



**Overview**

Port Metro Vancouver has conducted an environmental assessment for the proposed Low Level Road Project as part of its internal *Environment Policy*. The environmental assessment includes a review of the potential impacts the project could have on noise, air quality, wildlife and their habitats. These studies were recently completed and the following table provides a summary of each of the reports considered in the environmental assessment. All reports are available at porttalk.ca and portmetrovancover.com.

**Table 1 – Summary of Environmental and Technical Reports**

Report Title	Summary
Pacific Yew Tree Assessment  <i>Prepared by Enkon Environmental</i>	<p>Completed in April 2012, the assessment was undertaken to identify the presence of Yew Trees within the proposed project footprint and evaluate the health of the trees. The study identified 12 Pacific Yew Trees in the vicinity of the project, as well as one active bald eagles’ nest<sup>1</sup> in the Moodyville Park area.</p> <p>None of the Pacific Yew trees will be directly impacted by the development of the proposed Low Level Road Project and Port Metro Vancouver has committed to protecting the Moodyville Eagles’ nest.</p>
Traffic Analysis  <i>Prepared by Stantec</i>	<p>Completed May 2012, the Traffic Analysis for the proposed Low Level Road Project was based on Synchro analysis and VISSIM Modeling. Specifically, the following intersections were modelled:</p> <ul style="list-style-type: none"> <li>• Low Level Road and Cargill/Neptune Terminal Access</li> <li>• East 3rd Street and Heywood Street</li> <li>• East 3rd Street and Kennard Avenue</li> <li>• East 3rd Street and Low Level Road</li> <li>• Cotton Drive and Gladstone Avenue</li> </ul> <p>The analysis concluded that the west-end corridor intersections and east-end corridor intersections would function as they do today or be better, even when forecast traffic volumes (2031) and estimated growth from various future developments are considered.</p>
Environmental Noise Assessment  <i>Prepared by BKL</i>	<p>Completed in May 2012 by BKL Consultants and peer-reviewed by Wakefield Acoustics Ltd., the noise assessment considered current noise levels, predicted future noise levels once the proposed project is built and 2031 noise levels based on a 10% growth in Low Level Road traffic as well as a 30-50% increase in rail activity along the North Shore.</p> <p>The assessment indicates that with proposed mitigation daily average noise levels would be the same or marginally lower once the Project is complete. The noise assessment concluded that:</p> <ul style="list-style-type: none"> <li>• With noise walls in place, the project would have a low or insignificant noise impact and total noise levels would realize no net increase.</li> <li>• By eliminating three at-grade rail crossings, the project would have a positive impact on high level intermittent noise events, primarily train whistling, which tend to cause sleep disturbance and high levels of</li> </ul>

<sup>1</sup> In February 2012, a new eagles’ nest has been located near Esplanade. Due to the road and Spirit Trail design in the western section of the project, the tree on Esplanade with a new eagle nest will have to be removed. However, if the project proceeds, Port Metro Vancouver will work with a wildlife biologist to identify opportunities for eagle habitat enhancement.

<b>Report Title</b>	<b>Summary</b>
<i>Cont.</i>	<p>community annoyance.</p> <ul style="list-style-type: none"> <li>With concurrent measures such as Cargill's recently announced plans to reduce its noise contribution within the community by approximately 10 dBA, overall noise levels in the area would be reduced to below today's levels throughout the corridor.</li> </ul> <p>If the project proceeds, Port Metro Vancouver is committed to monitoring noise levels post project completion to validate the results of the noise assessment and effectiveness of noise mitigation.</p>
<p>Air Quality Assessment – Phases 1 and 2</p> <p><i>Prepared by Levelton Consultants Ltd.</i></p>	<p>An assessment was completed in May 2012 to determine the potential air quality impacts associated with the proposed Low Level Road Project. The air quality assessment was undertaken in two phases. The air quality assessment indicates a marginal decrease in air quality over the short term as the traffic and rail emissions are shifted north due to the project; however, over the longer term with projected improvements in vehicle technology and fuel quality, no net change to air quality is expected.</p> <p>Port Metro Vancouver commissions a detailed air emission inventory every 5 years in conjunction with other regional and local regulators, to assess and track the impacts of port activities and guide development of mitigation programs. The next inventory (2015) will provide an opportunity to verify anticipated results. Port Metro Vancouver will continue to work closely with terminal and rail operators to encourage improvements that reduce impacts on the community.</p>
<p>Watercourse Assessment And Preliminary Impact Assessment</p> <p><i>Prepared by Enkon Environmental</i></p>	<p>An assessment of watercourses within the project area was completed in May, 2011 for the proposed project. While the assessment is based on the 2011 project design, the results are valid for the Preferred Design (2012). The purpose of the field assessment was to locate, map, and classify known and previously un-mapped watercourses within and adjacent to the project area.</p> <p>The proposed project will cross two watercourses (creeks) in the Moodyville Park area. As such, Port Metro Vancouver is working with Fisheries and Oceans Canada to establish the habitat compensation required as a result of the potential impacts of the project.</p>
<p>Wildlife Habitat Assessment</p> <p><i>Prepared by Enkon Environmental</i></p>	<p>A Wildlife Habitat Assessment was completed May 2011 as part of the Project Definition Report to identify biological factors that may potentially be affected by the project, including species at risk and critical habitat. The assessment concluded that overall, habitat impacts within the proposed project alignment are minimal.</p> <p>Port Metro Vancouver is committed to implementing recommended best management practices to reduce the impacts to wildlife populations and important wildlife habitats in the area, and will schedule clearing activities outside of bird breeding seasons.</p>
<p>Soil and Groundwater Assessment</p>	<p>A soil and groundwater assessment was undertaken in 2011 for the proposed project. It should be noted that because the assessment is based on the project alignment from 2011, at which time there was uncertainty as to the final project footprint, the assessment includes results for sites now considered to be outside of the project footprint (Preferred Design, 2012).</p> <p>Within the Preferred Design, human health risks associated with the environmental quality of the soil or groundwater are low and can be mitigated during construction.</p>