

March 28, 2007

File: 44250-20/9905A

Mayor Lois E. Jackson  
Corporation of Delta  
4500 Clarence Taylor Crescent  
Delta, B.C. V4K 3E2

Dear Mayor Jackson:

**Re: MoT Response to Comments on South Fraser Perimeter Road (SFPR)  
Environmental Assessment Application**

I am writing in follow-up to the Ministry of Transportation's (MoT) letter of January 26, 2007, which provided an initial response to questions and comments, raised by the Corporation of Delta's letter of December 12, 2006, on the Application (Application) for an Environmental Assessment Certificate for the South Fraser Perimeter Road (SFPR) project.

MoT appreciates the commitment of the Corporation of Delta (CoD) to the timely review of this important project as well as guidance and advice that has been provided to-date during the pre-application phase of the review.

Based on discussions among agencies supporting the review of the Application, the Environmental Assessment Office (EAO) has identified issues, raised in written responses from reviewing agencies, that are considered to be Certificate or Screening level issues. All other issues are addressed in the attached table. The body of this letter summarizes MoT's formal response to those Certificate and Screening issues raised by the CoD as follows:

**CoD Comment:** Request that Gateway provide the road dedication required for River Way and contribute to the funding of the road through the Tilbury and Sunbury Industrial areas as appropriate compensation towards economic impacts on Delta from loss of industrial land.

**MoT Response:** MoT will be purchasing industrial land severances where necessary and endeavour to add value to these properties prior to their disposal. MoT is committed to working with Delta to identify cost sharing opportunities to develop the local road network in the areas identified.

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**CoD Comment:** Provide for a separated cycling facility, a direct connection from Hwy 99 to the Boundary Bay Airport and Vancouver Landfill, and the connection of River Road with existing local roads in North Delta without facilitating direct connections to SFPR. This connection of River road at the west ends would be for transit, pedestrians, cyclists, transit and emergency vehicles only.

**MoT Response:** Cycling will be provided along the paved shoulders of SFPR. In addition, connections to local cycling networks have been identified. Where appropriate there may be opportunities to facilitate a separated cycling corridor. MOT will work with Delta staff to identify these opportunities.

In terms of road connections, MoT will work with the CoD to facilitate solutions to these connections.

**CoD Comment:** SFPR has potential for serious impacts on Burns Bog but also provides opportunities to explore land consolidation and remediation. Delta requests that privately held land be added to the Burns Bog Ecological Conservancy Area, that impacted land within the BBECA be restored, that isolated impacted land between SFPR and Burns Bog be remediated and that specific attention be given to mitigating drainage and groundwater impacts.

**MoT Response:** MOT has committed to work with Delta, GVRD and other government and non-government interests involved in planning, management and stewardship of Burns Bog. Current initiatives include:

- design mitigation - including measures for mitigating potential impacts to bog values adjacent to SFPR between Highway 99 and Highway 91;
- refinement to the SFPR alignment in the vicinity of Highway 99 adjacent to the CIMD and Nottingham properties; and
- working to develop compensation and monitoring programs related to Burns Bog.

**CoD Comment:** Delta requests Gateway replace all trees cut as part of the SFPR project using MoE tree replacement criteria as a minimum standard. Delta requests, as a measure of success of tree replacement program, that Gateway commit to achieving tree canopy cover of 20% of the SFPR footprint area ten years after project completion and increasing to 40% canopy cover 20 years after completion.

**MoT Response:** MoT is committed to undertake tree planting as a mitigation measure for vegetation lost during construction and to mitigate for loss of habitat, noise, air quality and visual effects. The number, species, and location of plantings will be determined during final design in consultation with stakeholders including the Corporation of Delta.

**CoD Comment:** Protect existing lagg by shifting the proposed road alignment westward to protect existing lagg on the Nottingham Property (southwest area, west of Parcel 2). Lagg is an essential part of a bog in providing transition with its surroundings, and is required between the Burns Bog ECA and the proposed SFPR. Very little lagg exists within the Burns Bog Local Government and Provincial Lands; however, some existing portions of Burns Bog lagg exist outside of these Lands. For example, the Nottingham Property ("Sherwood Forest") in the southwest area, west of Parcel 2.

**MoT Response:** MOT has refined the alignment in the vicinity of Highway 99 to address concerns regarding potential impacts to functioning lagg between the Bog and Crescent Slough. This retains a much larger area of functioning and contiguous lagg between the bog and Crescent Slough.

**CoD Comment:** Delta asks that there be no net loss to agriculture as a result of SFPR development and that indirect impacts be fully mitigated.

**MoT Response:** The MoT has submitted a draft agricultural enhancement strategy to mitigate and compensate for potential impacts to agricultural protection in Southwest Delta, and will be working with the Corporation of Delta, DFI, ALC and MAL to finalize this strategy during the Application review.

**CoD Comment:** Severance and isolation effects are underestimated. "Conservative approach" used has underestimated impacts of severing or isolating farm fields along the proposed route. Effects should be recalculated, using the most currently proposed route and the total area affected should be included in the footprint effect.

**MoT Response:** MoT has reviewed the estimated severance and isolation effects for the modified route with MAL and will provide additional information.

**CoD Comment:** Provide irrigation channel along SFPR alignment to provide fresh river water for use by Delta farmers.

**MoT Response:** Irrigation and drainage improvements are being addressed as part of the Sub-Area Drainage Plan.

**CoD Comment:** Noise and visual impacts of SFPR through Delta must be fully mitigated. Delta has brought forward a number of specific requests including ensuring that Health Canada guidelines for Environmental Noise Control are met. Delta is concerned by the information in the Application that states that the less stringent MoT noise policy could be met by the use of quiet pavement only, in most of the neighbourhoods. Gateway should be using quiet pavement in conjunction with physical noise barriers along the route.

**MoT Response:** MoT is committed to working with communities to identify appropriate and effective mitigation measures, including open graded asphalt and noise barriers. Work done by MOT indicates that application of the Health Canada guidelines, would actually result in fewer properties in the Sunbury neighbourhood being eligible for mitigation and would not provide the highest level of noise mitigation for the community.

**CoD Comment:** North Delta section of SFPR will have the greatest impact on Delta residents from the perspective of noise and visual impacts. Delta is requesting that a “snow shed” type structure be built through North Delta to address the noise and visual impacts through this area.

**MoT Response:** MoT committed to working with the Corporation of Delta and residents to address noise and visual impacts in this area through other solutions such as quiet pavement, noise barriers and tree planting. Preliminary investigation of a 2 km noise/green space cover over the upper 2 eastbound lanes beginning east of Glenrose Cannery and ending west of Knudson Road would cost in excess of \$187 million while a 1.57 km intermittent structure that would remain open through the 5 North Delta ravines would cost in excess of \$147 million. This additional cost would double the construction costs for this section of the corridor. Analysis also indicates that an intermittent structure may not be able to effectively mitigate noise in all areas.

**CoD Comment:** Tree planning noted by Delta will provide a visual buffer in the remaining agricultural and residential sections of the SFPR throughout Delta.

**MoT Response:** The Ministry is committed to working with the Corporation of Delta to use landscaping as a way to mitigate potential visual, noise, air quality and wildlife impacts. Decisions on specific landscape treatments will be made during detailed design, which will include a public consultation component to ensure residents have an opportunity to comment on proposed mitigation measures.

**CoD Comment:** EA does not consider the indirect impacts to heritage values in the community, of which there are potentially many. Delta requests that more work be done to quantify these indirect impacts and that both direct and indirect impacts be fully addressed. This is particularly important in North Delta.

