

# 5 Public Engagement and Information Distribution

## 5.1 Introduction

TransLink and the City of Surrey (Surrey) are committed to involving First Nation Groups, affected stakeholders and members of the public in ongoing planning for the Surrey Newton-Guildford (SNG) Light Rail Transit (LRT) Project (the Project). This section discusses the engagement with the public and stakeholders carried out to date. Engagement with First Nation Groups is discussed in Section 4.

### **TransLink Regional Transportation Strategy Vision and Goals**

TransLink's vision is to maintain Metro Vancouver's global position as one of the best places in the world to live by meeting the region's transportation needs in a way that enhances the health of people and communities, the economy and the environment. To meet this vision, TransLink's objectives for significant transportation decisions are to:

- provide sustainable transportation choices
- support a compact urban area
- enable a sustainable economy
- foster safe, healthy and complete communities
- protect the environment.

**The City of Surrey's Transportation Strategic Plan** sets the foundation for delivering a high-quality, sustainable and integrated transportation system within Surrey. It recognizes that increasing mode choice and reducing reliance on vehicles are key components of a sustainable and balanced transportation system and that transportation is integrally connected to land use. Surrey's Vision for LRT is: "Street-oriented LRT will help transform Surrey into connected, complete and liveable communities, making the City and the Region more vibrant, accessible, competitive, and sustainable."

The Project includes a four-stage engagement program (see Figure 5-1) to allow government representatives, local and regional residents, property owners, businesses, interest groups, regulatory groups, and members of the general public the opportunity to:

- become informed about the Project scope and benefits
- provide meaningful feedback throughout Project development
- provide input to the scope of the Environmental and Socio-economic Review and feedback on the results of the review.



**Figure 5-1: Stages of Engagement for the Project**

Stages 1 and 2 of engagement are complete, and Stage 3 is partially complete. The balance of Stage 3 engagement—to seek feedback on the Environmental and Socio-economic Review (ESR) described in this report, will be completed in Spring 2018. Stage 4 will take place over the next year and into the Project procurement and construction phases. Figure 5-2 illustrates the LRT Alignment, stops and transit exchanges.

## 5.2 Engagement Objectives

The objectives of the engagement program for the Project are to:

- identify potentially-affected stakeholders and provide opportunities for them to be involved
- support the Project goals of transparency, accountability, and accessibility to Project information
- increase public awareness and understanding of the Project need
- use stakeholder/public input to refine the Project
- provide timely response to questions and requests for information
- support the Project’s Environmental and Socio-economic Review Process

## 5.3 Stakeholder Identification

A wide-ranging list of potentially-affected and interested stakeholders was developed, with the intent of engaging those stakeholders, providing them the opportunity to be informed about the Project and soliciting their input. The list of stakeholders has been maintained, used and updated throughout each stage of engagement. Table 5-1 below identifies key stakeholder audiences and provides a summary of their main interests, along with relevant engagement activities.

**Table 5-1: Key Stakeholder Audiences and Key Interests**

Stakeholder Audience	Key Interests	Primary Engagement Activities
Local residents and general members of the public	<ul style="list-style-type: none"> <li>Community benefits and effects</li> <li>Access to LRT</li> <li>Property access</li> <li>Transit and housing affordability</li> </ul>	<ul style="list-style-type: none"> <li>Project website and email correspondence</li> <li>Online engagement</li> <li>Public open houses</li> <li>Project updates to subscribers</li> </ul>
Business organizations and associations	<ul style="list-style-type: none"> <li>Benefits, opportunities and effects for businesses and commerce in the region</li> <li>Socio-economic effects</li> <li>Interest in property acquisition or redevelopment</li> </ul>	<ul style="list-style-type: none"> <li>Project website and email correspondence</li> <li>Online engagement</li> <li>Public open houses</li> <li>Stakeholder workshops</li> <li>Small group meetings (as required)</li> </ul>
Property and real estate developers	<ul style="list-style-type: none"> <li>Community benefits and effects</li> <li>Socio-economic effects</li> <li>Access to property</li> <li>Traffic delays and disruption during construction</li> </ul>	<ul style="list-style-type: none"> <li>Project website and email</li> <li>Online engagement</li> <li>Public open houses</li> <li>Stakeholder workshops</li> </ul>
Community organizations and associations	<ul style="list-style-type: none"> <li>Project status and ongoing technical developments</li> <li>Socio-economic effects</li> <li>Community safety</li> <li>Improved access</li> <li>Affordability</li> </ul>	<ul style="list-style-type: none"> <li>Project website and email</li> <li>Online engagement</li> <li>Public open houses</li> <li>Stakeholder workshops</li> <li>Small group meetings (as required)</li> </ul>
Environmental organizations	<ul style="list-style-type: none"> <li>Project status and ongoing technical developments</li> <li>Environmental effects and proposed mitigations</li> <li>Community benefits and effects</li> </ul>	<ul style="list-style-type: none"> <li>Project website and email correspondence</li> <li>Online engagement</li> <li>Public open houses</li> <li>Stakeholder workshops</li> <li>Small group meetings (as required)</li> </ul>
First responders	<ul style="list-style-type: none"> <li>Project status and ongoing technical developments</li> <li>Socio-economic effects</li> <li>Road safety</li> <li>Construction schedule and delays/disruption to emergency response routes</li> <li>Access changes</li> <li>Passenger safety and security</li> </ul>	<ul style="list-style-type: none"> <li>Project website and email</li> <li>Online engagement</li> <li>Public open houses</li> <li>Stakeholder workshops</li> <li>Small group meetings (as required)</li> <li>One-to-one meetings</li> </ul>
Municipal and provincial government agencies	<ul style="list-style-type: none"> <li>Improved transportation system</li> <li>Environmental protection</li> <li>Economic development</li> <li>Improved quality of life</li> </ul>	<ul style="list-style-type: none"> <li>Public open houses</li> <li>Stakeholder workshops</li> <li>Small group meetings (as required)</li> </ul>

Stakeholder Audience	Key Interests	Primary Engagement Activities
Public school and post-secondary education institutions	<ul style="list-style-type: none"> <li>• Project status and ongoing technical developments</li> <li>• Improved access to facilities</li> <li>• Passenger safety</li> <li>• Transit affordability</li> </ul>	<ul style="list-style-type: none"> <li>• Project website and email</li> <li>• Online engagement</li> <li>• Public open houses</li> <li>• Stakeholder workshops</li> <li>• Small group meetings (as required)</li> </ul>
Social service agencies	<ul style="list-style-type: none"> <li>• Community benefits</li> <li>• Transit affordability</li> <li>• Convenience for travellers with mobility challenges</li> <li>• Passenger safety</li> </ul>	<ul style="list-style-type: none"> <li>• Project website and email</li> <li>• Online engagement</li> <li>• Public open houses</li> <li>• Stakeholder workshops</li> <li>• Small group meetings (as required)</li> </ul>
Transportation-related organizations	<ul style="list-style-type: none"> <li>• Project status and ongoing technical developments</li> <li>• Road safety</li> <li>• Passenger safety and security</li> <li>• Construction schedule and delays/disruption to routes and access during construction</li> <li>• Access and route changes during operation</li> </ul>	<ul style="list-style-type: none"> <li>• Project website and email</li> <li>• Online engagement</li> <li>• Public open houses</li> <li>• Stakeholder workshops</li> <li>• Small group meetings (as required)</li> </ul>



