

Overview

Between June 1, 2021 and June 30, 2021, CP launched a second round of public engagement seeking feedback on identified study objectives and potential mitigation approaches regarding the proposed CP Logistics Park: Vancouver (the project). Three virtual open houses were held on June 8, June 16, and June 21, 2021. Due to provincial COVID-19 restrictions ordered by the B.C. Provincial Health Officer, engagement activities took place online via an interactive video conferencing platform and other online engagement tools.

This engagement included:

- Notification and consultation with key stakeholders via:
 - Invitation postcard mail drop
 - Print advertisements
 - Digital advertisements
 - Invitation emails
 - Project website
- Three virtual open houses with 88 attendees
- 33 completed feedback forms
- 7 submissions by email; and
- 8 meetings with stakeholders

During the consultation period, CP shared preliminary information about the project's impacts and potential mitigation approaches, including a Discussion Guide, Project Description, Environmental Effects Evaluation Scoping document, and Comparative Site Evaluation.

This Consideration Memo was developed to outline CP's consideration of input from this consultation period. This document should be read with reference to the *Round 2 Community Consultation Summary Report*, available at cplogisticspark.ca.

In order to help organize the document, the table below has been divided into the following categories:

- Agriculture
- Human health
- Communications, consultation and review process
- Fish and fish habitat
- Vegetation and wetlands
- Surface drainage and groundwater

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- Air quality
- Wildlife
- Light, noise, vibration
- Archaeological and heritage resources
- Utilities and community services
- Safety
- Transportation and train traffic

Public consultation – next steps

CP will continue to consider feedback received throughout the public consultation process. Our plan is to hold three rounds of public consultation before submitting our application to the CTA.

Round 1 – December 2020 to January 2021 (*complete*)

- Issues and interested related to the proposed project
- Feedback on draft Valued Components

Round 2 – June 1, 2021 to June 30, 2021 (*complete*)

- What we heard during Round 1
- Scope of studies for the environmental effects evaluation

Round 3 - Planned for early 2022

- Results of studies and proposed mitigations measures

Following these initial rounds of public consultation, CP will be submitting an application to the CTA. For more information about the CTA's review process, including opportunities for public input, please see our [fact sheet at cplogisticspark.ca](https://cplogisticspark.ca) which includes links directly to the [CTA's Guide For Federally Regulated Railway Companies](#).



Agriculture

Topics	CP consideration of input
Management of stormwater and spill prevention	<ul style="list-style-type: none"> • CP’s first priority is to identify and limit potential project effects through a variety of mitigation measures to protect the land and water around the proposed project. • Key to this is to control erosion and sediment, as well as implementing a robust spill prevention and response plan during construction and operation to mitigate surface runoff and potential spills. • Infrastructure is integrated into the proposed project design to mitigate potential effects from stormwater runoff on agricultural lands during operations including: <ul style="list-style-type: none"> ○ Stormwater retention ponds; ○ Ditches/ culverts to control rate of release and discharge; ○ Oil/water separators to protect water quality in adjacent water courses and drainage features. • In response to feedback from the community, CP also added agricultural drainage criteria to the stormwater analysis to ensure that the operation of drainage infrastructure aligns with agricultural requirements. • As the project design relates to stormwater, CP is designing the proposed project to the City of Pitt Meadow’s standards, which includes major system requirements to accommodate a 1 in 100 year event. • As part of future rounds of engagement with the community, CP will provide a detailed list of mitigation measures designed to address potential effects associated with stormwater management and potential spills.
Recycling and re-use of topsoil	<ul style="list-style-type: none"> • CP is actively engaging with the agricultural community in Pitt Meadows to better understand their issues and interests related to the proposed project. • CP organized meetings with the City of Pitt Meadows Agricultural Committee as well as the Agricultural Land Commission (ALC) during the first two rounds of consultation. • As part of these meetings, the agricultural community shared potential mitigation approaches which included a number of options including the re-use of topsoil from the Project Area. • CP took that information and thoroughly investigated it as a potential mitigation approach, and will be conducting further engagement with the Pitt Meadows Agricultural Committee to confirm specific mitigation approaches to offset impacts to agriculture.