**MoT Response:** SFPR will have no impact on heritage homes and the SFPR design has been refined to further mitigate access impacts to heritage properties. MoT is working with the Delta Heritage Commission and the Delta Museum and Archive on opportunities to identify specific activities that could be undertaken including developing a photo record and inventory of heritage houses adjacent to the alignment.

**CoD Comment:** Sanitary sewer force main, drainage and water utility upgrades required to address the impacts of the SFPR.

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**MoT Response:** MoT continues to work with the Corporation of Delta to ensure utilities service will be maintained or improved. This includes the development of the Sub-Area Drainage Plan for southwest Delta.

MoT looks forward to continuing to work with CoD, through the environmental assessment process currently underway as well as through future stages of project development to address issues of importance to Delta and its residents.

Sincerely,

A handwritten signature in black ink, appearing to read "Malcolm Smith". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Malcolm Smith  
Environmental Manager, SFPR  
Gateway Program

Cc: Jody Shimkus, Director, EAO  
Angela Buckingham, Director, Environmental Services, Gateway Program  
Geoff Freer, Director, SFPR, Gateway Program

Corporation of Delta: Responses to Comments other than Certificate and Screening Level Comments

| Subject:                  | Comment:   | Response:  |
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| <p><b>AGRICULTURE</b></p> | <p>Delta Council previously supported an upgraded Hwy 17 alignment that would have minimized agricultural impacts and impacts on the western edge of Burns Bog and Delta Council does not support the alignment selected through south west portion of Delta. (Corporation of Delta)</p>   | <p>The Upgraded Highway 17 Option was examined extensively by the Ministry as part of the development of the SFPR. During pre-design consultation in early 2005, 91% of respondents supported a relocated Highway 17. When asked specifically to select between the North and South Options, 90% supported the South Option and 10% supported the North Option during community consultations in spring 2006. Details regarding these alternatives and the consultation summary report are available on the Gateway Program website at <a href="http://www.gatewayprogram.bc.ca">www.gatewayprogram.bc.ca</a>. Additional design detail for some portions of SFPR, particularly those between agricultural fields and Burns Bog in southwest Delta will be completed during detailed design. This includes drainage infrastructure to address the complex issues associated with farming activities and the adjacent ecologically sensitive areas.</p> |
| <p><b>AGRICULTURE</b></p> | <p>Provide a farming access across Highway #99 connecting Ladner Trunk Road with Burns Drive to replace the "Cow Tunnel" which is being removed by the SFPR project. Also to maximize the use of this access link, provide a farm traffic only access route along the north edge of Highway #99 to connect Burns Drive between 72nd Street and 88th Street. (Corporation of Delta)</p> | <p>The MoT is working, in consultation with the Corporation of Delta, to address access issues in this area.</p>   |
| <p><b>AGRICULTURE</b></p> | <p>Provide an overpass of 28th Avenue across Highway #17. (Corporation of Delta)</p>   | <p>This is not currently in scope of work. If included it will require conceptual analysis and other funding partners, possibly the VPA.</p>   |
| <p><b>AGRICULTURE</b></p> | <p>Address the potential impacts of climate change on changes in drainage patterns as a result of SFPR development. (Corporation of Delta)</p>   | <p>MoT is developing a detailed drainage model for southwest Delta that allows the effects of SFPR to be determined compared to the baseline situation, and therefore helps to identify and prioritize drainage mitigation and enhancement opportunities. The model will be run with not only current precipitation data (e.g. the 24-hr 10-year return interval storm) but also with simulated precipitation events based on climate change projections.</p>  |

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| <p><b>AGRICULTURE</b></p> | <p>Assessment did not consider impacts to organic farming or to potentially limiting the feasibility of organic farms adjacent to the SFPR alignment. Clarify impact with respect to organic farms and potential for organic farms along alignment. (Corporation of Delta)</p> | <p>As outlined in the Agriculture Impact Assessment; a number of the farmers contacted during SFPR assessment are organic producers and/or are considering increasing organic acreage. No concerns specifically related to organic production were put forward by those interviewed. The impacts specified in the report affect conventional and organic production in similar ways. However, organic producers may be slightly more sensitive to detrimental changes in drainage and irrigation because they cannot use certain types of fungicides to control root rot and other diseases associated with poor drainage. The agriculture enhancement strategy will consider the needs of organic producers when setting priorities for drainage enhancement. The Standards of the Certified Organic Associations of BC (COABC) indicate that buffers must be established if contamination could occur from adjacent activities, including "most roadways" (Section 3.5.1). Buffers are typically 8 m wide (crops grown in the buffer can be sold as conventional crops).</p> <p>The agriculture enhancement strategy will include provisions to establish such buffers for any organic producers bordering the SFPR.</p> |
| <p><b>AGRICULTURE</b></p> | <p>Commit to monitoring effectiveness of agricultural compensation and mitigation measures and an adaptive management process to address any issues that may arise. (Corporation of Delta)</p>   | <p>MoT retained the services of professional agronomists who will continue to guide the development of mitigation and compensation measures to address SFPR-related impacts. The MOT has also provided resources to support retention of an agricultural coordinator (who is a professional agronomist with considerable Delta experience) to liaise with landowners/farmers and the MOT over mitigation and compensation associated with the project.</p>   |
| <p><b>AGRICULTURE</b></p> | <p>That Gateway look at cumulative effects of loss of farmland with respect to potential lands that could be removed from the ALR as part of the treaty settlement. (Corporation of Delta)</p>   | <p>The cumulative effects assessment for SFPR, which was guided by guidance documents provided by the Canadian Environment Assessment Agency, indicates that direct effects on socio-community or socio-economic values are not subject to cumulative effects assessments. As such, the loss of farmland, as a result of SFPR or other projects in south west Delta, is not subject to such an assessment.</p>   |
| <p><b>AGRICULTURE</b></p> | <p>A sensitivity analysis should be conducted to assess the validity of the conclusions of the impact assessment. That a sensitivity analysis be conducted. (Corporation of Delta)</p>   | <p>A technical memorandum is being prepared, in response to comments from MAL and ALC, that outlines the potential range in project related effects on agricultural land in south west Delta. Reviewing agencies, including MAL and the ALC, will assess the validity of the conclusions, with respect to the estimate area of impact, as part of their review of the project.</p>   |

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| <p><b>AGRICULTURE</b></p> | <p>Should any agricultural lands be used as staging areas during construction, they must be rehabilitated to ensure agricultural productivity is not negatively affected. That Gateway commit to rehabilitating any staging areas on agricultural land used during construction. (Corporation of Delta)</p>   | <p>This is specified in Section 5.2 of the agriculture report under "Soil Management/Reclamation. ". In addition, the MoT will avoid, to the extent possible, using agricultural lands, outside of the ROW, for staging areas.</p>   |
| <p><b>AGRICULTURE</b></p> | <p>During discussion, the following possible mitigation and compensation measures aimed at protecting agricultural land were identified:</p> <ul style="list-style-type: none"> <li>· The consolidation of parcels of agricultural land</li> <li>· The reconciliation of zoning of lands within the ALR that are zoned for uses other than agriculture</li> <li>· Contributions to existing programs such as Delta Farmland and Wildlife Trust and the Forage Compensation program</li> <li>· That the topsoil removed from expropriated farmland be available for farming within Delta (Corporation of Delta)</li> </ul> | <p>The MoT has submitted a draft agricultural enhancement strategy to compensate for potential impacts to agricultural protection in Southwest Delta, and will be working with the Corporation of Delta, DFI, ALC and MAL to finalize this strategy during the Application review.</p>   |
| <p><b>AGRICULTURE</b></p> | <p>The EA does not describe, locate or map areas of lands that are designated or used for agriculture but are not in the ALR. Include a map of the agricultural study area with ALR overlay. Also show agriculture land classes in relation to the study area. (Corporation of Delta)</p>   | <p>See maps 1 to 9 in the AgIA report (these maps show the ALR and the soil capability ratings). A map showing the municipal designation can be developed, but a review of Delta's Future Land Use Plan (updated October 2006) indicates that there are no non-ALR areas adjacent to the proposed SFPR alignment that are designated by Delta as agricultural. There are, however, ALR lands designated non-agricultural by Delta.</p> |

