambie Street. (EAC Application Supplement Section 7.2.3.1) As with any large urban construction project, the effects of construction activities for the RAV line, while sometimes significant, will generally be temporary. In addition to Traffic and Construction Management Plans, RAVCO and InTransitBC will implement community liaison and notification programs in advance of the start of construction to help reduce disruption from construction-related activities.	

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April 30, 2005 April 30, 2005	Joseph Lin Jackie Montgomery		RAVCO's Business Liaison Program will provide Project information, respond to enquiries, monitor construction activities and develop programs to help meet specific principles, such as:	
April 30, 2005	Mardi Wareham		<ul style="list-style-type: none"> • Providing advance notice of construction activities 	
May 1, 2005	Dr. Aimee Taylor		<ul style="list-style-type: none"> • Providing as much certainty in timeline and construction schedule as possible 	
May 2, 2005	Greg Chambers		<ul style="list-style-type: none"> • Providing continued or alternate access to businesses (for customers and deliveries) 	
May 3, 2005	Michael LeGresley		<ul style="list-style-type: none"> • Maintaining business visibility where possible 	
May 4, 2005	Marlene Rodgers		<ul style="list-style-type: none"> • Working with the City of Vancouver to address parking issues 	
May 4, 2005	David Sims + 96		<ul style="list-style-type: none"> • Understanding issues such as busy periods, customer access patterns, or sensitivities related to specialized equipment well before construction begins. 	
May 4, 2005	parents of Edith Cavell Elementary School			
May 5, 2005	Lynn Sinclair		Meetings with corridor businesses are ongoing to further discuss the kinds of programs which may be possible to address the concerns of those businesses adjacent to construction zones.	
May 7, 2005	Anders Falk			
May 8 2005	Vincent Lizée			
May 9, 2005	Lori Goldman			
May 10, 2005	Marty and Helen Basso			
May 10, 2005	Michael Kagan			
May 10, 2005	Lorraine Fralin			
May 10, 2005	Madeline Dujardin			
May 10, 2005	Mirza Hooda			
May 10, 2005	Amir Ali			
May 10, 2005	Felipe Glaubach			
May 10, 2005	Christina Go'mez			
May 10, 2005	Amin Jaffer			
May 11, 2005	Nancy Huang			
May 11, 2005	Jason Nguyen			
May 11, 2005	Norman Robinson			
May 11, 2005	Dee McGraw			
May 11, 2005	Andrew Joannou			
May 13, 2005	Claire and Alex Carigi			
May 13, 2005	Becky Halvorson			
May 14, 2005	Prunella Barlow			
May 14, 2005	Corrie Clark			
May 14, 2005	Hans Frederiks			
May 14, 2005	Nikii Hoglund			
May 14, 2005	Doug King			
May 14, 2005	N. Llamasaqui			
May 14, 2005	Michael Stowe			

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OAC 5.3, 11.1

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May 10, 2005	Polly Lee	Concern that removing buses from Granville Street will cause businesses to suffer.	<p>As with any large urban construction project, the effects of construction activities for the RAV line will generally be temporary. In addition to Traffic and Construction Management Plans, RAVCO and InTransitBC will implement community liaison and notification programs in advance of the start of construction to help reduce disruption from construction-related activities.</p> <p>RAVCO's Business Liaison Program will provide Project information, respond to enquiries, monitor construction activities and develop programs to help meet specific principles:</p> <ul style="list-style-type: none"> • Providing advance notice of construction activities • Providing as much certainty in timeline and construction schedule as possible • Providing continued or alternate access to businesses (for customers and deliveries) • Maintaining business visibility where possible • Working with the City of Vancouver to address parking issues • Understanding issues such as busy periods, customer access patterns, or sensitivities related to specialized equipment well before construction begins <p>Meetings with corridor businesses are ongoing to further discuss the kinds of programs which may be possible to address the concerns of those businesses adjacent to construction zones.</p>	<p align="center">√</p> <p align="center">OAC 5.3, 11.1</p>
April 25, 2005	Don Watters	Concern that property owners in close proximity to the cut-and-cover construction zone will be compelled to undertake and pay for risk assessments and structural reviews of buildings.	<p>The trench support system will be designed to limit ground movement and protect adjacent buildings. Building surveys will be undertaken within the zone of potential settlement prior to excavation and after construction to determine whether there has been any impact.</p> <p>Every effort will be made to avoid impacts to neighbouring sites, however, any damaged caused by the construction will be covered by the contractor's insurance.</p> <p>Details of what to do in the event of damage will be provided prior to active construction in each area.</p>	<p align="center">√</p>
May 10, 2005 May 16, 2005	Andrew Joannou Charles Gauthier, Downtown Vancouver Business	Concern that despite RAVCO's assurances that sidewalks will remain open during construction, there will be reduced width of sidewalk space and comfort on Granville Street and	<p>InTransitBC has committed to maintaining pedestrian access to businesses during construction.</p> <p>RAVCO's Business Liaison Program will provide Project information, respond to enquiries, monitor construction activities and develop</p>	

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	Improvement Association	customers will avoid businesses in the construction zones.	<p>programs to help meet specific principles, such as:</p> <ul style="list-style-type: none"> • Providing advance notice of construction activities • Providing as much certainty in timeline and construction schedule as possible • Providing continued or alternate access to businesses (for customers and deliveries) • Maintaining business visibility where possible; • Working with the City of Vancouver to address parking issues • Understanding issues such as busy periods, customer access patterns, or sensitivities related to specialized equipment well before construction begins. <p>Meetings with corridor businesses are ongoing to further discuss the kinds of programs which may be possible to address the concerns of those businesses adjacent to construction zones.</p>	<p align="center">√</p> <p>OAC 11.1</p>
May 16, 2005	Charles Gauthier, Downtown Vancouver Business Improvement Association	Concern that retail and office vacancies will increase on Granville Street.	<p>As with any large urban construction project, the effects of construction activities for the RAV line will generally be temporary. In addition to Traffic and Construction Management Plans, RAVCO and InTransitBC will implement community liaison and notification programs in advance of the start of construction to help reduce disruption from construction-related activities.</p> <p>Meetings with corridor businesses are ongoing to further discuss the kinds of programs which may be possible to address the concerns of those businesses adjacent to construction zones.</p>	<p align="center">√</p> <p>OAC 11.1, 11.3</p>
May 14, 2005 May 15, 2005	Corrie Clark Pamela White	Concern that cut and cover construction will effect the fair market value of businesses if owners want to sell them now or during construction.	<p>Experience from the Millennium Line shows that for properties within a 0.5 km radius of a station, property values can be expected to increase following completion of the project. Since property values are generally based on the longer term economic viability of a business, including benefits resulting from proximity to a rapid transit station, short term construction impacts have little effect.</p>	<p>No additional information required</p>
May 16, 2005	Mark Startup, Retail BC	Concern that customers' perceptions will be that there is restricted retail accessibility and safety in the affected construction areas.	<p>During cut-and-cover construction, the Granville Mall will be closed to vehicle traffic but pedestrian traffic will be maintained and affected intersections along Dunsmuir, Pender, Hastings and Cordova will remain open to at least two lanes of traffic.</p> <p>For Cambie Street, pedestrian traffic will be maintained while northbound motor vehicle traffic will be rerouted to the existing southbound lanes of Cambie Street. (EAC Application Supplement Section 7.2.3.1)</p>	<p align="center">√</p> <p>OAC 11.1</p>

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DATE	SUBMITTED BY	PUBLIC COMMENTS	RAVCO (PROPONENT) RESPONSE	REVIEW STATUS
			<p>Through the Business Liaison Program, RAVCO and InTransitBC are working with the business communities on the further assessed segments to develop programs to help achieve specific principles, including providing continued or alternate access to businesses (for customers and deliveries) and maintaining business visibility where possible.</p> <p>Safety will be a top priority in the construction areas, with Workers Compensation Board requirements being strictly followed.</p>	
<p>May 8, 2005 May 10, 2005</p> <p>May 11, 2005 May 11, 2005 May 16, 2005</p>	<p>Vincent Lizee Marty and Helen Basso David Sims Dee McGraw A. Estrin</p>	<p>Concern that property values will decrease.</p>	<p>Residential property values benefit most from rapid transit lines when they are close (i.e., within 10 to 15 minute walking distance or a three to five block radius), but not too close (i.e., immediately adjacent or incorporated into), transit stations.</p> <p>The benefits of proximity to a rapid transit station may support development cost charges of up to \$10,000 per unit for multi-family developments within 1 km of a station. Residential property values near stations increase by about 10%, and residential rents for station-oriented apartments increase by 15% to 40%.</p>	<p>No further details required</p>
<p>May 9, 2005 May 10, 2005 May 10, 2005 May 14, 2005</p>	<p>Mitsy Poirier Michael Kagan Andrew Joannou N. Llamasaqui</p>	<p>Concern that cut-and-cover construction will deter tourism in the Cambie Street and Granville Street areas.</p>	<p>As with any large urban construction project, the effects of construction activities for the RAV line will generally be temporary. In addition to Traffic and Construction Management Plans, RAVCO and InTransitBC will implement community liaison and notification programs in advance of the start of construction to help reduce disruption from construction-related activities.</p>	<p align="center">√</p> <p>OAC 11.1, 11.3</p>
Traffic				
<p>April 30, 2005 May 14, 2005</p>	<p>Jackie Montgomery Corrie Clark</p>	<p>Request that the residents on the edges of the construction area be informed of the extent of the region to be disrupted due to construction traffic.</p>	<p>As part of the project's ongoing community liaison program, residents, businesses and commuters will be provided with regular project information about the impact of construction activities. The public notification program will provide advanced notice of major traffic changes through information bulletins, fact sheets, newsletters and postcards, letters (mail and e-mail), neighbourhood meetings, small group meetings and a public enquiry/response program.</p> <p>As with any large construction project, a Traffic Management Plan, in conjunction with other programs, will be in place to provide for public and worker safety and minimize construction-related disruption where possible.</p>	<p align="center">√</p> <p>OAC 5.1-5.3, 11.1, 11.3</p>