Topics	CP consideration of input
Upgrades to drainage infrastructure including pump stations	<ul style="list-style-type: none"> • Another potential mitigation approach highlighted by the agricultural community to benefit local agriculture was for CP to consider investments into local drainage infrastructure. • In addition to the stormwater management approaches being proposed to protect local drainage and irrigation capability, CP has reached out to the City of Pitt Meadows to explore potential support for drainage infrastructure. • CP will continue to engage with the City and the agricultural community regarding this and other potential approaches.
Investing in the agricultural community to address effects	<ul style="list-style-type: none"> • In addition to the potential re-use of top soil and investments in drainage infrastructure, CP heard from the community about their interest in potential direct investments in the agricultural community. • In the coming months, CP plans to conduct additional engagement sessions with members of the agriculture community in Pitt Meadows, including the Agriculture Committee, to determine the most effective way to offset impacts to agricultural productivity.

Communications, consultation and review process

Topics	CP consideration of input
Transparency and meaningful consideration of input	<ul style="list-style-type: none"> • CP has conducted two rounds of consultation with the community since the project was first announced, and is in the beginning stages of planning for a third round of consultation before submitting an application to the Canadian Transportation Agency (CTA). • As a result of consultation with the community, CP has made a number of revisions to our proposed plans, including: <ul style="list-style-type: none"> ○ <i>Project design:</i> <ul style="list-style-type: none"> ▪ Reduced the volume of the liquid tanks by 87%; ▪ Added three noise walls based on results of noise assessment; ▪ Reviewing the benefit of a natural visual barrier along the auto lot along Kennedy Road. ○ <i>Environmental effects evaluation:</i> <ul style="list-style-type: none"> ▪ Added agricultural drainage criteria to stormwater analysis, in addition to onsite stormwater storage capacity;



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	<ul style="list-style-type: none"> ▪ Added an additional air quality station to support the description of existing conditions; ▪ Expanded the Regional Evaluation Area for fish, fish habitat and surface water evaluations to include two additional drainage catchments; ▪ Developed a report to consider the re-use of topsoil as a potential support for the local agriculture community; ▪ Conducting a Human Health Risk Assessment. ○ <i>Consultation:</i> <ul style="list-style-type: none"> ▪ An additional open house was added to the first and second round of consultation to facilitate more time for questions from the public and opportunities to provide input.
<p>Consistent and transparent monitoring and reporting of the conditions</p>	<ul style="list-style-type: none"> • Being transparent with the community and addressing feedback in a timely manner are critically important to CP. • If the project is approved, CP will be required to submit regular monitoring reports to the CTA which document compliance with any conditions of approval. • CP will post these reports on the project website so that they are publicly accessible.

Fish and fish habitat

Topics	CP consideration of input
<p>Reduction of riparian disturbance, conducting habitat restoration and offsetting</p>	<ul style="list-style-type: none"> • Our proposal includes substantial measures to minimize riparian disturbance to protect fish and fish habitat, including: <ul style="list-style-type: none"> ○ Maintaining riparian setbacks; ○ Implementing erosion and sedimentation control mitigation approaches during construction and operation; ○ Conducting habitat restoration activities as part of project construction; ○ Completing habitat offsetting for areas of unavoidable footprint effects on habitat.
<p>Installing fish-friendly pump infrastructure</p>	<ul style="list-style-type: none"> • In addition to considering upgrades to local stormwater management infrastructure for potential agricultural benefits, the need for fish friendly pump infrastructure was raised by members of the community and is being considered in ongoing discussions between CP and the City of Pitt Meadows. • As previously noted, CP has reached out to the City of Pitt Meadows to explore potential investments related to drainage infrastructure, and will continue to engage with the City



Topics	CP consideration of input
	and the agricultural community regarding this potential approach that would provide a benefit to fish and fish habitat.
Protecting fish habitat from spills and stormwater	<ul style="list-style-type: none"> • CP’s Project Team, which includes engineers and environmental experts, is designing stormwater management and spill prevention systems that are capable of managing potential spills. • In response to feedback from the community, the Regional Evaluation Area for the evaluation of potential effects on the Fish and Fish Habitat VC, to be presented in the Environmental Effects Evaluation, was expanded to include two additional drainage catchments and drainage to the Fraser River. • As designed, the proposed project would also be a state-of-the-art liquid handling facility that incorporates cutting edge safeguards and spill containment systems. • CP has operated the safest railway in North America for the last 15 years and has a comprehensive safety framework that includes broad ranging components such as education, training, auditing, reporting and response techniques. • As the project design relates to stormwater, CP is designing the proposed project to the City of Pitt Meadow’s standards, which includes major system requirements to accommodate a 1-in-100 year event. • CP is further incorporating Metro Vancouver guidance on long term climate change, including the recommended 15% increase in design storm intensity.

