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Canadian Surface Combatant (CSC) Land-Based Testing Facility - Community Engagement Session -

Hartlen Point Golf Club 31 January 2023

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AGENDA

- > Welcome
- Opening Remarks
- Presentation
- ➢ Q&A
- Closing Remarks



Welcome & Introductions

- MC: Alexandra Evershed
- Welcome & Land Acknowledgement: Capt(N) Andy MacKenzie, Base Commander, Royal Canadian Navy (RCN), Canadian Forces Base (CFB) Halifax
- > Opening Remarks:
 - Darrell Samson, Parliamentary Secretary to the Minister of Veterans Affairs and Associate Minister of National Defence
 - Rob Chambers, Assistant Deputy Minister Infrastructure & Environment

Presenters:

- Capt(N) Jay Thor Turner, Deputy Project Manager, Canadian Surface Combatant (CSC) Project
- > Paul Schauerte, Director Construction Project Delivery, Infrastructure & Environment

Head Table (Q/A Period):

- Rob Chambers, Assistant Deputy Minister Infrastructure & Environment
- Paul Schauerte, Director Construction & Project Delivery, Infrastructure & Environment
- Capt(N) Jay Thor Turner, Deputy Project Manager, CSC Project
- Capt(N) Douglas Campbell, Director Naval Major Crown Projects, RCN
- Capt(N) Andy MacKenzie, Base Commander, RCN, CFB Halifax



Public Concerns: We Hear You

Site selection

- Methodology & reasoning
- Impact to land access
- Impact to nearshore & coastal access

Environmental

- > Third party, unbiased, experts
- Impact to environment
- Impact to birds & wildlife

Radar / radio frequency (RF) emissions

- > Health & safety of residents
- Protection of environment and wildlife (on land & water)

Traffic

- Existing road conditions
- Construction traffic
- Post-construction traffic & safety

Community Engagement

- Fair, open, and transparent
- Clear communication of impact to birding, fishing, lobster fishing, hiking, surfing, golfing, residents and local communities



Canadian Surface Combatant





CSC Project Overview



The project will deliver 15 new ships to meet Canada's needs.

The project includes:

- Design, construction & systems support of the new ships
- Training and trainers
- Infrastructure

Land-Based Testing Facility (LBTF) is the first of a number of infrastructure projects needed to support the future CSC fleet.



Land-Based Testing Facility

Why do we need the LBTF?

- > The LBTF is essentially "ship zero" for the CSC project.
- The LBTF will support design, integration, testing, evaluation, and accreditation of ship equipment (such as electronic, radio and radar, and navigation systems) for new ships, and regular upgrades throughout the ships' lifecycle.

This is <u>**not**</u> a weapons testing facility. No weapons systems will be housed at the LBTF.



LBTF Site Selection

Methodology:

- 2021: 5 options of DND owned land were evaluated by Irving Shipbuilding Inc (ISI) for the LBTF.
- 2022: DND refined analysis and selected Hartlen Point for LBTF siting.

Criteria:

- Size of land
- · Access to roads and municipal services
- Distance to CFB Halifax
- Replicating realistic maritime environment
- · Outside of built-up urban environment
- Optimal for Radio Frequency licensing
- Minimal impact to existing operations

Hartlen Point was chosen because:

- Operates well with existing electronic range
- 130 degree arc to open ocean
- · Less RF interference compared to harbour
- · No impact to existing RCN capabilities

Why not choose Osborne Head?

- Bedford Basin CFB Halifax Ferguson's Cove Harten Point
- Osborne Head is not an option because of height above sea level, distance to coastline and impact to the existing range.



What Does This Mean For Site Access?

During Construction Phase:

- Facility is estimated to be a total of 11,500 m2 across multiple floors.
- Access to the immediate area (on land) around the construction site will be restricted by a construction fence for security and public safety reasons.
- Otherwise, land, near-shore, and marine access will not be impacted.
- Minimize impact to fishing, surfing, birding, golfing, and hiking communities.





What Does This Mean For Site Access?

Post-construction Phase (once occupied):

- Security fencing will be installed at minimum 30m around the facility. This is subject to change during the design process.
- Access to the area around the LBTF facility will be managed and monitored.
- Operation is not expected to run 24/7, but the exact testing schedule is currently unknown. We expect a busy period between 2026 and the mid-2030s.
- There is <u>no</u> intent to establish a permanent maritime exclusion zone nearshore.
- Minimize impact to fishing, surfing, birding, golfing and hiking communities.