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DATE	SUBMITTED BY	PUBLIC COMMENTS	RAVCO (PROPONENT) RESPONSE	REVIEW STATUS
<p>April 25, 2005 April 30, 2005 May 16, 2005 May 16, 2005</p>	<p>Don Watters Joseph Lin Abby Palmer Rand Chatterjee, Do RAV Right Coalition</p>	<p>Concern that RAVCO has not provided any concrete traffic management plans and mitigation measures to sufficiently address anticipated traffic issues.</p> <p>Concern that the Application fails to address how vehicular traffic will flow during the expected 28-month duration of lane restrictions on Cambie Street, similar duration lane closures on the Cambie Bridge, and the two-year excavation on Granville Mall between Georgia Street and the waterfront.</p>	<p>The community liaison team will meet with residents and merchants along the corridor to review and seek input on traffic management plans.</p> <p>The Traffic Management Plan is being developed by InTransitBC, will be consistent with BC Ministry of Transportation guidelines and will address the accessibility requirements within the RAV corridor for the following:</p> <ul style="list-style-type: none"> • Public transit, trucks, automobiles, cyclists and pedestrians, including disabled persons • Local residences, businesses and institutions • Routine municipal maintenance operations • Project construction and utility workers, with their equipment • Emergency vehicles <p>Traffic management goals during construction are to:</p> <ul style="list-style-type: none"> • Maintain the safe and efficient movement of the traveling public • Minimize disruption to the current overall mobility levels for the movement of people and goods where possible • Avoid detrimental impacts on the natural environment where possible • Minimize disruption to businesses, commercial premises, community life and activities where possible • Facilitate construction of the permanent works in a safe, timely and cost-effective manner • Meet municipal and statutory requirements <p>The community liaison team will meet with residents and merchants along the corridor to review and seek input on traffic management plans.</p>	<p align="center">√</p> <p align="center">OAC 11.3</p>
<p>April 25, 2005 April 25, 2005 April 25, 2005 April 27, 2005 April 28, 2005 April 28, 2005 April 30, 2005</p> <p>April 30, 2005 May 1, 2005 May 1, 2005 May 2, 2005</p>	<p>Kirk Salloum Sheryl Salloum Don Watters Zane Kerzner Annie Cassells Jacqueline Eccles Jackie Montgomery Mardi Wareham Lynn Kisilenko Dr. Aimee Taylor Greg Chambers</p>	<p>Concern that Main, Oak and Granville Streets and major east/west cross streets are already at over capacity and the situation will only worsen when cross streets are closed off to traffic.</p>	<p>InTransitBC's Traffic Management Plan will address measures to mitigate traffic impacts during construction and will include the following:</p> <ul style="list-style-type: none"> • preparation of an area-wide traffic model using the Greater Vancouver Regional Transport Model to determine traffic diversion and impacts on adjacent corridors due to capacity reduction • preparation of a plan for coordination of work with the City of Vancouver, as well as other contractors working in the vicinity of the Project and adjacent routes. 	<p align="center">√</p> <p align="center">OAC 11.3</p>

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DATE	SUBMITTED BY	PUBLIC COMMENTS	RAVCO (PROPONENT) RESPONSE	REVIEW STATUS
May 3, 2005 May 4, 2005 May 4, 2005 May 5, 2005 May 5, 2005 May 7, 2005 May 9, 2005 May 10, 2005 May 13, 2005 May 13, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 14, 2005 May 14, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005	Michael LeGresley Susan Elliott David Sims + 96 parents of Edith Cavell Elementary School Jennifer Peck Lynn Sinclair Anders Falk Mitsy Poirier Marty and Helen Basso Claire and Alex Carigi Becky Halvorson Sue Evans Ruth Hodge David Marmorek Rosemarie Schipizky Hans Frederiks N. Llamasaqui David Chaney Rick Green Robin Hanvelt Julienne Hills Lori Trevisan Su Grimmel Rand Chatterjee, Do RAV Right Coalition			
April 25, 2005 April 25, 2005 April 25, 2005 April 26, 2005 April 27, 2005 April 28, 2005 May 4, 2005	Kirk Salloum Sheryl Salloum Don Watters G. Chaisson and C. Keogh Miss Kerzner Annie Cassells David Sims + 96 parents of Edith Cavell Elementary	Concern that RAVCO has not adequately addressed the impact of compromised access in and out of the construction zone on merchants and residents.	The Traffic Management Plan will address the accessibility requirements within the RAV corridor for local residences, businesses and institutions. Traffic management goals during construction include: <ul style="list-style-type: none"> • Maintain the safe and efficient movement of the traveling public • Minimize disruption to the current overall mobility levels for the movement of people and goods where possible InTransitBC's Traffic Management Plan will address measures to	√ OAC 11.3

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May 5, 2005 May 5, 2005 May 8, 2005 May 9, 2005 May 9, 2005 May 10, 2005 May 13, 2005 May 14, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 16, 2005	School Jennifer Peck Janet Peloquin Alvin Chubbs Heather Hodge Mitsy Poirier Monica Brekelmans Claire and Alex Carigi Nikii Hoglund Mrs. Kirsten Ernst Joanne Taylor Wawruck-Gilmour Family Lee and Fay Jensen		mitigate traffic impacts, including access to Cambie Street, during construction and will include the identification of requirements for maintaining bicycle routes, business access and pedestrian access through the work site.	
April 24, 2005	Henry Lam	Noted that cut-and-cover construction traffic impacts can be minimised if steel plates cover the excavation, allowing traffic to drive over top of the tunnel while construction is in progress.	Vehicle and pedestrian traffic will move along Cambie Street throughout the construction period. Two lanes of traffic flow will continue between 2 nd Avenue and 25 th Avenue while four lanes of traffic are proposed for the area of Cambie Street south of 25 th Avenue. Key cross-streets that will be maintained throughout construction are: <ul style="list-style-type: none"> • Hastings Street • Pender Street • Dunsmuir Street • Broadway • 12th Avenue • 16th Avenue • King Edward Avenue A travelling gantry will be used to install pre-cast tunnel segments. Therefore, the trench must remain uncovered while construction is underway.	✓
May 16, 2005	Farlette Family	Interest in how the dump trucks required to remove the excavation spoils will turn around at the current point of excavation along Cambie Street and whether the large trucks with trailer units will circle through local	Excavated materials will be transported along designated truck routes, or routes otherwise approved by the applicable municipalities and InTransitBC and its contractors will comply with all applicable municipal bylaws and provincial and federal regulations. In addition, InTransitBC is developing a Traffic Management Plan and Construction Management Plan for Vancouver. The plans must be approved by the City of	✓ OAC 11.3

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DATE	SUBMITTED BY	PUBLIC COMMENTS	RAVCO (PROPONENT) RESPONSE	REVIEW STATUS
April 24, 2005	Helmer Christianson	streets to turn around. Concern about traffic congestion at the airport during construction.	Vancouver. Outside the scope of the EAO's requirement for the further assessment.	Beyond the scope of the further assessment
April 25, 2005 April 25, 2005 April 26, 2005 & May 10, 2005 April 27, 2005 April 28, 2005 April 30, 2005 May 4, 2005 May 6, 2005 May 8, 2005 May 9, 2005 May 10, 2005 May 10, 2005 May 10, 2005 May 11, 2005 May 13, 2005 May 13, 2005 May 14, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 16, 2005	Kirk Salloum Sheryl Salloum Arlene Liket Jeff Swartz Jacqueline Eccles Mardi Wareham David Sims + 96 parents of Edith Cavell Elementary School Corinne and Mark Gelfer Alvin Chubbs Mitsy Poirier Monica Brekelmans Lorraine Fralin Madeline Dujardin Norman Robinson Helen Repath Becky Halvorson Prunella Barlow Lucia Cunningham Mrs. Kirsten Ernst Sue Evans Sarah Letkeman Rosemarie Schipizky Wawruck Gilmour Family James Tildesley Farlette Family	Concern that traffic will detour from Cambie Street to local residential streets causing damage to road surfaces, disrupting quiet neighbourhoods and compromising pedestrian safety.	InTransitBC's Traffic Management Plan will address measures to mitigate traffic impacts during construction and will include assessment of potential traffic infiltration on residential streets and identification of traffic calming measures. The community liaison team will meet with residents and merchants along the corridor to review and seek input on traffic management plans.	√ OAC 5.3, 11.1

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<p>May 11, 2005 May 13, 2005 May 13, 2005 May 14, 2005 May 14, 2005 May 14, 2005 May 15, 2005 May 15, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005</p>	<p>Dee McGraw Clare and Alex Carigi Arlene Liket Joan Ford N. Llamasaqui Anna-Louise Pentland Mary Golinsky Wawruck-Gilmour Family Michael Darragh Robin Hanvelt Sarah Letkeman Brett W. Lloyd Phil Tifo</p>	<p>Concern that vehicle and bus traffic will not be able to move along Cambie Street without congestion when there will be only one or two lanes open.</p>	<p>On Cambie Street, two lanes of traffic flow will continue between 2nd Avenue and 25th Avenue while four lanes of traffic are proposed for Cambie Street south of 25th Avenue. (EAC Application Supplement Section 7.2.3.1)</p> <p>As with any large urban construction project, the effects of construction activities for the RAV line will generally be temporary. In addition to Traffic and Construction Management Plans, RAVCO and InTransitBC will implement community liaison and notification programs in advance of the start of construction to help reduce disruption from construction-related activities.</p>	<p align="center">√</p> <p>OAC 11.1, 11.3</p>
<p>May 11, 2005 May 15, 2005 May 15, 2005 May 16, 2005</p>	<p>Dee McGraw Susan Heyes Neil C. Patton Abby Palmer</p>	<p>Concern that there will be no parking available on Cambie, Oak, Main or Granville Streets during construction.</p>	<p>A detailed Traffic Management Plan will be prepared for each stage of construction and will be issued to a Traffic Management Committee for review and acceptance prior to commencement of each construction stage. The Traffic Management Committee will include representatives from TransLink, City of Vancouver, Ministry of Transportation and other agencies, as required.</p> <p>InTransitBC will be responsible for implementing the Traffic Management Plan, monitoring plan performance and modifying or adapting the plans to improve performance during the construction period, as required. (EAC Application Supplement Section 4.4.10)</p> <p>InTransitBC's Traffic Management Plan will address measures to mitigate traffic impacts during construction and will include preparation of an area-wide traffic model using the Greater Vancouver Regional Transport Model to determine traffic diversion and impacts on adjacent corridors due to capacity reductions.</p>	<p align="center">√</p> <p>OAC 11.3</p>
<p>May 10, 2005</p>	<p>Marty and Helen Basso</p>	<p>Concern that dump trucks will travel continuously down residential lanes.</p>	<p>Excavated materials will be transported along designated truck routes, or routes otherwise approved by the applicable municipality and InTransitBC and its contractors will comply with all applicable municipal bylaws and provincial and federal regulations.</p> <p>In addition, InTransitBC is developing a Traffic Management Plan and Construction Management Plan, for Vancouver.</p>	<p align="center">√</p> <p>OAC 11.3</p>