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| <p><b>AGRICULTURE</b></p> | <p>Is a 60 m ROW consistent with other sections of the EA that look at footprint impacts? (Corporation of Delta)</p>   | <p>The Vegetation and Wildlife impact assessment conducted for the SFPR used the proposed footprint of the SFPR (including fill and cut slopes) plus a 5 m buffer on either side (to account for a potential construction zone) as the area of impact. The width of this impacted area varies depending on the width of the road, but is largely consistent with the 60 m right-of-way analysis conducted for agricultural impacts. For example approximately 83 ha of agricultural and rural infrastructure is impacted in southwest Delta in the vegetation and wildlife assessment, which is broadly consistent with the 60 m r-o-w analysis of 90 ha of agricultural impacts (this comparison is based on the footprint 4.1b, June 2006 alignment).</p> |
| <p><b>AGRICULTURE</b></p> | <p>References to "specialized agricultural zones" (e.g., hobby farms) and makes qualitative statement about these possibly being allowed provided they are in the best use of preserving farmland. What is the reference/source for this information? the OCP actually includes a statement that land use conversions from farms to "hobby farms" as one of the negative pressures on agricultural lands. MOT should review Delta's current OCP and zoning and amend report and analysis accordingly. (Corporation of Delta)</p> | <p>The Agricultural Assessment report indicates that approximately 20 ha of land would likely convert to a lower value use, based on changes in access or field size/shape. This is not necessarily a conversion to "hobby farms" (e.g. a blueberry field may convert to vegetables) but remains as a residual effect of the SFPR.</p>  |
| <p><b>AGRICULTURE</b></p> | <p>Provide clarification about exemption versus exclusion. The losses should be considered comparable to excluded lands and appropriate compensation provided, including addition of land to the ALR commensurate to what will be lost. Clarify if any DFWT or organic operations are affected directly or indirectly. (Corporation of Delta)</p>  | <p>Highways are an allowable use in the ALR, which is why "exempted" was used rather than "excluded." However, the land is still lost from agriculture and comparison to previous exclusions where the land was converted to non-agricultural use is reasonable.</p>  |
| <p><b>AGRICULTURE</b></p> | <p>It is also noted that options for acquiring new land in proximity to existing farms may be limited. However, there is no analysis of what this really means to farms along the SFPR and no proposed mitigation. The assessment lacks an economic analysis of the impact of the</p>  | <p>The current alignment has considered the impacts on adjoining farms, and has fewer impacts than earlier alignment concepts. MOT is working closely with the remaining affected farm operations to develop farm-specific compensation (including financial compensation) and mitigation plans (including parcel consolidation). At a community level, the draft Agriculture Enhancement Strategy is intended to compensate for land losses that cannot reasonably be offset by acquiring non-ALR lands.</p>   |

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|                           | <p>SFPR on the viability of individual farm operations. MOT should provide a more qualitative assessment and concrete mitigation measures. (Corporation of Delta)</p>  |  |
| <p><b>AGRICULTURE</b></p> | <p>Some of the works required to address improvements to the drainage network will need to be undertaken by Delta. Gateway should commit to cover all costs associated with drainage improvements, including costs incurred by Delta to undertake related works. (Corp of Delta)</p> | <p>The MoT is committed to continued coordination and consultation with the Corporation of Delta and community groups through the Municipality during pre-load planning, preliminary design, final design and during construction, to ensure that project related activities are coordinated with and complementary to initiatives planned or underway on lands under the jurisdiction of the Corporation of Delta. The range of issues that will be addressed during such consultations include but are not necessarily limited to the following:</p> <ul style="list-style-type: none"> <li>· Utilities;</li> <li>· Traffic and recreational access to and across the corridor</li> <li>· Stormwater and drainage management;</li> <li>· Fisheries compensation;</li> <li>· Mitigation of construction related impacts, including noise and vibration impacts, on adjacent residential communities;</li> <li>· Traffic management during construction; and</li> <li>· Consultation processes with adjacent residential communities.</li> </ul> |
| <p><b>AGRICULTURE</b></p> | <p>There is no mention of retaining treed buffers, or other buffers, along properties that will be adjacent to the SFPR. Identify and commit to providing vegetated buffers where appropriate and where farm productivity will not be adversely affected.</p>                        | <p>Planting of treed buffers will be a MoT commitment. In terms of where planting will be done, planning for the planting of trees to address wildlife, visual/aesthetic, noise etc. will be addressed during detailed design. Members of the farm community indicated that the additional loss of land for a vegetated buffer would affect their operations. Nevertheless, farmers (including organic farmers) will be given the option of having vegetated buffers installed and MOT will pay for it.</p>  |
| <p><b>AGRICULTURE</b></p> | <p>MOT should commit to implementing all of the measures identified by Delta and the Delta Farmers' Institute to mitigate impacts to farm transportation</p>   | <p>The MoT has submitted a draft agricultural enhancement strategy to compensate for potential impacts to agricultural protection in Southwest Delta, and will be working with the Corporation of Delta, DFI, ALC and MAL to finalize this document during the Application review.</p>   |

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| <p><b>AGRICULTURE</b></p> | <p>The section on "Coordination of Agricultural and Habitat Mitigations" includes no commitments other than consideration of impacts during detailed design phases. Under "Economic Considerations and Land Use Planning" the proposed mitigation is to support Delta in re-affirming their commitment to the preservation of agricultural lands. What does this mean? How would this be done? Overall, there is no discussion on commitments and responsibilities. Some of the proposed mitigation may result in costs to the Municipality.</p> | <p>The development of site specific mitigation plans will be undertaken as part of obtaining permits and approvals (including approvals required from the ALC process). This is typically done after the EAC has been granted, as part of project permitting. The ALC is the lead agency in this process and typically involve farmers and local governments.</p>  |
| <p><b>AGRICULTURE</b></p> | <p>MOT should provide compensation in the form of adding lands to the ALR commensurate with direct losses from footprint impacts or severance/isolation (noting that the analysis of severance / isolation parcels needs to be revised - see comments above).</p>  | <p>This is not feasible in terms of availability of land and cost. The development of site specific mitigation plans will be undertaken as part of obtaining permits and approvals (including approvals required from the ALC process). This is typically done after the EAC has been granted, as part of project permitting. The ALC is the lead agency in this process and typically involve farmers and local governments.)</p> |
| <p><b>AGRICULTURE</b></p> | <p>MOT should specify the funding it is prepared to put into an Agricultural Enhancement Strategy Fund, or to organizations such as the Delta Farmland and Wildlife Trust. The amount should be a reflection of the full impacts for farmland, particularly impacts that cannot be mitigated.</p>  | <p>The MoT is working on both of these at the moment and will identify specific measures to be undertaken in the future.</p>   |

