

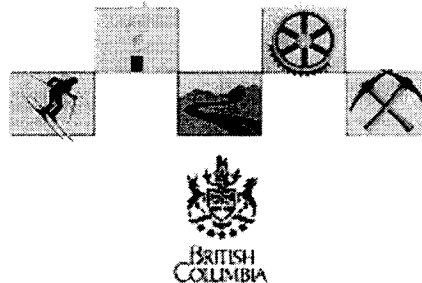
ENVIRONMENTAL ASSESSMENT OFFICE

**APPLICATION TERMS OF REFERENCE
FOR
SOUTH FRASER PERIMETER ROAD (SFPR)**

With Respect To:

An Application for an Environmental Assessment
Certificate Pursuant to
the British Columbia *Environmental Assessment Act*,
S.B.C. 2002, c. 43

December 29, 2004



PREFACE

The South Fraser Perimeter Road project (SFPR or Project) is a highway development proposed by the British Columbia Ministry of Transportation (MOT or Proponent). It is subject to review under the British Columbia *Environmental Assessment Act*, SBC 2002, c.43 (BCEAA) as well as the *Canadian Environmental Assessment Act*, SC 1992, c.37 (CEAA).

This document has been approved by the Environmental Assessment Office (EAO) (constituting the approved terms of reference or ATOR). It identifies the information that must be included by the proponent in its application to the EAO for an environmental assessment certificate (Application) for the proposed South Fraser Perimeter Road project. The terms of reference have been developed to meet the requirements of both the BCEAA and CEA and they have been prepared with input from the Proponent (who submitted the first draft), federal, provincial and local government agencies and First Nations. Much of the content of these terms of reference have been developed during the compilation of study work plans. Working groups (Biophysical/ Technical Working Group, BTWG and Socio-Economic/Community Working Group, SEWG) set up to liaise between the federal and provincial regulatory agencies and the Proponent for biophysical and socio-economic and community issues have reviewed these work plans.

The enclosed terms of reference will be used by the Proponent in preparing the Application and by the review agencies in their consideration of the Application. If more detailed or specific information is required in the Application than is indicated in the ATOR there is an option to have written understandings between the Proponent and the review agencies over these matters appended as a formal component of the ATOR.

In the event that the Application includes alternative road alignments still under consideration for inclusion as part of the Project, all such alignments will be subject to the same assessment processes and methodologies as described in the ATOR.

The use of the term “significance” in the ATOR and included in the Application reflects the Proponent’s determination of significance. Federal departments in their role as responsible authorities, will consider the proponent’s determination of significance as part of their review of the Project pursuant to the *Canadian Environmental Assessment Act* (CEAA). The final determination of significance, as required under CEAA, will be described in assessment reports to be completed at the end of the Project review pursuant to federal and provincial legislation.

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LIST OF ABBREVIATIONS

AIA	Archaeological Impact Assessment
ATOR	Approved Terms of Reference
BCEAA	British Columbia <i>Environmental Assessment Act</i>
BTWG	Biophysical/Technical Working Group
CEAA	<i>Canadian Environmental Assessment Act</i>
CEA	Cumulative Effects Assessment
COSEWIC	Committee on the Status of Endangered Wildlife in Canada
CTA	Canada Transportation Agency
DFO	Department of Fisheries and Oceans Canada
DTOR	Draft Terms of Reference
EA	Environmental Assessment
EAC	Environmental Assessment Certificate
EAO	Environmental Assessment Office
EC	Ecosystem Components
EMP	Environmental Management Plan
EPIC	Electronic Project Information Centre
GVRD	Greater Vancouver Regional District
ORDER	Procedural Order
RA	Responsible Authority(ies)
RFP	Request for Proposals
SARA	Species at Risk Act
SEWG	Socio-Economic/Community Working Group
TC	Transport Canada
TEM	Terrestrial Ecosystem Mapping
TOC	Table of Contents
TOR	Terms of Reference

BACKGROUND TO TERMS OF REFERENCE DOCUMENT

1. INTRODUCTION

The South Fraser Perimeter Road Project (SFPR) is planned as a primarily new four-lane, high-standard transportation corridor (approx. 40 km) along the south side of the Fraser River through the municipalities of Surrey and Delta. The SFPR, a component of the Province's Gateway Program, has been developed in response to the impact of growing congestion in Greater Vancouver. Gateway road and bridge improvements are in addition to other road and transit improvements over the next 10 years to improve the movement of people, goods and transit throughout Greater Vancouver¹.

The SFPR project would link primary economic gateway facilities such as the Vancouver Port Authority's Deltaport expansion, the Fraser River Port Authority's Fraser Surrey Docks, CN Intermodal yard, Canada/U.S. border crossings, the Tsawwassen ferry terminal to Vancouver Island, and numerous industrial areas in Delta, Surrey and Langley. Vancouver International Airport would also benefit from improved connections.

The proposed SFPR has long been part of provincial, regional and municipal transportation plans, and is specifically included in Greater Vancouver's Liveable Region Strategic Plan, the growth management strategy for the region adopted in 1996. The project has also generated broad-based community and industry support.

The project is subject to environmental assessment under both the federal and provincial environmental assessment legislation and is currently in the pre-application stage of harmonized review under the Canada-BC Environmental Assessment Agreement (2004). Proposed as a design-build project, high-level design concepts and performance criteria are currently being developed.

The South Fraser Perimeter Road – in concert with other Gateway Program projects – would take a significant step toward managing chronic congestion in the Lower Mainland. Transport Canada currently estimates that the cost of congestion delays in the region is up to \$1.5 billion annually.

With connections to Highways 1, 15, 91, 99, and 17, and the Greater Vancouver Transportation Authority's future Golden Ears Bridge, the route would take a significant step towards completing the network of major roads in the region. As a result, it would benefit the trucking industry, commuters and tourists accessing borders, Vancouver Island and the BC Interior.

SFPR would improve the Lower Mainland's transportation system with a specific focus on the movement of containerized freight and other goods. It also would provide improved functionality and network connections that are not currently available. It has the ability to improve the efficiency and economic competitiveness of the region and facilitate continued strong growth.

Projected travel time savings suggest there will be benefits in reducing congestion-related idling and stop-start traffic conditions to help decrease harmful vehicle emissions. The proposed relocated Highway 17 North and South Alignments could also provide an efficient alternate route through Delta to Highway 99 and George Massey Tunnel for emergency response.

Benefits to municipalities of the proposed corridor improvements include relieving pressure on arterial and community streets, reducing the volume of regional traffic and trucks in proximity to residential neighbourhoods and improving community cohesion and quality of life for residents.

¹ This introduction to the project is provided by the Proponent.

2. BACKGROUND TO TERMS OF REFERENCE

This document contains the Approved Terms of Reference (ATOR) for the application for an environmental assessment certificate (Application) for the South Fraser Perimeter Road project (SFPR or Project). The ATOR identifies the issues to be addressed, and the information to be provided by the Proponent in the Application.

The ATOR has been developed by the Proponent in consultation with the Environmental Assessment Office (EAO). The document has been finalized with the input and participation of two working groups (Biophysical/Technical Working Group, BTWG and Socio-Economic/Community Working Group, SEWG) set up for the review of the project. These two working groups have members from federal and provincial government agencies, from local governments and from First Nations having expressed an interest in the project.