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			The plans must be approved by the City of Vancouver.	
May 1, 2005 May 4, 2005	Lynn Kisilenko David Sims + 96 parents of Edith Cavell Elementary School	Concern about high truck traffic compromising street safety.	<p>Traffic management goals during construction include maintaining the safe and efficient movement of the traveling public.</p> <p>The community liaison team will meet with residents and merchants along the corridor to review and seek input on traffic management plans.</p> <p>Excavated materials will be transported along designated truck routes, or routes otherwise approved by the applicable municipality and InTransitBC and its contractors will comply with all applicable municipal bylaws and provincial and federal regulations.</p> <p>In addition, InTransitBC is developing a Traffic Management Plan and Construction Management Plan, for Vancouver.</p> <p>The plans must be approved by the City of Vancouver.</p>	<p align="center">√</p> <p>OAC 11.1, 11.3</p>
April 25, 2005 April 25, 2005 April 26, 2005 April 27, 2005 April 28, 2005 April 30, 2005 May 6, 2005 May 9, 2005 May 10, 2005 May 11, 2005 May 13, 2005 May 14, 2005 May 15, 2005 May 15, 2005 May 16, 2005	Kirk Salloum Sheryl Salloum G. Chaisson and C. Keogh Miss Kerzner Annie Cassells Joseph Lin Corinne and Mark Gelfer Mitsy Poirier Lorraine Fralin Dee McGraw Claire and Alex Carigi N. Llamasaqui Sue Evans Mary Golinsky Malcolm Pauli	Concern that cut-and-cover construction will delay emergency vehicle access to homes/buildings and response times.	<p>The Traffic Management Plan is being developed by InTransitBC and will be consistent with BC Ministry of Transportation guidelines and will address the accessibility requirements within the RAV corridor for emergency vehicles.</p> <p>The Traffic Management Plan will address community and municipal traffic concerns during construction and become a part of the RAV Project Commitments, Responsibilities and Assurances (EAC Application Section 21). The Traffic Management Plan must be approved by the City of Vancouver.</p>	<p align="center">√</p> <p>OAC 11.3, 11.4</p>
April 25, 2005 April 25, 2005 April 29 2005 May 4, 2005	Kirk Salloum Sheryl Salloum Kim Trottier David Sims + 96 parents of Edith	Concern about traffic increase around Douglas Park and elementary schools compromising the safety of children	<p>Traffic management goals during construction include maintaining the safe and efficient movement of the traveling public.</p> <p>The Traffic Management Plan will address community and municipal traffic concerns during construction and become a part of the RAV</p>	<p align="center">√</p>

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May 8, 2005 May 11, 2005 May 14, 2005 May 14, 2005 May 15, 2005 May 15, 2005 May 15, 2005	Cavell Elementary School Alvin Chubbs Dee McGraw Hans Frederiks Nikii Hoglund Mrs. Kirsten Ernst Sue Evans Mary Golinsky		Project Commitments, Responsibilities and Assurances (EAC Application Section 21). The Traffic Management Plan must be approved by the City of Vancouver.	OAC 11.3
May 11, 2005 May 11, 2005 May 14, 2005	Norman Robinson Dee McGraw Prunella Barlow	Concern for safety of residents who must cross Cambie Street during construction.	During construction along Cambie Street, pedestrian traffic will be maintained while northbound motor vehicle traffic will be rerouted to the existing southbound lanes of Cambie Street. As the construction period approaches, RAVCO will be working closely with residents and merchants to ensure people are aware of construction activity in their areas. Traffic management plans and construction notification programs will be in place prior to and throughout the construction period. These plans will be developed in consultation with the City of Vancouver, as well as affected businesses, residents and the general public.	√ OAC 11.1, 11.3
May 10, 2005	Polly Lee	Concern that removing buses from Granville Street to surrounding streets will cause traffic congestion in downtown.	A Traffic Management Plan is being prepared for review by a Traffic Management Committee that includes representatives from InTransitBC, RAVCO, TransLink, the City of Vancouver and other agencies as required. In developing the traffic management plans, the City will obtain input from corridor residents and merchants to provide for public and worker safety, minimize construction-related disruption where possible, and provide for sustained predictability of traffic patterns.	√ OAC 11.1, 11.3
May 11, 2005	Arlene Liket	Request for traffic calming measures on residential side streets off of Cambie to deter people from using the streets during construction.	InTransitBC's Traffic Management Plan will address measures to mitigate traffic impacts during construction and will include assessment of potential traffic infiltration on residential streets and identification of traffic calming measures.	√ OAC 11.3
May 15, 2005	Mike Boyle	Interest in what RAVCO means when they say that the Traffic Management Plan will provide predictability to "the extent possible".	On any project of this scale, schedule disruptions can occur. The community liaison team will meet with residents and merchants along the corridor to review and seek input on traffic management plans.	√ OAC 11.1, 11.3

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May 15, 2005	Mike Boyle	Interest in whether there is a cost analysis and environmental analysis for the effects of diverting traffic from Cambie onto adjoining roads such as Oak, Granville, Main and Fraser.	Outside the scope of the EAO's requirement for the further assessment. However, InTransitBC's Traffic Management Plan will address measures to mitigate traffic impacts during construction and will include preparation of an area-wide traffic model using the Greater Vancouver Regional Transport Model to determine traffic diversion and impacts on adjacent corridors due to capacity reductions.	√ OAC 11.3
May 15, 2005	Mike Boyle	Interest in what RAVCO means when they say that the effects of construction activities will "generally" be temporary.	On cut and cover segments, in particular, the constructed alignment is underground and following post-construction activities the street above is restored and repaved. Station entrances, however, will have longer term impacts on their communities. Any tree re-location and replacement also represents a longer term impact for which mitigation is provided.	√
April 28, 2005 May 10, 2005 May 15, 2005 May 15, 2005	Jacqueline Eccles Arlene Liket Lynn Cromie Iris and Ivan Ivanoff	Concern that commuter traffic, construction workers and customers of Cambie merchants will park in residential neighbourhoods during construction.	InTransitBC's Traffic Management Plan will address measures to mitigate traffic impacts during construction and will include assessment of potential traffic infiltration on residential streets and identification of traffic calming measures. The Traffic Management Plan will address community and municipal traffic concerns during construction and become a part of the RAV Project Commitments, Responsibilities and Assurances (EAC Application Section 21). The Traffic Management Plan must be approved by the City of Vancouver.	√ OAC 11.3
Safety and Security				
April 27, 2005	Helmut Petri	Concern about armed robberies to businesses that are hidden behind the construction barricade wall.	Sidewalks will remain open, access to businesses will be maintained, and businesses will remain visible to the general public and Vancouver Police. To separate the public from the construction along Cambie, a safety screen fence, not a barricade wall, will be erected.	√
April 26, 2005	G. Chaisson and C. Keogh	Concern that pre-casted tunnels and stacked tracks are not safe.	All structures are designed to national building standards and to specific fire and life safety codes.	√
May 11, 2005	Dee McGraw	Concern regarding construction site safety near the trench.	To separate the public from the construction along Cambie, a safety screen fence will be erected.	√
May 10, 2005 May 10, 2005	Marty and Helen Basso Lorraine Fralin	Concern that a nearby station will result in increased personal and property crimes.	Outside the scope of the EAO's requirement for the further assessment. EAO Note: This issue was addressed during the formal EA review of the Application and Application Supplement that was referred to Ministers on April 13, 2005.	√
Quality of Life				
April 25, 2005 April 25, 2005 April 25, 2005	Kirk Salloum Sheryl Salloum Elsa Weinstein	Concern that cut-and-cover construction will disrupt the quality of life of the Cambie Street community for	Disruptions to traffic, local residents and businesses on the further assessed RAV Line segments will be temporary and manageable.	

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April 27, 2005	Doug Gayton	a long period of time.	To ensure this, InTransitBC is preparing the following management plans, with the appropriate jurisdictional input, to be included in the Environmental Management Plan: <ul style="list-style-type: none"> • Surface Water Quality and Sediment Control Plan • Contaminated Sites Management Plan • Hazardous Materials Management Plan • Spill Prevention and Emergency Response Plan • Solid Waste Management Plan • Air Quality and Dust Control Plan • Noise Management Plan • Landscape Design and Restoration Plan • Archaeological Monitoring Plan • Environmental Education and Awareness Plan 	<p align="center">√</p> OAC 1, 1.2, 1.4, 2-2.3, 11.1, 18, 18.1, 18.3
April 27, 2005	Miss Kerzner			
April 27, 2005	Zane Kerzner			
April 27, 2005	Graeme Smecher			
April 28, 2005 & May 11, 2005	David Sims			
April 29, 2004	Ron Fryer			
April 30, 2005	Joseph Lin			
April 30, 2005	Jackie Montgomery			
April 30, 2005	Mardi Wareham			
May 1, 2005	Dr. Aimee Taylor			
May 3, 2005	Michael LeGresley			
May 4, 2005	Marlene Rodgers			
May 4, 2005	Susan Elliott			
May 5, 2005	Jennifer Peck			
May 6, 2005	Dick and Effie Abrahamson			
May 10, 2005	Marty and Helen Basso			
May 10, 2005	Monica Brekelmans			
May 11, 2005	Norman Robinson			
May 13, 2005	Becky Halvorson			
May 14, 2005	Prunella Barlow			
May 14, 2005	Doug King			
May 14, 2005	Allan Shoom			
May 15, 2005	James Tildesley			
May 15, 2005	Sue Evans			
May 15, 2005	Mary Golinsky			
May 15, 2005	Iris and Ivan Ivanoff			
May 15, 2005	Sarah Letkeman			
May 15, 2005	David Marmorek			
May 15, 2005	Jennifer Sweeney			
May 15, 2005	Joanne Taylor			
May 15, 2005	Wawruck-Gilmour Family			
May 15, 2005	Pamela White			
May 16, 2005	David Chaney			
May 16, 2005	Michael Darragh			

