APPENDIX 25-A

Description of Daytime Points of Reception

This page is intentionally left blank

Appendix 25-A Description of Daytime Points of Reception

Brief descriptions of the selected Daytime Points of Reception (D-PORs) are provided below.

D-POR1 – B.C. Ferries, Duke Point Ferry Route

This point represents a frequently travelled corridor between the Vancouver mainland and Vancouver Island, B.C. (see **Figure 25-B1**, **Appendix 25-B**). In 2013, 1,374,880 people travelled between Tsawwassen and Duke Point Terminal. Daytime visual conditions consisted of clear and unobstructed views of the port facilities at Roberts Bank.

D-POR2 – B.C. Ferries Causeway

The B.C. Ferries causeway links Highway 17 to the ferry terminal. (see **Figure 25-B4**, **Appendix 25-B**). From this point, open and expansive views exist to the north and south, with the existing port facilities being clearly visible to the north.

D-POR3 - Tsawwassen First Nation, Outer Dyke

This point is located along Tsawwassen Drive in a residential community of approximately 190 people. B.C. Ferries' Tsawwassen Terminal is visible to the southwest of the community and the existing Roberts Bank port facilities dominate the view to the west. This POR has an unobstructed view of the existing port facilities, including the causeway (see **Figure 25-B7**, **Appendix 25-B**).

D-POR4 - Point Roberts, Mid-way Western Shore

This receptor is located in a residential area on the western shore of Point Roberts. This community of approximately 1,300 people is located south of Delta on a low-lying peninsula that is part of Whatcom County, Washington, U.S.A. (see **Figure 25-B10**, **Appendix 25-B**). The existing port facilities at Roberts Bank can be clearly viewed to the northwest.

D-POR5 – B.C. Ferries, Swartz Bay Ferry Route

This visual receptor represents a frequently travelled corridor for residents and tourists between the Vancouver Mainland and Vancouver Island (see **Figure 25-B13**, **Appendix 25-B**). In 2013, just under 5,590,000 people travelled between the Tsawwassen and Swartz Bay terminals. From the point used to represent this travel corridor, at 12 km southeast of the existing terminal facilities, the gantry cranes, coal piles, and vessels can be clearly viewed, but the causeway cannot be distinguished.

D-POR6 – Richmond, Garry Point Park

This receptor is located in in Garry Point Park, a recreational area located west of Steveston Village in Richmond (see **Figure 25-B16**, **Appendix 25-B**). During the day, the south viewscape from the park includes the Fraser River estuary, Southern Gulf Islands, and Westshore Terminals.

D-POR7 - Mayne Island, Bennett Bay Ecological Reserve

One of the southern Gulf Islands, Mayne Island has a resident population of approximately 900 people, and is situated between Galiano Island to the north and Saturna Island to the south (see **Figure 25-B19**, **Appendix 25-B**).

D-POR8 - Saturna Island, Mid-Island

Saturna Island, located just north and west of the Canada-U.S.A. border, is one of the least populated Southern Gulf Islands, with a resident population of approximately 350 people. Undeveloped portions of the island are included in the Gulf Islands National Park. This visual receptor is located near a rural residential area on the eastern side of Saturna Island, which faces the Metro Vancouver, Boundary Bay, and Point Roberts (see **Figure 25-B22**, **Appendix 25-B**).

D-POR9 - Galiano Island, Dionisio Point Provincial Park

This receptor point is located at the northeast end of Galiano Island in a provincial park that is only accessible by boat. This Southern Gulf Island has a resident population of approximately 1,000 people. Only the tall cranes of the existing port facilities can be seen in the distance from this point, which is located nearly due west from Roberts Bank (see **Figure 25-B25**, **Appendix 25-B**).

D-POR10 - Alaksen National Wildlife Area

The receptor POR 10 is located on Westham Island in Delta, which is north of the proposed Project. This site is an important refuge for millions of birds seeking feeding and resting areas during their annual migrations along the Pacific Coast. It is a popular spot for naturalists to bird watch, with as many as 70,000 people visiting the sanctuary annually (see **Figure 25-B28**, **Appendix 25-B**).

APPENDIX 25-B

Figures 25-B1 to 25-B30

This page is intentionally left blank

Figure 25-B1 Existing Viewscape from Daytime Point of Reception 1, B.C. Ferries Duke Point Route

Figure 25-B2 Future Viewscape from Daytime Point of Reception 1, B.C. Ferries Duke Point Route

Figure 25-B3 Areas of Visual Alteration, Daytime Point of Reception 1, B.C. Ferries Duke Point Route

Legend for calculating extent of visual alteration	Area of existing visual alteration	Area of future visual alteration

Figure 25-B4 Existing Viewscape from Daytime Point of Reception 2, B.C. Ferries Causeway

Figure 25-B5 Future Viewscape from Daytime Point of Reception 2 B.C. Ferries Causeway

