

Date: November 15, 2021

From: Mike McLellan, Vice President, Project Development – GCT Canada Limited Partnership
Stefan Crampton, Project Analyst – IAAC

To: Tracy Utting, Project Manager – IAAC
Brandon Mather, Project Assessment Director – EAO

Subject: **Local and Regional Assessment Areas for the GCT DP4 Project**

To whom it may concern,

GCT is pleased to provide the Impact Assessment Agency of Canada (IAAC) and the BC Environmental Assessment Office (BCEAO) with updates to the proposed Local Assessment Areas (LAA) and Regional Assessment Areas (RAA) for candidate Valued Components (VCs) and Elements (used to inform VCs) for the proposed Deltaport Expansion, Berth Four Project (DP4). This information package includes draft:

- Tables with information for the proposed DP4 Project Impact Assessment including:
 - VCs and Elements (unchanged);
 - Topics to be captured by the assessment (unchanged), and;
 - LAAs and RAAs for each VC and element. (The LAAs and RAAs in the tables have been revised based on continued external engagement following GCT's provision of the first draft to IAAC and BCEAO as appended to the Joint Guidelines in appendix A1.4 and A1.5.)
- Maps displaying the proposed LAA and RAA for each VC and Element.

The Draft Joint Guidelines issued publicly on November 8th, 2021 note that “The geographic extent of the assessment for road and rail transportation activities will be outlined in the final Joint Guidelines.” As a result road and rail beyond GCT’s lease boundary are not considered in the LAAs and RAAs presented.

GCT is committed to engaging with Indigenous Nations and Regulatory Authorities to define the scope of the DP4 Impact Assessment, used to define these LAAs and RAAs. GCT expects that LAAs and RAAs may be revised based on engagement and in consideration of the final Joint Guidelines anticipated to be issued to GCT by the IAAC and EAO in Q2 2022.

Sincerely,

<Original signed by>

Mike McLellan
Vice President, Project Development
GCT Canada Limited Partnership

Table 1. DP4 Elements – Proposed LAA and RAA boundaries

Element	Sub-Element	Topics to be Captured by the Assessment	LAA: Encompasses the Project footprint and the zone of influence of the Project, including areas that may be affected by direct and indirect Project effects	RAA: Includes the LAA, and a broader spatial boundary for the assessment of potential cumulative effects based on other past, present or reasonably foreseeable projects
Air Quality	n/a	<ul style="list-style-type: none"> Criteria Air Contaminants, including NOx, SO2, suspended particulate matter (PM), and CO Volatile Organic Compounds (VOCs), including acrolein, benzene, 1,3-butadiene, acetaldehyde, formaldehyde, naphthalene, ethylbenzene, polycyclic organic matter (POM) Other air pollutants, including diesel particulate matter, and black carbon. 	Within 10 km of both the Project footprint and the shipping route utilized by the Project, extending to the 12 nm limit of Canada’s territorial sea.	Within 30 km of the Project footprint and the shipping route utilized by the Project, extending to the 12 nm limit of Canada’s territorial sea.
Atmospheric Noise	n/a	<ul style="list-style-type: none"> Environmental noise levels including daytime, nighttime, low frequency, and percent highly annoyed 	Within 10 km of the Project footprint as well as within 4 km of the shipping route utilized by the Project, extending to the 12 nm limit of Canada’s territorial sea.	Within 10 km of the Project footprint and the shipping route utilized by the Project, extending to the 12 nm limit of Canada’s territorial sea.
Underwater Noise	n/a	<ul style="list-style-type: none"> Pile driving Marine Transportation 	Based on the Marine Mammals VC LAA including within 8.5 km of the Project Footprint as well as within 6.5 km of the shipping route utilized by the Project, extending to the 12 nm limit of Canada’s territorial sea.	The Salish Sea encompassing the Project shipping route (as shown in DPD Figure 5) from Sturgeon Bank through the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait (the 12 nm limit of Canada’s territorial sea), excluding Puget Sound.

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LAA and RAA are subject to change based on engagement with Indigenous Nations and Regulatory Authorities.

Element	Sub-Element	Topics to be Captured by the Assessment	LAA: Encompasses the Project footprint and the zone of influence of the Project, including areas that may be affected by direct and indirect Project effects	RAA: Includes the LAA, and a broader spatial boundary for the assessment of potential cumulative effects based on other past, present or reasonably foreseeable projects
Marine Water and Sediment Quality	Marine Water Quality	<ul style="list-style-type: none"> Contaminants Nutrients Total Suspended Solids Turbidity Salinity Flow 	<p>Includes intertidal and subtidal areas of Roberts Bank, from the US Border to Canoe Passage, and from the high-water mark seaward to approximately 100 m below Chart Datum (CD), in the Strait of Georgia.</p> <p>Also includes area within 2 km of the shipping route utilized by the Project, extending to the 12 nm limit of Canada's territorial sea.</p>	The Salish Sea encompassing the Project shipping route (as shown in DPD Figure 5) from Sturgeon Bank through the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait (the 12 nm limit of Canada's territorial sea), excluding Puget Sound.
Marine Water and Sediment Quality	Marine Sediment Quality	<ul style="list-style-type: none"> Sediment disturbance Sediment quality: carbon, nutrients, metals, organic compounds 	<p>Includes intertidal and subtidal areas of Roberts Bank, from the US Border to Canoe Passage, and from the high-water mark seaward to approximately 100 m below Chart Datum (CD), in the Strait of Georgia.</p> <p>Also includes area within 2 km of the shipping route utilized by the Project, extending to the 12 nm limit of Canada's territorial sea.</p>	The Salish Sea encompassing the Project shipping route (as shown in DPD Figure 5) from Sturgeon Bank through the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait (the 12 nm limit of Canada's territorial sea), excluding Puget Sound.
Coastal Geomorphology	n/a	<ul style="list-style-type: none"> Waves Ocean Currents Morphodynamics 	Includes intertidal and subtidal areas of Roberts Bank, from the US Border to Canoe Passage, and from the high-water mark seaward to approximately 100 m below Chart Datum (CD), in the Strait of Georgia.	The Salish Sea encompassing the Project shipping route (as shown in DPD Figure 5) from Sturgeon Bank through the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait (the 12 nm limit of Canada's

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			Also includes area within 2 km of the shipping route utilized by the Project, extending to the 12 nm limit of Canada's territorial sea.	territorial sea), excluding Puget Sound.
Light	Light trespass Skyglow	<ul style="list-style-type: none"> • Light levels • Sky quality levels • Light fixture photometric data from manufacturers • First Nations concerns regarding sky glow and visibility of stars 	<p>Within 60 km of the Project footprint (Night).</p> <p>Also includes area within 4 km of the shipping route utilized by the Project, extending to the 12 nm limit of Canada's territorial sea.</p>	<p>Within 70 km of the Project footprint (Night).</p> <p>Also includes the Salish Sea encompassing the Project shipping route (as shown in DPD Figure 5) from Sturgeon Bank through the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait (the 12 nm limit of Canada's territorial sea), excluding Puget Sound.</p>
Visual Resources	Visual resources	<ul style="list-style-type: none"> • Changes to visual resources affecting the public's ability to enjoy or appreciate view-scapes • Potential tourism impacts arising from "spoiled views" • First Nations concerns regarding impacts on viewscales. 	Within 8 km of the Project footprint (Day).	Within 40 km of the Project footprint (Day).