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May 16, 2005 May 16, 2005	Rick Green White Family			
May 10, 2005	Aaron Estrin	Concern that operation of an above-ground train (once it exits tunnel portal at Cambie Street and 64 th Avenue) will impact quality of life.	Outside the scope of the EAO's requirement for the further assessment.	Beyond scope of further assessment
May 9, 2005	Mitsy Poirier	Concern that lost businesses on Cambie Street will be replaced with condos resulting in a change in the character of the neighbourhood.	While transit projects such as the RAV Project can act as catalysts for development, the City, not RAVCO, is responsible for determining the type of development that will occur.	Information Item only
CONTAMINATED SITES				
April 25, 2005 April 25, 2005 April 26, 2005 April 25, 2005 April 27, 2005 April 27, 2005 April 28, 2005 April 28, 2005 April 30, 2005 April 30, 2005 May 2, 2005 May 3, 2005 May 4, 2005 May 4, 2005 May 6, 2005 May 7, 2005 May 8, 2005 May 8, 2004 May 9, 2005 May 9, 2005 May 10, 2005 May 10, 2005	Barbara Chirinos Don Watters Don Watters Elsa Weinstein Miss Kerzner Zane Kerzner Annie Cassells Barbara Parkin Joseph Lin Jackie Montgomery Patrick Fitzsimmons Michael LeGresley Susan Elliott David Sims + 96 parents of Edith Cavell Elementary School Corinne and Mark Gelfer Anders Falk Alvin Chubbs Vincent Lizée Lori Goldman Mitsy Poirier Marty and Helen Basso Monica	Concern about toxic waste sites along the route, especially in terms of treatment and transportation of contaminated waste materials. Request for a clear and defined plan on how wastes will be managed.	The purpose of the screening level contaminated sites assessment was to evaluate the risk of encountering soil and groundwater contamination along the proposed RAV Project corridor. Overall, much of the [Cambie] corridor was assigned low to moderate risk rankings while dispersed zones of high risk were centred along False Creek. (EAC Application Section 10.1 Executive Summary) Contaminated material, if encountered, will be disposed of in accordance with regulatory requirements. (EAC Application Supplement Section 4.4.9.2 Cut-and-Cover Guideway) The Contaminated Sites Management Plan will include provision for a proposed sampling plan to identify the chemical composition of all soils to be excavated and removed from the site. Following RAVCO review and approval of the excavated soils sampling plan, InTransitBC will be responsible for obtaining representative samples of excavated soils, and undertaking chemical analyses throughout the duration of the Concession Agreement to properly characterize and manage the soils in accordance with the Contaminated Sites Regulations and Special Waste Regulations of the <i>Environmental Management Act</i> . InTransitBC will be responsible for identifying an appropriate disposal location for the excavated soils once the initial chemical analyses are available. This information, as well as a protocol for immediate notification of RAVCO in the event that soils exceeding industrial land use criteria are encountered, will be described in the Contaminated Sites Management Plan. (EAC Application Section 20.4.2 Contaminated Sites Management Plan) A number of plans will be in place throughout the construction period	√ OAC 1.4, 2 – 2.3, 12 – 12.3

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<p>May 10, 2005 May 11, 2005 May 11, 2005 May 11, 2005 May 13, 2005 May 14, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005</p>	<p>Brekelmans Lorraine Fralin Norman Robinson Moha Bateni Nancy Huang Tanya Huse Anna-Louise Pentland Mary Golinsky Sarah Letkeman Neil Patton Rosemarie Schipizky James Tildesley A. Chatterjee Michael Darragh Julienne Hills Abby Palmer Sam Sriramphong</p>		<p>which include specific health and safety measures to protect workers, residents and the public should contaminated soils be encountered.</p> <p><i>BC Environmental Management Act</i> procedures for classification of contaminated waste and Special Waste will be followed in concert with the soil testing program to establish appropriate disposal options. Any waste found to be contaminated will be disposed of at an appropriately permitted receiving facility. Transportation and handling of contaminated waste will be carried out in accordance with the <i>BC Environmental Management Act</i> and associated guidelines, including the use of contractors with the appropriate licences and training for contaminated waste. (EAC Application Supplement Section 4.4.11.2 Contaminated Waste)</p>	
<p>May 2, 2005</p>	<p>Rand Chatterjee (Feenstra Report, April 1, 2005 and April 29, 2005)</p>	<p>Noted that a re-examination of the Contaminated Sites Data from Appendix 10-C of the EAC Application identifies 90 additional sites that should have been added as Moderate Risk sites.</p>	<p>Risk levels were assigned to 1,459 sites in Section 10 Screening Level Contaminated Sites Assessment of the EAC Application. Of these, 39 were considered to have a high potential risk of some site contamination, 299 were identified as a moderate potential risk of having contamination and 1,121 were identified as low potential risk. It is unlikely that two environmental consultants would agree 100% on any classification of risks at this level of investigation. The classification process included cross-referencing data, such as aerial photographs and descriptions of the businesses (sheet metal vs. machining, duration/dates of operation, size of operation, for example) and local knowledge.</p>	<p align="center">√</p> <p>OAC 1.4, 2 – 2.3, 12 – 12.3</p>
<p>May 2, 2005</p>	<p>Rand Chatterjee (Feenstra Report, April 1, 2005)</p>	<p>Concern that the use of cut-and-cover tunnel construction greatly increases the volume of material to be excavated and increases the likelihood of encountering contaminated materials.</p>	<p>The total volume of excavated material from the Vancouver segment cut-and-cover and bored tunnels, and cut-and-cover stations is estimated to be 768,000m³.</p> <p>The Contaminated Sites Management Plan will include provision for a proposed sampling plan to identify the chemical composition of all soils to be excavated and removed from the site. Following RAVCO review and approval of the excavated soils sampling plan, InTransitBC will be responsible for obtaining representative samples of excavated soils, and undertaking chemical analyses throughout the duration of the Concession Agreement to properly characterize and manage the soils in accordance with the Contaminated Sites Regulations and Special Waste</p>	<p align="center">√</p> <p>OAC 1.4, 2 – 2.3, 12 – 12.3</p>

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			Regulations of the <i>Environmental Management Act</i> . (EAC Application Section 20.4.2 Contaminated Sites Management Plan)	
May 2, 2005 May 10, 2005 May 10, 2005 May 13, 2005 May 15, 2005 May 16, 2005	Rand Chatterjee (Feenstra Report, April 1, 2005) Lorraine Fralin Rick Green Claire and Alex Carigi Wawruck-Gilmour Family Rand Chatterjee, Do RAV Right Coalition	Concern that there will be no investigation of contaminated sites prior to construction. In particular, that there has been no characterization of the contaminants on site, which is essential to the development of an appropriate remediation plan.	The purpose of the screening level contaminated sites assessment was to evaluate the risk of encountering soil and groundwater contamination along the proposed RAV Project corridor. Overall, much of the [Cambie] corridor was assigned low to moderate risk rankings while dispersed zones of high risk were centred along False Creek. (EAC Application Section 10.1 Executive Summary) The Contaminated Sites Management Plan will include provision for a proposed sampling plan to identify the chemical composition of all soils to be excavated and removed from the site. Following RAVCO review and approval of the excavated soils sampling plan, InTransitBC will be responsible for obtaining representative samples of excavated soils, and undertaking chemical analyses throughout the duration of the Concession Agreement to properly characterize and manage the soils in accordance with the Contaminated Sites Regulations and Special Waste Regulations of the <i>Environmental Management Act</i> . (EAC Application Section 20.4.2 Contaminated Sites Management Plan)	√ OAC 1.4, 2 – 2.3, 12 – 12.3
May 15, 2005	Sarah Letkeman	Interest in whether there are any toxic soil contents which are carcinogenic or pathogenic or that would contribute to, or worsen, asthmatic conditions.	A number of plans will be in place throughout the construction period to ensure the safety of workers and the public. Prior to commencement of construction, InTransitBC will submit an Air Quality and Dust Control Plan to the appropriate agencies for review and approval. InTransitBC will be responsible for adhering to the terms and conditions of the Concession Agreement, the Environmental Assessment Certificate, the Environmental Management Plan and all other applicable permits, licenses and approvals related to the mitigation of construction-related air quality impacts. Dust emissions from excavations will be managed in accordance with applicable site-specific requirements set by the Ministry of Water, Land and Air Protection and the Greater Vancouver Regional District's (GVRD) Air Quality Guidelines. Contractors will be responsible for conducting activities in a manner that reduces the release of airborne particles, and following best managed practices, including those recommended by the GVRD.	√ OAC 1.4, 2 – 2.3, 12 – 12.3, 15, 15.1, 18, 18.1, 18.3
May 14, 2005 May 15, 2005	Hans Frederiks Ruth Hodge	Interest in where the dirt will be taken after it is removed from the	There are several options available for the disposal of surplus excavated materials: land-based and disposal at sea options. Disposal at Sea is a	

