
ADDENDUM

TO: Terry Anderson, Habitat Officer MFLNRO
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DATE: January 26, 2017

SUBJECT: Addendum to Highway 3A : South Slokan Overhead Removal Environmental
Inventory and Impact Assessment.
MOTI Project No. 22365-0000
MFLNRO File #A4006785

The Ministry of Transportation and Infrastructure (MOTI) has recently made revisions to the design of the Highway 3 South Slokan Overhead Removal Project which have not been addressed in the 2009 Environmental Inventory and Impact Assessment prepared by Masse and Miller Consulting Ltd. The purpose of this addendum is to provide a description of the change in design, the projected impact it will have on the environment and compensation considerations. The projected commencement date for the works is June 2017.

As part of the revised design of the overhead removal, the earth embankment fill footprint on the north side of the highway between ~ STN 100+50 to STN 101+25 has been increased. The increased footprint encroaches into the adjacent wetland (Polygon 4, Figure 1) identified in the impact assessment report. Based on the design drawings, the fill may encroach into the riparian/wetland area by up to 3 m, with the total area of the wetland potentially infilled estimated at ~100-150 m². As snow is present on the ground it is difficult to differentiate between riparian and wetland areas in order to provide a more detailed estimate. The exact area impacted would be verified during construction.

The wetland affected by the increased footprint is an area where water collects behind the placed highway fill which restricts the natural flow of water. The wetland is approximately 1,000 m² in area. Vegetation within the wetland is dominated by sedges (*Carex spp.*) with marsh cudweed (*Gnaphalium uliginosum*) and small leaved bedstraw (*Galium trifidum*) dominating the understory. Hardstem bulrush (*Scirpus acutus*), common spikerush (*Eleocharis palustris*) and lady's thumb (*Polygonum persicaria*) are present around the edges of the wetland complex (Masse and Miller 2009).

Two amphibian species were confirmed breeding within the wetland in 2009. Forty-seven Pacific chorus frogs and eight long-toed salamander larvae were found. No adults were observed (Dulisse 2008).

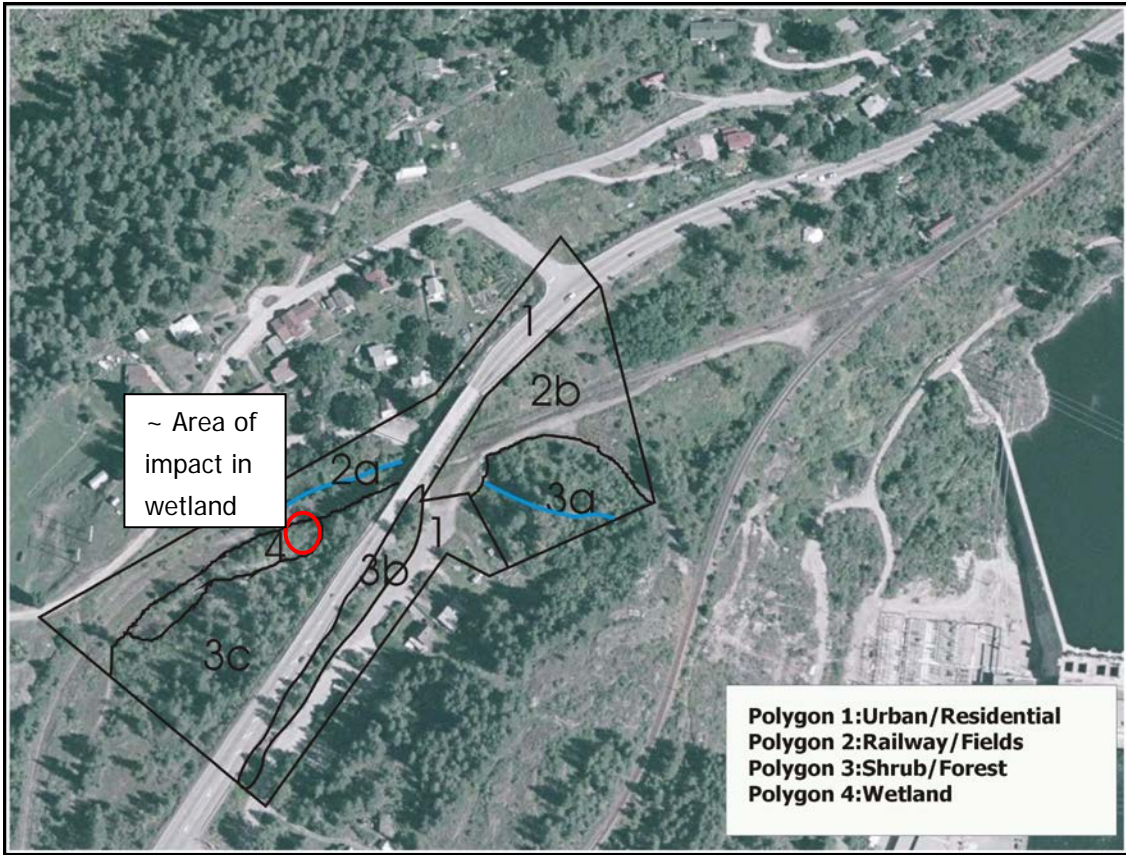


Figure 1. Estimated Area of Impact within Wetland.



Wetland, May 20, 2016.

MOTI recognizes the loss of a portion of this wetland that the project will entail, and proposes to create or enhance nearby wetland habitat as compensation. MOTI has identified a small wetland on the north side of the Slocan Valley Rail Trail as a potential candidate. We recommend that a compensation proposal be developed and submitted to MFLNRO for review and approval in the spring after the snowpack has melted.

Environmental Impacts and Recommendations:

The proposed infilling of a portion of the wetland may also require additional management planning, including:

- Clearly identifying the area where infilling will occur;
- Hand collecting of amphibians should be attempted in the affected area prior to construction. Captured individuals should be relocated to suitable habitat outside of the construction area;
- A bird nesting survey prior to disturbance within the wetland and surrounding areas should be conducted if work occurs during the breeding bird nesting season (April 1- July 31);
- Isolate work area to minimize impacts to wildlife and to maintain water quality in the surrounding wetland; and
- Salvage and store wetland plants and top soils to be used for compensation purposes.

If you have any questions or concerns, please do not hesitate to contact me at 250-352-1147 or via email at fiona@masse-env.com.

Kind Regards,



Fiona Lau, BTech, ASCT.

References:

Dulisse, J. 2009. Wildlife Impact Assessment for South Slocan Overhead Project. Prepared for Masse Environmental Consultants Ltd.

Masse and Miller Consulting Ltd. 2009. Highway 3A: Slocan Overhead Environmental Inventory and Impact Assessment.