The process for developing the ATOR, as well as the process and procedures for conducting the review pursuant to the Act and CEAA, will be recognized and confirmed in an order to be issued by the EAO under section 11 of the BCEAA (Section 11 Order), stipulating the scope, procedures and methods for the assessment of the Project. The ATOR has also been developed complying with the following EAO reference material:

- “Guide to the British Columbia Environmental Assessment Process”, Environmental Assessment Office (March 2003); and
- “A Guide to Preparing Terms of Reference for an Application for an Environmental Assessment Certificate”, Environmental Assessment Office (July 2004).

3. PROPONENT AND PROJECT OVERVIEW

The Proponent is the British Columbia Ministry of Transportation (MOT or Proponent). The project is one of three strategic road and bridge projects being considered by the MOT that comprise the proposed Gateway Program. The other two projects are:

- Port Mann/Highway 1 improvements; and
- North Fraser Perimeter Road.

The Gateway Program was established by the Province of British Columbia in response to the impact of growing regional congestion, and to improve the movement of people, goods and transit throughout Greater Vancouver. Gateway roads and bridges are proposed to complement regional road and transit improvements already planned or underway, which will help create a comprehensive, effective transportation network that supports improved movement of people and goods facilitating economic growth, increasing transportation choice and providing better connections to designated population growth areas. More information on the Gateway Program is available at: www.gatewayprogram.bc.ca. Collectively, the Gateway Program road and bridge projects will:

- Relieve congestion on the Port Mann Bridge and Highway 1;
- Improve the movement of goods and people in and through the region;
- Improve access to key economic gateways and employment hubs through improved links between ports, industrial areas, railways, airports and border crossings;
- Help complete and integrate the regional road network;
- Improve quality of life in communities by keeping regional traffic on regional roads instead of residential streets;
- Reduce vehicle emissions by reducing congestion-related idling;
- Facilitate better connections to buses and SkyTrain, cycling and pedestrian networks; and
- Reduce travel times along and across the Fraser River during peak traffic periods.

In delivering the Gateway Program, MOT will work in cooperation with Translink (the Greater Vancouver Transportation Authority) and local governments.

4. PROJECT DESCRIPTION AND LOCATION

The SFPR is planned as a high standard (80 km/h), four-lane, +/-40 km long facility in the municipalities of Delta and Surrey (Figure 1). In the initial pre-application project description for SFPR (February 2003), the proposed route along the south side of the Fraser River extended from the Nordel Interchange at the south end of the Alex Fraser Bridge (Highway 91) to the Port Kells area in Surrey/Langley (176th Street). In February 2004, the scope was revised to continue west to Deltaport Way near Tsawwassen and east to connect with Highway 1 at 176th Street and to link with TransLink's proposed Golden Ears Bridge near 184th Street (see also Table 1 for Project characteristics). The Gateway Program is currently evaluating three possible alignment options for the corridor in southwest Delta: an improved Highway 17 option (existing alignment) and two variations of a re-aligned Highway 17 – one extending to 42nd Avenue (north option), the other to Deltaport Way (south option). As noted in the Preface to the ATOR, each of these alignments will be subject to assessment until such time that a decision is made to select a preferred alignment.

Figure 1: South Fraser Perimeter Road Location Map

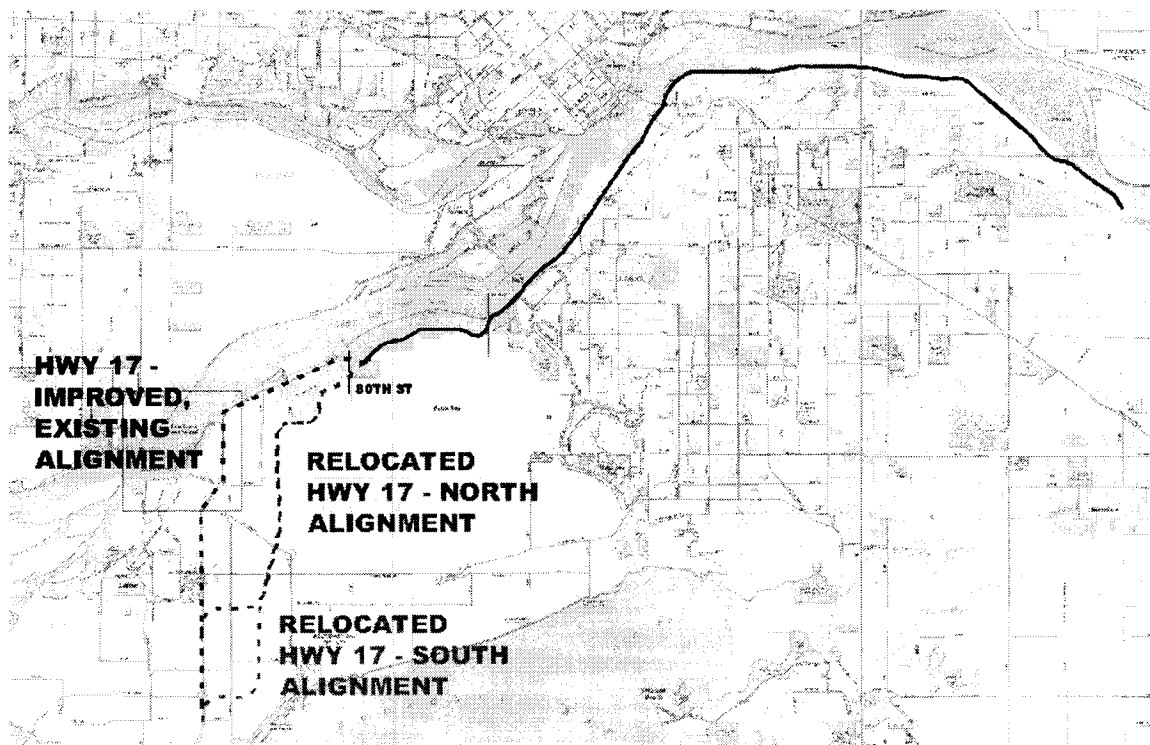


Table 1: SFPR Project Characteristics.

Length	Approximately 40 km
Number of Bridges/Structures	35–40
Major Connections	6 full; 3–4 partial
Major Activity Centres (directly on the corridor & providing support to the corridor)	Tsawwassen Ferry Terminal, Vancouver Port Authority's facility at Deltaport; Bridgeview, Tilbury, Sunbury and Port Kells Industrial areas; Surrey Fraser Docks, CN Intermodal Yard, and the Provincial Highway system.
Other Beneficiaries	YVR, Annacis Island, border crossings
Usage	Provide an efficient goods movement corridor. Reduce regional truck traffic on residential streets. Relieve congestion on arterial and community routes.
Land Use Setting	<ul style="list-style-type: none">• Highway 17 at Deltaport Way to 80th Street, with 3 options for this section at Ladner – land use is a mix of residential, civic institutional, recreational and agricultural.• 80th Street to the Alex Fraser Bridge – land use is light industrial.• Alex Fraser Bridge to Bridgeview – land use is primarily light industrial and residential.• Bridgeview to the Port Mann Bridge and 176th Street – land use is primarily light industrial, residential, undeveloped land and rural residential.
Estimated Cost	\$800–900 million

Currently the proposed schedule for submission of an Application to EAO is December 2005. Pending municipal agreements, EA approvals and confirmation of funding, development of detailed design of the SFPR could begin in 2007.