Figure 25-B6 Areas of Visual Alteration, Daytime Point of Reception 2 B.C. Ferries Causeway

Legend for calculating extent of visual alteration	Area of existing visual alteration	Area of future visual alteration

Figure 25-B7 Existing Viewscape from Daytime Point of Reception 3, Tsawwassen First Nation, Outer Dyke

Figure 25-B8 Future Viewscape from Daytime Point of Reception 3, Tsawwassen First Nation, Outer Dyke

Figure 25-B9 Areas of Visual Alteration, Daytime Point of Reception 3, Tsawwassen First Nation, Outer Dyke

Legend for calculating extent of visual alteration	Area of existing visual alteration	Area of future visual alteration

Figure 25-B10 Existing Viewscape from Daytime Point of Reception 4, Point Roberts Mid-way Western Shore

Figure 25-B11 Future Viewscape from Daytime Point of Reception 4, Point Roberts Mid-way Western Shore

Figure 25-B12 Areas of Visual Alteration, Daytime Point of Reception 4, Point Roberts Mid-way Western Shore

Legend for calculating extent of visual alteration	Area of existing visual alteration	Area of future visual alteration

Figure 25-B13 Existing Viewscape from Daytime Point of Reception 5, B.C. Ferries Swartz Bay Route

Figure 25-B14 Future Viewscape from Daytime Point of Reception 5, B.C. Ferries Swartz Bay Route

Figure 25-B15 Areas of Visual Alteration, Daytime Point of Reception 5, B.C. Ferries Swartz Bay Route

Legend for calculating extent of visual alteration	Area of existing visual alteration	Area of future visual alteration

Figure 25-B16 Existing Viewscape from Daytime Point of Reception 6, Richmond, Garry Point Park

Figure 25-B17 Future Viewscape from Daytime Point of Reception 6, Richmond, Garry Point Park

Figure 25-B18 Areas of Visual Alteration, Daytime Point of Reception 6, Richmond, Garry Point Park

Legend for calculating extent of visual alteration	Area of existing visual alteration	Area of future visual alteration

Figure 25-B19 Existing Viewscape from Daytime Point of Reception 7, Mayne Island, Bennett Bay Ecological Reserve

Figure 25-B20 Future Viewscape from Daytime Point of Reception 7, Mayne Island, Bennett Bay Ecological Reserve

Figure 25-B21 Areas of Visual Alteration, Daytime Point of Reception 7, Mayne Island, Bennett Bay Ecological Reserve

Legend for calculating extent of visual alteration	Area of existing visual alteration	Area of future visual alteration

Figure 25-B22 Existing Viewscape from Daytime Point of Reception 8, Saturna Island, Mid-Island

Figure 25-B23 Future Viewscape from Daytime Point of Reception 8, Saturna Island, Mid-Island

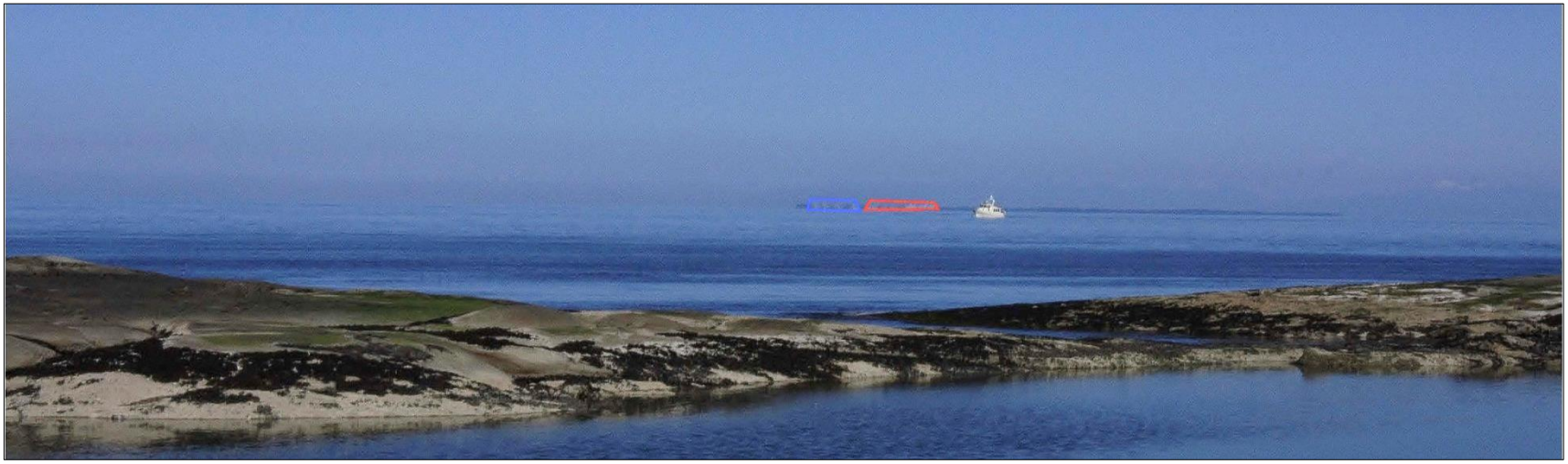
Figure 25-B24 Areas of Visual Alteration, Daytime Point of Reception 8, Saturna Island, Mid-Island