Figure 5-2: Project Alignment, Stops and Connections to the Broader Transit Network

## 5.4 Engagement Approach

With key Project components, including the preferred route and technology determined in 2014, Project-specific design work began in 2015. The supporting engagement program is designed to better understand the interests, concerns and priorities of stakeholders and the public, and to consider these in refining Project design with a view to maximizing Project benefits. In addition to creating a better project, demonstrating consideration of stakeholder and public engagement is an important component of securing provincial and federal funding. The engagement approach is based on best practices, including:

- providing a variety of online and in-person opportunities to engage and encourage stakeholders to participate, and to achieve timely and meaningful input from a broad range of groups
- communicating to stakeholders and the public how input will be considered
- seeking input only where input can influence decisions
- asking for, documenting and considering input and feedback
- providing engagement summary reports to stakeholders and the public to demonstrate transparency and accountability.

## 5.5 Engagement to Date

### 5.5.1 Stage 1: Re-engagement

Stage 1: Re-engagement (December 2016 to February 2017) was designed to re-introduce the Project to the public, given that previous engagement was in 2012, and to gauge awareness and support for the Project as proposed. This stage also helped identify stakeholder and public interests for further consideration. Stage 1 included two stakeholder workshops, a pop-up information display at the Surrey City Hall, three drop-in style open houses, an online feedback form, and a statistically-valid public opinion poll.

Stakeholder workshops included a Project presentation and facilitated round-table discussion between participants and members of the Project Team.

At each open house, display boards were positioned around the room detailing the Project scope and Surrey's Vision for LRT. Attendees were given a feedback form to provide their input. Project staff was present throughout the event to engage with participants and answer questions. A video showcasing LRT examples from around the world was displayed on a monitor.

Stage 1 identified a high degree of interest in the Project and a desire for ongoing information and participation in future engagement opportunities. Table 5-2 provides a summary of Stage 1 engagement activities and participating stakeholders.

**Table 5-2: Summary of Stage 1 Engagement Activities**

Date	Stakeholder Participant	Stakeholder Audience	Engagement Stage and Activity
Nov. 25, 2016	Project Stakeholders (100 email notifications)	All stakeholder audiences	Invitation and follow-up email regarding Stakeholder Workshops
	Surrey Board of Trade Downtown Surrey Business Improvement Association (BIA) Newton BIA Fleetwood BIA Urban Development Institute Greater Vancouver Home Builders Association	Business organizations and associations	
Dec. 7, 2016	Fraser Valley Real Estate Board Representatives of the development community in Surrey, including: <ul style="list-style-type: none"> <li>• Bosa Properties</li> <li>• Bing Thom Architects</li> <li>• The Berezan Group</li> <li>• WestStone Group</li> <li>• SCDC Developers</li> </ul>	Property and real estate developers	Workshop #1 Presentation and Round-table discussion of: <ul style="list-style-type: none"> <li>• Project Scope</li> <li>• Surrey Vision</li> <li>• LRT Operations</li> <li>• LRT Stop Features</li> </ul>
	Whalley Community Advisory Association Fleetwood Community Association Surrey Seniors Planning Table	Community organizations and associations	
	Surrey Fire Service Surrey RCMP Traffic Services	First responders	
	Simon Fraser Student Society	Public school and post-secondary education institutions	
	Barrier Free BC Access for Sight-Impaired Consumers Disability Alliance BC	Social service agencies	
	ICBC HUB Cycling – Surrey/White Rock Better Environmentally Sound Transportation	Transportation-related organizations	

Date	Stakeholder Participant	Stakeholder Audience	Engagement Stage and Activity
Dec. 7, 2016	Kwantlen Student Association Simon Fraser University	Public school and post-secondary education institutions	Workshop #2 Presentation and Round-table discussion of: <ul style="list-style-type: none"> <li>• Project Scope</li> <li>• Surrey Vision</li> <li>• LRT Operations</li> <li>• LRT Stop Features</li> </ul>
	Surrey Leadership Youth Council	Community organizations and associations	
Jan. 10, 2017	Kwantlen Polytechnic University (Approximately 100 one-on-one interactions)	Public school and post- secondary education institutions	Pop-up information display
Jan. 23 – Feb. 13, 2017	Project Stakeholder Database (130 stakeholders)	All stakeholder audiences	Notification and follow-up email regarding online engagement period
Jan. 23 – Feb. 13, 2017	Stakeholders and members of the public	All stakeholder audiences	Online feedback form (3,176 completed forms received)
Jan. 24, 2017	Guildford area residents and general members of the public	All stakeholder audiences, including media	Open House #1 Display boards and Project Team shared key information on: <ul style="list-style-type: none"> <li>• Project Scope</li> <li>• Surrey Vision</li> <li>• LRT Operations</li> <li>• LRT Stop Features</li> </ul>
Jan. 25, 2017	Surrey Central residents and general members of the public	All stakeholder audiences, including media	Open House #2 Display boards and Project Team shared key information on: <ul style="list-style-type: none"> <li>• Project Scope</li> <li>• Surrey Vision</li> <li>• LRT Operations</li> <li>• LRT Stop Features</li> </ul>
Jan. 26, 2017	Newton area residents and general members of the public	All stakeholder audiences	Open House #3 Display boards and Project Team shared key information on: <ul style="list-style-type: none"> <li>• Project Scope</li> <li>• Surrey Vision</li> <li>• LRT Operations</li> <li>• LRT Stop Features</li> </ul>
March 6 – 8, 2017	Surrey residents and adjacent residents	All stakeholder audiences	Public Opinion Poll (905 online poll responses received)

### 5.5.2 Stage 2: Design Consultation

Stage 2: Design Consultation (June 13 to July 7, 2017) provided stakeholders and the public with an overview of the updated Project status; opportunities to provide input on important aspects of the Project design (LRT operations, stop designs and features, road and transit integration); and initial information on the environmental review process. Stage 2 included two stakeholder workshops, three drop-in style open houses, an online feedback form, a TransLink Listens poll, and a variety of local community events.

Stakeholder workshops included a Project presentation and facilitated discussion with participants.

At each open house, attendees were provided a discussion guide that included the Project Overview and engagement topics and a feedback form to provide their input. Display boards were positioned around the room and maps of the Project Alignment were on tables in the centre. Project staff was present throughout the event to engage with participants and answer questions. Videos showcasing the Surrey Vision for LRT and an LRT operations video were shown on large monitors.