5. APPLICATION CONTENT

The SFPR Application is structured to reflect the general EAO guidance documents referenced above. The proposed table of contents for the Application is attached as Appendix A to the ATOR and shows that the information requirements defined in the ATOR are organized under the same section headings.

The Table of Contents is also structured so that it mirrors the general EAO approach to the project's Assessment Report content². The table of contents is further structured so that an Application will contain the following key project review and environmental assessment (EA) elements:

- Project description;
- Information distribution and consultation;
- Existing setting and effects information;
- Issue identification and project impacts; and
- Mitigation measures and monitoring.

In the following pages, further description of expected and required review material is included, with cross-references to the suggested table of contents included in this document. Collectively, this material constitutes the ATOR.

² This report is prepared pursuant to section 17(2)(a) of the Act and the guideline for its content is posted on EAO's website.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT³

³ The information outlined in the following pages identifies the information required in, as well as a suggested structure for the Proponent's Application for an Environmental Assessment Certificate for the South Fraser Perimeter Road Project.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Preface

Subsections

none

Application Coverage

- The preface will indicate that the project is subject to review under the BCEAA pursuant to a request by the Proponent, and an Order issued under section 10 of BCEAA.
- It will indicate that the Project is subject to a screening study under CEAA and the relevant triggers.
- It will indicate that the Application has been developed pursuant to the ATOR and approved by EAO. To meet the information requirements under both BCEAA and CEAA.
- It will show that the Application has been developed pursuant to any other relevant instructions provided in the Section 11 Order pursuant to BCEAA.
- It will also indicate the agencies, First Nations and other parties who have been involved in the development of the Application.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Executive Summary

This section should define the Project and concisely identify issues, impacts, consultation, recommended mitigation measures and conclusions in a succinct and summary manner. It should be possible to use the Executive Summary as a stand-alone document for those who do not wish to read the full Application for details of the Project, its assumed impacts and the assessment requirements.

Subsections

none

Application Coverage

- A concise description of all key facets of the project will be provided in this section.
- This description will provide a general outline of the key impact issues and proposed mitigation strategies and measures.
- It will also include a succinct description of the project information distribution and First Nations and public consultation measures undertaken.
- The issues raised, and solutions suggested during these consultations will be summarized.
- The key results and conclusions from the assessment will be summarized.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 1 – Introduction

This section should provide contextual background information on the Project and the Proponent and on the regulatory regime which applies to the Project.

Subsections

Application Coverage

- | | |
|-------------------------------|--|
| 1.1 Proponent Identification: | <ul style="list-style-type: none">• Information for the Proponent (name, address, phone, fax and email) will be provided, with the name of the representative responsible for managing the project, will be included. |
| 1.2 Project Overview: | <ul style="list-style-type: none">• A brief description of the project, its rationale and key components will be given here. Full details will be provided in the Project Background (section 3), and Project Description (section 4).• This description will include the estimated capital cost of the project, and job creation information.• Orders and agreements applying to the review will also be discussed, and included (in appendices).• A summary of legal orders or agreements applying to review of the project will be included. |
| 1.3 Regulatory Framework: | <ul style="list-style-type: none">• A summary of federal and provincial legislation pertaining to the regulatory approval of the project will be provided in the Application, with further details included in an appendix.• An outline of future licenses, permits and authorizations needed for the project will be provided.• If a request for concurrent certification/permitting will be solicited from other agencies, this will be advised here. |
| 1.4 Application Layout: | <ul style="list-style-type: none">• The Application structure and layout will be introduced. |
| 1.5 Concordance Table: | <ul style="list-style-type: none">• A table showing concordance between the Application and the relevant sections of the ATOR will be provided either in the introduction, or in the appendices. |

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 2 – Information Distribution and Consultation

Distribution of project information and public and First Nations participation in environmental assessment (EA) are important aspects of project reviews, and are required by BCEAA and CEAA. The information distribution and consultation for the Project (public meetings and open houses, meetings with interested parties, articles in the written media, enclosures in community papers, interviews on radio and television, participation in community events and fairs) and direct communications (letters, faxes and emails) with interested parties will be described in the Application.

Further background on consultation requirements and measures proposed by the Proponent are summarized in Appendix B.

Prior to submitting the EA Application, the Proponent will prepare and submit a Public Consultation Plan to the EAO for general endorsement.

Subsections	Application Coverage
2.1 Overview of Consultation Program:	<ul style="list-style-type: none">• A summary of the consultation and communication plan will be provided.
2.2 Overview of Information Distribution:	<ul style="list-style-type: none">• The distribution of information material, notification given and communications methods used will be summarized.
2.3 Consultation Activities:	<ul style="list-style-type: none">• A summary of participation by interested parties, through any means of communication including public events, will be included in the Application.
2.4 Issues Identification:	<ul style="list-style-type: none">• Documentation of how the issues raised by the public and government agencies have been, or will be addressed will be included. First Nations issues are covered in section 12.
2.5 Future Consultation:	<ul style="list-style-type: none">• An outline of the proposed public and First Nations consultation following the Application submission, and covering the EA review period will be provided. This program will also include government agency consultation.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 3 – Project Background

Background information to aid in understanding why the Project is required in this location will be given in the Application section. This will include the rationale for the Project in the context of transportation planning and infrastructure development in the Lower Mainland. Existing and projected traffic flows and cargo volumes and the projected industrial and residential growth in areas serviced by the proposed Project will be briefly described.

Alternative means for achieving the objective of the Project, including alternative locations and methods of construction will be provided in the Application. The decision making process for choosing between alternatives will be clearly elucidated in the Application. A discussion of these alternatives is a requirement of CEAA.

Subsections

Application Coverage

3.1 Project Background and Rationale:

- Information on the history of the project will be provided.
- The objective of the project will be described.
- The project rationale will be indicated in the Application, including:
 - Regional growth patterns;
 - Existing and future road traffic conditions; and
 - Existing traffic and public transport plans;
 - A review of regional and provincial benefits associated with the project; and
 - Discussion of how the proposed project complements other existing and proposed transportation infrastructure in the region and completes the regional transportation network.
 - Direct federal and provincial Government participation in the project (funding and infrastructure provisions) will be discussed in this section.

3.2 Project Location, Alternatives and Site Selection:

- A brief description of the location and a map showing the location of proposed road alignments and associated infrastructure will be provided.
- Where alternative alignments for SFPR have been considered during project planning and a final alignment has been identified, a summary of the analysis undertaken to assist in identifying the final alignment will be presented. This will be limited to alternative alignments in southwest Delta and adjacent to Fraser Heights.

3.3 Alternatives to the Project:

- The Application will discuss an alternative scenario to the project describing regional traffic conditions if the Gateway Program projects, including SFPR, do not proceed. The air quality effects under this alternative scenario will be discussed.