Radio Frequency (RF) Safety

Radio Frequency (RF) Emissions in the Modern World

- Modern devices often have RF Emissions, including cell phones, cordless phones, local wireless networks, radio transmission towers, medical scanners and microwave ovens.
- LBTF will have equipment, such as radar, that emits RF.

Is it safe?

- Safety of the local community and the environment is paramount.
- Innovation, Science and Economic Development (ISED) Canada is the government department that issues RF Licences and there are stringent conditions to obtain it.
- The project will be managed to high safety standards through:
 - \circ Compliance with GoC and DND policies and directives
 - Rigorous RF safety processes based on established science and operational experience
 - Follow the established RF Safety Programme.



RF Compliance Requirements Are Rigorous

- Like any other project involving RF emitters (such as cell phone and radio towers or airport control towers), the LBTF will have to comply with *Health Canada Safety Code 6*.
- Safety Code 6 is a document that sets out recommended safety limits for human exposure to radio frequency electromagnetic fields (EMF) in the frequency range from 3 kHz to 300 GHz.

Safety Code 6: https://www.canada.ca/en/health-canada/services/health-riskssafety/radiation/occupational-exposure-regulations/safety-code-6-radiofrequencyexposure-guidelines.html

> ISED also mandates public consultation as part of the RF licencing process.

CPC-2-0-03: https://ised-isde.canada.ca/site/spectrum-managementtelecommunications/en/learn-more/key-documents/procedures/client-procedurescirculars-cpc/cpc-2-0-03-radiocommunication-and-broadcasting-antenna-systems



RF Wildlife Considerations

- There is currently no national standard with respect to RF emission exposure in animals. Due diligence and all environmental guidelines still apply.
- Even though Safety Code 6 is not applicable, the same principles apply: direction, frequency and power density of emissions, duration of exposure.
- Harmful exposure to birds or sea life is not anticipated:
 - Majority of emissions will be directed over a 130-degree arc.
 - Geometry of land and building, elevation of RF emitters and wildlife behavior patterns are expected to mitigate impacts.
 - Legal obligation to avoid harming migratory birds or their nests when they are protected.



RF Management Track Record





Environmental Studies Overview

- DND respects the thriving biodiversity and ecosystem at Hartlen Point.
- DND conducted a number of environmental studies over four seasons through third party, unbiased, experts. Public concerns regarding impact to environment, wildlife, and birds were taken into account:
 - Soil Characterization by SNC Lavalin (SNCL)
 - Wetland Assessment by Canadian British Consulting Limited (CBCL)
 - Bird and Bat Assessment by Canadian British Consulting Limited (CBCL)
 - Environment Effects Determination by Stantec
- The reports are in their final review phase and will be posted publicly once complete (likely March 2023).



Soil Characterization

Conducted by: SNCL

Purpose:

• Determine if there are land use restrictions due to existing soil and ground water contamination. This was done to support planning decisions for site selection.

Findings:

 Concentration of contaminants found in the existing soil were well below applicable guidelines with the exception of: perylene, arsenic, and iron. The presence of such contaminants in this region are common and naturally occurring. Impact is anticipated to be negligible.

- The project will minimize disturbance of known areas of contaminated soils.
- Sampling will take place during key points in construction. This will be done to monitor and manage removal of potential unknown site contaminants as needed.
- Contaminants will be removed following stringent Federal regulations and guidelines.



Wetland Assessment

Conducted by: CBCL

Purpose:

 Determine where wetlands are in relation to the selected site. Information was collected on wetland locations and habitat conditions. During design, this will help orient the building to minimize impacts to wetlands.

Findings:

Three wetlands touching the selected site were surveyed. There is potential for these
wetlands to be impacted due to building construction and the need for road widening;
however, this can be mitigated.

- Design will orient infrastructure to minimize impact to wetlands.
- Project will maintain flow between wetlands including improving connectivity between wetlands.
- Dewatering of any excavation will be pumped to a vegetated area, away from watercourses and wetlands.
- Disturbed wetland areas will be revegetated.



Bird & Bat Assessment

Conducted by: CBCL

Purpose:

To understand bird and bat habitats (inclusive of migration periods, breeding bird seasons, bat seasons, nightjar, winter bird residency, bard swallow roosting, nocturnal owl, and pileated woodpecker cavities).
 This will help design and construct the building in a manner that minimizes bird and bat impacts.