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Table 2. DP4 Valued Components – Proposed LAA and RAA boundaries

Valued Components	Subcomponents	Topics to be Captured by the Assessment	LAA: Encompasses the Project footprint and the zone of influence of the Project, including areas that may be affected by direct and indirect Project effects	RAA: Includes the LAA, and a broader spatial boundary for the assessment of potential cumulative effects based on other past, present or reasonably foreseeable projects
Marine Fish and Habitat	Marine vegetation and invertebrates <ul style="list-style-type: none"> ● Eelgrass ● Biofilm ● Other marine vegetation ● Saltmarsh ● Benthic infauna ● Benthic fauna (e.g., crabs), including habitat-forming invertebrates 	<ul style="list-style-type: none"> ● Saltmarsh/brackish marsh ● Eelgrass abundance, productivity and fish usage ● Macroalgae abundance, productivity and fish usage ● Biofilm distribution and quality ● Species at risk ● Invasive/non-native species ● Other species of management concern ● Traditional use species ● Commercial use species 	Includes intertidal and subtidal habitats of Roberts Bank, from the BC Ferries Tsawwassen Terminal to 500 m northwest of the Roberts Bank Causeway, and from the high-water mark seaward to 20 m below Chart Datum (CD), in the Strait of Georgia. Also includes area within 2 km of the shipping route utilized by the Project, extending to the 12 nm limit of Canada’s territorial sea.	Includes intertidal and subtidal areas in Roberts Bank, from Canoe Passage to the US border, and from the high-water mark seaward to –100 m (CD). Also includes the Salish Sea encompassing the Project shipping route (as shown in DPD Figure 5) from Sturgeon Bank through the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait (the 12 nm limit of Canada’s territorial sea), excluding Puget Sound.
	Marine fish <ul style="list-style-type: none"> ● Salmon ● Demersal fish (e.g. sturgeon) ● Forage fish (e.g., sand lance, surf smelt, herring, eulachon, etc.) 	<ul style="list-style-type: none"> ● Underwater noise ● Increased/change in light on predator-prey dynamics ● Fish habitat preferences ● Species at risk ● Other species of management concern ● Traditional use species ● Invasive species ● Accidents and malfunctions 	Includes intertidal and subtidal areas of Roberts Bank, from the US Border to Canoe Passage, and from the high-water mark seaward to approximately 100 m below Chart Datum (CD), in the Strait of Georgia. Also includes area within 6.5 km of the shipping route utilized by the Project, extending to the 12 nm limit of Canada’s territorial sea.	Includes the Fraser River estuary from Boundary Bay to Sturgeon Bank and from the high-water mark seaward, plus the Fraser River North and Main Arms and main stem to New Westminster. Also includes the Salish Sea encompassing the Project shipping route (as shown in DPD Figure 5) from Sturgeon Bank through the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait (the 12 nm limit of Canada’s territorial sea), excluding Puget Sound.

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Marine Mammals	<ul style="list-style-type: none"> Low-Frequency Cetaceans (e.g., humpback whales) Mid Frequency Cetaceans (e.g., Southern Resident killer whales) High-Frequency Cetaceans (e.g., harbour porpoise) Ottariids (e.g., Steller sea lion) Phocids (e.g., harbour seal) Mustelids (e.g., sea otter) 	<ul style="list-style-type: none"> Species at risk Underwater noise Collision risk Important habitats Critical habitats Exposure to contaminants 	Within 8.5 km of the Project Footprint as well as within 6.5 km of the shipping route utilized by the Project, extending to the 12 nm limit of Canada's territorial sea.	Encompassing the Salish Sea from the northern extent of the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait. This includes SRKW critical habitat in Canadian and US waters, excluding Puget Sound, and encompassing the Project shipping route, extending to the 12 nm limit of Canada's territorial sea.
Birds	<ul style="list-style-type: none"> Shorebirds Coastal Waterbirds Great Blue Heron 	<ul style="list-style-type: none"> Current relative abundance, spatial and temporal distribution Species of concern or importance Migratory and overwintering birds Species at risk Traditional use species 	Intertidal areas northwest of the Roberts Bank causeway to Brunswick Point and the inter-causeway area between the Roberts Bank and Tsawwassen Ferry Terminal causeways to low tide (approximately 0 m Chart Datum (CD)).	Intertidal habitats of the Strait of Georgia, from Sturgeon Bank to Boundary Bay, and from the high water mark seaward to low tide (approximately 0 m Chart Datum (CD)) for shorebirds, and to 1 km seaward of the low tide mark for coastal waterbirds and great blue heron.

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	<ul style="list-style-type: none"> Marine Birds 	<ul style="list-style-type: none"> Current relative abundance, spatial and temporal distribution Species of concern or importance Migratory and overwintering birds Species at risk Traditional use species 	<p>Within 3 km of the Project footprint, and 4 km of the Project shipping route utilized by the Project, extending to the 12 nm limit of Canada’s territorial sea.</p>	<p>The Salish Sea encompassing the Project shipping route (as shown in DPD Figure 5) from Sturgeon Bank through the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait (the 12 nm limit of Canada’s territorial sea), excluding Puget Sound.</p>
Employment and Economy	<ul style="list-style-type: none"> Employment 	<ul style="list-style-type: none"> Changes in availability of/access to jobs and training Availability of contracting opportunities Changes in labour income Access to economic opportunities/economic equity Upward pressure on local wages GBA+ considerations 	<p>Metro Vancouver (a federation of 21 municipalities, one Electoral Area and one Treaty First Nation that collaboratively plans for and delivers regional-scale services).</p> <p>Also includes area within 2 km of the shipping route utilized by the Project, extending to the 12 nm limit of Canada’s territorial sea.</p>	<p>Province of BC including coastal waters out to the 12nm limit. Also includes the Salish Sea encompassing the Project shipping route (as shown in DPD Figure 5) from Sturgeon Bank through the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait (the 12 nm limit of Canada’s territorial sea), excluding Puget Sound.</p>
	<ul style="list-style-type: none"> Economy 	<ul style="list-style-type: none"> Tax revenues and government expenditures GDP contributions Changes in business opportunities and revenue Land and resource valuations Cost of living GBA+ considerations 	<p>Metro Vancouver (a federation of 21 municipalities, one Electoral Area and one Treaty First Nation that collaboratively plans for and delivers regional-scale services).</p> <p>Also includes area within 2 km of the shipping route utilized by the Project, extending to the 12 nm limit of Canada’s territorial sea.</p>	<p>Province of BC including coastal waters out to the 12nm limit. Also includes the Salish Sea encompassing the Project shipping route (as shown in DPD Figure 5) from Sturgeon Bank through the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait (the 12 nm limit of Canada’s territorial sea), excluding Puget Sound.</p>

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Land and Resource Use	<ul style="list-style-type: none"> Private property uses 	<ul style="list-style-type: none"> Use and enjoyment of private property Potential effects on productivity of agricultural land or associated farming operations Other tenured, permitted, or licensed land uses Cultural considerations 	Within the area bounded by Canoe Passage to the northwest, by the existing BC Ferries terminal causeway and highway 17 to the southeast, and inland by highway 99 to the northeast. Also includes all Tsawwassen First Nations Lands.km.	City of Delta boundary including Tsawwassen First Nation lands, but only only extending to the south bank of the Fraser River along the northern perimeter of the RAA.
	<ul style="list-style-type: none"> Public land and resources 	<ul style="list-style-type: none"> Agriculture Tourism Cultural considerations GBA+ considerations 	Within the area bounded by Canoe Passage to the northwest, by the existing BC Ferries terminal causeway and highway 17 to the southeast, by highway 17A to the east, and inland by highway 99 to the northeast. Also includes all Tsawwassen First Nations Lands.	City of Delta boundary
Marine Use	<ul style="list-style-type: none"> Navigation 	<ul style="list-style-type: none"> Effects on marine navigation Interference with marine safety Shipping route Commercial and recreational marine traffic Marine transportation schedules 	Within 10 km of the Project Footprint excluding Boundary Bay and extending northward to encompass the entrance to the South arm of the Fraser River. Also within 2 km of the shipping route originating at the Project and extending through the southern Strait of Georgia, Boundary Pass, Haro Strait and Juan de Fuca Straight to the 12 nm limit of Canada's territorial sea.	Includes those parts of the Salish Sea encompassed by the Project shipping route (as shown in DPD Figure 5) from Sturgeon Bank through the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait (the 12 nm limit of Canada's territorial sea), excluding Puget Sound.