3.4 Project Constraints:

- Any significant development constraints faced by the project (fisheries/wildlife habitat, physical barriers geotechnical issues, and distance constraints) will be described.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 4 – Project Description

A clear and detailed description will be provided for the Project. All key Project components and activities will be identified and clearly explained at a level of detail to enable the impacts to be clearly understood.

The mode of delivering this Project has yet to be determined, and this may dictate the level of project description detail that can be provided in the Application.

Subsections

Application Coverage

4.1 Project Delivery Mechanism:

- The Application will include a description of the delivery mechanism (e.g., Design/Bid/Build, Design/Build, etc.) or, in the event that the delivery mechanism has not been determined, the range of options being considered.

4.2 Project Design:

- The Application will describe in sufficient detail the components of the proposed SFPR facilities, including infrastructure and equipment.
- The reference footprint of the Project will be clearly shown visually in plans and diagrams, and described in the text.
- Design concepts and engineering, outlining appropriate design criteria codes (curve standards, road surface standards, criteria for on/off-ramps, bridge design codes, culvert and other drainage criteria, lighting, signage...).
- Results of any site investigations to establish site parameters (geotechnical, contaminated sites and hydrogeology standards) will be described.
- This section will also describe the project components, including any permanent and/or anticipated requirements for temporary structures and associated infrastructures.
- Section-by-section description of the route, including:
 - New SFPR components;
 - Existing road components that will be retained/upgraded;
 - Location of SFPR components;
 - Land and water lot requirements and acquisitions;
 - Issues that forced this particular design (lack of space, ease of property purchase, contaminated sites, geotechnical or seismicity considerations, hydrogeology);
 - Interchange function; and
 - Traffic flows.
- Information will be provided for both on-site (within reference footprint) and anticipated requirements for off-site facilities, structures and installation required for the project. These might include improvements to other roads. This will also include temporary and permanent works.

- Land and water lot anticipated requirements and acquisitions will be identified, including those that may be needed for temporary and permanent works.
- 4.3 Construction Phase:
- A general project plan and schedules, including approvals and permitting timelines, and pre-construction, construction, operation and decommissioning schedules will be presented in the Application. These will identify key project design/construction milestones, and highlight the timing of major design/construction activities and their anticipated duration.
 - This section describes the anticipated construction activities, such as those for site-clearing and preparation, foundations, dredging, densification, utilities, tie-ins, metering, and testing.
 - It will also describe the waste disposal, material requirements, workers accommodation, and associated logistics that will be required during construction.
 - Although it is not anticipated, disposal of surplus excavated material may be required. If it is required, the Application will discuss options for disposal of this material and describe the basic information that would be required for an Ocean Disposal permit application.
- 4.4 Operations Phase:
- A description of anticipated scheduling and process for operational activities relevant to the scope of the assessment, including roadway and structural maintenance, emergency procedures, waste disposal and workforce logistics will be provided. On and off-site project-related activities will be described.
- 4.5 Decommissioning/Major Rehabilitation:
- This project is expected to be a permanent structure, part of the Lower Mainland road network that will not be decommissioned. However there are some temporary structures, and structures that will need replacing. Any anticipated plans for major rehabilitation of structures or roadways during the project lifetime will be described. The reconditioning plan (schedule and machinery needed) and reclamations required will be briefly described.
- 4.6 Capital Costs:
- The Application will provide a total capital cost estimate, categorized by project components.
- 4.7 Labour Force:
- An estimate of the total labour force requirement (direct jobs only) for the project will be provided, with the category of labour for the construction, operations and decommissioning/rehabilitation phases. Estimates will be measured in person-years.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 5 – Scope of Assessment and Study Area

Scope of the Project:

Under the harmonized BCEAA and CEAA assessments, the EAO and federal agencies determine the scope of a project for which approval is to be considered. Project scoping is based on the Project description provided by the Proponent, and is subject to revision if the Proponent amends the Project description.

Scope of the Assessment:

The scope of the assessment of the Project includes the Project's potential direct, indirect and cumulative effects, as itemized in the ATOR. Under the ATOR, the scope of the assessment focuses on effects for which a reasonably direct causal link can be demonstrated between some aspect of the Project and the resulting effect. Relevant effects are usually (but not always) those for which the Proponent has the ability (including jurisdiction) to implement impact management measures to mitigate the concern.

Defining the Study/Project Area for Assessment Purposes:

The boundaries of the study area will be defined temporally and spatially. The temporal boundaries will consider the length of time over which the environmental effects originating from the construction, operation and/or maintenance of the project are anticipated to occur.

Two temporal boundaries will be evaluated: a baseline (pre-development) scenario for environmental and socio-community resources; and a post-development (operation/use and maintenance) scenario. Specific mitigation and compensation strategies and designs (e.g. for fish habitat) will be developed with the appropriate regulatory agencies.

The biophysical spatial boundaries for the anticipated environmental issues are expected to be limited to the Project footprint and nearby vicinity; as a result, most of the assessment effort will focus on characterizing this area. However, spatial boundaries for the socio-economic/community assessment may extend throughout the Lower Mainland.

The spatial boundaries will be based on the zone of Project influence beyond which the effects of the Project are expected to be non-detectable. Multiple boundaries will reflect the extent of specific environmental effects. For the biophysical components, the Application will differentiate between any Local Study Area and the Project Study Area.

The Application will provide a description of all study area boundaries used, and an explanation of the rationale adopted to establish the study area boundaries.

Subsections

Application Coverage

- | | |
|---------------------------|---|
| 5.1 Scope of the Project: | <ul style="list-style-type: none">• The project scope will be developed from the information in the Section 11 Order and the federal/provincial project work plan. |
| 5.2 Scope of Assessment: | <ul style="list-style-type: none">• The Application will describe the scope of issues to be included in the assessment.• The Application will include the results of consultations with the public, First Nations and government agencies to scope the issues that need to be addressed. |

- 5.3 Project and Study Region:
- The study area(s) for the assessments in the Application will be defined.
 - The result of consultations with the public, First Nations and government agencies to define the study area for the assessments will be included.
- 5.4 Spatial and Temporal Boundaries:
- The project study boundaries will be described temporally and spatially, adhering to the general principles outlined above.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 6 – Environmental Assessment Methodology

The Application will describe (i) how the EA was performed; (ii) which indicators and data sources were used to consider all project effects; and (iii) how the significance of a residual effect were determined.