Findings:

- Within Hartlen Point, 111 bird species protected under the Migratory Birds Convention Act (1994). Of this, 8 are at risk and 38 are of conservation concern.
- No bats, bat presence, or bat roosting trees were detected within the project footprint.
- Potential adverse affects include: Alteration of habitat, sensory disturbance, nest disturbance, and bird strikes.

- Site clearing and preparation outside of breeding and migratory windows.
- Site monitored throughout construction by qualified experts for species at risk and of conservation concern work will stop upon any such presence.
- Facility designed according to CSA A460-19 Bird Friendly Building Standard.
- Building designed to minimize noise and light emissions.



Environmental Effects Determination

Conducted by: Stantec

Purpose & Process:

- Environmental Impact Assessment is initiated early in the project in alignment with Impact Assessment Act (IAA) requirements.
- Due diligence process to determine possible environmental consequences and identify mitigation measures.
- IAA Section 86 (Online Registry): To initiate this process, a project authority must post on the Canadian Impact Assessment Registry (CIAR) a notice that invites the public to provide comments. This is why the LBTF Project was posted on CIAR early in 2021/2022.
- An Environmental Effects Determination (EED) is required under s.82 of the Impact Assessment Act (2019).



Environmental Effects Determination

Findings:

- The EED evaluated numerous factors such as: atmosphere, surface water, groundwater, soils and geology, ambient noise and light, terrestrial wildlife and habitat, aquatic wildlife and habitat, vegetation and wetland, species at risk, land use, cultural resources, indigenous and traditional land use, transportation infrastructure, and human health.
- It has been found that the project is not likely to cause significant adverse environmental effects. The project can proceed with application of the mitigation measures specified in the report.

Examples of Proposed Mitigation Measures:

- Construction activities will be limited to daytime hours where feasible.
- Tree removal will be limited to the LBTF footprint and as required along the access road to minimize the damage of habitat.
- The need for shoreline protection erosion management is being evaluated and, if required, results will be implemented.



Environmental Design & Construction

- DND is committed to doing its part to leave a healthy environment for future generations of Canadians and to meet the targets set in the Greening Government Strategy and the Defence Energy and Environment Strategy.
- DND is committed to designing a Green Building that is climate-change resilient and will minimize the release of greenhouse gases (GHG) due to construction and facility operations. This facility will target low GHG emissions.
- This includes reducing the use of building products (e.g., cement) that contain embodied carbon.

Greening Government Strategy: <u>https://www.canada.ca/en/treasury-board-secretariat/services/innovation/greening-government/strategy.html</u>



Traffic Impact Statement Report

Conducted by: Stantec

Purpose:

• To study road networks and assess construction and post-construction traffic impact to the community.

Findings:

• The existing road network was assessed to have spare capacity to absorb an increase in traffic. The level of traffic due to construction and when the building is occupied will be negligible.

- Road Maintenance:
 - o Shore Road is an HRM responsibility to maintain.
 - A joint assessment with HRM is planned in order to record and agree to existing road conditions.
 - If construction traffic directly causes damage, it will be repaired by the project.
- All road work will be coordinated with HRM to minimize impact for the shortest time.
- Contractors and sub-contractors will be made aware of public concerns associated with locations of neighbourhoods and schools. They will respect speed limits, road rules, and guidelines.
- Provincial and municipal transportation regulations will be followed.
- We welcome community feedback throughout construction.



LBTF Project Schedule





Community Engagement

DND is committed to this community. We are here tonight and will continue to actively listen to community concerns. We will keep lines of communication and engagement open. We will keep the community informed, updated and engaged.

Activities done to date following our last community engagement session:

- Project update on Trident Website and Mailers distributed in October 2022 and December 2022 / January 2023.
- > Phone call introductions with community leaders in November 2022.
- > In-person meetings with community leaders in December 2022.
- > Ongoing engagement with City, Provincial, and Federal leadership.
- > Ongoing engagement with Indigenous communities.
- > Ongoing response to public queries.
- ➤ January 2023 Community Engagement Session.



Community Engagement

Next steps:

- Publicly post environmental and traffic studies upon completion (as early as March 2023) on the Trident website. Mailers will also be distributed to community homes to advise of this update.
- Schedule meetings with community leaders in April / May 2023.
- Work with community to better understand current patterns of use of the land and shoreline.
- Continue responding to public queries.
- > Ongoing engagement with City, Provincial, and Federal leadership.
- > Ongoing engagement with Indigenous communities.
- Hold another Community Engagement Session before construction starts later in 2023.

Contact us! We welcome questions at: CFBHalifaxPublicAffairs@forces.gc.ca



Questions / Answers



Closing Remarks