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	<ul style="list-style-type: none"> Tenured marine use 	<ul style="list-style-type: none"> Ability of licensed tenure-holders to operate or otherwise conduct activities 	<p>Within 10 km of the Project Footprint excluding Boundary Bay and extending northward to encompass the entrance to the South arm of the Fraser River. Also includes area within 2 km of the shipping route utilized by the Project, extending to the 12 nm limit of Canada's territorial sea.</p>	<p>Includes those parts of the Salish Sea encompassed by the Project shipping route (as shown in DPD Figure 5) from Sturgeon Bank through the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait (the 12 nm limit of Canada's territorial sea), excluding Puget Sound.</p>
	<ul style="list-style-type: none"> Public marine use 	<ul style="list-style-type: none"> Consumptive marine uses (i.e., fishing, harvesting shellfish and vegetation gathering) Ability to participate in non-consumptive marine uses/recreation (i.e., boating, and windsurfing) Ability to access and use the marine environment (including marine protected areas) Marine tourism opportunities Cultural dimensions related to sharing family values and enhance life skills (i.e., marine-based food gathering and recreational activities) Enhanced sense of belonging to the West Coast culture Strengthening connections to nature and unique West Coast marine life (i.e., SRKW) Cultural considerations 	<p>Within 10 km of the Project Footprint excluding Boundary Bay and extending northward to encompass the entrance to the South arm of the Fraser River. Also within 2 km of the shipping route utilized by the Project, extending to the 12 nm limit of Canada's territorial sea.</p>	<p>Includes those parts of the Salish Sea encompassed by the Project shipping route (as shown in DPD Figure 5) from Sturgeon Bank through the Strait of Georgia to Swiftsure Bank at the western entrance to the Juan de Fuca Strait (the 12 nm limit of Canada's territorial sea), excluding Puget Sound.</p>

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<ul style="list-style-type: none"> • GBA+ considerations. 				
Infrastructure and Services	<ul style="list-style-type: none"> • Infrastructure and Community Services 	<p>Access to any of the following, including GBA+ considerations:</p> <ul style="list-style-type: none"> • Emergency response services • Domestic water supply • Sewage and water treatment facilities • Landfills and recycling facilities • Community recreational facilities • Educational services and facilities, including daycare • Other public and private sector services • Access, availability, and demand for affordable housing 	City of Delta and Tsawwassen First Nation	Metro Vancouver with a focus on the adjacent municipalities of Richmond and Surrey
	<ul style="list-style-type: none"> • Transportation infrastructure 	<ul style="list-style-type: none"> • Transportation services and the public's ability to travel • Changes in access to critical infrastructure • Movement of essential goods and services during construction • SDH considerations related to the built environment and healthy activities (i.e., bikeways, footpaths, etc.) • GBA+ considerations 	City of Delta and Tsawwassen First Nation	Metro Vancouver with a focus on the adjacent municipalities of Richmond and Surrey

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	<ul style="list-style-type: none"> Health and Social Services 	<ul style="list-style-type: none"> Access to health and social services and facilities (i.e., community services, education, family services, etc.) Changes in demand for housing and accommodation Cultural considerations GBA+ considerations 	City of Delta and Tsawwassen First Nation	Metro Vancouver with a focus on the adjacent municipalities of Richmond and Surrey
Social Determinants of Health (SDH)	<ul style="list-style-type: none"> Lifestyle factors/healthy behaviour 	<ul style="list-style-type: none"> Stress and anxiety over a disruption of sleep due to overexposure to noise, vibration and light. Stress and anxiety, feeling unsafe due to detours and roadblocks and exposure to dust. Mental health and connecting with nature/physical environment Increase in unhealthy behaviours (i.e., alcohol, smoking) due to project induced stress GBA+ considerations 	City of Delta and Tsawwassen First Nation	<p>Metro Vancouver with a focus on the adjacent municipalities of Richmond and Surrey</p> <p>(Note : Marine Shipping will be assessed under the Marine Use VC)</p>
	<ul style="list-style-type: none"> Social and Community Factors 	<ul style="list-style-type: none"> Access to neighbours or neighbourhoods, community amenities, and areas for recreation and social interactions 	City of Delta and Tsawwassen First Nation	<p>Metro Vancouver with a focus on the adjacent municipalities of Richmond and Surrey</p> <p>(Note : Marine Shipping will be assessed under the Marine Use VC)</p>

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	<ul style="list-style-type: none"> Livelihood factors 	<ul style="list-style-type: none"> Disruption of outdoor social gatherings or events due to noise or light Changes in lifestyle as a result of a change in access to or opportunities for active living or routine activities; Changes in the built environment and implications for safety, mobility, and active transportation (i.e., bike paths, trails etc. that enhance public safety, healthy behaviours, and/or social interactions Potential implications for culture (i.e., intergenerational relationships/knowledge) GBA+ considerations Changes in income level impacting lifestyle and quality of life Access to resources that act as sources of household sustenance Changes in employment, economic or other livelihood opportunity(ies) GBA+ considerations 	City of Delta and Tsawwassen First Nation	<p>Metro Vancouver with a focus on the adjacent municipalities of Richmond and Surrey</p> <p>(Note : Marine Shipping will be assessed under the Marine Use VC)</p>

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Human Health	<ul style="list-style-type: none"> Emissions Human Health Risk Assessment Noise and Vibration Human Health Risk Assessment Marine shellfish tissue assessment and human health risk assessment 	<ul style="list-style-type: none"> Air quality Noise Soil quality Quality and quantity of country foods 	Area within 10 km of the Project footprint and the shipping route utilized by the Project, extending to the 12 nm limit of Canada’s territorial sea. (Assessment will be based on Canadian Human Health risk assessment guidance).	Within 30 km of the Project footprint and the shipping route utilized by the Project, extending to the 12 nm limit of Canada’s territorial sea. (Assessment will be based on Canadian Human Health risk assessment guidance).
Archaeological and Heritage Resources	<ul style="list-style-type: none"> Archaeological and Heritage Resources 	<ul style="list-style-type: none"> Specific to an Indigenous nation’s interests Potential for and presence of archaeological sites by site type Potential for and presence of archaeological sites by landform or geographic area 	<p>Area within 250 m of the Project footprint as well as the intertidal area southeast of the Roberts Bank Causeway to the BC Ferries terminal causeway (the intercauseway area), ending landward at the dike and pathway that extends between the causeways.</p> <p>Also includes area within 2 km of the Shipping route focused on the shoreline and intertidal zone where vessel wake wave heights have the potential to contribute to shoreline erosion along the shipping route utilized by the Project, extending to the 12 nm limit of Canada’s territorial sea. However, subtidal areas will be excluded.</p>	The intertidal zone in proximity to the Project footprint and where vessel wake wave heights have the potential to contribute to shoreline erosion along the shipping route utilized by the Project within the Strait of Georgia and the Juan de Fuca Strait and extending to the 12 nm limit of Canada’s territorial sea.

