

**Minutes of Community Information Forum (CIF) Meeting
Prestige Prince Rupert Hotel
Wednesday, April 20, 2016
5:00 p.m. – 6:30 p.m.**

Members present

Brian Musgrave
Don Scott
Luanne Roth
Peter Freeman
Bill Mounce
Ken Shaw
Michal Sluka
Ken Lippett

PRPA staff Present

Ken Veldman
Maynard Angus
Charlene Hamilton

Regrets

Henry Clifton
Sebastien Pacquet
Dan Harris
Bob Payette
Sheila Gordon-Payne
Richard Mellis
Harry Young
Mike Slubowski

1. Call to Order

Ken Veldman called the meeting to order at 5:10 PM.

2. Last Meeting

- **Minutes**

The March 30, 2016 minutes were circulated and accepted with the changes/inclusions noted below:

- Ridley Island Sentiment Issues: “The disposal site is not intertidal although it is possible there could be some tidal influence on the water level.”
- Ridley Island Sentiment Issues: “Environment Canada has the responsibility for regulating the dredging and disposal at sea of sediments.”
- Ridley Island Sentiment Issues: “Q: Anecdotal evidence may suggest that the historical discharge timeline may be different than what was presented. Is the timeline presented regarding the historical practices for discharge of dioxyns and furans from the pulp mill accurate? A: Based on documents that the Port has reviewed, it is the best understanding the Port has, but could not confirm absolute accuracy.”
- Ridley Island Sentiment Issues: “Q: Dioxyns and furans are present at the site proposed for dredging by Canpotex at their proposed marine berth. Wouldn't that suggest that those elements may be present in the Ridley Island disposal site. A: There is no documented evidence that the materials disposed from Ridley Island construction in the 1980s were contaminated.”
- Ridley Island Sentiment Issues: “It was noted by a member that a report from the early 1980s described sediments flowing through the original disposal pit in Porpoise harbour, and it was suggested that settling was not occurring as designed at the time.”

- **Business arising from the minutes**

- PNW LNG/Lelu Island: Veldman noted that PRPA delivered correspondence to Lelu Island occupants confirming that PRPA is the administrator of federal crown lands (i.e. Lelu Island), that PRPA has not authorized any construction on those lands, and that the occupants are required to cease and desist any further construction. PRPA also offered to meet with the occupants to discuss further. PRPA has not received a response, although the occupants did question PRPA's jurisdiction in correspondence to the federal government.
- Ridley Island Sediment Issues/PNW LNG: A technical report was referenced by a member (“A Biological Assessment of Fish Utilization of the Skeena River Estuary...”, Department of the Environment, 1973). Of note, the report indicates the “...shallow estuarine areas between Porpoise Channel and the mouth of the Skeena River are of high biological significance as a fish rearing

habitat....The construction of a superport at the Kitson Island –Flora Bank site would destroy much of this critical salmon habitat.”

- PNW LNG/CEAA: It was noted that the CEAA process “clock” is still stopped at day 362 as CEAA awaits/clarifies further information from the project proponent.
- Ridley Island Sediment Issues: PRPA confirms that the Ridley Island Sediment Retention Pond is not intertidal. Although there is a direct outflow of surface water drainage (rainfall from the pond to the marine environment), the tidal influence is minimal to non-existent, and the water level in the pond stays relatively consistent. PRPA is moving forward to introduce a water testing program to confirm discharge content. It was suggested that testing include salinity and covers the full tide cycle.
- Road Dust from Kwinitsa/Westview Access Road: Pinnacle will be enacting a full water suppression program on its waterfront access program, but is investigating other alternatives as well.
- Business Climate: PRPA continues to followup with DP World to encourage ongoing media opportunities as they relate to construction progress. While there have been several local media stories related to Fairview construction, it was noted by some members that they were disappointed in DP World’s promotion of construction progress to date.
- New Members: PRPA continue to recruit for new CIF members.
- Ridley Island Sediment Issues:
IT WAS RECOMMENDED THAT THE PORT CONSIDER A PUBLIC SUMMARY REPORT OF SEDIMENT CONDITIONS AROUND RIDLEY ISLAND.

3. Waterfront Access:

- Veldman provided a background regarding recreational waterfront access. PRPA does not have significant ownership of waterfront lands on the inner harbour, especially east of Kwinitza. PRPA has had extensive engagement with the City of Prince Rupert over the past five years, and have offered encouragement to city-led initiatives. It was noted that previous CIF recommendations to pursue public recreation potential of CN-owned lands around Kwinitza have been unsuccessful with CN, and that the area is currently being investigated by the City of Prince Rupert for a potential airport ferry terminal. PRPA, through its Community Investment Fund, has also committed investment funds to potential development of the “Rushbrook Trail” (Rotary Club) and “Kaien Island Trail Plan” (Prince Rupert Back Country Society). Both projects are still in planning phases. PRPA is close to finalizing a purchase (from the City of Prince Rupert) of large parcels in Cow Bay with proximity to Atlin Terminal, and has completed a ‘Master Plan’ that will guide potential future development.
- The Cow Bay Master Plan was developed through a community engagement process that informed the result. A review of the plan included the guiding land use principles; site review and potential phasing; and building, street and area design character. The master plan is working within the envelope of the Cow Bay Design Guidelines and general character. Residential is not considered within the Master Plan.
- Commercial conditions will influence timing and phasing of much of the development going forward. However, the initial priority of PRPA will be the development of a public plaza that would have the flexibility to support both major community events, general resident pedestrian access, and seasonal tourism traffic.
- It was noted that the Port Authority had used itself as a tenant to anchor the previous Atlin Terminal redevelopment, and that is considered to be an opportunity to make the economics of a commercial building development feasible.

4. Next Meeting

- a) **Next meeting date** - Wednesday, May 25, 2016 at North Coast Convention Centre
- b) **Waterfront Access** will be continued as an agenda topic.

Meeting adjourned at 6:40 pm.