Subsections	Application Coverage
6.1 Impact Assessment Methodology:	
6.1.1 General	<ul style="list-style-type: none">• The Application shall describe and explain the methodology used to conduct the EA, including the rationale and methodology used to:<ol style="list-style-type: none">1. Characterize the existing environment that may be affected by the Project (baseline conditions).2. Identify the Project-environment interactions and the potential effects of those interactions.3. Determine the mitigation measure(s).4. Identify any residual environmental and impact effects after mitigation measures.5. Determine the importance (significance and likelihood) of residual effects after mitigation measures.
6.1.2 EC ⁴ Selection	<ul style="list-style-type: none">• The Application will contain a separate overview describing criteria for determining potentially affected Ecosystem Components (ECs). The specific ECs will be evaluated in each of the assessment sections of the Application (e.g., wildlife ECs will be presented in the wildlife environment assessment).
6.1.3 Determination of Significance	<ul style="list-style-type: none">• The Application will contain a separate overview describing the general criteria for determining significance relating to residual environmental effects. Specific study component significance criteria will be presented in each of the study impact assessment sections.
6.2 Other Environmental Assessment Requirements:	<ul style="list-style-type: none">• A summary of the other EA requirements and where these will be addressed in the Application will be given here. These other EA requirements are addressed in more detail in Sections 10 and 11 of this document and include:<ul style="list-style-type: none">• An assessment of potential accidents and malfunctions, as per CEAA requirements;• An assessment of the effects of the environment on the project as per CEAA requirements;

⁴ Ecosystem Components (ECs) are any part of the environment that is considered important by the Proponent, members of the public, scientists, government and First Nations involved in the assessment process. Importance may be determined on the basis of cultural value or scientific concern. The specific ECs considered will be defined in the Application.

- A cumulative effects assessment; the residual effects of this project in addition to similar effects from other projects as per CEAA requirements;
- Outlines for construction and operation environmental management plans that are relevant and appropriate to the works being considered; and
- An assessment of potential effects on navigation and rail crossings.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 7 – Existing Environment and Assessment of Impacts – Biophysical Studies

For each of the biophysical assessments, the existing environment of the Project alignment, alignment options, and surrounding areas will be generally described, and the environmental components that may be affected by the Project discussed in more detail. These environmental components or VEC will be discussed separately, and a rationale for considering certain environmental components and not others will be provided.

Following the descriptions of the existing environment in each biophysical assessment, the likely effects of the Project on them will be presented. The identification and assessment of Project impacts, the definition of appropriate mitigation measures and establishing any residual Project effects will also be discussed. The methodology for these is discussed above (section 6).

Subsections	Application Coverage
7.1 Agricultural Resources:	<ul style="list-style-type: none">• An assessment of the potential impacts on biophysical (soils, drainage...) and socio-economic (farm infrastructure, land prices...) components of farming operations will be provided.• This assessment will inventory existing land use capability, soils, drainage, land use, farm infrastructure (fences, drainage, roads...) and other pertinent factors using a variety of methods, and at relevant spatial scales.• The potential changes to the existing situation and the impacts on farming operations will be reported on. This will include assessing:<ul style="list-style-type: none">• Footprint impacts;• Potential severance or separation of existing agricultural units;• Effects on farm facilities such as drainage, irrigation, fences, power lines, wells and milking systems;• Rise (speculation) or fall in land prices;• Noise impacts; and• Loss of agricultural land (ALR and non-ALR).• The duration, spatial extent and magnitude of the potential effect will be documented.• Where potential impacts to agricultural land, as a result of the construction and operation of the proposed SFPR are identified, the Application will propose appropriate mitigation and/or compensation options.
7.2 Air Quality (local and regional):	<ul style="list-style-type: none">• An air quality assessment study will be included in the Application and will assess air quality in the local and regional air sheds. The local assessment of the project will include:<ul style="list-style-type: none">• Agreement with GVRD and health authorities over the methodologies, modelling parameters and measures of health effects from emissions used in the assessment;• Presenting baseline air quality information collected at appropriate locations for the SFPR corridor;

- Discussing predicted air quality concentrations (emissions and particulate) during construction and operation, and comparing this with existing standards;
- Discussing the influence of local weather patterns on potential air quality impacts;
- Analysing and discussing worst-case air quality scenarios for areas that experience worst air quality due to topography, meteorology, congestion and density;
- Identification of sensitive receptors (schools) and significance of air quality at these sites; and
- Assessing impacts of the predicted emissions on ambient air quality and human health using recognized standards (see also Section 8.4).

Once the environmental and health impact assessments are complete, recommended measures to avoid or mitigate the impacts from construction and operation will be provided.

- The regional air quality study will assess broader issues, particularly those concerned with greenhouse gas production during construction and operation, and cumulative effects of emissions associated with this project, including:
 - Comparing other recent air quality assessments (Sea to Sky, RAV, Deltaport) with the GVRD regional emission inventory (October 2002) and forecast emissions to 2025 (July 2003);
 - Direct and indirect emissions (CAC and GHG⁵);
 - Benefits to emission output from reduced travel times and congestion;
 - Direction and magnitude of air emission effects and their health, environmental and socio-economic impacts; and
 - A qualitative cumulative assessment of the air quality and greenhouse gas impacts of Gateway and related projects.

7.3 Contaminated Sites:

- A contaminated sites impact assessment, similar to a Stage 1 Preliminary Site Investigation (*B.C. Waste Management Act*), for the project area will be completed.
- This investigation will review available data (previous assessments, air photography, municipal information) and use field reconnaissance to establish potential sites of contamination.
- These sites will be identified by address or legal description, and the suspected contaminant(s) will be identified.
- These sites will be rated low, medium or high for their contamination risk. A Stage 2 Preliminary Site Investigation, which uses specific sampling methods to further investigate the site, will be conducted for those properties that:
 - Are crossed by the alignment;
 - Where there is a high risk of potential contamination; and
 - Where there is uncertainty over the cost of potential remediation.
- Where Stage 2 assessments have been completed by the time of reporting, this information will be provided in the Application.

⁵ Common Air Contaminants (CAC) and Greenhouse Gases (GHG).

- In the Application a comprehensive review of data collected, the contingent liabilities, an assessment of residual impacts from construction of the new alignment and a cumulative impacts analysis for both construction and operation phases of the project will be included.

7.4 Fisheries and Aquatic Resources:

- A fisheries and aquatic resources impact assessment will be provided in the Application. This section will include:
 - Descriptions of the sampling methodology and study area.
 - A description of existing fisheries resource values in the vicinity of the project, including the potential presence of provincial red-and blue-listed species, as well as federally listed species under SARA and COSEWIC and other species of management concern. Habitat surveys and other fieldwork will be used to determine the existing environmental (baseline) conditions.
 - A fish and aquatic habitat assessment, which addresses potential impacts on streams and watercourses crossed or influenced by the construction and operation of the project.
 - Measures to avoid or mitigate predicted adverse impacts on fish and aquatic habitat from highway construction and operation techniques.
 - Identification of the presence, significance and likelihood of residual effects after the implementation of the proposed mitigation measures and follow-up requirements.
 - Proposed fish habitat compensation works, in keeping with the hierarchy of preferences in DFO's Policy for the Management of Fish Habitat, which may be required to achieve "no net loss" of habitat and support a CEAA conclusion with respect to potential impacts to fisheries values⁶.

7.5 Hydrogeology:

- Review of former environmental studies and identification of information gaps (including a potable water well survey).
- Data collection including: groundwater mapping; field reconnaissance; borehole/monitoring well installation; location and elevation survey of monitoring wells (including sensitive receptors); groundwater sampling program (including water quality); hydraulic conductivity testing; and tidal response monitoring.
- Rationale for borehole/monitoring well site selection, including potential for impacts to vegetation, wildlife and wildlife habitat, fish and fish habitat and archaeological resources.
- Hydrogeological data analysis.
- Hydrologic base flow estimates for all watercourses which cross the proposed road alignment.