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May 16, 2005	White Family	construction areas.	<p>common federally permitted practice within the construction industry on Canada's west coast and has been used for all types of projects within the Lower Mainland.</p> <p>It is expected that, if other large capital projects are underway at the same time as the RAV Project excavation works are being carried out, much of the surplus excavated material generated by the RAV Project will be in demand as engineered fill or cover material. If it is determined that disposal at sea is still necessary to deal with surplus excavated material, InTransitBC will submit an application to Environment Canada's Disposal at Sea Program.</p>	√
<p>May 2, 2005</p> <p>May 16, 2005</p>	<p>Patrick Fitzsimmons</p> <p>Rick Green</p>	Concern that ocean disposal of contaminated soil will end up in our water and food chain.	<p>Only clean, native material is proposed for Disposal at Sea. Before considering Disposal at Sea, alternative disposal of surplus excavated material, such as beneficial use and landfill disposal options, will be evaluated. (Technical Briefing Document: Information Regarding Potential Disposal At Sea of Excavated Materials from the RAV Rapid Transit Project, February 2005)</p> <p>If no alternative disposal methods are available, InTransitBC will apply for a Disposal At Sea Permit from Environment Canada under <i>the Canadian Environmental Protection Act, 1999 (CEPA)</i>. (EAC Application Section 2.7.5.2)</p> <p>As part of the permitting process, Environment Canada requires scientific analyses be performed on the sediments or excavated materials that are proposed for ocean disposal. InTransitBC will consult with Environment Canada before any sampling is initiated to ensure that the program design is adequate with respect to sampling site location, sampling techniques, analytical methods, parameters of concern, and quality assurance. Only materials that have been tested and that meet the Disposal at Sea Regulations and the Ocean Disposal Interim Contaminant Testing Guidelines can be approved for ocean disposal. (EAC Application Supplement 4.4.11.3 Ocean Disposal)</p>	<p>√</p> <p>OAC 1.4, 19 – 19.3</p>
<p>May 2, 2005</p> <p>May 16, 2005</p>	<p>Rand Chatterjee (Feenstra Report, April 1, 2005)</p> <p>Farlette Family</p>	Concern that there have been no estimates of the total amount of soils that will need to be excavated and removed during construction or an estimate of the volume or nature of contaminated soils that may need to be disposed of.	<p>The total volume of excavated material from the Vancouver segment cut-and-cover and bored tunnels, and cut-and-cover stations is estimated to be 768,000m³.</p> <p>The Contaminated Sites Management Plan will include provision for a proposed sampling plan to identify the chemical composition of all soils to be excavated and removed from the site. Following RAVCO review and approval of the excavated soils sampling plan, InTransitBC will be</p>	√

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			responsible for obtaining representative samples of excavated soils, and undertaking chemical analyses throughout the duration of the Concession Agreement to properly characterize and manage the soils in accordance with the Contaminated Sites Regulations and Special Waste Regulations of the <i>Environmental Management Act</i> . (EAC Application Section 20.4.2 Contaminated Sites Management Plan)	OAC 1.4, 19 – 19.3
AIR QUALITY				
Effects on Local Air Quality				
April 25, 2005 April 25, 2005 April 25, 2005 April 26, 2005 April 26, 2005 & May 13, 2005 April 27, 2005 April 27, 2005 April 27, 2005 April 28, 2005 April 28, 2005 April 29, 2005 April 29, 2005 April 30, 2005 April 30, 2005 April 30, 2005 May 2, 2005 May 3, 2005 May 4, 2005 May 4, 2005 May 5, 2005 May 5, 2005 May 5, 2005 May 8, 2005 May 10, 2005 May 9, 2005 May 9, 2005 May 10, 2005	Kirk Salloum Sheryl Salloum Don Watters G. Chaisson and C. Keogh Arlene Liket Zane Kerzner Helmut Petri Graeme Smecher Annie Cassells Jacqueline Eccles William Spouse Kim Trottier E. Karmel Jackie Montgomery Mardi Wareham Patrick Fitzsimmons Bill Tsang Marlene Rodgers David Sims Jennifer Peck Janet Peloquin Lynn Sinclair Alvin Chubbs Marty and Helen Basso Heather Hodge Mitsy Poirier Lorraine Fralin	Concern about construction dust and/or possible airborne particles from toxic soils impacting air quality and aggravating health conditions. Interest in how this will be addressed, especially in terms of safeguards against the production and dispersion of dust and other pollutants.	The Environmental Management Plan is being developed considering best management practices including, but not limited to, the following actions to minimize dust emissions: <ul style="list-style-type: none"> • regular cleaning of paved routes subjected to accumulation of debris, sand, and/or gravel and dust with road cleaning equipment which does not, by virtue of its operation, itself create dust • on-site provision of a supply of water and appropriate equipment for application (e.g. a tank truck with spray bars), to be used as needed to maintain moist surfaces on all unpaved haul routes and traffic areas to suppress visible dust emissions from these surfaces • provision of tire-washing facilities as necessary to prevent track-out of mud and dust onto city streets • transportation of bulk materials, in particular finer grained materials, in covered vehicles • covering or stabilizing any stockpiles of soil or aggregates • daily visual inspections to identify and address potential areas of dust emissions • establishment of procedures, through the community and business liaison program, for responding to concerns and documenting visual inspections, concerns and responses 	

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May 10, 2005	Madeline Dujardin			
May 10, 2005	M. Kezar			
May 10, 2005	Lynn Kruszewski			
May 10, 2005	Teresa Waclawik			
May 11, 2005	Dee McGraw			
May 11, 2005	Moha Bateni			
May 11, 2005	Nancy Huang			
May 13, 2005	Claire and Alex Carigi			
May 13, 2005	Tanya Huse			
May 13, 2005	Helen Repath			
May 13, 2005	Judy Buckley			
May 13, 2005	Becky Halvorson			
May 14, 2005	Prunella Barlow			
May 14, 2005	Joan Ford			
May 14, 2005	Nikii Hoglund			
May 14, 2005	Doug King			
May 14, 2005	Kim Trottier			
May 15, 2005	Mary E. Bennett			
May 15, 2005	Susan Heyes			
May 15, 2005	Ruth Hodge			
May 15, 2005	Iris and Ivan Ivanoff			
May 15, 2005	Simon Kim			
May 15, 2005	Joanne Taylor			
May 15, 2005	Wawruck-Gilmour Family			
May 15, 2005	Robin White			
May 15, 2005	James Tildesley			
May 16, 2005	Randy and Kimi Evans			
May 16, 2005	A. Chatterjee			
May 16, 2005	Michael Darragh			
May 16, 2005	Farlette Family			
May 16, 2005	Rick Green			
May 16, 2005	Chris McGill			
May 16, 2005	Caroline Nevin			
May 16, 2005	Abby Palmer			
May 16, 2005	Malcolm Pauli			
May 16, 2005	Dan Sonnenschein			

√
OAC 1.4, 2 –
2.3, 15, 15.1,
18, 18.1, 18.3

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May 10, 2005	Aaron Estrin	Concern about impact of tunnel portal construction at Cambie Street and 64 th Avenue on air quality and thus, on people who have health conditions.	Outside the scope of the EAO's requirement for the further assessment. EAO Note: see response above and concern addressed through OAC 1.4, 2 – 2.3, 15, 15.1, 18, 18.1, 18.3	Beyond scope of further assessment
May 15, 2005	Mike Boyle	Regarding the RAVCO statement that there will be no net increase in regional air quality impacts, interest in how the Lower Mainland can supply all of the construction equipment when it is in the middle of a construction boom.	InTransitBC has indicated to RAVCO that it expects to obtain and deploy the equipment required to construct the RAV Project from existing equipment inventories within the Lower Mainland. This is based on the numbers and types of equipment InTransitBC has calculated are required for the RAV Project. Unlike large natural resource projects located in remote areas of British Columbia where the equipment deployed to those sites may be used specifically and exclusively for that site, the RAV Project is situated within existing transportation corridors in a dense, highly-affected urban setting that supports a population of over 2.5 million people. The decision regarding whether or not to use new or additional equipment on the RAV Project will be determined by the contractor, and will be governed by market forces at the time. Any required permits, licenses or approvals as they pertain to heavy duty vehicles and air quality in the GVRD are the responsibility of InTransitBC. EAO Note: this issue was discussed during Review Team Meetings during the EA review of the Application and Application Supplement.	√
April 29, 2005 May 5, 2005 May 13, 2005 May 15, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005	William Spouse Christina Schut Helen Repath Sue Evans David Chaney Michael Darragh Rick Green Julienne Hills Malcolm Pauli Rand Chatterjee, Do RAV Right Coalition	Concern about air pollution impacts from potential increased traffic congestion along arterial routes and residential side streets.	Best management practices to minimize RAV Project exhaust source emissions, include: <ul style="list-style-type: none"> • all heavy-duty diesel on-road vehicles (i.e. licensed vehicles, such as dump trucks) must be the latest models feasible, preferably model year 1998 or newer • all heavy-duty diesel on-road vehicles and off-road vehicles and other diesel construction equipment must use ultra low sulphur diesel fuel and be fitted with catalysed particulate traps after August 31, 2006. If no workable particulate trap is available they must be fitted with a diesel oxidation catalyst • operating equipment at optimum-rated loads • turning off equipment, if practical, when not in use • following routine equipment maintenance procedures • specification of grid rather than generator set electrical power for equipment wherever possible • positioning any necessary stationary emission sources (e.g. portable diesel generators, compressors, etc.) as far as is practical from sensitive receptors 	√ OAC 1, 1.4, 15.2

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			This information will be reflected in the air quality and dust control section of the Environmental Management Plan being developed by InTransitBC.	
May 8, 2005 May 15, 2005 May 15, 2005 May 16, 2005	Vincent Lizée Adam Fitch Sue Evans Julienne Hills	Concern about air pollution impacts from potential increased traffic due to reduced transit service and from use of diesel buses instead of trolley buses on Cambie Street.	Due to lane reductions and closures, vehicular traffic will decrease during construction on the segments being further assessed.	√
May 15, 2005 May 16, 2005	Rosemarie Schipizky Randy & Kimi Evans	Interest in how frequently air quality will be monitored and what information systems will be put in place to immediately notify local residents of any problems.	<p>InTransitBC will prepare an Air Quality and Dust Control Plan that describes measures to be used to control fugitive dust and other airborne emissions associated with vehicle and equipment operation, demolition and/or decommissioning of existing structures, stockpiling of soils, and other construction activities. This Plan will be submitted to RAVCO for review and approval prior to commencement of construction. The Plan will describe:</p> <ul style="list-style-type: none"> • all regulatory permits to be obtained by InTransitBC and retained on-site that are necessary for the operation of equipment or machinery capable of producing point-source emissions • prohibitions regarding the application of chemical dust suppressants to control fugitive dust and other airborne emissions, unless otherwise approved • prohibitions regarding the burning of refuse or other material, unless otherwise authorized in an air discharge permit issued by the GVRD or the Ministry of Water, Land and Air Protection • indoor air quality control measures to be used to ensure that construction workers in portions of the site within enclosed spaces (e.g., tunnel sections), are not adversely affected by unacceptable exhaust, fugitive dust, or other air emissions <p>As described in the outline for the Emergency Management Plan components in Section 20.4, the Spill Prevention and Emergency Response Plan will include a policy statement and will describe communications equipment and procedures, pre-emergency planning measures, employee training programs, response organization and responsibilities during an emergency, notification procedures, spill reporting guidelines, incident site security and site restoration/remediation measures. (EAC Application Section 17.1.2 Prevention of Accidents and Malfunctions during Construction)</p> <p>This Plan, which will be provided to RAVCO for review and approval</p>	√ OAC 1.4, 2-2.3, 14.1, 18.1

