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PORT METRO
vancouver



Institute for
Sustainable
Infrastructure

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**Port Metro Vancouver's Low Level Road Project Earns
ISI's Envision Sustainable Infrastructure Platinum Award**

Low Level Road is the First Envision-Verified Transportation Project in North America

Washington, D.C., Vancouver, B.C.: Port Metro Vancouver's Low Level Road project recently received the Institute for Sustainable Infrastructure (ISI) Envision sustainable infrastructure rating system's Platinum Award. The project is the first transportation project to receive an ISI Envision-verified sustainable infrastructure rating system award.

The Low Level Road Project involved the realignment and elevation of approximately 2.6 kilometers of the Low Level Road in North Vancouver, B.C., providing space for two new rail tracks. The project also eliminated three existing road and rail crossings and provided direct access to major port terminals. In addition, the project addressed safety, recreation and noise challenges associated with port operations along the Low Level Road, including the reconfiguration of three intersections and improved lanes for cyclists. The project also involved the continuation of the Spirit Trail pedestrian walkway, including structures over two creeks and an overpass.

The project was designed to enhance rail and port operations as international trade continues to grow, and to address long-standing community safety and traffic congestion challenges in the area. Stantec Consulting, Ltd. was the principal consultant on the project, which was funded by Port Metro Vancouver, port industry, Canadian National Railway, Translink, Canadian Pacific Railway, and the City of North Vancouver.

"Port Metro Vancouver's realigned Low Level Road project improves community mobility, enhances the availability of active transportation options, improves community safety and mitigates threats from unstable slopes and seismic risks," said ISI President and CEO, William Bertera. "The road project's design team also contributed to sustainable infrastructure through economic development and stability in the local community."

"The Low Level Road project has increased trade opportunities for Canada while providing safety, traffic flow and recreational benefits to the local community," said Port Metro Vancouver President and Chief Executive Officer, Robin Silvester. "We are proud of the significant collaboration between funding partners, project staff and the community, and delighted to see recognition of the project's contributions to sustainability."

"Stantec is very proud of our work on the Low Level Road, and we are thrilled it is the first Envision-verified transportation project in North America," said Managing Principal, Transportation, B.C., Neal Cormack. "On this multifaceted project our team realigned the roadways to accommodate rail expansion and increase safety, while securing the road's slopes and bridge structures to enhance resiliency, protecting against sea level rise and seismic threats."

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 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.

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More Information:

[Backgrounder: ISI's Envision Sustainable Infrastructure Rating System and the Low Level Road Project]

[Backgrounder: Low Level Road Project](#)

[Photos: Award presentation]

Media Contacts:

Port Metro Vancouver:

John Parker-Jervis

604-665-9267

John.parker-jervis@portmetrovancover.com

Stantec:

Ashley Warnock,

Stantec Media Relations,

(403) 441-5105,

ashley.warnock@stantec.com

Institute for Sustainable Infrastructure (ISI):

Laura Bynum,

ISI/APWA Media Relations Manager

(202) 218-6736

lbynum@apwa.net

About Port Metro Vancouver

Port Metro Vancouver is Canada's largest port and the third largest tonnage port in North America, responsible for Canada's trade with more than 160 world economies. Located in a naturally beautiful setting on Canada's west coast, Port Metro Vancouver is responsible for the efficient and reliable movement of goods and passengers, and integrates environmental, social and economic sustainability initiatives into all areas of port operations. Port Metro Vancouver is committed to meaningful engagement with the communities in which it operates and the shared obligation to improve the quality of life for Canadians. Enabling the

trade of approximately \$187 billion in goods annually, the port generates an estimated 100,000 jobs, \$6.1 billion in wages, and \$9.7 billion in GDP across Canada. As a non-shareholder, financially self-sufficient corporation established by the Government of Canada, Port Metro Vancouver operates pursuant to the [Canada Marine Act](#) and is accountable to the elected federal Minister of Transport.

About Stantec

*We're active members of the communities we serve. That's why at Stantec, we always **design with community in mind.***

The Stantec community unites more than 15,000 employees working in over 250 locations. Our work—professional consulting in planning, engineering, architecture, interior design, landscape architecture, surveying, environmental sciences, project management, and project economics—begins at the intersection of community, creativity, and client relationships. With a long-term commitment to the people and places we serve, Stantec has the unique ability to connect to projects on a personal level and advance the quality of life in communities across the globe. Stantec trades on the TSX and the NYSE under the symbol STN. Visit us at www.stantec.com.

About ISI Envision[®]

Envision[®] is the product of a joint collaboration between ISI, which was founded by three national engineering associations: American Society of Civil Engineers (ASCE), American Council of Engineering Companies (ACEC), and American Public Works Association (APWA), and the Zofnass Program for Sustainable Infrastructure at Harvard University Graduate School of Design. Information on all of ISI and Envision can be found on the ISI website, <http://www.sustainableinfrastructure.org/>.

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