⁶ As the EA will be conducted on a conceptual design, the review process will not lead to the provision of a Section 35(2) Authorization under the Fisheries Act, but to a "CEAA conclusion" with respect to fisheries issues. The Application will outline the steps that will be taken, prior to construction of the proposed road, to provide the additional information required (i.e., detailed design, site specific impact assessment and appropriate mitigation/compensation) to obtain a Section 35(2) Authorization from DFO.

- Baseline condition reporting, including:
 - Groundwater quality and comparison with relevant standards (link to water quality section 7.6);
 - Note compressible soils (decreased hydraulic conductivity);
 - Identify shallow groundwater levels (esp. sensitive receptors);
 - Identify stratigraphic profile (including groundwater fluxes); and
 - Evaluate hydrogeologic base flows in streams.
 - Evaluate groundwater impacts from highway construction, especially on sensitive receptors (e.g. wells, Burns Bog, wetlands, archaeological sites, stream base flow and water quality).
- 7.6 Water Quality:
- A water quality baseline study report will be included in the Application. This section will:
 - Describe the current (baseline) surface water quality in the study area;
 - Describe the sampling methodologies used, the relevant significance criteria and the scopes of the studies; and
 - Report on water quality parameters in the context of existing land use and implications for fish habitat viability.
- 7.7 Wildlife, Wildlife Habitat and Vegetation:
- A wildlife, wildlife habitat and vegetation assessment will be included in the Application. It will contain a description of the study methodology and study area relevant to this impact assessment.
 - It will also identify and assess the potential impacts of the project on wildlife, wildlife habitat and vegetation, with emphasis on species at risk, migratory birds and their habitat. The Application will discuss provincial red-and blue-listed species, as well as federally listed species under the Species at Risk Act and COSEWIC, including the Pacific water shrew.
 - Measures to avoid or otherwise mitigate negative impacts on wildlife, wildlife habitat and significant vegetation communities in the study area will be presented. These may include:
 - Maintaining wildlife movement/passage;
 - Impact on wildlife values; and
 - Habitat loss and fragmentation on wildlife and vegetation species.
 - This section of the Application will also identify the presence, significance and likelihood of residual effects after implementing the proposed mitigation measures and follow-up requirements.
- 7.8 Archaeology and Heritage Resources:
- An archaeological and heritage assessment, including an archaeological impact assessment will be included in the Application, and will address:
 - Identification, documentation and assessment of the extent and condition of archaeological sites in the project area;
 - A qualitative assessment of project impacts to archaeological resources; and
 - Measures to manage identified potential impacts on archaeological and heritage sites.
 Archaeology study results will be provided subject to any confidentiality agreements with the First Nations involved.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 8 – Existing Environment and Assessment of Impacts – Socio-economic and Community Issues

The existing socio-economic and community characteristics of the Project area and surrounding areas will be described, particularly those areas adjacent to the proposed alignment. Any public health issues, the heritage setting and First Nations traditional use within the project area will also be described. Various components of the Delta and Surrey socio-economic and community characteristics will be described separately.

Following descriptions of the existing environment for each of the socio-economic and community assessments the likely effects of the Project will be discussed. The methodology for assessing project impacts and definition of appropriate mitigation measures and establishing any residual project effects will also be included (section 6).

Subsections

Application Coverage

8.1 Acoustic/Noise:

- A noise and vibration impact assessment will be included in the Application. It will include:
 - An assessment of existing acoustic and vibration conditions in the vicinity of the proposed project, determining sensitive receptors and defining an appropriate study area;
 - Predictions of the acoustic and vibration conditions associated with the construction and operation of the proposed project;
 - Identification of potential environmental, socio-community and human health effects (significance of predicted effects) associated with the project (compared with existing situation);
 - Appropriate measures for mitigating acoustic and vibration impacts during construction in the context of Ministry policy and existing Surrey and Delta noise by-laws as well as during operation;
 - Monitoring and follow up requirements associated with acoustic and vibration impacts from the proposed project; and
 - An evaluation of the effectiveness of proposed noise mitigation measures, including an assessment of projected noise levels after mitigation (residual, post-mitigation noise impacts).

8.2 Cultural and Heritage Effects:

- The Application will present available information on First Nations interests and views with respect to traditional and contemporary use, and archaeological resources.
- The Terms of Reference for these studies will be provided to the potentially affected First Nations⁷, and will likely involve associated issues raised during First Nations consultation (section 2 and 12). However these studies alone will not constitute consultation.

⁷ The potentially affected or interested First Nations are understood to include: Katzie First Nation; Kwantlen First Nation (member of the Stó:lō Nation); Kwikwetlem First Nation; Musqueam Indian Band; Qayqayt (New Westminster) First Nation; Semiahmoo First Nation; Stó:lō Nation; and Tsawwassen First Nation.

- 8.3 First Nations:
- The Application will identify current interests through a review of available information and interviews with individual First Nations.
 - The Application may also provide a local and regional socio-community profile of First Nations communities whose traditional territory is on or in the vicinity of the project.
 - Study results will be provided in the Application subject to any confidentiality agreements with the First Nations involved.
- 8.4 Human Health:
- Information from a human health risk assessment will be included in the Application and will detail the following issues:
 - Characterization of existing air quality and meteorology, using monitoring data representative of the study areas, and any available federal, provincial and other guidelines;
 - Descriptions of the types and amounts of air pollutants associated with the project, and their impact on public health, including: excessive diesel exhaust fumes (cancer risk), sensitive receptors (asthmatics, elderly and children), sensitive areas (playgrounds, schools and hospitals), air toxics and a risk assessment for effects of PM_{2.5} and PM₁₀ from traffic emissions.
 - A prediction of the additive effect of project-related traffic emissions relative to measured concentrations of pollutants in the air shed;
 - Mitigation options for both the construction and operational phases focussing on reducing air contaminants and greenhouse gas emissions;
 - The residual public health effects after mitigation for inclusion in the cumulative effects assessment (section 10.3); and
 - Other information relevant to public health and included in other sections will be cross-referenced.
- 8.5 Socio-community Issues:
- A socio-community assessment will be included in the Application. It will contain a description of the geographic scope of the assessment, for all alignment options being considered.
 - Socio-community components affected by the project will be identified through reviews of background information (Community Plans, other project assessments and fieldwork). An assessment of those components that may be affected by construction and operation of the project will be undertaken. This includes:
 - Regional and local populations and demographics;
 - Community planning;
 - Traffic flow and travel times;
 - Use of institutional (school...) and other community facilities;
 - Access to the Fraser River;
 - Proposed commercial investment;
 - Potential impact on present and future land uses and properties in the affected communities (including private First Nations and commercial properties); and
 - Visual, traffic volume and lighting, and access impacts.
 - Mitigation measures to avoid or minimize adverse impacts to socio-community values from highway construction and operations will be described.