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			prior to commencement of construction, will facilitate a rapid, safe and effective response to any hazardous material spill or other environmental incident that occurs during the project. (EAC Application Section 20.4.4 Spill Prevention and Emergency Response Plan)	
May 15, 2005 May 16, 2005	Rosemarie Schipizky Randy & Kimi Evans	Interest in the standards of air quality measurements that will be utilized.	Dust emissions from excavations and exhaust source emissions will be managed in accordance with applicable site-specific requirements set by the Ministry of Water, Land and Air Protection and the Greater Vancouver Regional District's Air Quality Guidelines.	√ OAC 1.4, 14.1
May 16, 2005	Randy & Kimi Evans	Interest in if there is a study that shows impacts of 24 hour per day levels of exposure to air pollution and whether that much exposure is safe.	Outside the scope of the EAO's requirement for the further assessment.	Addressed under OAC 1.4, 14.1, 18.1, 18.3
May 4, 2005 and May 16, 2005 May 16, 2005	David Sims Rand Chatterjee, Do RAV Right Coalition	Request that all heavy construction vehicles meet new emissions standards. Interest in whether RAVCO will set and enforce a standard for diesel vehicle emissions as a qualification for working on the RAV Project.	In keeping with RAVCO's commitment to implementing the GVRD's Best Practices to Reduce Exhaust Source Emissions, all heavy-duty on-road vehicles (i.e. licensed vehicles, such as dump trucks) must be the latest models feasible, preferably model 1998 or newer. Furthermore, all heavy-duty diesel on-road vehicles and off-road vehicles and other diesel construction equipment must use ultra low sulphur diesel fuel and be fitted with catalysed particulate traps after August 31, 2006. If no workable particulate trap is available they must be fitted with a diesel oxidation catalyst.	√ OAC 1.4, 15.2
April 27, 2005 May 2, 2005 May 4, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 16, 2005 May 16, 2005 May 16, 2005	Graeme Smecher Patrick Fitzsimmons David Sims Robin White Sue Evans Rosemarie Schipizky Abby Palmer Malcolm Pauli Rand Chatterjee, Do RAV Right Coalition	Concern about diesel particulates from construction equipment and truck traffic compromising air quality.	Best management practices to minimize project-related exhaust source emissions, include: <ul style="list-style-type: none"> • all heavy-duty diesel on-road vehicles (i.e. licensed vehicles, such as dump trucks) must be the latest models feasible, preferably model year 1998 or newer • all heavy-duty diesel on-road vehicles and off-road vehicles and other diesel construction equipment must use ultra low sulphur diesel fuel and be fitted with catalysed particulate traps after August 31, 2006. If no workable particulate trap is available they must be fitted with a diesel oxidation catalyst • operating equipment at optimum-rated loads • turning off equipment, if practical, when not in use • following routine equipment maintenance procedures • specification of grid rather than generator set electrical power for equipment wherever possible • positioning any necessary stationary emission sources (e.g. portable diesel generators, compressors, etc.) as far as is practical from sensitive receptors. 	√ OAC 1, 1.4, 15.2

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			This information will be reflected in the air quality and dust control section of the Environmental Management Plan being developed by InTransitBC.	
April 30, 2005	Jackie Montgomery	Concern that dust control plans that include watering down the construction area are not feasible given impending watering restrictions.	<p>The Environmental Management Plan is being developed considering best management practices including the on-site provision of a supply of water and appropriate equipment for application (e.g. a tank truck with spray bars), to be used as needed to maintain moist surfaces on all unpaved haul routes and traffic areas to suppress visible dust emissions from these surfaces.</p> <p>Independent inspectors will ensure that terms and conditions of InTransitBC's Air Quality Management Plan are adhered to regarding dust management during construction.</p>	√ OAC 1.4, 2.3
May 15, 2005	David Sims Rand Chatterjee, Do RAV Right Coalition	Given conflicting information regarding project requirements for heavy duty diesel equipment exhaust systems, interest in what air quality mitigation measures are going to be put in place.	<p>Best management practices to minimize project-related exhaust source emissions, include but are not limited to:</p> <ul style="list-style-type: none"> • all heavy-duty diesel on-road vehicles (i.e. licensed vehicles, such as dump trucks) must be the latest models feasible, preferably model year 1998 or newer • all heavy-duty diesel on-road vehicles and off-road vehicles and other diesel construction equipment must use ultra low sulphur diesel fuel and be fitted with catalysed particulate traps after August 31, 2006. If no workable particulate trap is available they must be fitted with a diesel oxidation catalyst 	√ OAC 1, 1.4,
May 15, 2005 May 16, 2005	David Sims Rand Chatterjee, Do RAV Right Coalition	<p>Concern that cut and cover tunnel construction will require 100,000 one way truck trips to move 800,000 cubic metres of soil and that the majority of vehicles and machines will be diesel-powered.</p> <p>Noted concern regarding calculated burn of 20,000 to 25,000 litres per day of standard diesel gasoline to fuel the operation.</p>	<p>Total volume of excavated material from the Vancouver segment cut-and-cover and bored tunnels, and cut-and-cover stations is estimated to be 768,000m³. (Technical Briefing Document: Information Regarding Potential Disposal At Sea of Excavated Materials from the RAV Rapid Transit Project, February 2005)</p> <p>Without having details on the level of activity for each of these types of combustion emission sources, it is not possible to provide a quantitative estimate of the total emissions that will occur. Although the potential air quality impacts from these activities can be significant, it is important to note that they will be temporary and localized. Also, since the construction equipment to be used on the RAV Project will likely be sourced from other parts of the Lower Mainland and because much of it is operated on a daily basis, there should be no net increase in regional air quality impacts. (EAC Application Section 11.4.1.1 Air Quality Impacts from Construction).</p>	√ OAC 1, 1.4, 14.1, 15.2

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			<p>Best management practices to minimize project-related exhaust source emissions, include but are not limited to:</p> <ul style="list-style-type: none"> all heavy-duty diesel on-road vehicles (i.e. licensed vehicles, such as dump trucks) must be the latest models feasible, preferably model year 1998 or newer all heavy-duty diesel on-road vehicles and off-road vehicles and other diesel construction equipment must use ultra low sulphur diesel fuel and be fitted with catalysed particulate traps after August 31, 2006. If no workable particulate trap is available they must be fitted with a diesel oxidation catalyst 	
<p>May 15, 2005 May 16, 2005</p>	<p>David Sims Rand Chatterjee, Do RAV Right Coalition</p>	<p>Concern regarding health hazard of diesel particulate matter (DPM), SO_x, NO_x, ozone and fine particulates (known as PM₁₀) from diesel fuel/engines.</p>	<p>RAVCO will adhere to the GVRD's Air Quality Guidelines to reduce exhaust source emissions. Best practices will include:</p> <ul style="list-style-type: none"> all heavy-duty diesel on-road vehicles (i.e., licensed vehicles, such as dump trucks) must be the latest models feasible, preferably model year 1998 or newer all heavy-duty diesel on-road vehicles and off-road vehicles and other diesel construction equipment must use ultra low sulphur diesel fuel and be fitted with catalysed particulate traps after August 31, 2006. If no workable particulate trap is available they must be fitted with a diesel oxidation catalyst operating equipment at optimum rated loads turning off equipment, if practical, when not in use following routine equipment maintenance procedures specification of grid rather than generator set electrical power for equipment wherever possible positioning any necessary stationary emission sources (e.g. portable diesel generators, compressors, etc.) as far as is practical from sensitive receptors. 	<p align="center">√</p> <p>OAC 1, 1.4, 14.1, 15.2</p>
<p>May 14, 2005</p>	<p>Anna-Louise Pentland</p>	<p>Concern that air pollution levels will be above the levels that are currently allowed by the City of Vancouver.</p>	<p>Dust emissions from excavations and exhaust source emissions will be managed in accordance with applicable site-specific requirements set by the Ministry of Water, Land and Air Protection and the Greater Vancouver Regional District's Air Quality Guidelines.</p> <p>RAVCO has agreed with the GVRD to incorporate best management practices and mitigation measures into the contract documentation for construction contractors.</p>	<p align="center">√</p> <p>OAC 1.4, 14.1, 15.2</p>
<p>May 16, 2005</p>	<p>Dan Bilsker</p>	<p>Interest in some form of construction site air filtration to limit the amount of particulate matter being emitted.</p>	<p>Dust emissions from excavations and exhaust source emissions will be managed in accordance with applicable site-specific requirements set by the Ministry of Water, Land and Air Protection and the GVRD's Air Quality Guidelines.</p>	<p align="center">√</p>

