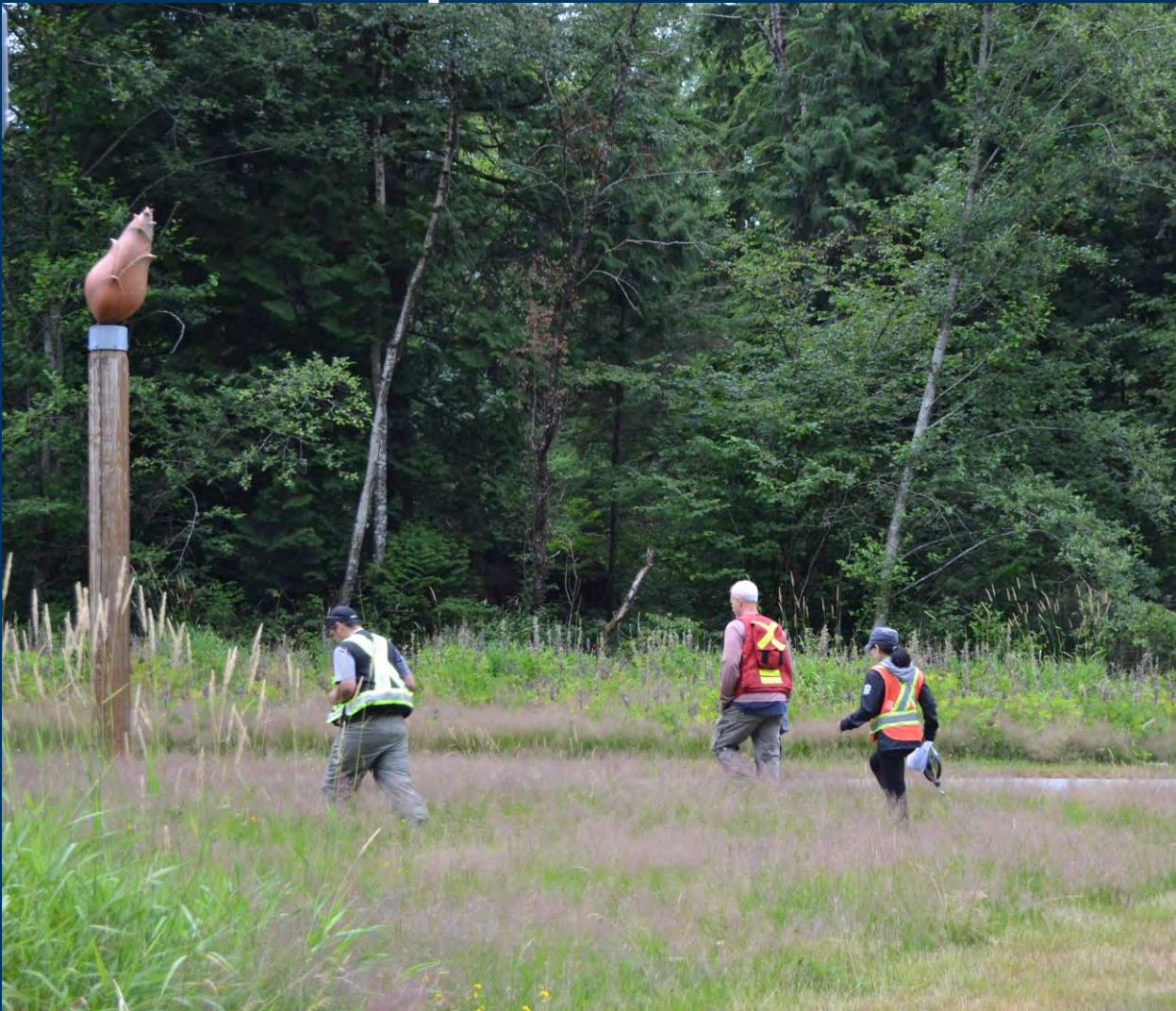


Surrey Langley SkyTrain Project

Environmental Screening Review Summary

Stage 1 – King George SkyTrain Station to 166 St in
Fleetwood

September 2020



Environmental Screening Review Summary

TransLink is in the process of conducting a robust Environmental Screening Review (ESR) for Stage 1 (King George SkyTrain Station to 166 St in Fleetwood) of the Surrey Langley SkyTrain (SLS) project to study the potential effects of the project's construction and operation, and to determine and implement mitigation measures, as required. The ESR has been informed by baseline assessments of the project corridor, relevant environmental regulations and policies, reviews of similar transportation projects, and feedback from First Nations, stakeholders, and members of the public. This ESR Summary provides an overview of the ESR-related feedback received to date, an update since the second round of public engagement in Oct 2019, the key findings of the ESR report sections (based on the ESR Screening Elements), and the next steps to complete the ESR.