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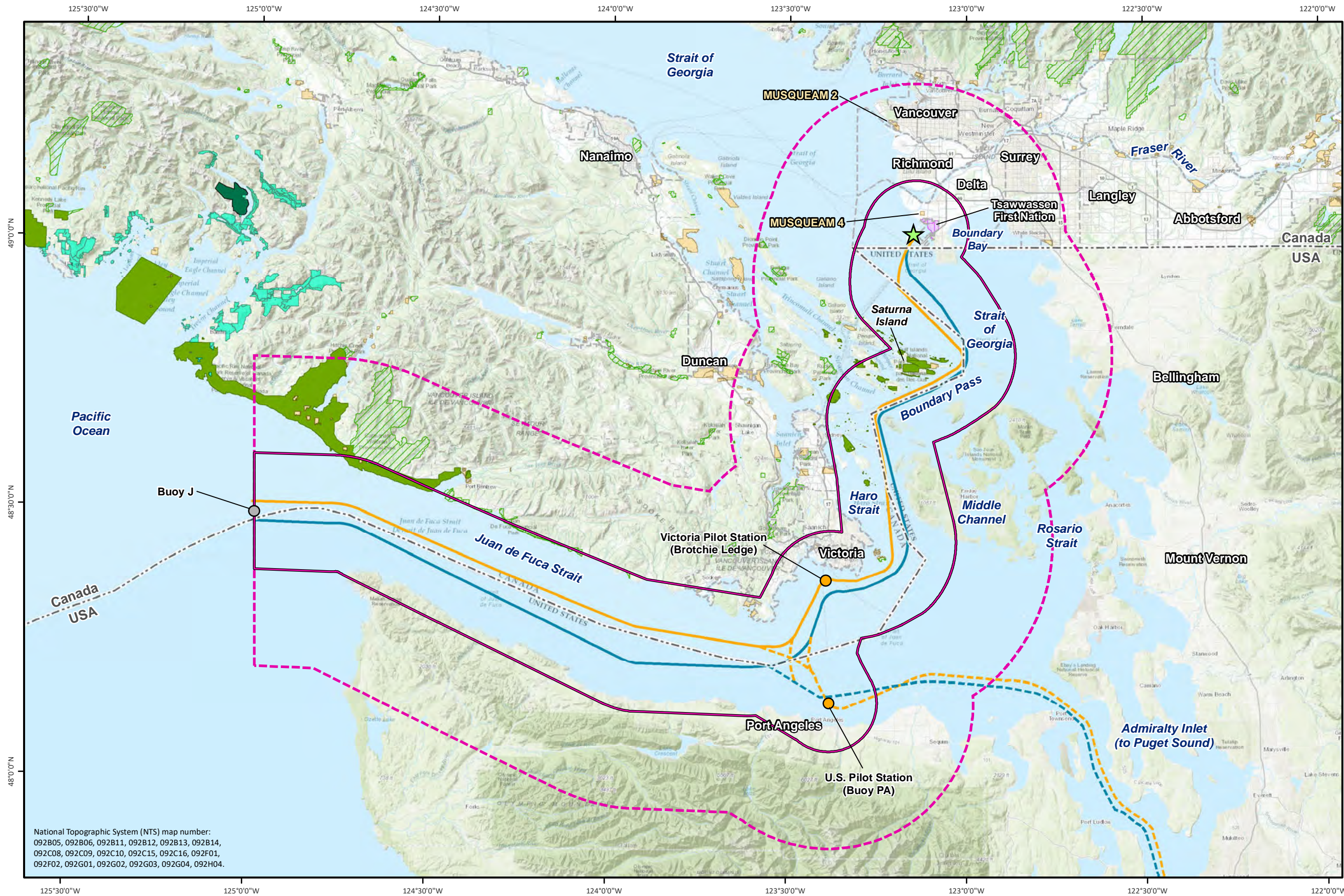
Valued Components	Subcomponents	Topics to be Captured by the Assessment	LAA: Encompasses the Project footprint and the zone of influence of the Project, including areas that may be affected by direct and indirect Project effects	RAA: Includes the LAA, and a broader spatial boundary for the assessment of potential cumulative effects based on other past, present or reasonably foreseeable projects
Indigenous Nation identified VC	<ul style="list-style-type: none"> To be determined 	<ul style="list-style-type: none"> To be determined 	To be defined based on the LAAs of VCs which are linked to the assessment of each Nation or Organization's Indigenous Interests	To be defined based on the RAAs of VCs which are linked to the assessment of each Nation or Organization's Indigenous Interests

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LAAs and RAAs are subject to change based on engagement with Indigenous Nations and Regulatory Authorities.

Figure 1: DP4 Local and Regional Assessment Areas for the Air Quality Element.

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- Legend**
- ★ DP4 Project Location
 - Local Assessment Area
 - Regional Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Maa-nulth First Nation Land
 - Protected Areas
 - Provincial Parks
 - National Parks
 - Municipal Boundary
 - Pilot Station
 - Outbound Shipping Route
 - Inbound Shipping Route
 - Outbound U.S.A Route
 - Inbound U.S.A Route



0 5 10 20 km
 Scale: 1:800,000
 Projection: NAD 1983 UTM Zone 10N

- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Assessment areas, Hatfield 2021.
 - c) First Nation Reserve and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land and Maa-nulth First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Parks and protected areas, Ministry of Environment 2021.
 - f) Background, Topographic map, Esri Online Service.



National Topographic System (NTS) map number:
 092B05, 092B06, 092B11, 092B12, 092B13, 092B14,
 092C08, 092C09, 092C10, 092C15, 092C16, 092F01,
 092F02, 092G01, 092G02, 092G03, 092G04, 092H04.

Figure 2: DP4 Local and Regional Assessment Areas for the Atmospheric Noise Element.

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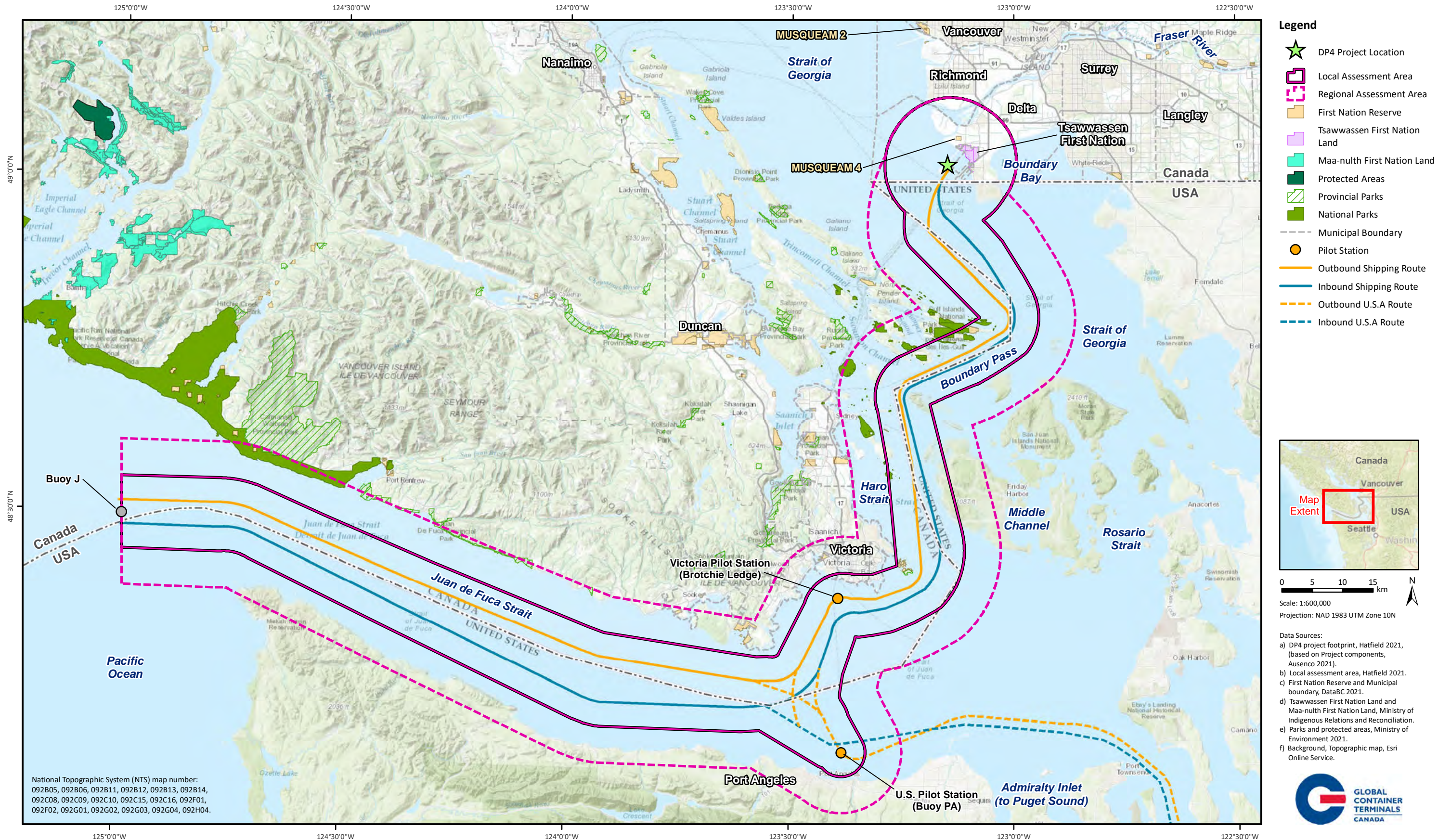


Figure 3: DP4 Local and Regional Assessment Areas for the Underwater Noise Element.

