

**Summary Meeting Notes
of the Parkland Burnaby Refinery
Community Advisory Panel (CAP) Q1 Meeting
Wednesday, March 17, 2021
6:00pm-7:30pm
via Zoom Webinar**

CAP REPRESENTATIVES:

Kathy Mezei, Joanne Smith, Aswinee Rath, Davis Vaitkunas, Daniel Wood, Tim Maryon, Amy Smith, Judith Roche

CAP REGRETS:

Michele Joel, Catherine Carlson

GUESTS:

Doug Louie, City of Burnaby, Peter Cech, Neighbor

PARKLAND REPRESENTATIVES:

Alex Coles, Refinery VP & GM; Nick Middleton, Director, Health, Safety & Environment; Vicki Bowman, Environmental Manager; Chad Groves Director, Refinery Strategy & Business Planning; Kate Groves, Director, Operations; Jonathan Tyler, Senior Advisor, Policy & Incentives; Emma Luongo, Community Relations Advisor

METRO VANCOUVER REPRESENTATIVES:

Darrell Wakelin, Jason Mushtuk

FACILITATOR:

Judy Kirk, Kirk & Co. Consulting Ltd.

MEETING AGENDA and Q&A:

1) Introductions and Agenda Review:

Alex introduced the meeting and thanked everyone for their attendance.

2) Operations Update – Kate Groves, Director of Operations

Kate provided an update on the status of the Metro Vancouver air permit extension request, a flare maintenance update, planned maintenance work update, and a safety and environmental update.

Kate advised that Parkland’s requested 18-month air permit extension was granted by Metro Vancouver in January 2021, our current permit expires July 2022, and the next 18 months will be spent completing required technology studies to identify emission reduction opportunities.

Kate also noted that some equipment related to the steam supply to the flare was replaced in January 2021, and that the tuning was completed on February 5th and Parkland is observing improved flare noise.

Kate noted A Level One Advisory was issued on Thursday, February 25th regarding planned maintenance work on a unit at the refinery, and that the work was completed safely and reliably and on schedule.

Kate outlined one exceedance since our last meeting which was a small amount of Liquefied Petroleum Gas (LPG) that was released to atmosphere on December 22nd, 2020 and reported as required to Emergency Management BC.

Q&A:

Question 1: With the air permit, there will be public consultation on proposed changes later this year. What sort of proposed changes might those be?

Answer 1: Parkland has been working on technology studies to assess emission reduction opportunities, so the new permit application will involve the results of the studies. The consultation will be about the results of those studies and what we will be implementing from them.

Comment 1: Jason Mushtuk added that the air permit will be expiring, so Parkland's application we also be a re-application for renewal of the entire permit, with the updates mentioned.

Judy Kirk asked a clarifying question if the fact that the permit expires, and we are reapplying for the entire permit, changes the public consultation process.

Answer: No, the public notification requirements will remain the same, and Darrell Wakelin added the District Director will have, as he always does, the ability to impose additional requirements if he deems it necessary, such as the need for a public meeting for example.

Question 2: Is this in relation to the new biofuels or is this in relation to the usual products?

Answer 2: This is just part of a permit amendment that was issued several years ago involving our regular operations, when Metro Vancouver introduced requirements to incorporate emission reduction studies.

3) Health & safety update: Nick Middleton, Health, Safety, and Environment Director

Nick Middleton, HSE Director, introduced himself and gave an update on the refinery's COVID-19 response. Nick updated that unfortunately, recently Parkland had a small cluster of COVID cases at the facility. Fraser Health was immediately involved, and Parkland has been managing these cases through contact tracing, isolation of employees, deep cleaning, and reviewing protocols. Fraser Health has been able to assess the facility, and due to the number of employees on site, they are implementing mass testing and vaccinations at the refinery. Nick advised that on Monday and Tuesday of the following week, Parkland will undergo mass testing and vaccinations of workers who work at the facility on a daily basis.

Alex Coles also advised that for the purpose of the testing and vaccination, Parkland is going to use the Gamma parking lot for two days, between the hours of 830-430, because a large facility is needed for this process, and the firehall is Parkland's largest indoor facility.