Vegetation and wetlands

Topics	CP consideration of input
Protecting native vegetation and ecological communities	<ul style="list-style-type: none"> • CP takes seriously our obligation to consider and mitigate the potential effects of our proposed project on vegetation and wetlands. • Some of the ways we are planning to protect these important values include: <ul style="list-style-type: none"> ○ Minimizing removal and edge effects to native vegetation and ecological communities and retaining riparian vegetation; ○ Proper handling of noxious weeds and revegetation of temporarily disturbed areas; ○ Restoring and offsetting potential project-related effects to fish and wildlife habitat;



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	<ul style="list-style-type: none"> ○ Implementing erosion and sediment control and spill prevention and response approaches during construction and operation to minimize effects to wetlands and vegetation; and ○ Implementing best practices during construction to avoid the spread of invasives plants including revegetating disturbed areas with native plant species.

Surface water, drainage and groundwater

Topics	CP consideration of input
Mitigating potential effects on hydrology and groundwater	<ul style="list-style-type: none"> • The project is designed to include effective erosion and sediment control, as well as spill prevention and response approaches during construction and operation to mitigate surface runoff and potential spills that can impact water quality. • In addition, the project will include infrastructure designed to mitigate potential effects on hydrology and groundwater during operations including: <ul style="list-style-type: none"> ○ Stormwater retention ponds; ○ Ditches/ culverts to control rate of release and discharge; ○ Oil/water separators to protect water quality in adjacent water courses and drainage features.
Feedback on the Regional Evaluation Area for surface water	<ul style="list-style-type: none"> • In response to feedback from the community, the Regional Evaluation Area for surface water, which will support the evaluation of the Surface Water, Groundwater and Drainage VC in the EEE, has been expanded to include two additional drainage catchments and drainage to the Fraser River. • Based on this refinement, the boundary of the Regional Evaluation Area for surface water will be the combined boundary of the three drainage catchments.
Preventing spills	<ul style="list-style-type: none"> • CP’s team of professional engineers is designing this proposed facility to meet or exceed all of the regulatory requirements to protect groundwater. • We have already completed our geotechnical investigations to ensure that the engineers understand the ground beneath our site. • The proposed project would allow CP to create a state-of-the-art liquid handling facility that incorporates cutting edge safeguards and spill containment systems to protect the land and water surrounding the Project Area. • Railroads continue to be the safest mode for transporting hazardous materials over land in North America, with more than 99.99% of all hazardous materials moved by rail

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	<p>reaching its destination without a release caused by a train accident according to the Association of American Railroads.</p> <ul style="list-style-type: none"> • CP has operated the safest railway in North America for the last 15 years and has a comprehensive safety framework that includes broad ranging components such as education, training, auditing, reporting and response techniques.

Air quality

Topics	CP consideration of input
Effects to local air quality, including dust	<ul style="list-style-type: none"> • CP is actively studying the potential effects of the project on air quality. • During CP’s last round of consultation, we provided information about regarding the scope and methods of the air quality study being undertaken to support the Environmental Effects Evaluation. • In response to feedback from the community, CP added an additional air quality station to support the description of existing conditions for the Local Evaluation Area for the Air Quality VC. • The project will include a number of measures to reduce potential effects on air quality, including: <ul style="list-style-type: none"> ○ Implementing construction management protocols to minimize emissions from construction equipment and fugitive dust from construction activities; and ○ Implementing dust collection systems at the agricultural products site and vapour recovery units at the liquids transload site during operation.
Effects on greenhouse gas emissions	<ul style="list-style-type: none"> • CP is conducting a study to compare potential changes in greenhouse gas emissions as a result of the project. • These studies include a consideration of how the proposed project will affect the movement of both containers and vehicles and associated emissions. • The proposed project is anticipated to result in an overall reduction in greenhouse gas emissions: <ul style="list-style-type: none"> ○ Reducing the number of empty containers being shipped to Asia and increasing supply chain efficiency; ○ Shifting goods movement from truck to rail, reducing the number of truck movements on regional highways; and



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	<ul style="list-style-type: none"> ○ Adding a modernized auto lot that includes electric vehicle charging stations to help suppliers meet anticipated growth in demand for electric vehicles in British Columbia.