8.6 Socio-economic
Issues:

- A socio-economic impact assessment including a description of the geographic scope of the assessment, for all alignment options being considered, will be provided in the Application.
- It will also include a quantitative, or qualitative assessment (as appropriate) of the construction and operational phase economic impacts of the project, including, but not limited to, impacts on:
 - Commercial and residential property values;
 - Property taxes;
 - Development opportunities and development cost charges;
 - Employment and employment income; and
 - Local socio-economic benefits and costs in the aggregate, and on individual communities.
- An assessment of commercial/industrial growth potential as a function of access/proximity to the new transportation network (proximity to major intersections or effects of road closures, delays and detours) will be provided.
- The Application will include a quantitative or qualitative description of the following:
 - Economic profiles describing key sectors and economic conditions/trends for Surrey and Delta;
 - Local available labour supply and effects on employment;
 - Estimated direct/induced employment and income to be created at the regional and provincial levels; and
 - Mitigation measures to avoid or minimize adverse impacts to socio-economic values from highway construction and operations.

8.7 Traffic/
Transportation/
Road User Issues:

- The Application will present an assessment of existing transportation issues such as the lack of network connectivity for commercial and commuter traffic, truck mode share and congestion problems as key nodes;.
- It will also present traffic volume projections to 2021 for vehicles traveling along the proposed SFPR alignment corridor, as well as alignment options located in Delta.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 9 – Summary of Impacts, Mitigation and Residual Effects

This section will provide conclusions for the biophysical and socio-economic/community impacts associated with the Project, and present proposed mitigation measures. The section will also discuss any identified residual effects of the Project, which will be developed further in the cumulative environmental effects (section 10.3). The conclusions will be based on the review and assessment methodology contained in section 6.1. Assessments of First Nations effects will be presented in Section 12.

Subsections

Application Coverage

none

- This section will summarize, all the mitigation strategies proposed for the project (sections 7 and 8) and the predicted residual effects (after mitigation is complete).
- It will also include a summary of the presence of residual effects on Ecosystem Components, their significance and likelihood.
- The analysis of residual effects will form the basis of the cumulative environmental effects assessment (section 10.3).

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 10 – Other Review Considerations

The Project is subject to the CEAA (administered by the Canadian Environment Assessment Agency) as well as BCEAA. Under CEAA, the Proponent may be required to provide information in the Application in addition to that ordinarily required by the EAO for provincial (BCEAA) review purposes (section 6.2). For the SFPR this will include:

- *Accidents and Malfunctions;*
- *Effects of the Environment on the project;*
- *Cumulative Effects Assessment; and*
- *Navigation/Rail Issues.*

As noted in the Preface of this document, the use of the term “significance” in the ATOR and the Application reflect the proponent’s determination of significance. Federal departments in their role as responsible authorities, will consider the proponent’s determination of significance as part of their review of the project pursuant to CEAA.

Subsections

Application Coverage

- | | |
|---|---|
| 10.1 Accidents and Malfunctions: | <ul style="list-style-type: none">• An assessment of the environmental effects of any potential malfunctions or accidents, which may occur in connection with construction, operation and decommissioning of the project, will be included in the Application.• An Environmental Protection Plan to address potential accidents and malfunctions will also be included in the Application (section 11). |
| 10.2 Effects of the Environment on the Project: | <ul style="list-style-type: none">• Assessments of the potential of environmental factors that may affect the project, and the predicted effects of those environmental factors will be provided in the Application. Issues that may be addressed include: (i) seismic activity and slope/terrain stability (ground failure); (ii) climate change; (iii) erosion; and (iv) flooding.• This assessment will include terrain stability, geo-technical and natural hazard assessments completed in conjunction with this project.• An assessment of the potential of climatic fluctuations along the project route and a description of the effects those fluctuations may have on the project (flooding hazards from Fraser River) will be provided.• A description of the potential effects of extreme events (earthquakes) on project facilities, both in construction and operation, and any measures taken to mitigate these effects will be provided. |
| 10.3 Cumulative Environmental Effects: | <ul style="list-style-type: none">• A cumulative environmental effects assessment (CEA) will be included in the Application. Cumulative effects are defined by Hegmann <i>et al.</i> 1999 as residual effects that, when combined with the effects of other past, existing or imminent projects and activities may have compounding or interactive effects. The CEA will include other significant projects that: are within a defined corridor of reasonable scale and significance; are known to have required |

permits and authorizations which would allow the projects to proceed to implementation; or have secured funding and schedules and timelines known to be imminent in their commencement up to the submission of the SFPR Application. The CEA will be summarized in tabular format.

- The CEA will consider those Ecosystem Components (ECs) that are likely to have residual environmental effects as a result of project construction and operation. The rationale for including specific ECs in the CEA will be described in the Application. ECs will be defined as part of CEA scoping. Social Components (SCs) will be considered where they (e.g., human health) are potentially related to a change in an EC (e.g. air quality) as a result of the project.
- The CEA will be conducted in accordance with the following five-step framework (Hegmann *et.al.* 1999):
 1. Scoping
 2. Effects Analysis
 3. Mitigation Identification
 4. Significance Evaluation
 5. Follow-up Monitoring

10.4 Navigation/Rail:

- The Application will provide information to allow an assessment of project effects on commercial or recreational navigation within the Fraser River, or any other small waterways in the area of the project. Analysis will consider potential effects of construction or operation of the project.
- The Application will provide information regarding proposed railroad crossing(s).
- If adverse impacts to either navigation or rail are identified, the Application will propose options for mitigation to reduce the effects.
- The Application will identify named works (e.g., bridges, canals, causeways, etc.) on navigable waterways.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 11 – Environmental Management Program

The Application will outline the approach to environmental management and planning, including an outline of an Environmental Management Plan (EMP) for the Project. An EMP outlines the proponent's approach to project planning and the development of protection measures to mitigate potential environmental effects and other impacts. The EMP will be finalized in discussions between the Proponent and the relevant permitting agencies before the start of construction⁸.

Subsections

Application Coverage

11.1 Fisheries and Wildlife Habitat Mitigation and Compensation Plans:

- Overall habitat impact mitigation and compensation plans based on the conceptual design will be outlined in the Application. These outlines will include:
 - Conceptual fisheries habitat mitigation and compensation plan; and
 - Conceptual wildlife habitat mitigation and compensation plan.

11.2 Construction EMP:

- This EMP will be a general document describing the environmental practices and procedures to be applied during planning, construction of the project. This application will include preliminary outlines of required EMPs during construction. Such general commitments shall be transferred from the proponent to contractors and detailed EMPs will be developed and approved by relevant agencies and authorities. The Construction EMP may include:
 - Surface Water Quality and Sediment Control Plan
 - Contaminated Sites Management Plan
 - Hazardous Waste Management and Spill Plan
 - Construction Waste Management Plan
 - Air Quality and Dust Control Plan
 - Noise Management Plan
 - Landscape Design and Restoration Plan
 - Terrestrial Habitat Management Plan
 - Archaeological Mitigation/Monitoring Plan
 - Public Communication/Consultation Plan
 - Traditional Use Monitoring Plan
 - Environmental Education and Awareness Plan
 - Environmental Monitoring Plan

⁸ It is recognized that the Gateway Program and the Proponent has taken a pro-active approach to the early identification of potential environmental issues and will continue this approach throughout its involvement in project development. This approach enables avoidance and/or proper environmental management of critical environmental issues throughout the Application review.