Nick provided a look-back on the new refinery website and asked the CAP for thoughts and feedback. He indicated that one of the things that was recently changed in Parkland's processes involve the Level One Advisories, and how they now include CAP. To remove redundancy and possible inconsistent information, Nick advised that Parkland is going to remove the status banner from the website.

Q&A:

Question 1: How often does the banner change?

Answer 1: In the past, we only would have changed that when we are doing a turnaround or pitstop, like with the Level One.

Question 2: Why would you not have it visible to the public? Why should the CAP only know about these updates?

Answer 2: There is an opportunity to streamline information this, as it is a manual change. There is a risk of human error with regards to timing when the banner is to be changed. If the CAP would like to see it remain, we can discuss keeping it.

No further comments from the CAP regarding the status banner.

4) Metro Vancouver Update: Jason Mushtuk

Jason Mushtuk provided an update on behalf of Metro Vancouver, found in **Appendix 1**.

Question 1: Has Metro Vancouver or the refinery done any studies on how much methane the refinery produces?

Answer 1: Jason Mushtuk and Darrell Wakelin indicated that Metro Vancouver has not done any greenhouse gas monitoring as it is currently a provincial and federally regulated area. He indicated that they are moving into that space, but will defer to the refinery for a current update.

Answer 2: Vicki Bowman indicated that methane is captured under greenhouse gas emissions and the refinery does report provincially and federally each year. The information is available publicly online.

ACTION: Send CAP link to greenhouse gas emission websites.

5) Traffic Update – Jonathan Tyler, Senior Advisor, Policy & Incentives

Jonathan Tyler outlined two letters recently received from both the CAP and a community member regarding traffic. Jonathan presented information on the mitigations that Parkland has been undertaking to help alleviate traffic in the neighborhood, and where Parkland needs external assistance from the City of Burnaby.

Jonathan also provided information on the Gamma parking lot:

- The Gamma Parking Lot was re-opened in January 2021 to accommodate overflow refinery parking
- The primary use for the Gamma lot is for the refinery to contain their activities/ impact to the neighborhood to their own property
- The Gamma lot is alleviating the residential streets from employee parking offsite
- No restrictions were imposed on usage of the Gamma parking lot by the City of Burnaby

Jonathan Tyler also spoke about the key findings presented in the McElhanney Traffic Study (2019). The main conclusions inform that Parkland contributes to approximately two percent of total traffic in Capitol Hill, and that regular commuter traffic is the main contributor to traffic in the neighborhoods in question.

Doug Louie (City of Burnaby) indicated that the City is working with Parkland on mitigations. He advised that overall, report is accurate, and there are some issues along Penzance and Willingdon that will need attention in the future.

6) Guest presentation – Peter Cech (Neighbor)

Peter Cech gave a brief presentation regarding traffic in the Capitol Hill neighborhood, and how it has been affecting the neighborhood culture and quality of life.

Mr. Cech spoke of his appreciation for Parkland for working on mitigations, and how Parkland employees are forcing rat runners to slow down by going slow themselves.

Mr. Cech also thanked Jonathan Tyler for addressing his garbage truck concerns.

Mr. Cech indicated that overall, the community is grateful for what Parkland does with regards to traffic mitigation. He did note, however, that the No Left-Turn signs are ignored at Gamma parking lot, and that there is nothing flaggers can do to prevent this.

He also commented that traffic counts taken during pandemic and onsite traffic was almost nothing, and therefore does not reflect the actual traffic from the Gamma lot.

Mr. Cech explained that he attended the CAP meeting to ask for help with regards to permanent concrete barriers at Beta and Gamma to eliminate rat tunning in both Capitol Hill and Heights neighborhoods; He asked Parkland if Parkland would not oppose concrete barriers.

Alex Coles indicated that Parkland is working with the City on traffic mitigations and would work to resolve and support opportunities to make changes, and that Parkland supports improvements that would benefit the community as a whole.