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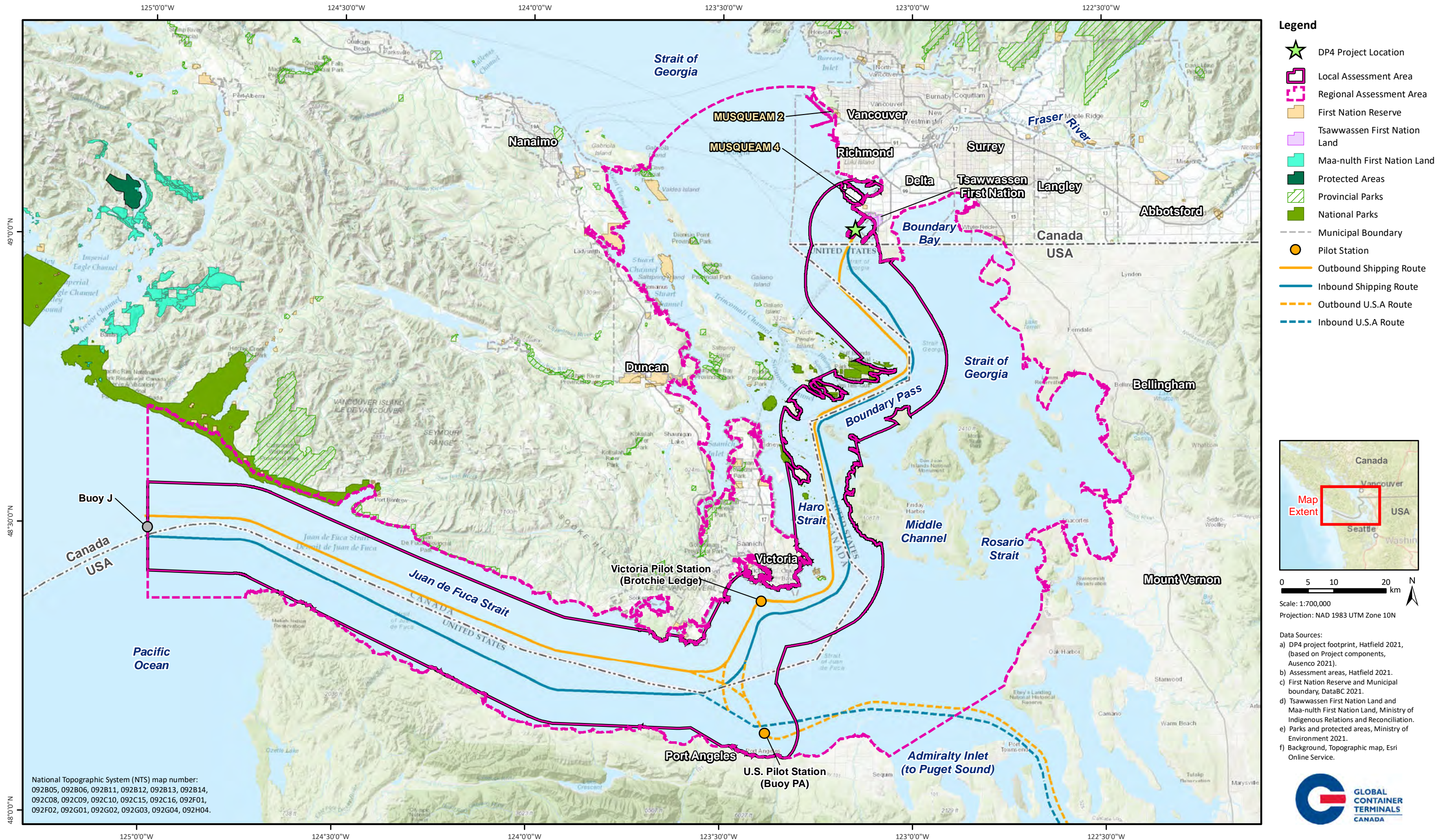


Figure 4: DP4 Local and Regional Assessment Areas for the Marine Water and Sediment Quality Element.

