

Attachment 4

Summary of Residual Impacts Identified in the EISA and SLS

The Environmental Impact Screening Assessment (the “EISA”) and the Site Location Study (the “SLS”) performed for the Valley Line Stage 1, within the limits of the Bylaw, are included in Attachments 1 and 2 to Transportation’s report CR_75.

Residual Impacts identified in the EISA and SLS reports include the following:

Socio-Economic

Major adverse residual impacts include:

- Traffic disruptions (long-term impact during construction);
- Pathway closures (short to long-term impact during construction);
- Construction noise (short or long-term impact during construction); and
- Visual impacts (long-term impact).

Minor/adverse residual impacts include:

- Recreational land use impacts (long-term impact during construction).

Positive and minor residual impacts include:

- Increased transit access to the river valley recreation opportunities (permanent impact).

Adverse, positive or neutral impacts to visual resources dependent on personal opinion and values include:

- Impacts to long distance views;
- Changes to views in Louise McKinney Park and the river;
- Changes to views in the Muttart Conservatory; and
- Changes to views in the Connors Road viewshed.

Environmental:

The alignment proposed for the Valley Line Stage 1 clusters development and is situated within or immediately adjacent to developed areas. Nevertheless, in the absence of effective mitigation measures, major potential adverse impacts to slopes, vegetation, and wildlife and fish habitat are predicted.

The EISA identifies effective measures for eliminating or reducing most long-term impacts. The few remaining environmental impacts are:

Major/adverse residual impacts include:

- Disturbance of rare plants (long term impact).

Minor/adverse residual impacts include:

- Alteration of abandoned Mill Creek channel (long-term impact);
- Habitat loss (long term impact during construction, permanent impact during operations);
- Habitat connectivity and wildlife movement (permanent impact).

Positive/minor impacts include:

- Potential for removal of disturbed contaminated soils (major to minor impact depending on what is involved. permanent impact);
- Reduction of bridge piers in the river from 3 to 2 (permanent impact); and
- Resolution of minor ponding at the bottom of Connors Hill (permanent impact).

Uncharacterized impacts due to the construction of this project include:

- Fish and fish habitat (Interruption of critical fish habitats during demolition and construction, sedimentation from bridge drainage during operations); and
- Soils (compaction during construction and degradation of soil physical, chemical and biological properties).

Institutional:

- The proposed alignment meets criteria with respect to land use and the promotion of compact urban form, serves an area of greater density in comparison to alternate alignments, provides a direct connection between downtown and Mill Woods, and will balance service between established neighbourhoods, infill opportunities, and planned residential communities.
- Placement of a station adjacent to Muttart Conservatory links several public amenities, including a broad network of river valley trails with the City's LRT network.

The SLS identifies the social, environmental and institutional constraints that support a determination that the direct river crossing and all associated LRT infrastructure, including relocation of necessary existing facilities within the boundary limits of the Bylaw is essential.