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			RAVCO has agreed with the GVRD to incorporate best management practices and mitigation measures into the contract documentation for construction contractors.	OAC 1, 1.4, 14.1, 15.2
May 10, 2005	Monica Brekelmans	Interest in whether the benefits of single occupancy vehicle reduction along Cambie Street has been measured against the environmental and economic costs of building the line.	Outside the scope of the EAO's requirement for the further assessment.	No further details required for the further assessment
Greenhouse Gas Emissions				
May 14, 2005	Nohay Llamasaqui	Concern regarding increase in greenhouse gas emissions due to traffic congestion, idling and detouring of cars during construction.	<p>Due to lane reductions and closures, vehicular traffic will decrease during construction on the segments being further assessed.</p> <p>Measures to be addressed in the Air Quality and Dust Control Plan will include, but not be limited to implementation of best management practices to minimize combustion source and fugitive dust emissions and impacts. Although the potential for localized air quality impacts of these activities may be significant, it is important to note that they are temporary and localized.</p> <p>Overall reductions to greenhouse gas emissions as a result of RAV line operation are expected to far outweigh any short-term increase in GHG emissions that will be experienced during the construction phase. (EAC Application Supplement Section 7.2.4.1 and EAC Application Sections 21 and 11.4.2)</p>	<p align="center">√</p> <p>OAC 1, 1.4, 15.2</p>
NOISE IMPACTS				
Construction Noise				
<p>April 25, 2005 & April 26, 2005 April 26, 2005</p> <p>April 28, 2005 April 29, 2005 April 30, 2005 April 30, 2005 April 30, 2005</p>	<p>Don Watters</p> <p>G. Chaisson and C. Keogh</p> <p>Annie Cassells William Spouse Mardi Wareham E. Karmel Jackie</p>	<p>Concern that longer episodes of construction noise (up to 24 hours) will impact on residents' peace and quiet and ability to sleep at night.</p> <p>Some submissions also noted concern that RAVCO and InTransitBC have stated that construction will go from 7 a.m. to 10 p.m. and that this already</p>	<p>The Project construction schedule is bound to the City of Vancouver Noise Bylaw (#6555) which states that street construction is limited to between the hours of 7:00 a.m. to 8:00 p.m. Monday to Saturday and 10:00 a.m. to 8:00 p.m. on any Sunday or holiday. Application to the Mayor for consent to carry on works outside of the prescribed limit may be made and approval is contingent on such terms as the Mayor determines. Night-time construction activities, other than those for which an exemption may be sought under Section 17, are required to meet the general night-time noise level limits imposed in other sections of the</p>	

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DATE	SUBMITTED BY	PUBLIC COMMENTS	RAVCO (PROPONENT) RESPONSE	REVIEW STATUS
<p>May 3, 2005 May 4, 2005 May 5, 2005 May 8, 2005 May 10, 2005 May 10, 2005 May 10, 2005 May 10, 2005 May 11, 2005 May 11, 2005 May 13, 2005 May 13, 2005 May 13, 2005 May 14, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005</p>	<p>Montgomery Michael LeGresley Susan Elliott Janet Peloquin Alvin Chubbs Marty and Helen Basso Monica Brekelmans Lorraine Fralin Madeline Dujardin Norman Robinson Dee McGraw Claire and Alex Carigi Tanya Huse Becky Halvorson Anna-Louise Pentland Susan Heyes Simon Kim Sarah Letkeman Neil Patton Wawruck-Gilmour Family Julienne Hills Farlette Family Don Sonnenschein Sam Sriramphong James Tildesley Rand Chatterjee, Do RAV Right Coalition</p>	<p>contravenes the City of Vancouver noise-by-laws.</p> <p>Concern about increased noise from construction activities (pile driving, blasting, construction equipment, trucks).</p>	<p>bylaw. (RAV Project Cut-and-Cover Tunnel Construction Noise Assessment Report, March 29, 2005)</p> <p>A Noise Management Plan will be prepared by InTransitBC that describes noise mitigation measures to be implemented along the RAV Line corridor during construction to ensure compliance with municipal bylaws, the terms and conditions of the Concession Agreement, the Environmental Assessment Certificate, the Environmental Management Plan and any other applicable permits, licences and approvals related to the mitigation of construction-related noise impacts. RAVCO will review the Noise Management Plan prior to construction.</p> <p>InTransitBC is required to meet the construction noise requirements of the City of Vancouver Noise Bylaw (#6555). Furthermore, a Noise Management Plan will be prepared by InTransitBC that describes noise mitigation measures to be implemented along the RAV Line corridor during construction to ensure compliance with municipal bylaws, the terms and conditions of the Concession Agreement, the Environmental Assessment Certificate, the Environmental Management Plan and any</p>	<p align="center">√</p> <p>OAC 1.4, 15, 15.5, 15.6, 16, 16.1</p>
<p>April 25, 2005 April 25, 2005 April 26, 2005 & May 13, 2005 April 26, 2005 April 27, 2005 April 28, 2005</p>	<p>Kirk Salloum Sheryl Salloum Arlene Liket Don Watters Helmut Petri Annie Cassells</p>	<p>Concern about increased noise from construction activities (pile driving, blasting, construction equipment, trucks).</p>	<p>InTransitBC is required to meet the construction noise requirements of the City of Vancouver Noise Bylaw (#6555). Furthermore, a Noise Management Plan will be prepared by InTransitBC that describes noise mitigation measures to be implemented along the RAV Line corridor during construction to ensure compliance with municipal bylaws, the terms and conditions of the Concession Agreement, the Environmental Assessment Certificate, the Environmental Management Plan and any</p>	

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April 29, 2005 & May 14, 2005 April 30, 2005 May 1, 2005 May 4, 2005 May 5, 2005 May 6, 2005	Kim Trottier E. Karmel Lynn Kisilenko Susan Elliott Janet Peloquin Corinne and Mark Gelfer		other applicable permits, licences and approvals related to the mitigation of construction-related noise impacts. RAVCO will review the Noise Management Plan prior to construction.	
May 9, 2005 May 10, 2005 May 10, 2005 May 11, 2005 May 11, 2005 May 13, 2005	Mitsy Poirier Lorraine Fralin M. Kezar Norman Robinson Dee McGraw Claire and Alex Carigi			√ OAC 1.4, 15, 15.5, 15.6, 16, 16.1
May 13, 2005 May 14, 2005 May 14, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 15, 2005	Tanya Huse Joan Ford Hans Frederiks Sue Evans Susan Heyes Nikii Hoglund Iris and Ivan Ivanoff			
May 15, 2005 May 15, 2005 May 15, 2005 May 15, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005	Simon Kim David Marmorek Joanne Taylor Robin White A. Chatterjee David Chaney Michael Darragh Randy and Kimi Evans			
May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005 May 16, 2005	Julienne Hills Ruth Hodge Farlette Family Sarah Letkeman Abby Palmer Malcolm Pauli Rand Chatterjee, Do RAV Right Coalition			

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May 16, 2005	Randy & Kimi Evans	Interest in availability of a study that shows impacts of 24 hour per day levels of exposure to noise pollution and whether that much exposure is safe.	Outside the scope of the EAO's requirement for the further assessment. EAO Note: Noise impacts addressed in the Application and Application Supplement and through OAC 1.4, 15, 15.5, 15.6, 16, 16.1	
May 15, 2005 May 16, 2005	Mike Boyle Dan Bilsker	Interest in whether mobile, sealed covers for construction sites will be used to address noise impacts.	In order to install the pre-cast concrete tunnel segments, an overhead gantry will be required to lift and place them into position. This means that the open trench cannot be enclosed or covered until the works are completed, at which time the trench will be backfilled and the roadway restored. A Noise Management Plan will be prepared by InTransitBC that describes noise mitigation measures to be implemented along the RAV Line corridor during construction to ensure compliance with municipal bylaws, the terms and conditions of the Concession Agreement, the Environmental Assessment Certificate, the Environmental Management Plan and any other applicable permits, licences and approvals related to the mitigation of construction-related noise impacts. RAVCO will review the Noise Management Plan prior to construction.	√ OAC 1.4, 15, 15.5, 15.6, 16, 16.1
ACCIDENTS AND MALFUNCTIONS ANALYSIS				
Construction Activities				
April 25, 2005 April 25, 2005 May 4, 2005 May 8, 2005 May 10, 2005 May 11, 2005 May 13, 2005 May 16, 2005	Kirk Salloum Sheryl Salloum David Sims Alvin Chubbs Monica Brekelmans Norman Robinson Tanya Huse Farlette Family	Concern that damage will occur if water and power lines are accidentally severed.	Prior to excavating the trench to receive the concrete guideway, the appropriate utility companies will be contacted and, with their assistance, the existing utilities will be located and protected or, where in conflict with the guideway, relocated in agreement with the utility owner. It is anticipated that the project work will necessitate the protection of existing utilities together with, in many instances, their temporary and permanent relocation. With respect to BC Hydro, Telus, Shaw Cable and Terasen facilities, temporary and permanent relocations will be designed and undertaken by the respective utilities. If relocation of municipal or private utilities is required, the relocation will be designed to ambient standards of the existing utility. Sound engineering practice and appropriate duty of care will be exercised.	√
April 28, 2005 May 2, 2005 May 13, 2005	Annie Cassells Rand Chatterjee (Feenstra Report, April 1, 2005) Claire and Alex Carigi	Concern for the potential for explosions or fire hazards, and exposure to chemical contaminants and/or the fugitive emission of contaminants into the adjacent environment.	InTransitBC will prepare a worker health and safety plan. Such a plan is also a requirement under the <i>Workers' Compensation Act</i> regulations. Within Vancouver there is a history of safely digging up streets and construction sites, including old gas stations, dry cleaning sites, and industrial sites. <i>Workers' Compensation Act</i> regulations and City of	√