Table 5-3 provides an overview of Stage 2 engagement activities.

**Table 5-3: Summary of Stage 2 Engagement Activities**

Date	Stakeholder Participant	Stakeholder Audience	Engagement Stage and Activity
May 30, 2017	Project Stakeholders (162 email notifications)	All stakeholder audiences	Invitation and follow-up email regarding Stakeholder Workshops
June 13 – July 7, 2017	Project Stakeholders (215 email notifications)	All stakeholder audiences	Notification and follow-up email regarding online engagement period
June 13, 2017	Surrey Board of Trade Fraser Valley Heritage Railway Greater Vancouver Home Builders Association Urban Development Institute Hamilton Duncan Armstrong & Stewart Law Corporation Ivanhoe Cambridge	Business organizations and associations	Workshop #1 Presentation and open discussion of: <ul style="list-style-type: none"> <li>• LRT operations and network connections</li> <li>• LRT design and features</li> <li>• Roadway and transit integration</li> <li>• Environmental Review Inputs</li> <li>• Construction traffic management</li> </ul>
	PCI Development Corp. Bing Thom Architects	Property and real estate development	
	RCMP Surrey Traffic Services RCMP - Newton District #3 South Coast BC Transportation Authority Police Service TransLink Transit Police Surrey Fire Services	First responders	
	Simon Fraser University Simon Fraser Student Society	Public school and post- secondary education institutions	
	Sources BC Lookout Society Semiahmoo House Society Surrey Youth Outreach Services	Social service agencies	
	ICBC	Transportation related organizations	
	Green Timbers Heritage Society Fraser Valley Real Estate Board	Environmental organizations	

Date	Stakeholder Participant	Stakeholder Audience	Engagement Stage and Activity	
June 15, 2017	DPL Enterprises Ltd. Newton BIA	Business organizations and associations	Workshop #2 Presentation and open discussion of: <ul style="list-style-type: none"> <li>• LRT operations and network connections</li> <li>• LRT design and features</li> <li>• Roadway and transit integration</li> <li>• Environmental Review Inputs</li> <li>• Construction traffic management</li> </ul>	
	Fleetwood Community Association	Community organizations and associations		
	South Coast British Columbia Transportation Authority	First responders		
	Police Service			
	BC Emergency Health Services	Transportation related organizations		
	Rick Hansen Society			Social service agencies
	Better Environmentally Sound Transit			
Southern Railway	Environmental organizations			
HUB Cycling - Surrey/White Rock				
Surrey Environmental Partners				
June 13 – July 7, 2017	Stakeholders and members of the public	All stakeholder audiences	Online feedback form (1,137 completed forms received)	
June 13 – July 7, 2017	Surrey residents and adjacent residents (692 TransLink Listens panellists)	Local residents and transit users	TransLink Listens Online Panel	
June 17, 2017	Local residents and members of the public (approximately 350+ interactions)	Local residents and general members of the public	Surrey Doors Open Event: Pop-up information displays at City Hall Atrium, Operations Centre	
June 17, 2017	Newton area residents and general members of the public, including businesses, community associations and media	All stakeholder audiences	Open House #1 Video, display boards, discussion guide and open dialogue with Project Team on: <ul style="list-style-type: none"> <li>• LRT operations Network connections</li> <li>• LRT design/features</li> <li>• Roadway and transit integration</li> <li>• Environmental Review Inputs</li> <li>• Construction traffic management</li> </ul>	
June 22, 2017	Surrey Central area residents and general members of the public, including businesses, community associations and media	All stakeholder audiences	Open House #2 Video, display boards, discussion guide and open dialogue with Project Team on: <ul style="list-style-type: none"> <li>• LRT operations Network connections</li> <li>• LRT design/features</li> <li>• Roadway and transit integration</li> <li>• Environmental Review Inputs</li> <li>• Construction traffic management</li> </ul>	

Date	Stakeholder Participant	Stakeholder Audience	Engagement Stage and Activity
June 29, 2017	Guildford area residents and general members of the public, including businesses, community associations and media	All stakeholder audiences	Open House #3 Video, display boards, discussion guide and open dialogue with Project Team on: <ul style="list-style-type: none"> <li>• LRT operations Network connections</li> <li>• LRT design/features</li> <li>• Roadway and transit integration</li> <li>• Environmental Review Inputs</li> <li>• Construction traffic management</li> </ul>
June 26, 2017	Local residents and general members of the public (approximately 50 one-on-one interactions)	All stakeholder audiences	Pop-up information display – City Hall Atrium
June 27, 2017	Local residents and general members of the public (approximately 50 one-on-one interactions)	All stakeholder audiences	Pop-up information display – City Hall Atrium
June 28, 2017	Local residents and general members of the public (approximately 50 one-on-one interactions)	All stakeholder audiences	Pop-up information display – City Hall Atrium
July 1, 2017	Local residents and general members of the public (approximately 350+ interactions)	All stakeholder audiences	Pop-up information display – Bill Reid Millennium Amphitheatre, Canada Day 150 in Cloverdale
July 5, 2017	Local residents and general members of the public (approximately 50 one-on-one interactions)	All stakeholder audiences	Pop-up information display – City Hall Atrium
July 6, 2017	Local residents and general members of the public (approximately 50 one-on-one interactions)	All stakeholder audiences	Pop-up information display – Guildford Town Centre
June 26, 2017	Local residents and general members of the public (approximately 50 one-on-one interactions)	All stakeholder audiences	Pop-up information display – Central City Mall

### 5.5.3 Stage 3: Environmental and Socio-economic Review

TransLink and Surrey are committed to delivering a Project that considers its social, ecological, and economic effects, while respecting the environment. The ESR process was developed to identify and analyze potential Project-related effects and to respond accordingly to finalize design, construction and operating requirements.

Stage 3 Engagement consists of two parts:

- **3A:** Input on the draft Terms of Reference for the ESR
- **3B:** Feedback on the ESR findings and proposed Project requirements to protect and enhance the environment.

### 5.5.4 Stage 3A: Input on the Draft Terms of Reference

Formal online public engagement for input on the draft Terms of Reference took place from October 19 to November 6, 2017. The Project Team has undertaken a variety of outreach activities with stakeholders to support ongoing Project design and input for the ESR. Outreach activities have included:

- presentations to municipal and provincial elected officials
- presentations to municipal and provincial government departments
- presentations on request to businesses and community groups
- presentation and meetings with Boards of Trade and Chambers of Commerce
- presentations to youth groups and information displays at youth volunteer fairs
- information displays at shopping and community/recreation centres
- information displays at senior mobility and accessibility events
- stakeholder workshops
- online feedback form.

Table 5-4 presents a summary of Stage 3A engagement activities.

