

APPENDIX 11-A
Rationale for Exclusion of Other Certain and
Reasonably Foreseeable Projects and
Activities in the Cumulative Effects
Assessment of Marine Vegetation

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Appendix 11-A Rationale for Exclusion of Other Certain and Reasonably Foreseeable Projects and Activities in the Cumulative Effects Assessment of Marine Vegetation

The assessment considered the potential for an interaction between a potential Project-related residual effect on marine vegetation and the effects of other certain and reasonably foreseeable projects and activities on that VC. The rationale for 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 11-A1**.

Table 11-A1 Rationale for Exclusion of Other Certain and Reasonably Foreseeable Projects in the Cumulative Effects Assessment of Marine Vegetation

Other Certain and Reasonably Foreseeable Project /Activity	Rationale for Exclusion
Project	
BURNCO Aggregate Project, Gibsons, B.C.	No potential for cumulative interaction with marine vegetation due to the project’s distant location from Roberts Bank.
Centerm Terminal Expansion, Vancouver, B.C.	No potential for cumulative interaction with marine vegetation due to distant location from Roberts Bank.
Fraser Surrey Docks Direct Coal Transfer Facility, Surrey, B.C.	No potential for cumulative interaction with marine vegetation due to the project’s distant location from Roberts Bank.
Gateway Pacific Terminal at Cherry Point and associated BNSF Railway Company Rail Facilities Project, Blaine, Washington	No potential for cumulative interaction with marine vegetation due to distant location from Roberts Bank.
Gateway Program – North Fraser Perimeter Road Project, Coquitlam, B.C.	Not relevant to this cumulative effects assessment since project is land-based.
George Massey Tunnel Replacement Project, Richmond and Delta, B.C.	Project is potentially relevant to marine vegetation through potential water quality and sedimentation effects (i.e., elevated TSS levels and sedimentation during construction from removal of existing tunnel or changes to riverbed morphology and sediment re-distribution following tunnel removal). Due to the preliminary stage of this project, publicly available information is limited but it is assumed that mitigation will be implemented. Any influence or change to the physical environment from this project is therefore likely to be negligible relative to the RBT2 scale of influence.
Kinder Morgan Pipeline Expansion Project, Strathcona County, Alberta to Burnaby, B.C.	No potential for cumulative interaction with marine vegetation due to the project’s distant location from Roberts Bank.

Other Certain and Reasonably Foreseeable Project /Activity	Rationale for Exclusion
Lehigh Hanson Aggregate Facility, Richmond, B.C.	Project relevant to marine vegetation through potential water quality and sedimentation effects during berthing infrastructure construction; however, any influence or change to marine vegetation from this project is likely to be negligible relative to the RBT2 scale of influence.
Lions Gate Wastewater Treatment Plant Project, District of North Vancouver, B.C.	No potential for cumulative interaction with marine vegetation due to the project's distant location from Roberts Bank.
North Shore Trade Area Project - Western Lower Level Route Extension, West Vancouver, B.C.	Not relevant to marine vegetation cumulative effects assessment since project is land-based.
Pattullo Bridge Replacement Project, New Westminster and Surrey, B.C.	Not relevant to marine vegetation cumulative effects assessment since project is primarily land-based.
Southlands Development, Delta, B.C.	Not relevant to marine vegetation cumulative effects assessment since project is land-based.
Vancouver Airport Fuel Delivery Project, Richmond, B.C.	Potentially relevant to this VC, but any influence or change to the physical environment from this project is likely to be negligible relative to the RBT2 scale of influence.
Woodfibre LNG Project, Squamish, B.C.	No potential for cumulative interaction with marine vegetation due to the project's distant location from Roberts Bank.
Activity	
Incremental Road Traffic Associated with RBT2	Not relevant to marine vegetation effects assessment due to land-based nature of project.
Incremental Rail Traffic Associated with RBT2	Not relevant to marine vegetation effects assessment due to land-based nature of project.
Incremental Marine Vessel Traffic Associated with RBT2	Although a marine-based activity, no potential for cumulative interaction with marine vegetation.