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| <p><b>NOISE</b></p>                              | <p>Only Leq (24) and Ldn are provided in the estimates of operation and construction noise impacts of the SFPR. We are interested in what some of the shorter term peak impacts would be on certain areas of the community and how proposed mitigation measures will reduce these impacts. Gateway to provide estimates of Leq (1hr) Lmax, L1, L10, L50 and L90 for residences along the SFPR alignment. (Corporation of Delta)</p> | <p>The noise metrics used are the Leq (24), Ldn, and to a lesser extent (just for schools) the Leq (1). The 24-hour Equivalent Sound Level, or Leq (24), is the principal descriptor of community noise and is employed in the MoT's noise impact mitigation policy as well as other community noise guidelines such as the Canadian Mortgage and Housing Corporation's. A variant of the Leq (24) is the Day-Night Average Noise Level, or Ldn, which applies a 10 dBA penalty to all noise levels occurring between 22:00 and 07:00 hours to reflect the greater sensitivity of residential communities to noise at night. For this reason, Ldn is an appropriate noise descriptor where significant night-time noise is expected and is used in Health Canada's and other guidelines (US EPA, 1974; ISO, 2003).</p> <p>The MoT does not feel that it is necessary to include the suggested noise metrics for a number of reasons. Firstly, we are not aware of highway noise impact criteria for the Lmax, L1, L10, or L90, so including these metrics in the report would be of limited value as they could not be used to identify mitigable impacts.</p> <p>While the one-hour equivalent sound level, or Leq(1), and L50 are referenced to the noise impact criteria, an adequate number of different noise impact criteria and guidelines to identify mitigable impacts such as those of the BC MoT, Health Canada, ISO 1996-1: 2003, US FTS, US FHWA have already been considered. Furthermore, the US FHWA criteria for identifying mitigable impacts are based upon the peak-hour Leq (1) so this metric has been included (see section 15.2.8.3 of the noise technical volume). The addition of further metrics and / or noise criteria may make the assessment overwhelming due to the sheer numbers of tables and different noise impact thresholds; obscuring the primary focus of the report which is to identify mitigable impacts. Please note as well that the Ln's (L1, L10, L50 and L90) are displayed along with the Leq in the sample noise monitoring charts in Appendix 15E... although these are for the baseline conditions the relation between Leq, and the various Ln's should particularly for sites currently dominated by road traffic noise (such as Site 20 on Surrey Road - see Figure C.2, Technical Volume 13), be similar to those existing in future at sites near the SFPR.</p> |
| <p><b>ARCHAEOLOGY AND HERITAGE RESOURCES</b></p> | <p>Retain a heritage professional, acceptable to Delta, to conduct a detailed assessment of Heritage values considering architectural history, cultural history, context and integrity. Terms of</p>  | <p>The MoT has retained a heritage specialist and will consult with additional specialists if required during Project development.</p>   |

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|   | reference to be approved by Delta. A photographic record of impacted areas would aid visualization of the impact on the community generally and more specifically the heritage context. (Corporation of Delta)   |   |
| <b>ARCHAEOLOGY AND HERITAGE RESOURCES</b> | Provide funding for restoration of heritage properties directly impacted by the SFPR route and monitor during construction and operation of SFPR to quantify structural impacts to heritage structures. (Corporation of Delta)   | Prior to construction, pre-condition surveys will be carried out to document existing state of buildings and facilities in the vicinity of SFPR construction activities. This will form the baseline conditions, against which post-construction condition surveys will be carried out to assess any impacts to buildings and facilities as a result of the SFPR. |
| <b>ARCHAEOLOGY AND HERITAGE RESOURCES</b> | Contribute to a Heritage Restoration Fund as compensation for indirect impacts to heritage properties, and that these funds could be administered by the municipality and allocated to other heritage related projects in Delta. (Corporation of Delta)  | Opportunities to support heritage interests in Delta, such as through the Delta Museum and Archive will be explored as an integral part of Project development.   |
| <b>UTILITIES</b>                          | Ensure that SFPR does not impact utilities, drainage and irrigation and that improvements are made (to existing conditions) where possible. (Corporation of Delta)   | MOT continues to work with the Corporation of Delta to ensure utilities service will be maintained or improved.   |
| <b>ARCHAEOLOGY AND HERITAGE RESOURCES</b> | Under Historical and Development Activities there is no mention of existing highways. In particular the effects of Highway 99 and 91, especially with respect to Burns Bog, should be considered. Historical highway development in the project area should be considered in the cumulative effects assessment. (Corporation of Delta) | [Shift to cumulative effects assessment section]A refinement of the cumulative effects assessment, based on discussions with the Canadian Environmental Assessment Agency and federal reviewing agencies, will be undertaken during the EA Application review period. The refinement will include a discussion of Highway 91 development.                         |
| <b>ARCHAEOLOGY AND HERITAGE RESOURCES</b> | That Gateway assess, mitigate and compensate for impacts on the heritage properties at 72nd Street and Ladner Trunk Road.  | The MoT will continue to work with Corporation of Delta staff through design development to ensure that the significance of this sites is recognized.   |

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| <p><b>ARCHAEOLOGY AND HERITAGE RESOURCES</b></p> | <p>That a review of the impact on heritage value, both direct and indirect, be completed by a heritage professional.</p>   | <p>The MoT has retained a heritage specialist and will consult with additional specialists if required during Project development.</p>   |
| <p><b>ARCHAEOLOGY AND HERITAGE RESOURCES</b></p> | <p>That Gateway clarify what they consider a "significant distance" in the impact assessment and identify what the distance is to the closest home along the SFPR alignment.</p>   | <p>The impact assessment studies for the SFPR considered a study area of between 500m and 1km from the proposed alignment. The distance between the SFPR and residential properties varies throughout the alignment, and continues to be refined during the Project development process.</p>   |
| <p><b>ARCHAEOLOGY AND HERITAGE RESOURCES</b></p> | <p>That compensation of financial and "quality of life" impacts should be considered. That Delta's Pioneer families be approached with sensitivity. That the history of the area is documented. That all heritage sites are shown on Gateway's map. That Delta staff meet with Gateway regarding the impact on heritage properties along River Road.</p>   | <p>The Ministry acknowledges concerns regarding changes that will occur in their community and is committed to mitigating, where possible, impacts to community values such as heritage buildings. The MoT has demonstrated this commitment by refining the alignment in some areas to avoid heritage buildings. Many options exist for protecting heritage buildings and will be discussed with property owners, local governments and heritage interests during future stages of project development to find the most appropriate course of action for each property and property owner.</p> |
| <p><b>UTILITIES</b></p>                          | <p>That Gateway improves maintains / improves the operational capability of Delta's irrigation system by:</p> <ul style="list-style-type: none"> <li>· providing a new channel along the edge of the SFPR Right of Way to bring river water from 80th and 96th streams which can then be distributed into east Delta, west Delta, and south to 36th Avenue; and,</li> <li>· ensuring that there is adequate interconnection between proposed channel improvements and the existing irrigation system.</li> </ul> | <p>The MoT is working with the Corporation of Delta to support the development of a comprehensive sub-area drainage plan for south west Delta to help guide stormwater, drainage and irrigation planning in the area. When completed, this plan will assist in planning improvement to the existing drainage infrastructure.</p>   |
| <p><b>UTILITIES</b></p>                          | <p>That Gateway improves maintains / improves the operational capability of Delta's drainage system by:</p> <ul style="list-style-type: none"> <li>· providing oversized culvert capacity at an appropriate depth to maintain and/or improve conveyance;</li> <li>· addressing downstream capacity improvements including ditching, culverts and pump station improvements;</li> </ul>   | <p>The MoT is working with the Corporation of Delta to support the development of a comprehensive sub-area drainage plan for south west Delta to help guide stormwater, drainage and irrigation planning in the area. When completed, this plan will assist in planning improvement to existing drainage and stormwater infrastructure.</p>  |