**Table 5-4: Summary of Stage 3A Engagement Activities**

Date	Stakeholder Participant	Stakeholder Audience	Engagement Stage and Activity
Sept. 5, 2017	Kwantlen Polytechnic University (Approximately 100 one-on-one interactions)	Public school and post- secondary education institutions	Pop-up information display
Sept. 6, 2017	Surrey, Corporate Communications and Operations	Municipal and provincial government agencies	Project presentation
Sept. 11, 2017	MP John Aldag	Municipal and provincial government agencies	Project meeting
Sept. 12, 2017	MP Randeep Sarai	Municipal and provincial government agencies	Project meeting
Sept. 20, 2017	Newton RCMP District #3 and Integrated Services	Emergency responders	Project presentation
Sept. 21, 2017	Surrey, Healthier Communities Surrey Leadership Youth Council	Municipal and provincial government agencies Community organizations and associations	Pop-up information display
Sept. 23, 2017	Surrey, Healthier Communities Surrey Leadership Youth Council	Municipal and provincial government agencies Community organizations and associations	Pop-up information display
Sept. 28, 2017	Surrey Board of Trade	Business organizations and associations	Project presentation
Oct. 2, 2017	Fraser Health, Surrey Memorial Hospital	Social service agencies	Project presentation
Oct. 4, 2017	Surrey Board of Trade	Business organizations and associations	Pop-up information display
Oct. 6, 2017	MP Sukh Dhaliwal	Municipal and provincial government agencies	Project meeting
Oct. 10, 2017	Fraser Valley Real Estate Board	Property and real estate developers	Project presentation
Oct. 13, 2017	Urban Indigenous Leadership Committee	Community organizations and associations	Project presentation
Oct. 18, 2017	Surrey Fire Services	First responders	Project meeting
Oct. 21, 2017	Surrey Seniors Planning Table	Community organizations and associations	Pop-up information display
Oct. 25, 2017	Newton BIA	Business organizations and associations	Pop-up information display
Oct. 27, 2017	MLA Begg	Municipal and provincial government agencies	Project meeting
Oct. 19 – Nov. 6, 2017	Project Stakeholders	All	Notification and follow-up email regarding Stage 3A –ESR input
Oct. 27, 2017	Surrey, Healthier Communities Surrey Leadership Youth Council	Municipal and provincial government agencies Community organizations and associations	Pop-up information display
Oct. 19 – Nov. 6, 2017	Stakeholders and members of the public (507 completed feedback forms, 1,341 total comments)	All audience types	Online feedback form

Date	Stakeholder Participant	Stakeholder Audience	Engagement Stage and Activity
Nov. 2, 2017	Downtown Surrey BIA BC Taxi Association Surrey Board of Trade	Business organizations and associations	Project presentation and Q&A format discussion
	Surrey <ul style="list-style-type: none"> <li>• Engineering Department</li> <li>• Parks Department</li> <li>• Social and Community Planning</li> <li>• Economic Development Office</li> <li>• Visual and Community Arts</li> </ul>	Municipal and provincial government agencies	
	TransLink Transit Police BC Emergency Health Services RCMP (Districts #1, #2 and #3)	First responders	
	Surrey School District #36	Public school and post- secondary education institutions	
	ICBC	Transportation related organizations	
	Surrey Environmental Partners	Environmental organizations	
	Nov. 2, 2017	Environmental Sustainable Advisory Committee	
Nov. 22, 2017	South Asian Business Association	Business organizations and associations	Project presentation
Nov. 30, 2017	TransLink Transit Police	Emergency responders	Project meeting
Dec. 7, 2017	Surrey School District #36	Public school and post- secondary education institutions	Project meeting and ESR input
Dec. 11, 2017	RCMP (Districts #1, #2 and #3) Surrey Fire Department BC Emergency Health Services	First responders	Project meeting and ESR input
Feb. 19, 2018	Surrey School District #36	Public school and post-secondary education institutions	Project meeting and ESR input
March. 6, 2018	Surrey Environmental Partners	Environmental organizations	Project meeting and ESR input

### 5.5.5 Stage 3B: Input on the Draft Environmental and Socio-economic Review – Draft Project Requirements

Currently underway, the objective of Stage 3B engagement is to:

- demonstrate how input received in Stage 2 and Stage 3A informed ongoing Project design
- share results of the ESR and proposed Project environmental requirements
- receive feedback on these results and proposed Project requirements.

The proposed environmental requirements were developed in consideration of anticipated Project interactions to ensure that the project is delivered in a manner that respects the environment and considers its social, ecological and economic effects, both positive and adverse.

Stage 3B engagement will take place from May 25 to June 14, 2018. Planned engagement activities include an online public comment period, three open houses and ongoing meetings with specific stakeholders. Open house dates are listed in Table 5-5; additional information about the Stage 3B engagement is available at [surreylightrail.ca](http://surreylightrail.ca).

**Table 5-5: Stage 3B Engagement Activities**

Date	Stakeholder Participant	Stakeholder Audience	Engagement Stage and Activity
May 31, 2018	Surrey Central area residents and general members of the public, including businesses, community associations and media	Local residents, businesses, general members of the public, and media	Open House #1 Video, display boards and discussion with Project Team
June 2, 2018	Guildford area residents and general members of the public, including businesses, community associations and media	Local residents, businesses, general members of the public and media	Open House #2 Video, display boards and discussion with Project Team
June 5, 2018	Newton area residents and general members of the public, including businesses, community associations and media	Local residents, businesses, general members of the public, and media	Open House #3 Video, display boards and discussion with Project Team

## 5.6 Stage 4: Planned Future Engagement

### 5.6.1 Stage 4: Ongoing Stakeholder Relations

Stage 4 engagement will continue to foster communications with involved stakeholders and interest groups. Stage 4 will focus on comprehensive community liaison and public communications during construction, a business liaison program to promote and support local businesses during construction, and a public education program to prepare transit customers for the new LRT service and prepare drivers, cyclists and pedestrians for changing road conditions.

### **5.6.2 Community Liaison/Construction Communication Program**

The Project will establish and implement a Community Liaison/Construction Communication program to manage and mitigate construction effects on local residents, transit users and travellers along the LRT corridor.

The objective of the Community Liaison/Construction Communication Program is to work with residents, advocacy groups and road and transit users to allow for ongoing education and two-way communication, and to identify ways to effectively communicate and mitigate construction effects such as noise, vibration, lane closures, and detours.

### **5.6.3 Business Liaison Program**

The Project will establish and implement a Business Liaison program to develop strong relationships with business-related stakeholders located along the Project Alignment or those with vested interests in business within Surrey. The objective of the Business Liaison program is to inform, educate, and engage businesses, business associations and commercial property owners along the LRT route regarding Project timeline and construction activities. The program is intended to help build and maintain strong relationships with businesses and gather feedback that will encourage two-way dialogue prior to and throughout construction.