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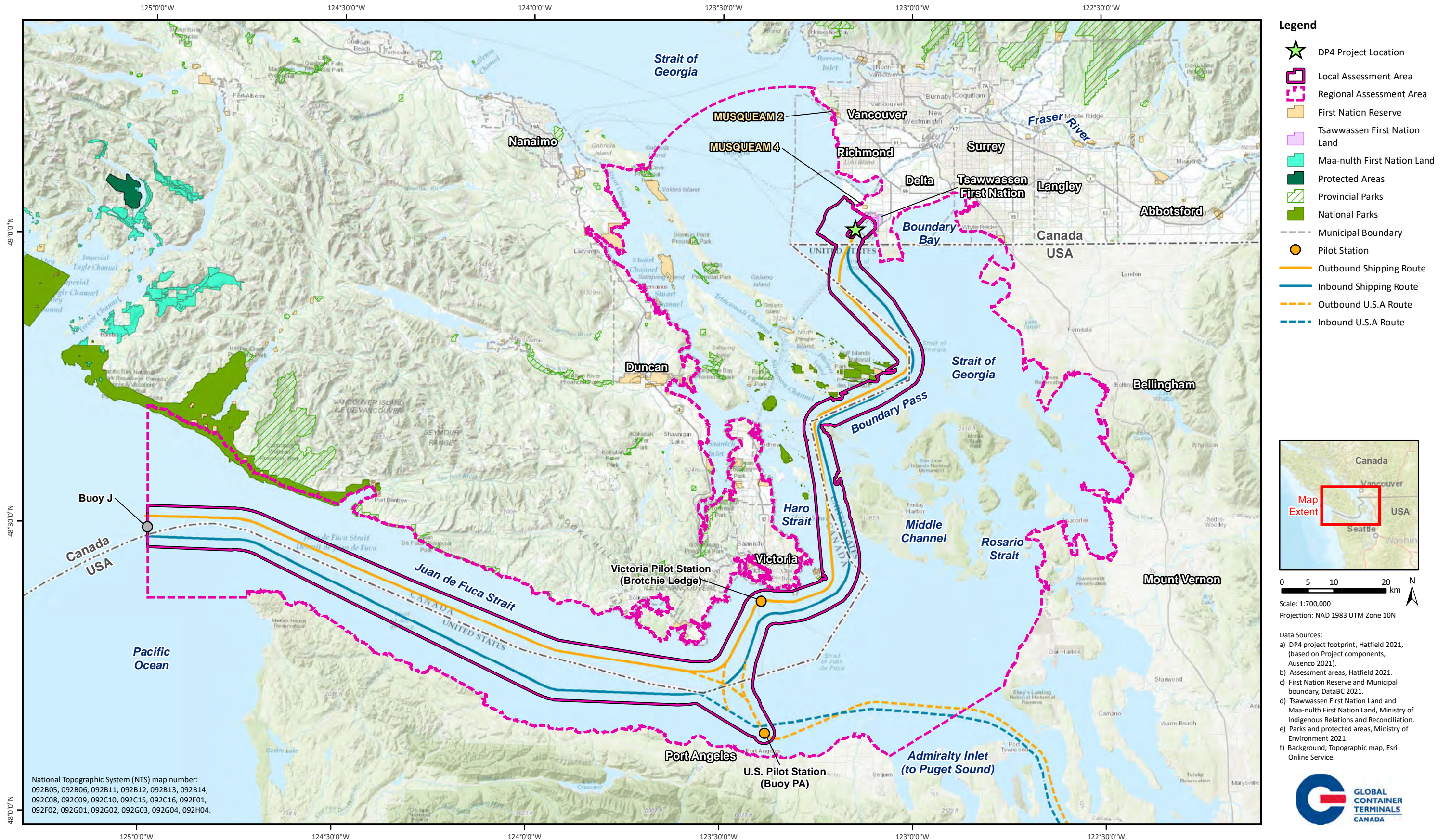
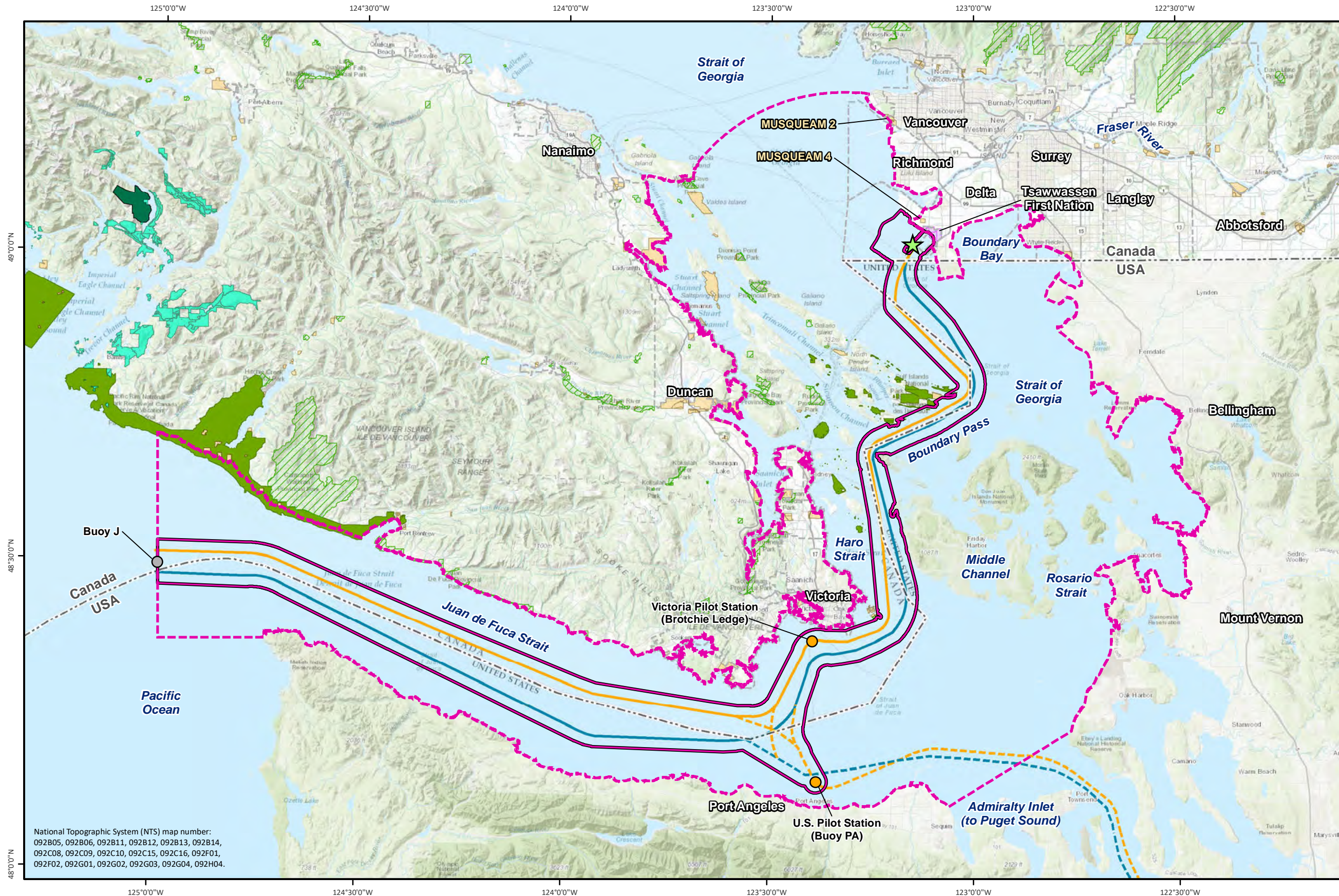
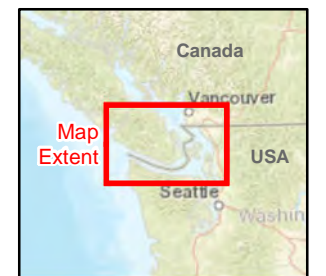


Figure 5: DP4 Local and Regional Assessment Areas for the Coastal Geomorphology Element.

DRAFT



- Legend**
- ★ DP4 Project Location
 - Local Assessment Area
 - Regional Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Maa-nulth First Nation Land
 - Protected Areas
 - Provincial Parks
 - National Parks
 - Municipal Boundary
 - Pilot Station
 - Outbound Shipping Route
 - Inbound Shipping Route
 - Outbound U.S.A Route
 - Inbound U.S.A Route



0 5 10 20 km
 Scale: 1:700,000
 Projection: NAD 1983 UTM Zone 10N

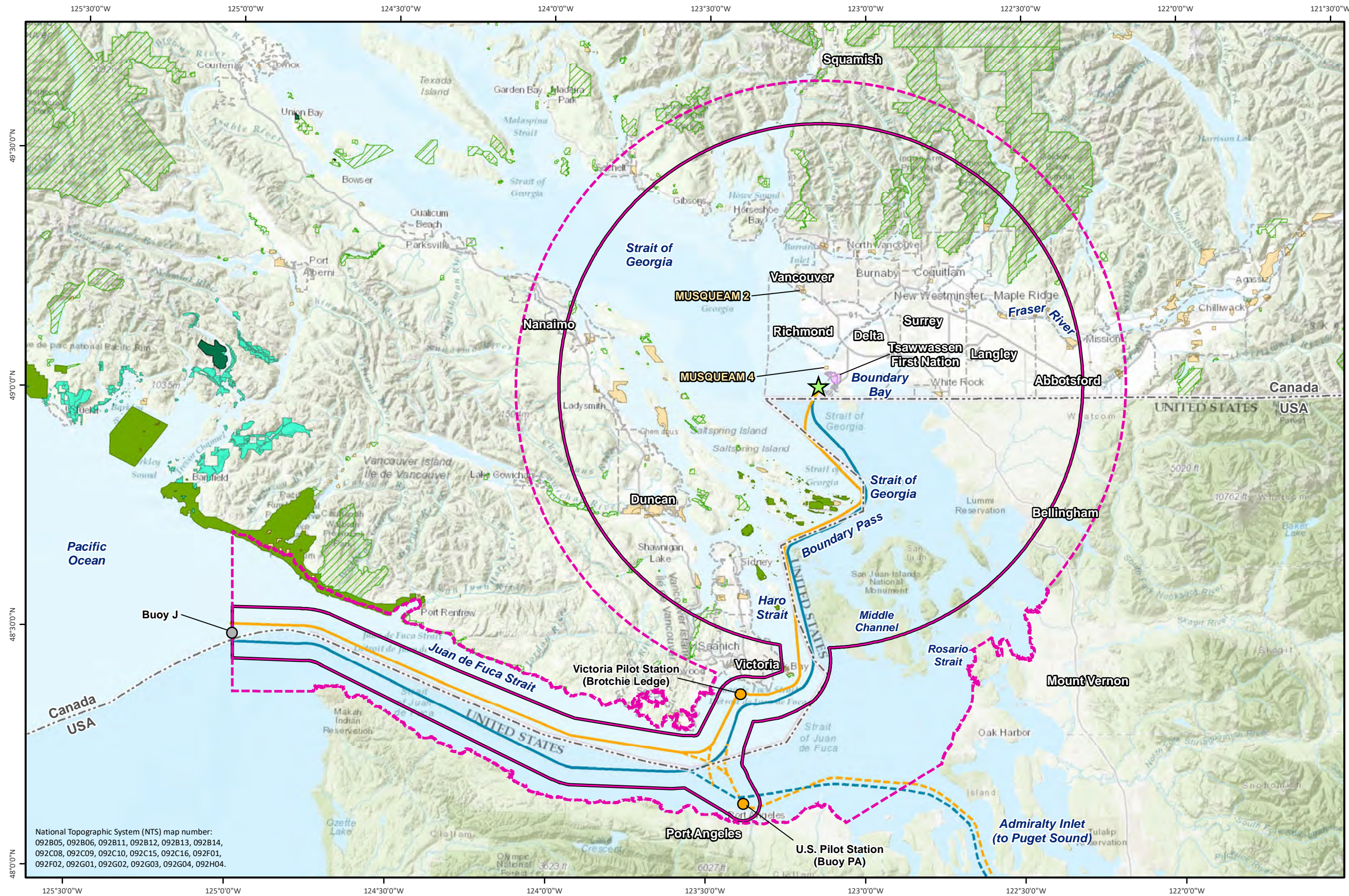
- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Assessment areas, Hatfield 2021.
 - c) First Nation Reserve and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land and Maa-nulth First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Parks and protected areas, Ministry of Environment 2021.
 - f) Background, Topographic map, Esri Online Service.