Legend for calculating extent of visual alteration	Area of existing visual alteration	Area of future visual alteration

Figure 25-B25 Existing Viewscape from Daytime Point of Reception 9, Galiano Island, Dionisio Point Provincial Park

Figure 25-B26 Future Viewscape from Daytime Point of Reception 9, Galiano Island, Dionisio Point Provincial Park

Figure 25-B27 Areas of Visual Alteration, Daytime Point of Reception 9, Galiano Island, Dionisio Point Provincial Park



Legend for calculating extent of visual alteration	Area of existing visual alteration	Area of future visual alteration

Figure 25-B28 Existing Viewscape from Daytime Point of Reception 10, Alaksen National Wildlife Reserve

Figure 25-B29 Future Viewscape from Daytime Point of Reception 10, Alaksen National Wildlife Reserve

Figure 25-B30 Areas of Visual Alteration, Daytime Point of Reception 10, Alaksen National Wildlife Reserve

Legend for calculating extent of visual alteration	Area of existing visual alteration	Area of future visual alteration

APPENDIX 25-C

Rationale for Inclusion/Exclusion of Other Certain and Reasonably Foreseeable Projects and Activities in the Cumulative Effects Assessment of Visual Resources

This page is intentionally left blank

Appendix 25-C Rationale for Inclusion/Exclusion of Other Certain and Reasonably Foreseeable Projects and Activities in the Cumulative Effects Assessment of Visual Resources

The assessment included consideration of the potential for an interaction between a potential Project-related residual effect on visual resources and the effects of other certain and reasonably foreseeable projects and activities on that VC. The rationale for inclusion or exclusion of each certain and reasonably foreseeable project and activity identified in **Section 8.0 Effects Assessment Methods, Table 8-8 Project and Activity Inclusion List** from the cumulative effects assessment is presented in **Table 25-C1**.

Table 25-C1 Rationale for Inclusion or Exclusion of Other Certain and Reasonably Foreseeable Projects from the Cumulative Effects Assessment of Visual Resources

Other Certain and Reasonably Foreseeable Project /Activity	Included/ Excluded (I/E)	Rationale for Exclusion
Project		
BURNCO Aggregate Project, Gibsons, B.C.	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting would be obstructed by landscape features.
Centerm Terminal Expansion, Vancouver, B.C.	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting would be obstructed by landscape features.
Fraser Surrey Docks Direct Transfer Coal Facility, Surrey, B.C.	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting would be obstructed by landscape features.
Gateway Pacific Terminal at Cherry Point and associated BNSF Railway Company Rail Facilities Project, Blaine, Washington	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because this project is not within the RAA.
Gateway Program - North Fraser Perimeter Road Project, Coquitlam, B.C.	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting would be obscured by landscape features.
George Massey Tunnel Replacement Project, Richmond and Delta, B.C.	I	An interaction exists related to the visibility of the towers of the bridge, resulting in a potential cumulative effect.
Kinder Morgan Pipeline Expansion Project, Strathcona County, Alberta to Burnaby, B.C.	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting would not be seen from the points of reception (PORs).

Other Certain and Reasonably Foreseeable Project /Activity	Included/ Excluded (I/E)	Rationale for Exclusion
Lehigh Hanson Aggregate Facility, Richmond, B.C.	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting would be obscured by landscape features.
Lions Gate Wastewater Treatment Plant Project, District of North Vancouver, B.C.	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting would be obscured by landscape features.
North Shore Trade Area Project - Western Lower Level Route Extension, West Vancouver, B.C.	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting would be obscured by landscape features.
Pattullo Bridge Replacement Project, New Westminster and Surrey, B.C.	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting would not be seen from the PORs.
Southlands Development, Delta, B.C.	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting would be obscured by landscape features.
Vancouver Airport Fuel Delivery Project, Richmond, B.C.	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting would be obscured by landscape features.
Woodfibre LNG Project, Squamish, B.C.	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting would be obscured by landscape features.
Activity		
Incremental Road Traffic Associated with RBT2	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting associated with vehicles would be small in scale and would not be seen from the PORs.
Incremental Rail Traffic Associated with RBT2	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting associated with railway cars would be small in scale and not be seen from the PORs.
Incremental Marine Vessel Traffic Associated with RBT2	E	An interaction resulting in a cumulative effect on visual resources is not anticipated because structures and lighting from additional vessels would be transient and infrequent (compared to permanent structures) and consistent with existing activity.