### **5.6.4 Public Education**

As Project construction nears completion, TransLink and Surrey will work with ICBC and community service agencies and the LRT contractor to educate stakeholders and the public in how to safely share the transportation network with LRT. Details of the comprehensive education program will be developed as the Project progresses.

## **5.7 Changes to Public Engagement Plan Resulting from Engagement to Date**

Changes to the initial public engagement plan as result of feedback from government agencies, stakeholders and members of the public, or experience from engagement to date include:

- expanded stakeholder list, as a result of Project-related enquiries, invitations and recommendations from other stakeholder groups. The stakeholder list remains a living document; anyone interested can sign up to receive Project updates.
- attending community events and making presentations on request, subject to Project team availability. A total of approximately 30 community group presentations have been made to date.
- translating Project notifications into Punjabi and modifying key Project information materials to make them more accessible for the visually-impaired
- additional open houses and pop-up displays in areas with high pedestrian traffic, to facilitate increased Project awareness and increased participation during consultation.

## **5.8 Identified Interests and Issues During the ESR and Project Response**

Table 5-6 through Table 5-17 summarizes key interests raised by government agencies, stakeholders, and the public during Stage 3A engagement (input provided on the draft Terms of Reference for the ESR) as well as TransLink's response to these concerns and how they have been addressed in the ESR.

**Table 5-6: Project Design**

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>Project scope with regards to mobility enhancement, grade separation, and parking provisions.</li> <li>Project scope in terms of cost and opportunity cost of LRT as compared with other options/technologies.</li> </ul>	<p>The Project will integrate with and enhance multi-modal mobility. The LRT will be at-grade, which will enhance pedestrian accessibility. The alignment will be separated from general-purpose traffic lanes, except at major intersections.</p> <p>Section 1.0 (Introduction) summarises an analysis of alternatives considered leading to the selection of LRT technology for the Project. A comparison of opportunity cost of LRT versus other technologies is outside the scope of the ESR; however, a strategic options analysis was considered as part of the Project Business Case.</p>
<ul style="list-style-type: none"> <li>Project considerations for general safety, accessibility for the disabled – both during and post- construction, and safe crossings for the visually impaired</li> </ul>	<p>Safety is one of the key considerations for Project design, construction, and operation and is addressed in Section 7.2 the ESR. For operation, both stops and connecting pedestrian crossings are designed to provide safe and convenient access for people of all ages and abilities (including the visually impaired). The Terms of Reference was updated to clarify this for both the construction and operational phases.</p> <p>Modern LRT is designed to avoid collisions by being separated from traffic between major intersections and safety controls including signals at major intersections.</p>
<ul style="list-style-type: none"> <li>Project scope to review accessibility in regards to existing pedestrian and cycling networks.</li> <li>Project considerations for seamless integration of transit connections/transfers.</li> </ul>	<p>Pedestrian access, cycling networks, and transit integration are addressed in Section 7.2 of the ESR.</p> <p>The Project will integrate with the regional walking and biking infrastructure as well as planned improvements to the network. The Project will provide improved walking connections to transit and help make cycling a safer mobility choice by introducing bike lanes on King George Blvd.</p> <p>The Project will be fully integrated with TransLink's Compass Card system and will provide convenient connections to existing SkyTrain stations and local bus service.</p>
<ul style="list-style-type: none"> <li>Concerns regarding integrating LRT in roadway and education awareness/adaptation time for Surrey drivers.</li> </ul>	<p>Integration of LRT into existing roadways is described in Section 2.0 (Project Description) and addressed in Section 7.2 of the ESR.</p> <p>Prior to the Project Operations phase, a comprehensive public education and awareness program will be undertaken to educate transit riders, vehicles drivers, and pedestrians on how to safely interact with the LRT. Efforts will include partnerships with key stakeholders, such as Surrey Public Safety, ICBC, Transit Police, and the RCMP traffic division.</p> <p>LRT drivers will be trained to operate under a variety of circumstances and will adjust the operation of the LRT vehicles to respond to the conditions encountered.</p>
<ul style="list-style-type: none"> <li>Concerns regarding traffic management during construction, and adequately notifying and support businesses adjacent to the alignment.</li> </ul>	<p>The ESR will review changes in traffic and transportation as a result of Project construction and will identify general mitigation and management measures to avoid or limit potential Project-related traffic and business effects. Project requirements during construction will include traffic management and business liaison planning.</p> <p>Management plans will be prepared for the Project to manage issues such as traffic, noise, and business access delays/disruption during construction. These are identified as mitigation measures within the ESR, and summarized in Section 9.0.</p>

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>Questions around the phasing of the Project (Phase 1 Surrey-Newton-Guildford LRT Line and Phase 2: Surrey Langley Line) including Project staging and planned components for the ultimate build-out.</li> </ul>	<p>This ESR considers the effects for Surrey-Newton-Guildford LRT. Phase 2 of South of Fraser Rapid Transit, the Surrey-Langley Line, is expected to follow in approximately five years. More information about the Surrey-Langley Line is available on <a href="#">TransLink's website</a>.</p> <p>Supportive land use that complements the transportation investments will be described and monitored through a Supportive Policies Agreement between TransLink and Surrey.</p>
<ul style="list-style-type: none"> <li>Questions related to the structure of Project funding.</li> </ul>	<p>The Project will be funded through a combination of federal, provincial and TransLink funding sources. TransLink's Phase Two Investment Plan will confirm the remaining funding sources. In March, the Mayors' Council and the Province of British Columbia agreed on a plan to fund the regional share for Phase Two of the 10-Year Vision. This regional funding is another step forward to secure investment in transit and transportation in Metro Vancouver. The next step is public consultation on TransLink's Phase Two Investment Plan, which is underway.</p>

**Table 5-7: Public Engagement**

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>Question of how ESR study results will be shared and how public input will be incorporated.</li> </ul>	<p>Project communications will indicate when ESR studies will be available on the Project website. Public input has been considered in preparing the draft and final Terms of Reference, which in turn guide the content of the ESR. Study results have the potential to inform the finalized Project designs. TransLink will review draft ESR results with participating Aboriginal Groups, government agencies, and stakeholders with subject matter expertise, and will consider their feedback in developing draft Project environmental requirements for construction and operation. Members of the public will then be invited to provide feedback as part of Stage 3B engagement.</p>
<ul style="list-style-type: none"> <li>Consideration for the diversity of Surrey populations and inclusion of such populations in public engagement opportunities.</li> </ul>	<p>The Project aims to be as inclusive and accessible as possible by advertising public engagement opportunities in multiple languages and by providing a variety of opportunities for meaningful public input.</p>