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|                         | <ul style="list-style-type: none"> <li>· ensures that storm water runoff quality treatment is not impaired;</li> <li>· constructing the SFPR drainage system so that Highway runoff is separated from the Bog runoff;</li> <li>· improving the Bog lagg zone, so that overall Bog groundwater levels will increase;</li> <li>· ensuring adequate drainage storage / flow capacity for the River Rd. east area during high tides on the north side of the roadway;</li> <li>· where possible avoiding stormwater discharge to local watercourses providing a drainage / irrigation channel adjacent to the SFPR / River Way</li> <li>· need to address the Bog drainage/ SFPR drainage/ lagg / urban interface in the vicinity of Riverway/ SFPR – Nordel interchange; and</li> <li>· implementing capacity and environmental enhancements along the North Delta streams, such as:             <ul style="list-style-type: none"> <li>o NEI Canal, fish friendly</li> </ul> </li> <li>improvements with off channel areas; and             <ul style="list-style-type: none"> <li>o Improvements to other N. Delta watercourses, ensuring adequate sized, fish friendly passages and channels.</li> <li>o Minimize SFPR runoff to local watercourses.</li> </ul> </li> </ul> |  |
| <p><b>UTILITIES</b></p> | <p>That Gateway ensures that the integrity of Delta sewer infrastructure is not impacted by:</p> <ul style="list-style-type: none"> <li>· providing for bypass and continued system safe operation throughout the construction;</li> <li>· ensuring that settlement will not adversely affect the long term sewer system operation.</li> <li>· constructing a parallel forcemain system along the SFPR alignment north of Burns</li> </ul>  | <p>The Mo T is committed to continued coordination and consultation with the Corporation of Delta, and utilities providers, during pre-load planning, preliminary design, final design and construction, to ensure that project related activities do not impact existing utilities.</p> |

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|                         | <p>Drive to McAllister Road, complete with Right of Way; and,</p> <ul style="list-style-type: none"> <li>· providing a Right of Way within the SFPR to construct a new forcemain from McAllister Rd. and 72nd Street to the GVRD South Surrey Interceptor.</li> </ul>  |  |
| <p><b>UTILITIES</b></p> | <p>That Gateway ensures that the integrity of Delta water infrastructure is not impacted by:</p> <ul style="list-style-type: none"> <li>· providing for bypass and continued system operation throughout the construction;</li> <li>· installing new pipes that provide for a shallow depth and adequate access; and,</li> <li>· ensuring that settlement will not adversely affect the long term water system operation.</li> </ul> | <p>The MoT is committed to continued coordination and consultation with the Corporation of Delta, and utilities providers, during pre-load planning, preliminary design, final design and construction, to ensure that project related activities do not impact existing utilities.</p>  |
| <p><b>UTILITIES</b></p> | <p>That Gateway explicitly develops and implements a mitigation plan for all utility infrastructure along the corridor.</p>  | <p>The MoT is committed to continued coordination and consultation with the Corporation of Delta and community groups through the Municipality during pre-load planning, preliminary design, final design and during construction, to ensure that project related activities are coordinated with and complimentary to initiatives planned or underway on lands under the jurisdiction of the Corporation of Delta. The range of issues that will be addressed during such consultations include but are not necessarily limited to the following:</p> <ul style="list-style-type: none"> <li>· Utilities;</li> <li>· Traffic and recreational access to and across the corridor</li> <li>· Stormwater and drainage management;</li> <li>· Fisheries compensation;</li> <li>· Mitigation of construction related impacts, including noise and vibration impacts, on adjacent residential communities;</li> <li>· Traffic management during construction; and</li> <li>· Consultation processes with adjacent residential communities.</li> </ul> |

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| <p><b>SOCIO-COMMUNITY AND SOCIO-ECONOMIC</b></p> | <p>Partial acquisition will result in some orphaned parcels that will no longer be viable for industrial development in the Tilbury and Sunbury industrial areas. It will be very expensive to construct a local road transportation network to make these properties viable. Gateway to purchase orphaned parcels that will not be developable due to severance for SFPR.</p>  | <p>The MoT is working with the Corporation of Delta to determine the best use of residual industrial land.</p>   |
| <p><b>SOCIO-COMMUNITY AND SOCIO-ECONOMIC</b></p> | <p>Road closures and severance by the SFPR will significantly affect access to industrial properties. Better integration with the local road network is needed. Gateway to provide continued frontage road access between 80th Street and Sunbury interchange. MOT contribution towards River Way dedication and construction would meet this condition.</p>  | <p>The MoT is working with the Corporation of Delta regarding access improvements and other cost-sharing opportunities as part of Project development.</p> |
| <p><b>SOCIO-COMMUNITY AND SOCIO-ECONOMIC</b></p> | <p>Further work is required to minimize disruption to industrial parcels. Gateway to improve access for industrial parcels in the Sunbury Industrial area.</p>  | <p>The MoT is working with the Corporation of Delta to determine the best use of residual industrial land.</p>   |
| <p><b>SOCIO-COMMUNITY AND SOCIO-ECONOMIC</b></p> | <p>Delta will receive an immediate and sustained impact from lost of property taxes and potential reduced development fees by SFPR construction and operation. Staff estimates reduced property taxes (gross) of approximately \$44 million cumulative to 2021 associated with vacant industrial lands, and significantly higher losses associated with improved parcels. Gateway to provide compensation for loss of municipal property taxes and development fees due to SFPR construction and operation.</p> | <p>The MoT is working with the Corporation of Delta to determine the best use of residual industrial land.</p>   |

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| <p><b>SOCIO-COMMUNITY AND SOCIO-ECONOMIC</b></p> | <p>Provide cycling path connecting the Tilbury and Sunbury industrial areas.</p>   | <p>The MoT continues to work with the Corporation of Delta on cycling opportunities and connections along the alignment.</p>   |
| <p><b>SOCIO-COMMUNITY AND SOCIO-ECONOMIC</b></p> | <p>Provide a cycling facility physically separated from SFPR traffic to ensure that this is a safe and useable facility.</p>   | <p>The MoT continues to work with municipalities and cycling coalitions in the Lower Mainland to ensure cycling facilities are safe and efficient for users.</p>   |
| <p><b>SOCIO-COMMUNITY AND SOCIO-ECONOMIC</b></p> | <p>Outline how the road conditions will be monitored and the traffic safety issues on the proposed route.</p>  | <p>The SFPR will form part of the Provincial network and therefore will be operated and maintained in accordance with provincial standards.</p>  |
| <p><b>SOCIO-COMMUNITY AND SOCIO-ECONOMIC</b></p> | <ul style="list-style-type: none"> <li>· Maintain access to all properties and Delta roads throughout construction.</li> <li>· Ensure compliance with Delta noise bylaw.</li> <li>· Minimize construction and truck traffic by utilizing alternate methods of material transport such as pumping and conveyors.</li> <li>· Use on-road fuels for construction equipment, including bio-diesel.</li> <li>· Ensure effective and complete dust control measures are implemented.</li> </ul> <p>Ensure that project is fully funded before commencing to minimize the construction period and impact of phasing of the project on the community</p> | <p>The MoT will follow best management practices during construction of the SFPR. The Project will consult with municipalities and communities in advance of construction to ensure concerns are addressed in construction planning.</p> |
| <p><b>GENERAL COMMENTS</b></p>                   | <p>Delta requests that the project be fully funded prior to commencement so that construction impacts to residents are not unnecessarily extended over time.<br/><i>(Corporation of Delta)</i></p>   | <p>SFPR will include management plans (i.e., environmental, traffic, noise, etc.) as outlined in the Application to address potential construction related effects. MoT will develop plans in consultation with Delta.</p>               |