Wildlife

Topics	CP consideration of input
Addressing potential effects on wildlife, including loss of habitat	<ul style="list-style-type: none"> • Ongoing wildlife studies are being conducted to confirm the presence of wildlife species and wildlife habitat in the Project Area and identify potential direct and indirect effects as a result of the proposed project. • CP is proposing a variety of mitigation measures to address the potential effects on wildlife and wildlife habitat, including: <ul style="list-style-type: none"> ○ Limiting vegetation clearing and soil stripping to the minimum required; ○ Performing clearing or stripping activities outside of the wildlife breeding windows; ○ Reducing noise and light disturbance on habitat during construction; ○ Re-establishing vegetative cover in disturbed areas following construction; and ○ Implementing habitat offsetting measures.

Light, noise, vibration

Topics	CP consideration of input
Reducing effects of noise, as well as noise wall locations	<ul style="list-style-type: none"> • Feedback from the community has helped shape CP’s plans to construct permanent noise walls to address the potential effects of the proposed project. • During the last round of engagement, CP proposed a noise wall to be placed along Advent Road, which would extend approximately 6 metres above the level of the mainline tracks. • As part of the last round of consultation, CP provided an artist’s rendering of the proposed noise wall on Advent Road and received some feedback about its location. • Following additional noise assessment work, two additional noise walls are being proposed where noise levels as a result of the project are anticipated to result in substantial increases in noise and disturbance to adjacent land uses. • The three noise walls based on the noise assessment are proposed to be located:



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	<ul style="list-style-type: none"> ○ Just west of Advent Road and 188th Street, extending east towards Harris Road; ○ Along Kennedy Road extending south from CP’s mainline to the Katzie Slough; ○ Along the loop track on the southeastern portion of the facility. ● In the coming weeks, CP will be reaching out to neighbours immediately adjacent to the proposed wall on Advent Road to offer a more direct opportunity to provide feedback.
Minimizing light impacts	<ul style="list-style-type: none"> ● The project is being designed to address the potential effects of lighting. ● The use of shielded and directional lighting is being proposed as part of the project’s lighting designs to minimize trespass to neighboring residences and sky glow. ● Future rounds of consultation will include the results of the light study underway, including detailed mitigation measures based on study results. ● Lighting fixtures and luminaires will be confirmed as part of detailed design, if the project is approved.
Minimizing vibration impacts	<ul style="list-style-type: none"> ● Work is ongoing to confirm vibration levels adjacent to the Project Area, and estimate vibration levels at sensitive receptors to identify risk of disturbance impacts on nearby infrastructure. ● During future rounds of consultation, CP will present the results of those studies, as well as any proposed mitigation measures to address potential effects.

Human Health

Topics	CP consideration of input
Human Health Risk Assessment	<ul style="list-style-type: none"> ● CP is undertaking a Human Health Risk Assessment, which is a common process used to identify potential effects on human health that could result from changes in the physical environment from the proposed project. ● The Human Health Risk Assessment, to be presented in the Environmental Effects Evaluation, will consider potential changes to human health risk that could occur as a result of changes in the physical environment (i.e., air quality, noise, light, water quality). ● Some of the proposed mitigation approaches that will help reduce potential effects on the physical environment, and minimize the potential for effects on human health, include:



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	<ul style="list-style-type: none"> ○ Constructing permanent noise walls at locations where noise levels are anticipated to result in substantial increases in noise and disturbance to adjacent land uses; ○ Selecting lighting designs to minimize trespass to neighboring residences and sky glow; and ○ Developing construction plans including best practices to minimize noise and light effects on adjacent areas (see further detail in sections below). ● In a future round of consultation, CP will share the findings of the assessment of air quality, noise, and light, including the proposed mitigation measures to reduce potential effects, and the findings of the human health risk assessment.