**Table 5-8: Socio-economics**

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>Project scope with regards to study boundaries</li> </ul> <p>ESR scope in relation to effects on:</p> <ul style="list-style-type: none"> <li>Near and long-term community planning</li> <li>School planning</li> <li>Greenspace, trees, parks, wildlife and parkland</li> </ul>	<p>The ESR Terms of Reference outlines the spatial boundaries (Review Area) for each Review Element.</p> <p>Section 7.4 of the ESR describes how the Project considers Surrey’s Official Community Plan. The ESR considers changes in residential property and commercial business.</p> <p>Section 7.4 of the ESR considers potential effects on public schools adjacent to the Project (i.e., Hjorth Road Elementary and Queen Elizabeth Secondary).</p> <p>In Section 7.7, the ESR’s vegetation, wildlife reviews consider change in quantity, quality, or connectivity of habitat or green space, parks, trees, and wildlife habitats.</p> <p>Section 9.0 of the ESR identifies mitigation and management measures to avoid or reduce potential Project-related adverse effects.</p>
<ul style="list-style-type: none"> <li>Anticipated agricultural effects to farmland, growing local food and inclusion of bylaws that support sustainability practices</li> </ul>	<p>The Project is located in an urban environment and it will not affect any agricultural land.</p>
<ul style="list-style-type: none"> <li>Consideration for language barriers and multi-cultural diversity for Project wayfinding and transit information</li> </ul>	<p>TransLink strives to provide wayfinding signs that are as universally accessible as possible by using simple language and internationally recognized symbols. LRT signs will have a consistent look and feel to TransLink’s other wayfinding information.</p>
<ul style="list-style-type: none"> <li>Project considerations with regards to effects on housing prices, the cost of living and housing affordability, and how changes to zoning and increases in housing stock will affect neighbourhood demographics</li> <li>Project considerations with regards to transportation affordability</li> </ul>	<p>The ESR reviews housing availability and cost metrics in Section 7.3.</p> <p>Transportation affordability has been identified as one of the Project’s benefits, as the Project will enhance accessibility and mobility, and provide increased transportation choice and affordable transit service within Surrey.</p>
<ul style="list-style-type: none"> <li>Project scope with regards to measures for quality of life</li> <li>Considerations of anticipated job creation</li> </ul>	<p>The ESR reviews socio-economic elements that contribute to quality of life including housing and commercial activity, access to transportation, education and employment, public safety, health and environment.</p> <p>The ESR identifies economic benefits that will result from the Project, including direct, indirect and induced employment. Additional information on economic benefits is included in the Project Business Case Summary.</p>
<ul style="list-style-type: none"> <li>Project scope with regards to societal costs of increased congestion and consideration of traffic, vehicle congestion, and reduced travel times</li> </ul>	<p>Section 7.2 of the ESR addresses potential effects and benefits of the Project on traffic and congestion.</p> <p>The ESR also describes anticipated Project transportation benefits, including travel time-savings and increased transit ridership.</p>
<ul style="list-style-type: none"> <li>Consideration of effects on emergency responder travel times and access to emergency response services</li> </ul>	<p>Section 7.4 of the ESR addresses potential effects of the Project in access to emergency healthcare and trauma services, and response routes for EMS, fire rescue, and police.</p> <p>Where potential Project-related effects exist, mitigation and management measures to avoid or reduce these effects are identified in Section 9.0 of the ESR.</p>

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>• Considerations of effects to goods movement and trucking routes</li> </ul>	<p>Section 7.2 of the ESR considers changes in traffic and transportation, including changes in traffic volumes in the context of existing roadway designations. Mitigation and management measures to avoid or reduce Project-related adverse effects have been identified in Section 9.0 of the ESR.</p>
<ul style="list-style-type: none"> <li>• Considerations for community safety and crime</li> </ul>	<p>Section 7.4 of the ESR considers potential Project-related changes in public safety and crime rates.</p>
<ul style="list-style-type: none"> <li>• Foreseen disruption/delays to businesses during construction and Project scope, in terms of mitigation for affected residents and businesses and the amelioration process for those negatively affected</li> </ul>	<p>Section 7.3 of the ESR identifies potential disruptions to businesses during Project construction. The review identifies recommended mitigation and management measures to avoid or reduce potential Project-related adverse effects or business disruptions. TransLink will continue to engage with the public regarding interests and concerns throughout construction and operation of the Project.</p>
<ul style="list-style-type: none"> <li>• Requests for transparency of ESR study data</li> </ul>	<p>Data and information used to support the ESR is presented in the various Review Element sections, along with references to data sources; these will be available for public review through the Project website. Primary research data, such as data from noise and vibration monitoring, and baseline fisheries, vegetation, and wildlife studies, are included in ESR's Technical Data Reports.</p>
<ul style="list-style-type: none"> <li>• Requests for an updated business case to compare from the Rapid Transit Alternative Analysis, and benefit comparisons of LRT/SkyTrain/BRT</li> </ul>	<p>The Project Description in Section 2.0 of the ESR contains a summarized discussion of Project alternatives considered. This alternatives discussion was informed by a number of planning documents, including the Project Business Case.</p>
<ul style="list-style-type: none"> <li>• Project consideration of effects to vulnerable populations (homeless, substance abuse users and young people), and gentrification and displacement of low-income residents</li> </ul>	<p>Section 7.3 and Section 7.4 of the ESR addresses several factors relevant to vulnerable populations including changes in residential property and housing in terms of cost, availability, and affordability, and effects on public safety.</p>

**Table 5-9: Traffic**

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>Question of scope with regards to consideration of Project’s effect on travel times and travel accessibility, reduction of vehicles on road, and its effects on traffic during construction and operation</li> </ul>	<p>Section 3.0 of the ESR describes anticipated transportation-related Project benefits, including improved accessibility, improved regional connectivity, and travel time-savings. Section 7.2 addresses potential effects of Project construction and operation on traffic and transportation, including travel times, ridership, and changes in vehicle volume.</p>
<ul style="list-style-type: none"> <li>Consideration of Project scope to include improved bus service in other areas of Surrey (weekend and evenings)</li> </ul>	<p>The ESR scope includes community connectivity to the LRT. TransLink is considering upgrades to bus services for other parts of Surrey under a bus integration and service plan assessment process.</p>
<ul style="list-style-type: none"> <li>Consideration of Project scope to include plans for future connections and ability to expand beyond the current proposed alignment</li> </ul>	<p>Additional rail cars can be added in response to increased ridership. The Surrey-Langley Line, which will run from Surrey Central to Langley, is expected to follow SNG LRT within approximately five years. Future extensions south along the King George Boulevard corridor could be incorporated, as ridership demand and funding allow. Assessment of the Surrey-Langley Line is outside the scope of the ESR for the Project.</p>
<ul style="list-style-type: none"> <li>Anticipated traffic effects related to removal of tolls on Port Mann Bridge and</li> </ul>	<p>Section 7.2 of the ESR addresses potential changes in traffic volumes and congestion relative to existing conditions. The review is based on traffic modelling that incorporates no tolling on the Port Mann Bridge.</p>