National Topographic System (NTS) map number:
 092B05, 092B06, 092B11, 092B12, 092B13, 092B14,
 092C08, 092C09, 092C10, 092C15, 092C16, 092F01,
 092F02, 092G01, 092G02, 092G03, 092G04, 092H04.

Figure 6: DP4 Local and Regional Assessment Areas for the Light Resource Element.

DRAFT



- Legend**
- ★ DP4 Project Location
 - Local Assessment Area
 - Regional Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Maa-nulth First Nation Land
 - Protected Areas
 - Provincial Parks
 - National Parks
 - Municipal Boundary
 - Pilot Station
 - Outbound Shipping Route
 - Inbound Shipping Route
 - Outbound U.S.A Route
 - Inbound U.S.A Route



0 5 10 20 km
 Scale: 1:900,000
 Projection: NAD 1983 UTM Zone 10N

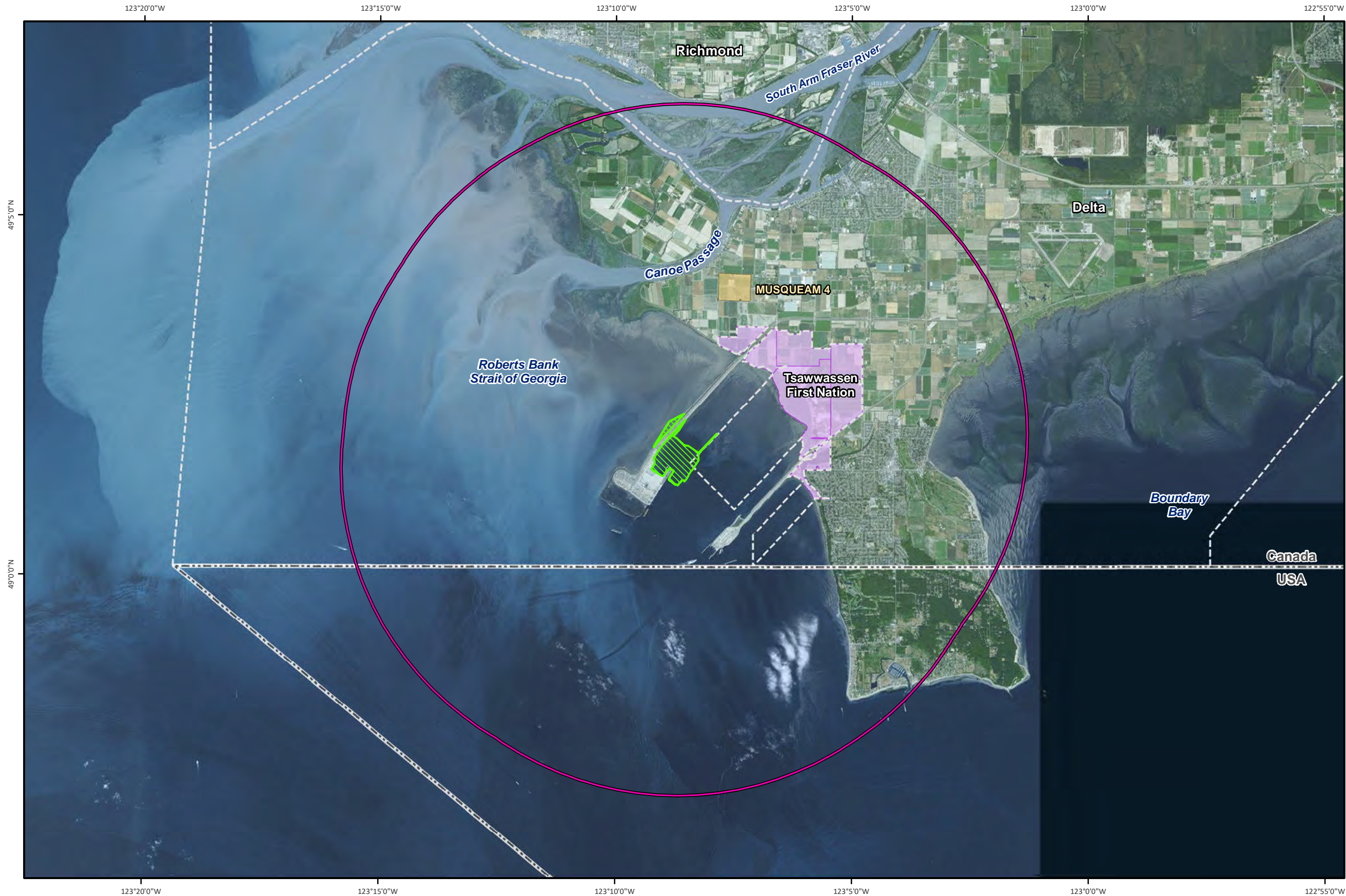
- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Assessment areas, Hatfield 2021.
 - c) First Nation Reserve and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land and Maa-nulth First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Parks and protected areas, Ministry of Environment 2021.
 - f) Background, Topographic map, Esri Online Service.



National Topographic System (NTS) map number:
 092B05, 092B06, 092B11, 092B12, 092B13, 092B14,
 092C08, 092C09, 092C10, 092C15, 092C16, 092F01,
 092F02, 092G01, 092G02, 092G03, 092G04, 092H04.

Figure 7: DP4 Local Assessment Area for the Visual Resources Element.

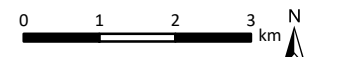
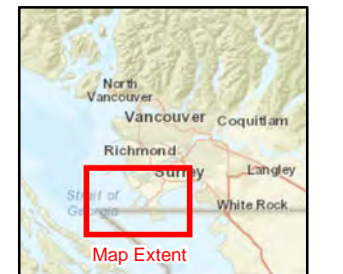
DRAFT



Legend

-  DP4 Project Footprint
-  Local Assessment Area
-  First Nation Reserve
-  Tsawwassen First Nation Land
-  Municipal Boundary

National Topographic System (NTS) map number: 092G02 and 092G03.