Archaeological and heritage resources

Topics	CP consideration of input
Protecting and monitoring of heritage and archeological sites	<ul style="list-style-type: none"> ● Preliminary archaeological studies indicate that there are previously recorded archaeological resources within two km of the Project Area, however, none of the recorded resources were within the proposed Project Area. ● The project is being designed to protect archeological and heritage sites, including by: <ul style="list-style-type: none"> ○ Implementing an archaeological and heritage management plan during construction, including an archaeological chance find procedure; ○ Conducting archaeological monitoring during construction should areas of high archaeological potential be identified; and ○ Having project design changes reviewed by a qualified archaeological professional.
Hiring Indigenous monitors to be onsite during construction	<ul style="list-style-type: none"> ● CP is interested in hiring Indigenous monitors during construction, and will reach out to Indigenous groups to discuss this potential if the project is approved.

Utilities and community services

Topics	CP consideration of input
Avoid or mitigate potential impacts on infrastructure, recreational activities, and utilities	<ul style="list-style-type: none"> ● The project is being designed to address potential effects on utilities and other community services, including by:

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	<ul style="list-style-type: none"> ○ Working with municipalities to develop plans to avoid, or mitigate, potential impacts on infrastructure and comply with applicable engineering standards; ○ Working with emergency response providers to develop plans for ensuring response times during construction and operations are maintained; ○ Implementing mitigation to avoid or minimize disturbance effects, such as light and noise, that can impact recreational activities on adjacent land; ○ Coordinating with utility providers to determine ways to minimize impacts to existing utilities and facilitate new connections required by the project; and ○ Developing access management plans, including community advisories on pre-construction and construction activities, to minimize impacts to recreational activities on adjacent lands.
<p>Suggestions to address wear and tear on community infrastructure as a result of the project</p>	<ul style="list-style-type: none"> ● CP is working to identify and address potential effects of the project on key community infrastructure. ● If the project is approved, CP anticipates contributing \$4.1 million annually towards local and provincial taxes once the proposed project is complete, combined with existing taxes. ● These funds can be used for investments in local infrastructure maintenance, based on the priorities of the local and provincial governments.
<p>Protecting green space and trails</p>	<ul style="list-style-type: none"> ● As part of the ongoing environmental effects assessment, CP will be working with municipalities to develop plans to avoid, or mitigate, potential impacts on nearby recreation infrastructure. ● Those plans will include developing access management plans and community advisories on pre-construction and construction activities to minimize impacts to recreational activities on adjacent lands.
<p>Invest in community amenities such as park and recreation space, active transportation infrastructure and utilities</p>	<ul style="list-style-type: none"> ● As part of CP’s efforts to address the potential effects of the proposed project, we are reviewing community feedback regarding ways CP could contribute to important local priorities to address direct project effects. ● To date, feedback from the community has focused primarily on addressing potential effects, and considering ways that CP could support the local agricultural community. ● We will continue to consider all feedback from the community with an eye to finding the most appropriate ways to address the potential impacts of our project.

Safety

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Topics	CP consideration of input
<p>Addressing accidents and malfunctions, including emergency response plans</p>	<ul style="list-style-type: none"> • Operating safely is a responsibility CP takes very seriously; it is a core foundation of our operations. • We are already safely moving the goods being proposed for the CP Logistics Park: Vancouver through Pitt Meadows every day, as required by our common carrier obligation. • The proposed project is being designed to plan for potential accidents and malfunctions, including through: <ul style="list-style-type: none"> ○ Engineering safeguards such as secondary containment for tanks and vapor control and capture mechanisms; ○ Detailed operational procedures that are designed to reduce the risk of adverse events taking place, including proper maintenance, training, and on-site traffic control; ○ Continued engagement and developing agreements with local emergency service providers on Emergency Response Plans and the provision of training necessary to provide proper emergency services for the proposed project; and ○ Retaining the services of a risk management professional (who is a holder of the Canadian Risk Management designation awarded by the Global Risk Management Institute) to complete a detailed technical risk assessment as part of our CTA application. • CP has operated the safest railway in North America for the last 15 years and has a comprehensive safety framework that includes broad ranging components such as education, training, auditing, reporting and response techniques.
<p>Investing in emergency services, especially fire response</p>	<ul style="list-style-type: none"> • CP has heard from members of the community, as well as from the City of Pitt Meadows, about concerns regarding the ability of Pitt Meadows Fire and Rescue Service (PMFRS) to properly service the proposed facility. • During the first engagement period, CP reached out directly to the Fire Chief of the PMFRS to discuss the proposed project and better understand the needs of the existing fire service. • CP will continue to engage with the PMFRS, the City of Pitt Meadows, and other emergency response agencies to ensure the necessary training and procedures are in place before operation.