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| <p><b>GENERAL COMMENTS</b></p> | <p>Construction best management practices identified in the Application and in Delta's comments should be implemented to lessen impacts/disruptions to residents. <i>(Corporation of Delta)</i></p>  | <p>EAO Note: Proponent commitments made during the environmental assessment become legally binding if the project received an EA Certificate.</p>   |
| <p><b>GENERAL COMMENTS</b></p> | <p>Address Delta's specific concerns as explicit requirements in an EA Certificate if the project is approved and provide mechanisms to ensure these are carried out. <i>(Corporation of Delta)</i></p>  | <p>EAO Note: Proponent commitments made during the environmental assessment become legally binding if the project received an EA Certificate.</p>   |
| <p><b>AIR QUALITY</b></p>      | <p>It is not clear whether or not the model is actually representative of actual truck volumes and age of trucks using the port facilities. Gateway should show that their model is representative of actual truck volumes and age of trucks using the port facilities. <i>(Corporation of Delta)</i></p>  | <p>The age distribution of trucks is defined in the MOBILE 6.2c model and is the same age distribution as was used for the assessment of air quality presented in the Application for the DP3 project with one exception. The DP3 assessment had data for idling trucks and used that emission factor to estimate emissions at stop lights. Otherwise the SFPR assessment had, by default, the same fleet age distribution. The number and type of vehicle using SFPR is defined in the assumptions underlying the traffic model and, as noted above is the same as was used for the DP3 assessment.</p>  |
| <p><b>AIR QUALITY</b></p>      | <p>Gateway states that air quality is expected to improve as a result of superior fuel quality and vehicle emissions control technology. Delta feels that to realize these improvements, the Province must implement an AirCare program for heavy trucks to ensure older, dirtier trucks are adequately maintained and retired from service at the appropriate time. <i>(Corporation of Delta)</i></p> | <p>With respect to the Air Care program for heavy trucks, the Ministry of Transportation's Commercial Vehicle Safety and Enforcement Branch (CVSE) operates an Air Care on Road Program (AirCoR) throughout the Lower Mainland that monitors, identifies and tests commercial vehicles for compliance with diesel engine emission standards as well as applying appropriate penalties for non-compliance. The SFPR corridor will provide opportunities for the ACoR Program to effectively monitor and ensure compliance with diesel engine emission standards. We would be pleased to have AirCoR Program staff meet with Delta to discuss the program and identify opportunities to enhance the program through Delta</p> |
| <p><b>PROJECT DESIGN</b></p>   | <p>Provide a direct connection of 80<sup>th</sup> Street to the SFPR and that 80<sup>th</sup> Street connections to River Road and River Way be upgraded.</p>  | <p>The MoT is working with Delta staff to address connections at 80th Street.</p>   |
| <p><b>PROJECT DESIGN</b></p>   | <p>Provide direct access to the Landfill and the Boundary Bay Airport from Highway #99 at a location east of 72<sup>nd</sup> Avenue.</p>   | <p>The MoT is working with Delta staff and other stakeholders to determine the most appropriate connection for Boundary Bay Airport and Vancouver Landfill.</p>   |

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| <b>PROJECT DESIGN</b>     | Maintain Burns Drive open to traffic.  | The MoT is working with Delta staff to maintain a connection at Burns Drive  |
| <b>PROJECT DESIGN</b>     | Provide extensions of River Road to connect with Nordel Way and with Grace Road at the west and east boundaries of the Sunbury/Annieville Neighbourhood.   | The MoT will work with Delta and Surrey staff to further develop the Grace Rd and Nordel Way Connection.   |
| <b>PROJECT DESIGN</b>     | Provide movable sections of the centre median barrier at key locations to allow the option of detouring traffic onto one side of the highway during an incident.   | The MoT will investigate this and other emergency access opportunities.  |
| <b>PROJECT DESIGN</b>     | Delta prefers that Gateway shift the alignment back to west as originally proposed in the 72 <sup>nd</sup> Street corridor evaluation.   | The MoT has investigated this option and has chosen not to select this alignment due to impacts to farmland.   |
| <b>AIR QUALITY</b>        | There will be homes that are currently a distance away from major roads that will be in close proximity to the SFPR. Provide information relative to the impacts on air quality for residences along the alignment in North Delta. This information should include what the setback distances are from SFPR to houses. | Given the resolution of figures in the Application, it is difficult to see the distance between specific residences, the road and human health risk contours. MoT will meet with the Corporation of Delta to review higher resolution digital images of this information.  |
| <b>CONTAMINATED SITES</b> | Map provided by Gateway in the application Figure 7.3-1a shows the road outside of the properties assessed. It appears as though the assessment was not updated with the change in alignment of SFPR. ( <i>Corporation of Delta</i> )  | While these areas were not assessed, there current and past land use (agriculture) is such, that they are considered low risk for contamination. All properties required for right of way will be closely considered for potential contamination prior to purchase and steps taken, as required, to address site contamination where it may exist. |
| <b>CONTAMINATED SITES</b> | We are aware of an agricultural property, 3240 64th Street, that was a Ministry of Environment permitted site for the land disposal of residual paper products and is currently in the independent remediation process. It has the Provincial  | All properties required for right of way will be closely considered for potential contamination prior to purchase and steps taken, as required, to address site contamination where it may exist.  |

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|                                  | <p>site number 9258. This site should be given further consideration. (<i>Corporation of Delta</i>)</p>  |   |
| <p><b>CONTAMINATED SITES</b></p> | <p>The Petro-Canada station at 8662 River Road is the only site in this section of the study area currently registered in the CSR.” There is not a gas station at this address. Likely Gateway is referring to the gas station at 10240 River Road that has recently undergone an extensive remediation. (<i>Corporation of Delta</i>)</p>   | <p>There was a gas station at this site when the study was undertaken.</p>  |
| <p><b>CONTAMINATED SITES</b></p> | <p>The development of SFPR provides an exceptional opportunity to mitigate the environmental impact of the landfill and facilitate development of these brownfield sites. Implement design strategies to minimize the environmental impacts of cutting a road through the provincially permitted landfills and include <u>complete</u> properties in risk assessment and remediation activities so that the properties can be returned to fully functioning industrial land. (<i>Corporation of Delta</i>)</p> | <p>We are working with MoE to with respect to minimizing environmental impacts of having the alignment cut through the landfills. Risk assessment and remediation activities will be undertaken in compliance with the provincial Environmental Management Act and Contaminated Sites Regulation.</p> |
| <p><b>CONTAMINATED SITES</b></p> | <p>RE: 80<sup>th</sup> Street to Alex Fraser Bridge “8900-9000 River Road (<i>Delta Shake and Shingle</i>). This property, which was operated under a provincial permit, was once all owned by Delta Shake and Shingle and Delta has become the</p>  | <p>Noted.</p>   |