11.3 Operational EMP:

- The Application will also include a preliminary outline of an Operational EMP that will identify best management practices to be followed by contractors, to address environmental effects during operation. The outline for an Operational EMP will address the following areas:
 - Road and structure maintenance;
 - Emergency maintenance;
 - Environmental inspection and reporting; and
 - Emergency spill response, containment and management.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 12 – First Nations Considerations

The Application will include a section which draws together the relevant project related baseline

assessment, mitigation and consultation information that is specific to the identified interests of potentially affected First Nations which may have an interest in the Project. These First Nations are understood to include the: Katzie First Nation; Kwantlen First Nation (a member of the Stó:lō Nation); Kwikwetlem First Nation; Musqueam Indian Band; Qayqayt (New Westminster) First Nation; Semiahmoo First Nation; Stó:lō Nation; and Tsawwassen First Nation. For completeness and where it makes sense to do so, First Nations issues may also be covered in other sections of the Application, but this section summarizes the relevant First Nations review material, and project information expected in the Application.

The Proponent will not provide information in the Application that, by arrangement with First Nations, is to be treated as confidential.

Subsections

Application Coverage

12.1 Scope of First Nations Considerations:

- Identification of First Nations potentially affected by the proposed SFPR project, or who are likely to have an interest in it, and the study area⁹ used for baseline characterization and assessment of First Nations issues will be presented.

12.2 Consultation with First Nations¹⁰:

- An overview of First Nations consultation briefly describing the consultation undertaken with First Nations at the pre-application stage; listing significant events and measures, including any consultation agreements reached with First Nations.
- Identification of consultation initiatives that describes efforts undertaken to distribute project material to First Nations during the pre-application stage; records First Nations'

- 12.5 Project Setting:
Socio-community
Considerations :
- The Application will provide socio-community profiles, based on readily available information, of First Nations communities within the study area.
 - Any identified First Nations land use plans or planning objectives proposed for areas in the vicinity of the project will be documented.
- 12.6 Potential Project Effects
on First Nations Interests:
- The Application will identify the specific areas where the project could directly affect First Nations interests during project construction, operations or decommissioning. It will:
 - Identify and describe First Nations interests within the project area that will be, or could be, affected;
 - Summarize impact assessment findings, indicating the potential impacts on identified First Nations interests; and
 - Address potential direct and indirect effects of the project on First Nations interests, and indicate how the proponent proposes to manage these effects to reduce them to acceptable levels.
 - The Application will also document any relevant agreements with First Nations with respect to impact concerns.
- 12.7 Environmental
Management Plan¹¹:
- Identify any Environmental Management Plans (EMP) or other mitigation tools that can be used to minimize potential project-related effects on First Nations interests.
 - Describe how archaeological and other potential impacts on First Nations interests will be monitored during project construction, and outline a process for handling issues that may arise (e.g. stop work plans, modification of design).
 - EMPs specific to First Nations concerns could include:
 - Archaeological Resources Monitoring Plan; and
 - Traditional Use Monitoring Plan.
- 12.8 Commitments to First
Nations:
- The Application should provide a non-confidential summary of commitments that the proponent has made to First Nations during the pre-application stage. It is understood that these commitments will be further defined during the Application review stage.

¹¹ See Section 11.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 13 – Conclusions

The SFPR Environmental Assessment application will present a clear conclusion from the impact assessments, with reference to mitigation and cumulative effect summary tables (sections 9 and 10.3).

Subsections

Application Coverage

None

- Based on the analysis contained in the Application, the Proponent will reach a conclusion about the likelihood for the project to cause significant environmental, socio-economic/community or other effects, taking into account the implementation of appropriate impact management measures.

CONTENT REQUIREMENTS OF APPLICATION DOCUMENT:

Section 14 – List of References and Supporting Documents

All references to documents cited in the Application will be provided. In addition records of consultation meetings, discussion topics and any agreements with the public and First Nations will be provided. Other supporting documentation referred to in the text of the Application will also be provided in the appendices to this Application.

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APPENDIX B

Project Consultation Background

General:

Distribution of project information and public and First Nations participation in environmental assessment (EA) are important aspects of project reviews, and are required by BCEAA and CEAA. Significant public and First Nations consultation and communications on the sections of this project from 176th Street to Highway 91 was undertaken between 1998 and 2001. The public component is summarized in the Proponent's "Public Consultation Process Document" posted to the EAO web site in May 2003. With the revised project scope, a supplemental consultation and communications plan is being developed in conjunction with the EAO, government agencies and interested First Nations. The consultation measures will be consistent with requirements of the Project's Section 11 Order, "Public Consultation Strategy/Framework for Lower Mainland Infrastructure Projects" (EAO, 2003) and the "Provincial Policy for Consultation with First Nations" (October 2002). These documents are found on the EAO website (www.eao.gov.bc.ca).

The Application will describe the consultation programs that have been undertaken, programs that are proposed for the review of the Application and will also report on issues raised in relation to the SFPR Project, and how these issues have been, or will be addressed.

First Nations Consultation:

Eight First Nations have been identified that may potentially have an interest in the SFPR (see also Section 12). Members of these First Nations will have an opportunity to participate in all of the initiatives identified in the Public Consultation Program. In addition, the Project will continue discussions with First Nations to determine their level of interest in the Project; the manner in which they wish to be consulted and provide input to the Project; and document issues raised and how they have been or will be addressed by the Project.

Subject to review and approval by the respective First Nations, a summary of the First Nation consultation activities and the outcome, including any agreements reached between the Proponent and First Nations will be documented in the Application (see also Section 12.2).

Public Consultation:

The Proponent is committed to comprehensive public and community consultation, which is a critical component to successful Project application, review, approval and implementation. In addition to formal public consultation at each of the Project design stages, the Proponent will engage in ongoing, open and timely communications with interested parties to assist in identification of issues and concerns as well as to ensure people have access to information about the Project.

The consultation plan will be designed to support the review process by offering an open and interactive program of consultation and communication. The intent of this program is to effectively consult with all interested parties, including: government agencies, local governments, non-governmental organizations, businesses, individuals and First Nations.

As the SFPR project is currently being developed as a design-build project, the public consultation to support the EA Application will focus on obtaining "pre-design" input and advice. Preliminary and detailed design consultation will take place following the EAO review.

Examples of specific public consultation and communications measures include but are not limited to:

- Project Information Line – a project information line (604-465-2420) was established to respond to questions and receive input.
- Project web site – a project web site has been established: www.gatewayprogram.bc.ca to facilitate 24-hour access to project-related information as it becomes available.
- Community meetings – the Proponent will participate in local meetings and will arrange meetings with specific stakeholders and community groups to discuss issues and concerns as required as well as to obtain advice on design concepts and public consultation. A number of such meetings have taken place since March 2003.
- Open houses – public open houses will be held to obtain input on design concepts, as well as the design of future public consultation.
- Stakeholder database – a database of interested persons and agencies has been developed. These persons and groups will receive regular project updates by fax or email as well as other project and environmental assessment-related information as required. Any interested party may request to be added to this database. Names and contact information will be confidential to the project.