Topics	CP consideration of input
<p>Addressing safety risks related to fuel storage</p>	<ul style="list-style-type: none"> • In response to feedback from the community, CP worked with our partners to change the design of our project to reduce the size of the liquid tanks by 87%. • We were able to do this by working with our shipping partners to understand their needs in the context of the feedback from the community, and working to address the needs of our customers in a different way. • The goods being proposed for the project are moved through Pitt Meadows every day, as required by our common carrier obligation. • CP is also retaining the services of a risk management professional (who is a holder of the Canadian Risk Management designation awarded by the Global Risk Management Institute) to complete a detailed technical risk assessment as part of our CTA application. • The proposed project would be a state-of-the-art liquid handling facility that incorporates cutting edge safeguards and spill containment systems. • CP has operated the safest railway in North America for the last 15 years and has a comprehensive safety framework that includes broad ranging components such as education, training, auditing, reporting and response techniques.

Transportation and train traffic

Topics	CP consideration of input
<p>Connections between the CP Logistics Park: Vancouver and the Pitt Meadows Road and Rail Improvements Project</p>	<ul style="list-style-type: none"> • The CP Logistics Park: Vancouver project is not part of or dependent on the Pitt Meadows Road and Rail Improvements Project (PMRRIP). • The Vancouver Fraser Port Authority is leading the PMRRIP in partnership with CP and the City of Pitt Meadows. • During the first two rounds of consultation, members of the community asked a number of questions related to whether the CP Logistics Park: Vancouver could proceed without the PMRRIP, in particular the Kennedy Road grade separation. • Our preferred approach remains to move forward with our support for the grade separation on Kennedy Road as a benefit to the community. • However, in response to feedback from the community, CP has done some preliminary planning work to develop a private grade separation entirely on CP’s property to support project operations as an alternative to the Kennedy Road grade separation if necessary.

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Topics	CP consideration of input
<p>Congestion as a result of increased truck and train traffic during operation, including optimizing traffic signals</p>	<ul style="list-style-type: none"> • The proposed project is being designed to consider the potential effects on local traffic patterns and congestion. • Proximity to existing infrastructure such as the Port of Vancouver and our Vancouver Intermodal Facility will help to reduce the amount of truck trips required for the facility. • A number of traffic studies are currently underway to compare current conditions with the potential effects of the project. Those studies are being conducted to <ul style="list-style-type: none"> ○ Estimate the potential change in traffic volumes on the local and regional road network for future forecasted years; ○ Identify potential effects on active transportation infrastructure adjacent to the Project Area; and ○ Model how project related traffic will influence future conditions on local road networks (e.g., travel times and congestion). • These studies are part of our commitment to understand and address potential issues, and to consider longer term transportation planning objectives from the province and the City of Pitt Meadows. • As part of our engagements, we are committed to working with local and provincial transportation planners to help optimizing traffic signals in the area in time for proposed project operation. • CP has reached out to the provincial Ministry of Transportation and Infrastructure to share information and contribute to ongoing regional transportation studies. • A detailed list of proposed mitigation measures will be available during a future round of consultation.
<p>Implementing traffic management plans during construction</p>	<ul style="list-style-type: none"> • In addition, work is being done to estimate truck traffic associated with the pre-load construction phase of the proposed project, which is where truck traffic is anticipated to be heaviest. • As part of the project, CP will be implementing robust traffic management plans during construction to reduce effects to local traffic. • This will include proactively communicating potential short-term construction-related traffic effects with local community to avoid adversely affecting local traffic.
<p>Warning system to provide notice of when trains will block crossings</p>	<ul style="list-style-type: none"> • CP’s priority is to invest in removing the at-grade crossings at Harris Road and Kennedy Road through the PMRRIP led by the Vancouver Fraser Port Authority. • These are significant investments that are designed to fully address the current impacts to residents at these intersections.

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Topics	CP consideration of input
	<ul style="list-style-type: none"><li data-bbox="716 233 1822 329">• You can learn more about the projects here: https://www.portvancouver.com/projects/road-and-rail/pitt-meadows-road-and-rail-improvements/