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|                                  | <p>owners of two of the parcels that comprise the old landfill through tax default. We are not aware of any active and substantial proposals to consolidate the properties. (<i>Corporation of Delta</i>)</p>   |   |
| <p><b>CONTAMINATED SITES</b></p> | <p>Some of properties near BB are portions of landfills or other previously disturbed land that may have contaminants present. There will be no access to these properties after SFPR is constructed which will preclude development or clean-up of the parcels. Ensure all isolated parcels between SFPR and Burns Bog are fully remediated to a level that is appropriate for land adjacent to Burns Bog and returned to Bog where practicable. (<i>Corporation of Delta</i>)</p> | <p>The MoT will purchase only that land that is required for the ROW and ancillary project activities. Most isolated parcels that will remain (between the bog and SFPR) will be privately owned and under the jurisdiction of CoD. Risk assessment and remediation activities will be undertaken in compliance with the provincial Environmental Management Act and Contaminated Sites Regulation and consistent with the proposed future land use (highway). There may be some residual land adjacent to Burns Bog that can be part of a compensation program for addressing impacts to Burns Bog. The MoT will be working with the partners to the BBMPC to discuss compensation for impacts to Burns Bog.</p> |
| <p><b>CONTAMINATED SITES</b></p> | <p>Tier 2 sites should be fully investigated by an environmental professional (<i>Corporation of Delta</i>)</p>   | <p>Investigation of Tier 2 sites will be undertaken in compliance with the provincial Environmental Management Act and Contaminated Sites Regulation.</p>   |
| <p><b>CONTAMINATED SITES</b></p> | <p>SFPR will cut through a number of inactive, provincially-permitted Demolition and Land Clearing debris (DLC) landfills. Delta requests the Province take this opportunity to facilitate the return of this land to a condition that will allow a full range of industrial uses. (<i>Corporation of Delta</i>)</p>  | <p>MOT is committed to working with the MOE, Corporation of Delta and land owners as they consider options for managing existing contamination at these sites.</p>  |
| <p><b>FISHERIES</b></p>          | <p>Consider the daylighting of Sunbury Creek north of River Road, while respecting the archaeological significance of the site, as part of the fish compensation package. (<i>Corporation of Delta</i>)</p>   | <p>MoT is aware of this area, and it will be considered as part of fisheries compensation planning. However, preservation of archaeological considerations in this part of the alignment is the highest priority.</p>   |

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| <p><b>WILDLIFE AND VEGETATION</b></p> | <p>That Gateway acquire, protect and enhance wildlife corridors between Burns Bog and the Fraser River, between North Delta ravines and the Fraser River, and between individual North Delta ravines. <i>(Corporation of Delta)</i></p>  | <p>The application acknowledges the value of the watercourses/migration corridors through the Delta ravines. These were protected - through the use of bridges - during conceptual design. MoT is working to acquire a north-south corridor (Burns Bog to Fraser River) near 80th St and an additional opportunity may exist with Cougar Creek. The CoD has a role to play in protecting the 96th St. ditch which is a red coded water course and is the other remaining opportunity for a wildlife corridor between 80th St. and the Alex Fraser Bridge.</p> |
| <p><b>BURNS BOG</b></p>               | <p>That an area of privately held land having attributes important to Burns Bog be acquired by Gateway and transferred to Delta for inclusion in the BBECA. The area of land should be at least two times the total area of land having attributes important to Burns Bog that is required for construction of SFPR. <i>(Corporation of Delta)</i></p>   | <p>MoT has completed a draft habitat compensation plan. The approach to compensation provides resources for such works and leaves the selection of sites and restoration work to the BBMPC, GVRD, and CoD.</p>  |
| <p><b>BURNS BOG</b></p>               | <p>That Gateway's compensation plan include remediation of the "Southern Cross" of the former Alpha landfill that encroaches into the BBECA, as well as other sites that are or may be included in the BBECA. <i>(Corporation of Delta)</i></p>  | <p>MoT has completed a draft habitat compensation plan (date) which identifies potential compensation proposals for impacts associated with Burns Bog.</p>  |
| <p><b>BURNS BOG</b></p>               | <p>Work with Delta staff and the Scientific Advisory Panel to develop an appropriate mitigation approach that should involve a consistent conductivity along the south edge of the road right way, and a separate collection system for the roadway runoff. Systems to provide radial flow should be considered but they should not be located in the road base. <i>(Corporation of Delta)</i></p> | <p>The MoT is committed to working with CoD, GVRD, SAP and others through the BBMPC to advance the preliminary design of SFPR adjacent to the Bog in a way that is protects the existing values and, where possible, contributes to restoration activities being undertaken by the BBMPC.</p>   |

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| <p><b>BURNS BOG</b></p>                        | <p>Not clear what the potential impact on nearby sensitive ecosystems would be from dust. Identify impacts of road dust from SFPR on Burns Bog and other sensitive ecosystems along the proposed route. (<i>Corporation of Delta</i>)</p>  | <p>In general, particulate matter associated with SFPR is predicted to be insignificant beyond approximately 50-100 m. As part of preliminary design planning with respect to Burns Bog, the Gateway Program will consider, in more detail, the potential effects of road dust on Burns Bog, and if necessary, how to mitigate this effect. Note - Regional emissions of all sources of dust (particulate matter) are known to be significantly larger than dust that is predicted to be associated with the SFPR.</p> |
| <p><b>BURNS BOG</b></p>                        | <p>That an invasive vegetation management plan be developed as part of the operation of SFPR to prevent colonization of the disturbed areas by species that may spread or impact adjoining natural areas. This is of particular importance to the area adjacent to Burns Bog. (<i>Corporation of Delta</i>)</p>  | <p>This is being considered as part of the planning work for Burns Bog. We will discuss its application and relevance to other parts of the alignment during the Application review.</p>   |
| <p><b>CUMULATIVE ENVIRONMENTAL EFFECTS</b></p> | <p>The treaty with the Tsawwassen First Nations (TFN) was not considered in the cumulative effects assessment. An approval in principle exists with the TFN which has the potential to change the use of land that is currently agricultural. Provide a cumulative agricultural impacts of SFPR along with potential development of agricultural land that is within the TFN treaty lands. (<i>Corporation of Delta</i>)</p> | <p>As per the CEAA guidelines for Cumulative Effects Assessments (CEA), the CEA considers biophysical conditions. It also considers socio economic conditions to the extent that they are drivers for changes in biophysical conditions. CEA do not consider impacts on specific economic sectors such as agriculture.</p>   |

