



Backgrounder

Port Metro Vancouver's Low Level Road Project first transportation project to receive ISI's Envision Sustainable Infrastructure Platinum award

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About ISI's Envision Sustainable Infrastructure Rating System

ISI's Envision rating system measures sustainable infrastructure projects through the measurement of five categories: Quality of Life (QL), Leadership (LD), Natural World (NW), Resource Allocation (RA), and Climate and Risk (CR). These contribute to overall credits for the positive social, economic, and environmental impacts in a community in the planning, design, and construction of infrastructure projects.

The Low Level Road Project

Port Metro Vancouver's Low Level Road Project has been awarded the first ISI Envision Sustainable Infrastructure Platinum award for a transportation project. The Envision categories in which the project scored highest include:

Quality of Life (QL): The Quality of Life highlights include the development of the project through a partnership between a broad group of stakeholders and community leaders including the Government of Canada, Port of Metro Vancouver, Canadian National Railway, Translink, Canadian Pacific Railway, port terminals, the City of North Vancouver, and other partners. A holistic stakeholder engagement program was also established during the design process to ensure that the final design appropriately reflected community needs and priorities.

The project stimulated sustainable growth and development, and economic impacts generated by the Port terminals are expected to rise from providing 25,996 direct and indirect jobs and \$1.68 billion in GDP in 2007, to 30,823 direct and indirect jobs and \$2 billion in GDP by 2020.

A key feature of the project was the concurrent development of additional pedestrian and cycling facilities as a part of a continuation of the regional Spirit Trail. The project's design included a new pedestrian overpass, and improvements to existing trails within Moodyville Park. The development of these trail components added a much needed extension to the Spirit Trail network.

Other Quality of Life project characteristics include the reduction of noise from train whistles, the improvement of bike lanes, and the addition of public art work.

Climate and Risk (CR): In the Climate and Risk category, the project received high scores through the reduction of air pollutant emissions, assessment of climate threat, avoidance of traps and vulnerabilities and for adequate preparation for long-term adaptability. By aligning the development of the design for the project with the principles of the city's adaptation plan, the design effectively prepares for expected climate change risks and impacts that were identified in the Climate Change Adaptation Plan completed by the City of North Vancouver in 2013. The previous road and rail alignment presented a significant configuration trap for users including the local community, which was represented by a

number of business operators, governments, and local stakeholders. The project addresses these vulnerabilities through realignment of the roadway up the slope to a higher elevation, improvements to the rail facilities, completion of Mechanically Stabilized Earth (MSE) retaining walls in a cost-efficient method, and the expansion of the Spirit Trail including the installation of two pedestrian bridges.

Leadership (LD): In the Leadership Category, the Low Level Road project rated highest in effective leadership and commitment, provision for stakeholder involvement and improvement of infrastructure integration. The Port used an engagement framework based on the International Association of Public Participation core values and guidelines that were the rationale for selection of stakeholders, and the project team also engaged with local residents, local businesses, First Nations communities, Port tenants and partners, CN Rail and CP Rail, City of North Vancouver, and Trans\Link.

Natural World (NW): The project rated highly in the Natural World category in terms of prime habitat and species biodiversity. Pacific Yew trees and bald eagle habitat that existed on the site are of high ecological value that had the potential of being impacted. The Port hired eagle experts with the Hancock Wildlife Foundation to provide recommendations on how to minimize project impacts on their health and wellbeing. During construction of the Spirit Trail, an environmental monitor and fencing were in place to ensure that the eagle nesting site was not disturbed. Scheduling of construction activities was significantly changed to accommodate bird nesting season. The project also included the installation of two artificial nesting sites for eagles. In addition, an assessment identified 12 Yew trees, which have cultural value to the First Nations Communities and are native to British Columbia, and will not be impacted by the development of the Low Level Road Project.

For more information please visit: www.sustainableinfrastructure.org