**Table 5-10: Archaeological and Heritage Resources**

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>• Anticipated archaeological or heritage sites located within the Project alignment</li> <li>• Frequency of discovered archaeological sites once construction has already begun</li> <li>• Support for protocols and agreements to respect unexpected discoveries during archaeological assessment</li> <li>• Support for information sharing with the public in the event of an archaeological discovery</li> </ul>	<p>The ESR includes an Archaeological Overview Assessment (AOA) for the Project conducted in accordance with provincial guidelines and was consistent with the First Nation permits issued to the Project. The AOA incorporates participation by and input received from participating Aboriginal groups. The AOA considers potential for the Project to impact archaeological sites and resources and provides recommendations for further work if needed.</p> <p>As a precautionary measure, an archaeological chance find procedure will be in place to address unanticipated archaeological resources if encountered during Project construction.</p> <p>Mitigation measures for Project-related potential effects on archaeological or heritage resources will be established on a site-specific basis in discussion with appropriate parties.</p> <p>The provincial Archaeology Branch is responsible for determining what archaeological information can be disseminated to the public. Any information released to the public related to an archaeological discovery would comply with Archaeology Branch regulations.</p>
<ul style="list-style-type: none"> <li>• Consideration of Project scope to include Hawthorne Park/Hjorth Road Elementary as heritage sites</li> </ul>	<p>The Review Area for heritage resources is a 100 m buffer centred on the Project Alignment. The review considers whether the Project could cause alterations to heritage resources within the Review Area. Neither Hawthorne Park nor Hjorth Road Elementary are designated heritage sites by Surrey.</p>
<ul style="list-style-type: none"> <li>• Scope of ESR to consider wetlands, agricultural land reserves (ALR), and species at-risk</li> </ul>	<p>In Section 7.7 the ESR addresses potential adverse effects of the Project on vegetation and wildlife resources, including potential effects on wetlands and watercourses and species at risk in the Review Area. There are no lands designated as ALR within the Review Area.</p>

**Table 5-11: Fisheries and Aquatics**

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>Request for more details of fisheries and aquatics monitoring process and release of study results</li> <li>Requests for more information on how habitats will be monitored during construction activities</li> </ul>	<p>Section 7.6 of the ESR addresses potential effect on fisheries and aquatic resources during construction and operation of the Project and outlines environmental monitoring to be conducted during Project construction. The Project will comply with relevant permits and required approvals, as well as follow performance objectives for maintenance of habitats and surface water quality.</p>
<ul style="list-style-type: none"> <li>Support for study to include mitigation measures to protect fish habitats and maintain fresh watercourses</li> </ul>	<p>During construction, best practices will be applied to mitigate or avoid adverse effect on fish and fish habitat including environmental monitoring, erosion and sediment control, protection of riparian habitat and use of least-risk timing windows.</p>
<ul style="list-style-type: none"> <li>Consideration for mitigation measures to use natural materials and avoid contamination caused by construction activities</li> </ul>	<p>Mitigation measures have been proposed to avoid or reduce the likelihood of contamination caused by construction activities, including measures to prevent and control spills. These measures are summarized in Section 8.0.</p>
<ul style="list-style-type: none"> <li>Consideration for mitigation measures to take climate change into account</li> </ul>	<p>Mitigation measures for greenhouse gas emissions are addressed in Section 7.10. Potential effects of extreme weather on the Project, which could result from climate change, are addressed in Section 8.8.</p>
<ul style="list-style-type: none"> <li>Anticipation of reduction of oil-fuel quantities from rivers and streams from reduced vehicles on roadways</li> </ul>	<p>Mitigation measures identified in Section 7.4 include measures to prevent the introduction of deleterious substances into watercourses. Project environmental benefits include those associated with Air Quality and GHG emissions resulting from increased transit usage, and usage of electric-powered transit vehicles.</p>
<ul style="list-style-type: none"> <li>Question regarding scope of study to include streams located in Hawthorne Park and Bonaccord Park</li> </ul>	<p>The ESR Review Area for fisheries and aquatic resources uses a boundary of 300 m downstream of in-stream works that includes a portion of Bon Accord Creek.</p>

**Table 5-12: Vegetation and Wildlife**

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>• Anticipated mitigation measures to preserve habitat for urban wildlife – including wildlife relocation, and negative impact of construction on any at-risk species</li> <li>• Questions related to habitats and mortality rates of wildlife near Bear Creek roadway</li> </ul>	<p>Section 7.7 of the ESR considers potential changes in extent of habitat for wildlife and species at risk. The review also considers wildlife habitat connectivity at Bear Creek and potential changes to injury or mortality risk during Project construction and operation.</p>
<ul style="list-style-type: none"> <li>• Support for Project to provide new and/or increased tree planting and nearby greenspace protections to mitigate habitat loss</li> <li>• Question relating to net benefit of greenspace preserved by building LRT and not expanding roadways</li> </ul>	<p>Section 7.7 of the ESR reviews potential changes in the quantity, quality, or connectivity of green space in the context of the Surrey's Green Infrastructure Network and <i>Tree Protection Bylaw (2006 No. 16100)</i>. The Project design and requirements for construction will integrate measures to avoid or reduce loss of green space, including trees.</p>
<ul style="list-style-type: none"> <li>• Question whether ESR study parameters include effects caused by Hawthorne Park tree removal (105 Avenue Connector Project)</li> </ul>	<p>A portion of Hawthorne Park is located within the Project Review Area and potential effects from LRT construction and operation, including tree removal, are considered in the ESR. The ESR includes identification of appropriate mitigation and management measures to avoid or reduce potential effects.</p>