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| <p><b>CUMULATIVE ENVIRONMENTAL EFFECTS</b></p> | <p>Consider air emissions from BP Cherry Point power plant in the cumulative effects and regional air quality assessments. (<i>Corporation of Delta</i>)</p> | <p>The MoT understands that the Cherry Point emissions are accounted for in the cumulative effects and regional air quality assessments.</p> <p>The existing air emissions from the BP Cherry Point refinery are included in the GVRD emission inventory forecast. While the expansions at Cherry Point (see below) are not specifically identified in the GVRD emission inventory forecast, they are accounted for because the forecasts use industry-specific growth factors (e.g., refinery emissions in Whatcom County were predicted to increase steadily from 2000 to 2025 based on predicted demands for refined oil). These growth factor projections may capture some (if not all) of the additional emissions associated with the two BP Cherry Point refinery projects. In addition, the rationale for the some of the expansion proposals is to reduce emissions, and these reductions (improvements) are also not likely to be included in the forecast.</p> <p>There are two recent or proposed expansion projects at the Cherry Point refinery:</p> <ul style="list-style-type: none"> <li>(1) installation of a new isomerization unit to meet clean fuel regulations; and</li> <li>(2) proposed construction of a new 720 MW natural gas-fired cogeneration plant that will feed steam into the existing refinery, thereby eliminating the currently used "old and dirty" boilers at the refinery.</li> </ul> <p>Project (1) appears to have been completed. Project (2) received its PSD permit in Washington State in June 2005; however, they have recently applied for a revision to this permit, reducing the cogeneration plant to 520 MW.</p> <p>The following spreadsheet shows the net emissions associated with the two Cherry Point projects, along with total existing and forecasted emissions for the region as a whole. Note that there is an expected net reduction in NOx emissions from the BP Cherry Point refinery resulting from the removal of old utility boilers. While the additional contribution of the BP Cherry Point refinery to regional greenhouse gas emissions may appear substantial, BP has committed to offsetting the proposed project emissions by greenhouse gas emission reductions within BP worldwide operations. Thus, on a global basis, there will be no net increase in greenhouse gas emissions associated with the proposed cogeneration plant at the Cherry Point refinery..</p> <p>Sources BP Cherry Point Lower Fraser Valley Emissions (tonnes/yr) New isomerization unit Co-gen project Utility Boiler Removal Total new sources Existing sources in the LFV Predicted sources</p> |
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|                         |  | <p>in the LFV except Gateway Predicted sources in the LFV including Gateway<br/> CO 26 174 -59 141 402,342 375,597 377,931<br/> NOx 20 242 -549 -287 81,975 70,364 70,433<br/> PM10 4 288 -11 281 15,018 16,359 16,364</p> <p>SO2 32 32 -8 80 17,948 23,033 23,035<br/> VOC 3 64 -3 64 104,461 93,258 93,242</p> <p>CO2E na 2,420,000 -352,000 2,068,000 22,976,589 27,416,921 27,482,486</p> <p>Project (1) appears to have been completed. Project (2) received its PSD permit in Washington State in June 2005; however, they have recently applied for a revision to this permit, reducing the cogeneration plant to 520 MW.</p> <p>The following spreadsheet shows the net emissions associated with the two Cherry Point projects, along with total existing and forecasted emissions for the region as a whole. Note that there is an expected net reduction in NOx emissions from the BP Cherry Point refinery resulting from the removal of old utility boilers. While the additional contribution of the BP Cherry Point refinery to regional greenhouse gas emissions may appear substantial, BP has committed to offsetting the proposed project emissions by greenhouse gas emission reductions within BP worldwide operations. Thus, on a global basis, there will be no net increase in greenhouse gas emissions associated with the proposed cogeneration plant at the Cherry Point refinery.</p> |
| <p><b>FISHERIES</b></p> | <p>Almost all of the drainage ditches in Delta have non-salmonid fish species present. Fisheries assessment and compensation should be consistent with local practice. (<i>Corporation of Delta</i>)</p>   | <p>MoT will work to be consistent with local government fisheries considerations. However, review and approval of all fisheries assessment and compensation work will be undertaken by the Department of Fisheries and Oceans who is the lead regulatory agency.</p>  |
| <p><b>FISHERIES</b></p> | <p>7.4.3 Existing Fisheries Conditions:<br/> Deltaport Way to 80<sup>th</sup> Street - It does not appear as though a fisheries compensation project that was completed as part of a ditch relocation at 7672 Progress Way was not considered. include this ditch and riparian area in the habitat balance. (Corporation of Delta)</p> | <p>MoT is aware of this area, and it will be discussed with DFO and taken into account as part of fisheries compensation planning.</p>  |

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| <p><b>FISHERIES</b></p>               | <p>Ensure that the appropriate level of fisheries compensation work is conducted within Delta's boundaries so that there is a net gain of aquatic and riparian habitat within Delta. (Corporation of Delta)</p>               | <p>MoT is working with DFO to confirm the location of compensation throughout the corridor. Where possible, compensation will be provided that is like-for-like and as close as possible to the area impacted.</p>   |
| <p><b>WATER QUALITY</b></p>           | <p>Limitations of taking only one sample per site at only one time of year. Gateway acknowledges this and proposes additional baseline monitoring. This additional monitoring should be quantified (Corporation of Delta)</p> | <p>Original scope of work for water quality was not intended to be an impact assessment, but rather a summary of existing data supplemented by a one-time sampling event in the vicinity of the SFPR alignment (i.e., a data report). Establishing an impact on water quality along the alignment and associated with the proposed upgrades would be difficult given the degree of urbanization and anthropogenic inputs already in the area. The strategy for water quality is to minimize impacts during construction by implementing an intensive water quality monitoring program that would guide the implementation of specific mitigation measures for avoiding impacts to water quality.</p> |
| <p><b>WATER QUALITY</b></p>           | <p>Delta provided Gateway with historical water quality data for a number of creeks within the Delta section of SFPR and would like to see historical water quality data included in the analysis. (Corporation of Delta)</p> | <p>The data that was provided to Gateway was in hard copy/raw form. As such, the data could not be analyzed and interpreted without re-entering all of the data. Due to the effort/cost required to re-enter the data, MoT chose not to use the data.</p>  |
| <p><b>WILDLIFE AND VEGETATION</b></p> | <p>Gateway to clarify impacts on wildlife movements between ravines in North Delta as a result of the development of SFPR. (Corporation of Delta)</p>   | <p>The application acknowledges the value of the watercourses/migration corridors through the Delta ravines. These were protected - through the use of bridges - during conceptual design. MoT is working to acquire a north-south corridor (bog to Fraser River) near 80th St and an additional opportunity may exist with Cougar Creek. The CoD has a role to play in protecting the 96th St. ditch which is a red coded water course and is the other remaining opportunity for a wildlife corridor between 80th St. and the Alex Fraser Bridge.</p>  |
| <p><b>BURNS BOG</b></p>               | <p>Design the SFPR to keep road runoff separate from the Bog flow and that the hydraulic conductivity along the south edge of the SFPR be consistent with the current Bog conductivity. (Corporation of Delta)</p>            | <p>MoT has undertaken a preliminary design of SFPR adjacent to Burns Bog which includes features for both managing road run off and hydrological conditions adjacent to the Bog. The CoD, through its participation on the BBMPC, will have the opportunity to review the preliminary design of the SFPR adjacent to the Bog.</p>  |

Corporation of Delta: Responses to Comments other than Certificate and Screening Level Comments

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| <p><b>BURNS BOG</b></p>                        | <p>Outline a more detailed plan that will prevent ground water contamination, and ensure that water and ground water south of the proposed SFPR is not impacted by the new road corridor. (<i>Corporation of Delta</i>)</p> | <p>The MoT is committed to working with CoD, GVRD, SAP and others through the BBMPC to advance the preliminary design of SFPR adjacent to the Bog in a way that is protects the existing values and, where possible, contributes to restoration activities being undertaken by the BBMPC.</p>   |
| <p><b>CUMULATIVE ENVIRONMENTAL EFFECTS</b></p> | <p>Include development of Terminal 2 in assessing cumulative effects. (<i>Corporation of Delta</i>)</p>   | <p>The T2 Project will not be scoped into the cumulative effects assessment since it does not meet criteria for inclusion in the CEA (EA Application, section 10.3). It does not have permits/approval, funding and is not in the EA process etc.). As a result, the impacts from T2 are not known. Since the CEA is a quantitative assessment, there are no inputs to the CEA from the T2 project.</p> |