What We Heard

Since 2019, TransLink has undertaken extensive First Nations, stakeholder, and public engagement to seek feedback on the ESR. People are interested in understanding how SkyTrain may affect environmental and human receptors, and how TransLink will avoid or mitigate potential effects. Interests covered a wide range of environmental topics, including: the protection of trees, wildlife and fish habitat; noise; and minimizing effects on Green Timbers Urban Forest. An overwhelming majority of people indicated that the ESR process is sufficiently comprehensive. Feedback on the process helped to strengthen it, as appropriate.

What We Did

We have finalized the ESR Terms of Reference (TOR), which takes into account feedback from our various engagement sessions. In general, people indicated their support of the ESR process as sufficiently thorough, but a key update was the addition of 'Visual' as a Screening Element to address potential visual effects of an extended SkyTrain line. A Final Terms of Reference is available in the Document Library at surreylangleyskytrain.ca.

TransLink has advanced assessment work on each Screening Element by first establishing baseline conditions, identifying potential project-related effects, and proposing mitigation measures. The environmental baseline studies were completed in 2019/2020. The reporting stage is in progress and is expected to be complete in late 2020. Engagement with First Nations and stakeholders on the preliminary assessment results is underway, and a final report will be available for public viewing in due course.

The following is a summary of key findings to date for each Screening Element:

Air Quality and Greenhouse Gases

- Emissions of criteria air contaminants (CAC) and greenhouse gases (GHG) during project construction are expected to be temporary and reversible shortly after operations have started; and
- The reduction in CAC and GHG emissions once the SLS is operational can be attributed primarily to the electrically powered SkyTrain displacing vehicle traffic and buses powered by internal combustion engines.

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Noise and Vibration

- Modelling has been used to predict potential noise and vibration levels during project construction and operation;
- Recommended noise mitigation measures for project construction and operation include setting noise level thresholds for monitoring, use of hardened steel rail throughout the project, and use of noise barriers, where required; and
- Depending on construction methods, some temporary impacts may occur during construction. No perceptible vibration is anticipated during SkyTrain operations.

Contaminated Sites

- The project is situated on an existing urban roadway fronting historical commercial operations that have resulted in Areas of Potential Environmental Concern (APECs). Required lands for the project that have APECs will be managed to address potential effects to receptors, including appropriate soil and groundwater management measures. Contaminated materials encountered within construction zones will be handled and disposed of in accordance with legislation and project requirements.

Fisheries and Aquatics

- Project construction is likely to include limited instream works in areas of road widening; and
- Effects on fish habitat will include mitigations, such as use of timing windows and setbacks, and the creation of like-for-like instream fish habitat and riparian planting/restoration. The project will also look for ways to improve fish access.

Vegetation and Wildlife Resources

- Vegetation loss, including a limited number of trees, will be limited to the Fraser Highway existing road right-of-way and where additional property is required. The project will replace removed trees, consistent with the City of Surrey's tree protection bylaw for numbers and minimum size;
- Invasive vegetation will be properly managed during construction; and
- Risk to wildlife are most likely during construction clearing and grubbing activities. Mitigation measures will include avoiding or minimizing vegetation clearing, where possible, and working outside of bird nesting windows.

Archaeology and Heritage

- An archaeological overview assessment (AOA) was completed to identify and manage potential risks to archaeological resources;
- An archaeological impact assessment (AIA) is now underway with participation from First Nations; and
- Mitigation measures during construction will align with AIA recommendations and will include the implementation of a chance find protocol.

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Land Use

- Expected land use interactions include permanent and temporary property requirements and temporary construction impacts.
- A Supportive Policies Agreement with the City of Surrey will help to guide the integration of the Surrey Langley SkyTrain into neighbouring communities and assist with planning for changes in land use along the Fraser Highway corridor.

Transportation and Access

- Important planning considerations for TransLink are maintaining mobility and accommodating transportation demand during construction. Temporary transportation effects are anticipated during structural foundation and utility construction, but otherwise it is expected that guideway and station construction traffic-related effects will be limited; and
- Mitigation measures for transportation and access during construction include managing traffic on Fraser Highway to minimize disruption to all road users, providing public notifications on construction details, and maintaining at least one access to properties.

Visual Assessment

- The new SkyTrain extension will change local views from residential and public areas. Minimizing structures that cross over Fraser Highway; providing visual buffers, where possible; incorporating architectural finishes and landscaping at stations; and preserving views, where possible, are recommended mitigations to better integrate the new structural elements into the existing landscape.

Next Steps

The ESR Report will include guidance for environmental management during construction and operation. Once the ESR Report is complete, TransLink will draft a Construction Environmental Management Plan (CEMP) Framework document based on the ESR findings, and solicit feedback from First Nations, stakeholders and the public, prior to construction. This CEMP Framework document will identify environmental requirements, mitigation and performance objectives, and best practices to which the Project Contractor will need to adhere during construction.