Alex Coles thanked Mr. Cech for the presentation and indicated that Parkland has been working with the City to mitigate the issues raised in the presentation. Alex also added that the traffic report also highlights some of these issues, and that there is an opportunity to address some of these issues.

Doug Louie (City of Burnaby) also responded to Mr. Cech’s presentation with a few clarifications. He explained that the City is responsive to traffic concerns. Doug explained the traffic consultation that took place 10 years ago, where the same issue was brought up, and at this time a major consultation was initiated on traffic calming, an over 2-year process. In this consultation, two questions were asked to the Heights and Capitol Hill neighborhoods: 1) Does the community want diversionary measures to

limit traffic to and from the neighborhood. From that survey, the majority of the community was not supportive of that. Council then asked a second question 2) Does the community support diverters at Gamma and Beta. The survey results were the same, as there was not majority support for putting in diverters at those two locations. Now, the same question is being brought forward again.

Doug Louie further explained that at that time, one of the issues was that should there have been a closure, everyone would be required to use Hastings or Albert, and all of that traffic gets funneled into those two main streets. Doug further explained that there is some give and take; traffic from one neighborhood being diverted to another neighborhood is not a good solution.

Doug Louie explained that since then, there has been no appetite to renew this survey. He continued that, the City still responds to complaints by monitoring traffic and making counts whenever one is received.

Judy Kirk asked how much traffic has changed in 10 years.

Doug Louie indicated that traffic in neighborhood used to be much worse. Some mitigations have happened more recently, such as a large number of speed humps being installed in the Heights neighborhood. The overall number of streets with speed humps have increased quite a bit. Doug indicated that this year, traffic has gone down quite a bit.

Peter Cech explained that the study 10 years ago divided the community, and if you were to survey the people who are directly affected, they would want the hard traffic control measures in place. He explained that it is the people who like the ability to bypass Hastings who are against the barriers. Peter indicated that traffic is not good, but that it has gone from “really bad” to “less bad” this year.

Question 1: Is this a binary choice of barricade or no barricade or are there other solutions? Are moveable gates an option?

Answer 1: Doug Louie indicated that the City has been trying to accomplish this with the installation of 40km zones in neighborhoods and speed humps. Doug further explained that implementing hard measures have negative impacts because “traffic is like water”; once you stop it at one place it goes to another.

Comment 1: A member of CAP indicated that they are in favor of hard measures to make the neighborhoods safer for walking and biking again.

Comment 2: A CAP member asked what place this discussion had at a CAP meeting, as the CAP cannot decide what traffic control measures the City implements.

Alex Coles advised that perhaps the community has interest again after 10 years since the last survey of this kind was completed.

Doug Louie indicated that it would be a council decision whether or not the City opens this questionnaire again. At this time, with the pandemic affecting traffic counts, it makes it difficult to assess whether or not a survey would be useful.

Judy Kirk asked if it would be reasonable to wait until pandemic is over.

Doug Louie indicated that waiting for the pandemic to end would be best.

Mr .Cech commented that likely the same result would be heard; people most affected will want intervention, people who use short cuts will be opposed.

7) Roundtable:

General roundtable comments included:

- Useful, interesting meeting
- Appreciated getting the materials in advance
- Would like materials more than 2 days in advance
- The traffic discussion is important, but must be kept in the scope of Parkland/CAP – I.e. contractors and turnaround traffic mitigations
- Great traffic discussion from Peter Cech
- There should be a middle ground between wide open and fully closed streets, but this is not the right forum to discuss
- Further discussion regarding the oily sewer odours complaints; more of a nuisance concern
- Emergency notification is more important than the traffic issue
- Smells have been greatly reduced in the neighborhood – appreciation for Parkland
- The potential closure of West Coast Reductions would impact tallow feedstock supply to refinery. Canola is sourced from elsewhere to still meet the low carbon renewable needs and we anticipate supplies to continue to increase to meet these demands.

Closing comments: Alex Coles

Alex closed by complementing a productive meeting with interesting presentations, and that Parkland looks forward to the next engagement with the City for working on traffic mitigations.

Meeting ended at 7:18pm.