**Table 5-13: Noise and Vibration**

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>• Requests for information about the anticipated levels of noise during operation and construction</li> <li>• Correlation of increased noise levels and human health effects</li> <li>• Consideration for noise sensitive locations along the alignment (hospitals/schools/spas)</li> <li>• Consideration of noise effects on animal populations</li> </ul>	<p>Section 7.8 (Noise) and Section 7.9 (Vibration) of the ESR, and associated technical data reports, address potential noise and vibration effects of the Project on sensitive receptors (e.g., residences, schools and medical facilities).</p> <p>Prior to construction, a Noise and Vibration Management Plan will identify activities with the potential to result in elevated noise levels, recommend noise specific mitigation measures and best management practices.</p> <p>The ESR considers potential effects on wildlife from sensory disturbance in Section 7.7.</p>
<ul style="list-style-type: none"> <li>• Consideration for mitigation measures during construction</li> <li>• Suggestion for ESR scope to include noise monitoring evaluation in operations</li> <li>• Consideration for reducing the amount of tight radius curves to minimize noise from LRT turning corners and increasing mitigation measures where corners occur</li> </ul>	<p>The ESR reviews potential noise effects of construction and operation of the Project and provides recommended design and operational mitigation measures.</p>
<ul style="list-style-type: none"> <li>• Question regarding ESR scope and whether it will include effects related to removal of trees from Hawthorne Park (105 Avenue Connector Project).</li> </ul>	<p>The ESR report considers changes as a result of the LRT project. Changes to Hawthorne Park are related to a separate, previously-planned project managed by Surrey, the 105 Ave. Connector Project, and are outside of the scope of the ESR.</p>
<ul style="list-style-type: none"> <li>• Consideration for mitigations for home owners or condos located along the alignment</li> <li>• Consideration for compensation to home owners located along the alignment that experience noise or vibration</li> </ul>	<p>The ESR addresses potential effects of construction and operation of the Project including changes in noise and vibration levels and effect on sensitive receptors, including residences located along the alignment.</p> <p>Prior to construction, a Noise and Vibration Management Plan will identify activities with the potential to result in elevated noise or vibration levels, recommend specific noise and vibration mitigation measures and best management practices.</p>
<ul style="list-style-type: none"> <li>• Question of scope to include comparison of noise levels of LRT to other technologies</li> </ul>	<p>A comparison of noise emissions from SkyTrain with LRT noise emissions is outside the scope of the ESR review because SkyTrain was not considered a feasible alternative for this Project (please refer to the <b>Project Business Case</b>).</p>
<ul style="list-style-type: none"> <li>• Requests for more information on noise levels inside LRT vehicles and the process to ensure compliant specifications</li> </ul>	<p>Section 7.8 of the ESR addresses potential noise effects of the proposed Project and whether mitigation and management measures may be warranted to avoid or reduce Project-related effects.</p>

**Table 5-14: Air Quality and GHGs**

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>• Scope of LRT air quality review compared to BRT, electric BRT, and SkyTrain</li> <li>• Project considerations for technology options that most improve air quality and diminish GHGs</li> </ul>	<p>A comparison of LRT with other transit technologies in regard to air quality emissions is outside of the scope of the ESR.</p> <p>The Project will replace diesel-powered buses with an electric-powered LRT system, which will reduce diesel-related air contaminants.</p>
<ul style="list-style-type: none"> <li>• Estimated decrease in cars on the road and anticipated reduction in GHGs</li> </ul>	<p>In Section 3.0 the ESR describes the transportation and environmental benefits that will result from the Project, including increased transit ridership and greenhouse gas reduction.</p>
<ul style="list-style-type: none"> <li>• Scope of air quality review to include effects related to increased traffic after toll removal on Port Mann Bridge</li> </ul>	<p>Traffic modeling for the Project reference design development and air quality review assumes no tolls on the Port Mann Bridge.</p>
<ul style="list-style-type: none"> <li>• Scope of air quality review to include effects related to removal of trees from Hawthorne Park</li> </ul>	<p>The ESR report considers changes as a result of the LRT project. Changes to Hawthorne Park are related to a separate, previously-planned project managed by Surrey, the 105 Ave. Connector Project, and are outside of the scope of the ESR.</p>
<ul style="list-style-type: none"> <li>• Consideration for carbon emission costs in the cost-benefit analysis of Project.</li> </ul>	<p>A cost-benefit analysis of the Project is available in the Project Business Case. Reductions in greenhouse gases, including carbon emissions, are considered in the ESR.</p>

**Table 5-15: Contaminated Sites**

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>• Questions of anticipated contaminated site locations</li> <li>• Requests for a detailed process of identifying contaminated sites or soil and a process for removal</li> <li>• Request for information on legal responsibility for property owners with contaminated sites and on the notification process</li> <li>• Anticipated costs in the event of a contaminated site.</li> </ul>	<p>Section 7.11 of the ESR considers the potential for contaminated soil to be encountered during construction using available data.</p> <p>TransLink will construct and operate the Project in accordance with best practices. The Project will manage contamination encountered within the Project alignment in accordance with the BC Contaminated Sites Regulation.</p> <p>Owners of sites adjacent to the alignment will remain responsible for any future remediation of their sites. The costs of removal and disposal of contaminated materials is outside the scope of the ESR.</p>
<ul style="list-style-type: none"> <li>• Construction waste management and maintenance of construction sites</li> <li>• Mitigations for illegal dumping near the LRT alignment</li> </ul>	<p>A construction waste management plan, a recommended component of the Project’s construction environmental management plan, is discussed in Section 9.5.</p> <p>TransLink’s region-wide waste management procedures to address illegal dumping will be implemented during operation. LRT stops will include waste receptacles for use by transit customers that will be routinely maintained.</p>
<ul style="list-style-type: none"> <li>• Consideration for sites to attract vandalism or graffiti</li> </ul>	<p>Graffiti and vandalism management will be considered in Project design and is standard practice in TransLink region-wide system operations and maintenance.</p>

**Table 5-16: Electric and Magnetic Fields (EMF)**

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>• Request for more information on safe levels of EMFs and long-term implications on human health</li> <li>• Request for release of EMF study results</li> </ul>	<p>Section 7.12 of the ESR characterizes types of EMFs (e.g., frequency, field intensity) produced by the Project relative to indicators for health and safety.</p>
<ul style="list-style-type: none"> <li>• Consideration for EMF mitigation measures</li> </ul>	<p>Section 7.12 of the ESR includes recommended mitigation and management measures to reduce EMFs.</p>
<ul style="list-style-type: none"> <li>• Considerations for EMF interfering with nearby technology (e.g., aircraft, power lines, cell phones, mobile aids)</li> </ul>	<p>Section 7.12 of the ESR considers types of electromagnetic interference from the EMF frequencies generated by the Project.</p>
<ul style="list-style-type: none"> <li>• Consideration for locating LRT power lines underground to limit effects of EMF</li> </ul>	<p>The traction power system for the Project’s LRT vehicles requires the use of overhead catenary lines. As addressed in Section 7.12, EMF generated by the Project will not pose human health risks.</p>

**Table 5-17: Accidents and Malfunctions**

Key Interest	Project Response & Action
<ul style="list-style-type: none"> <li>• Question of scope to assess risk for earthquakes, floods, and natural disasters</li> </ul>	<p>The ESR addresses natural disaster scenarios that have been considered for Project design. Seismic and severe weather events (e.g., heavy rain, snow, and wind) are considered, as described in Section 8.0 of the ESR. The Project right-of-way is approximately 50 to 90 metres above sea level, and it is not considered to be vulnerable to flooding caused by climate change.</p>
<ul style="list-style-type: none"> <li>• Question on models employed to estimate climate change</li> <li>• Consideration of monitoring solar weather</li> </ul>	<p>Section 8.0 of the ESR addresses extreme weather incidents, which may be induced by climate change, and how they could affect the Project. Solar weather and estimative climate modelling were not undertaken in the ESR.</p>
<ul style="list-style-type: none"> <li>• Request for scope of studies to include seismic models to estimate sinkholes</li> </ul>	<p>Geotechnical investigations will be completed as part of the engineering design for the Project.</p>