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			Vancouver regulations, as well as applicable health regulations, are in place to protect the public. Contaminated material, if encountered, will be disposed of in accordance with regulatory requirements.	OAC 1, 12 – 12.3, 18, 18.3
EFFECTS OF THE ENVIRONMENT ON THE PROJECT				
Seismic Activity				
April 26, 2005	G. Chaisson and C. Keogh	Concern about the Project's ability to withstand earthquakes.	Outside the scope of the EAO's requirement for the further assessment.	
MITIGATION AND COMPENSATION MEASURES FOR RAV PROJECT CONSTRUCTION				
April 30, 2005 May 2, 2005 May 3, 2005 May 4, 2005 May 10, 2005 May 11, 2005 May 13, 2005 May 13, 2005 May 15, 2005 May 16, 2005 May 16, 2005 May 16, 2005	Brian C. Wood Russel Laboda Michael LeGresley David Sims Andrew Joannou Nancy Huang Judy Buckley Claire and Alex Carigi Neil Patton David Chaney Sarah Letkeman Barbara Simpson	Request for financial compensation for residents and businesses for impacts caused by cut-and-cover construction.	Municipalities and other agencies in the region, including TransLink, do not offer compensation to adjacent businesses or residences during construction or service improvement projects. As a result, RAVCO is not in a position to offer financial compensation. Instead, RAVCO and the InTransitBC team will focus on reducing construction-related disruptions where possible.	√ OAC 11.3
May 11, 2005	Joan Watterson	Concern that mitigation and compensation plans seem more hopeful rather than based on firm commitment.	A comprehensive consolidation and summary of all known commitments, responsibilities and assurances to be fulfilled by RAVCO and InTransitBC at various points following receipt of the BC <i>Environmental Assessment Act</i> and <i>Canadian Environmental Assessment Act</i> approval for the Project can be found in Section 21 of the EAC Application. EAO Note: RAVCO and the Concessionaire are also bound by the Owner's Assurances and Commitment contained in Appendix E of the EAO RAVP Assessment Report April 2005 and agreed to by RAVCO on April 6, 2005	√
May 2, 2005	Rand Chatterjee (Feenstra Report, April 1, 2005, April 1, 2005)	Concern that there is no plan to develop sufficient site specific information on the subsurface environmental conditions so that potential problems that may arise during cut-and-cover construction can be anticipated and mitigated.	As part of due-diligence engineering studies, RAVCO conducted geo-technical testing that involved the collection of soil and bedrock samples for analysis towards characterising the subsurface soil, bedrock and groundwater conditions. (EAC Application Section 3.7.1)	√ OAC 1.4, 12 – 12.3
May 10, 2005	Lynn Kruszewski	Interest in steps to be taken to keep the drains on Cambie Street and	The Environmental Management Plan is being developed considering best management practices including, but not limited to, the following	

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DATE	SUBMITTED BY	PUBLIC COMMENTS	RAVCO (PROPONENT) RESPONSE	REVIEW STATUS
		feeder residential streets free of construction sediment.	actions to minimize dust emissions and manage project debris: <ul style="list-style-type: none"> • regular cleaning of paved routes subjected to accumulation of debris, sand, and/or gravel and dust with road cleaning equipment which does not, by virtue of its operation, itself create dust • on-site provision of a supply of water and appropriate equipment for application (e.g. a tank truck with spray bars), to be used as needed to maintain moist surfaces on all unpaved haul routes and traffic areas to suppress visible dust emissions from these surfaces • provision of tire-washing facilities as necessary to prevent track-out of mud and dust onto city streets • transportation of bulk materials, in particular finer grained materials, in covered vehicles • covering or stabilizing any stockpiles of soil or aggregates; • daily visual inspections to identify and address potential areas of dust emissions • establishment of procedures, through the community and business liaison program, for responding to concerns and documenting visual inspections, concerns and responses 	<p align="center">√</p> <p>OAC 1, 1.4, 2-2.3, 9.2, 15, 15.1,</p>
May 16, 2005	Charles Gauthier, Downtown Vancouver Business Improvement Association	Concern that RAVCO has been unwilling to commit to a dollar amount for the fund for the mitigation strategies they are proposing for the business communities.	Through further assessment studies and consultation with the business community, RAVCO is in the process of identifying potential mitigation strategies that could be implemented to reduce the construction impacts of the project. Until appropriate mitigation strategies have been developed and reviewed, the associated costs cannot be confirmed. EAO Note: In correspondence dated May 26, 2005 RAVCO provided additional commitments on items that will be included in the development of the Business Liaison Plan including funding for four years for the proposed communications program.	<p align="center">√</p> <p>OAC 11.1</p>
May 15, 2005	Susan Heyes	Concern that proposed mitigation for businesses (e.g. advertising) will not bring customers to an area under construction for two years.	Through further assessment studies and consultation with the business community, RAVCO is in the process of identifying potential mitigation strategies that could be implemented to reduce the construction impacts of the project.	<p align="center">√</p> <p>OAC 11.1</p>
May 16, 2005	Mark Startup, Retail BC	Noted willingness to work with RAV line proponents, the various levels of government, YVR, RAVCO and the contractor to ensure that a fair compensation package is prepared for the retailers who will suffer sales losses or possibly irreparable damage due to cut and cover tunnel construction.	Municipalities and other agencies in the region, including TransLink, do not offer compensation to adjacent businesses during construction or service improvement projects. As a result, RAVCO is not in a position to offer financial compensation. Instead, RAVCO and the InTransitBC team will focus on reducing construction-related disruptions where possible.	<p align="center">√</p>

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April 30, 2005	Joseph Lin	Concern that RAV failed to provide any detail about their mitigation plans for the environmental impacts of the cut-and-cover construction.	<p>A comprehensive consolidation and summary of all known commitments, responsibilities and assurances given by RAVCO and InTransitBC, to be fulfilled at various points following receipt of the BCEA/CEAA approval for the Project, can be found in Section 21 of the EAC Application.</p> <p>To ensure this, InTransitBC is preparing the following management plans, with the appropriate jurisdictional input, to be included in the Environmental Management Plan:</p> <ul style="list-style-type: none"> • Surface Water Quality and Sediment Control Plan • Contaminated Sites Management Plan • Hazardous Materials Management Plan • Spill Prevention and Emergency Response Plan • Solid Waste Management Plan • Air Quality and Dust Control Plan • Noise Management Plan • Landscape Design and Restoration Plan • Archaeological Monitoring Plan • Environmental Education and Awareness Plan <p>Note: RAVCo and the Concessionaire is also bound by the Owner' Assurances and Commitment contained in Appendix E of the EAO RAVP Assessment Report April 2005 and agreed to by RAVCo on April 6, 2005</p>	<p align="center">√</p> <p>OAC 1.4</p>
OTHER				
Project Support				
May 5, 2005 May 8, 2005 May 9, 2005 May 10, 2005 May 11, 2005 May 15, 2005 May 15, 2005	R.V. Wilds, Greater Vancouver Gateway Council Pearl Marchioni G. Kazimir Brad Pruner Peter Archer Ron Rowley Marion Smith	Noted support for the RAV Project.	Comment noted.	<p align="center">√</p>
General				
May 10, 2005	226 people	Petition against cut and cover tunnel construction method.	Alternate construction methods are outside the scope of the EAO's requirement for the further assessment.	No further detail required
May 15, 2005	Ron Rowley	Suggested that the City of Vancouver should forego commercial property taxes while construction is adjacent.	Outside the scope of the EAO's requirement for the further assessment.	Information only

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May 8, 2005	Pearl Marchioni	Suggested that parking stalls at the new Canadian Tire store and at City Hall could be used on the weekends to bring in people for tours of the construction site. Noted that this in turn could bring in new shoppers to merchants on Cambie Street.	Outside the scope of the EAO's requirement for the further assessment.	Information only
Project Alternatives				
May 4, 2005	David Sims	Noted that the route selection process never seriously considered any route other than Cambie Street.	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment
May 15, 2005	Adam Fitch	Noted alternative for RAV line to be built primarily at street-level and elevated, and only where necessary, in a bored tunnel.	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment
May 16, 2005	Andrew Joannou	Noted alternative for the north end of Granville Street in terms of having the line terminated at Dunsmuir, where the bored tunnel ends.	Outside the scope of the EAO's requirement for the further assessment	Beyond the Scope of the further assessment
May 10, 2005	M. Kezar	Noted that the Cambie corridor should not have been chosen for the route.	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment
May 10, 2005	Diane Bilocerkowec	Concern that the tunnel will be bored under residential buildings on the south shore of False Creek. Request that an alternate bored tunnel route be investigated to mitigate potential risks (e.g. structural damage, noise, vibration, exhaust fans, dust) to residents.	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment
May 10, 2005	Lorraine Fralin	Noted that further research of alternative routes and technologies be considered before a decision is made.	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment
April 26, 2005 May 5, 2005 May 6, 2005	G. Chaisson and C. Keogh Lynne Sinclair Dick and Effie	Noted that the project should have been built on the Arbutus corridor using the existing train tracks	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment

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May 9, 2005 May 10, 2005 May 10, 2005 May 16, 2005	Abrahamson Rae Collins Marty and Helen Basso B. Peritz Julienne Hills			
Station and Guideway Design				
May 10, 2005	Polly Lee	Request that the station be at Burrard Street area or join up with the Burrard station underground.	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment
May 10, 2005	Aaron Estrin	Request that the tunnel portal at Cambie and 64 th Avenue be relocated southward to where the present bus turn-around is located at 65 th Avenue.	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment
May 8, 2005	Vincent Lizée	Noted that Sea Island does not need four stations	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment
May 16, 2005	Michael Darragh	Concern that the proposed double stacking of lines in the same trench using precast segments will have negative potentials (i.e. a major fire situation or physical threat by terrorists) and could compromise the entire system.	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment
May 3, 2005	Brian Buchanan	Request that the southern station on Cambie Street be moved across Marine Drive, in order to minimise damage to the Boulevard, lessen traffic impacts and provide for better redevelopment potential to the commercial/industrial lands south of Marine Drive.	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment
Operations				
May 10, 2005	Diane Bilocerkowec	Concern that the 2 nd Avenue station will increase crime and impact personal security in the neighbourhood.	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment
April 30, 2005	Brian C. Wood	Concern that RAV users will park their	Outside the scope of the EAO's requirement for the further assessment.	Beyond the

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		cars in residential areas near stations.		Scope of the further assessment
May 10, 2005	Marty and Helen Basso	Concern that a nearby station will result in increased graffiti.	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment
Public Transit Service				
April 25, 2005 April 28, 2005 May 5, 2005 May 10, 2005	Don Watters Annie Cassells Janet Peloquin Monica Brekelmans	Concern that reduction in bus service on Cambie Street during construction and after the line is in operation will result in an increase in vehicular traffic.	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment
May 10, 2005 May 10, 2005 May 11, 2005 May 11, 2005 May 16, 2005	Michael Kagan Lynn Kruszewski Norman Robinson Dee McGraw Julienne Hills			
May 10, 2005 May 11, 2005	Lorraine Fralin Norman Robinson	Concern that buses along Cambie Street will be decreased once the RAV Line is in operation.	Outside the scope of the EAO's requirement for the further assessment.	Beyond the Scope of the further assessment