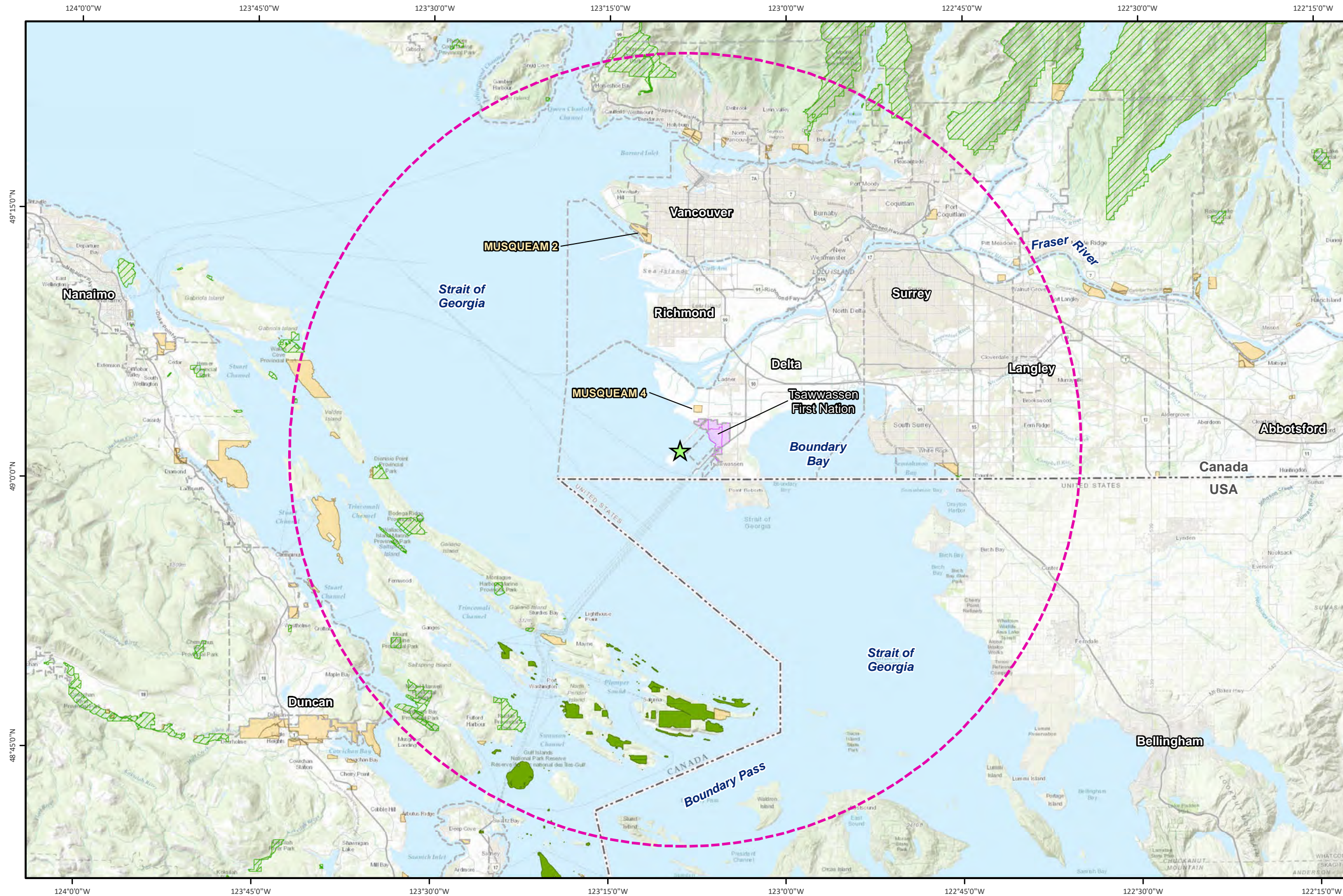
Scale: 1:100,000
Projection: NAD 1983 UTM Zone 10N

- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Local assessment area, Hatfield 2021.
 - c) First Nation Reserve and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Background, Topographic map, Esri Online Service.



Figure 8: DP4 Regional Assessment Area for the Visual Resources Element.

DRAFT



Legend

- DP4 Project Location
- Regional Assessment Area
- First Nation Reserve
- Tsawwassen First Nation Land
- Provincial Parks
- National Parks
- Municipal Boundary

National Topographic System (NTS) map number: 092G02, 092G03, 092G06, and 092G07.



0 5 10 km
 Scale: 1:400,000
 Projection: NAD 1983 UTM Zone 10N

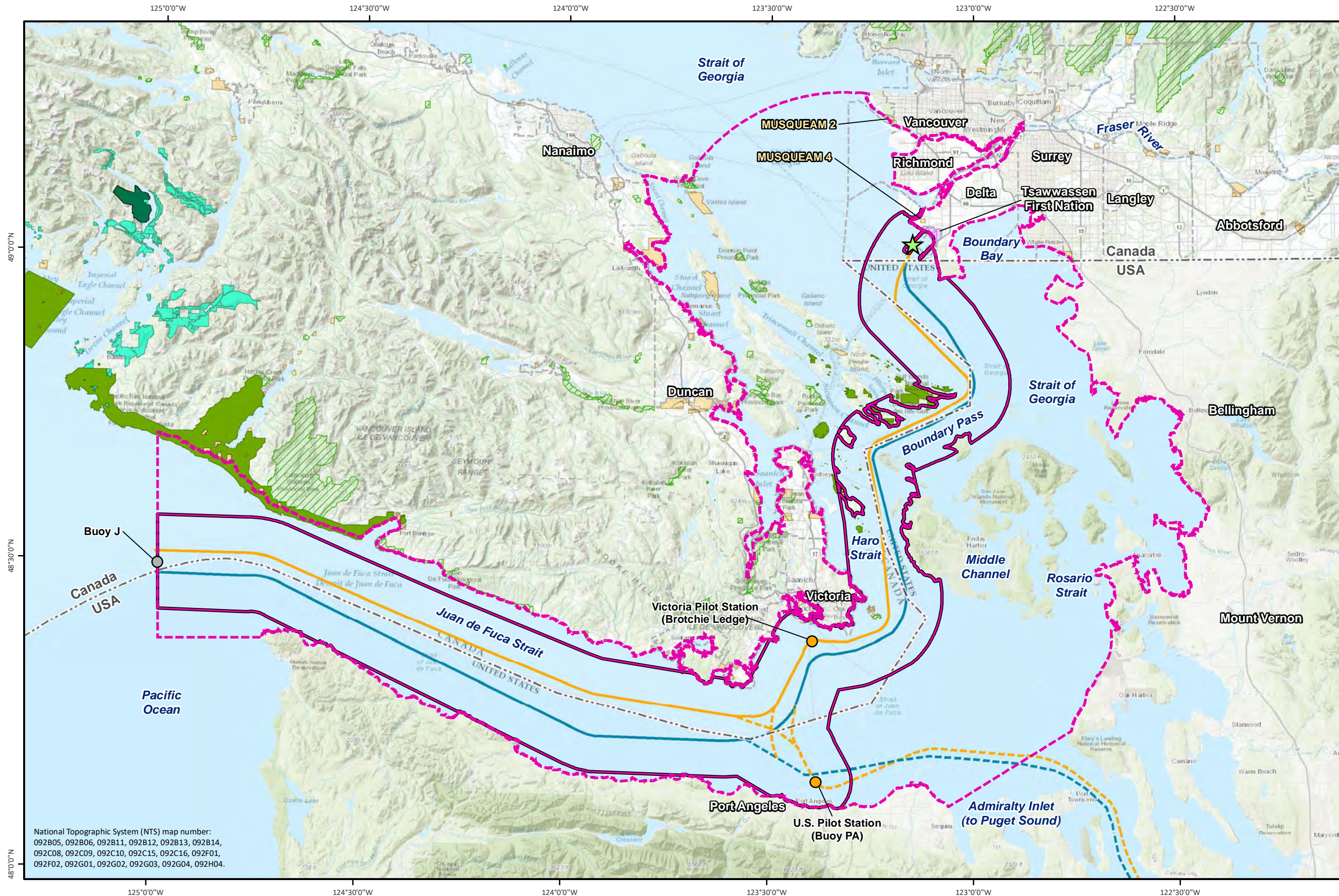
Data Sources:

- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
- b) Regional assessment area, Hatfield 2021.
- c) First Nation Reserve and Municipal boundary, DataBC 2021.
- d) Tsawwassen First Nation Land, Ministry of Indigenous Relations and Reconciliation.
- e) Parks and protected areas, Ministry of Environment 2021.
- f) Background, Topographic map, Esri Online Service.

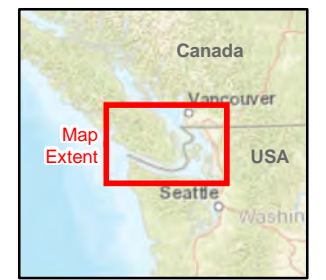


Figure 9: DP4 Local and Regional Assessment Areas for the Marine Fish VC.

DRAFT



- Legend**
- ★ DP4 Project Location
 - Local Assessment Area
 - Regional Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Maa-nulth First Nation Land
 - Protected Areas
 - Provincial Parks
 - National Parks
 - Municipal Boundary
 - Pilot Station
 - Outbound Shipping Route
 - Inbound Shipping Route
 - Outbound U.S.A Route
 - Inbound U.S.A Route



0 5 10 15 km
 Scale: 1:700,000
 Projection: NAD 1983 UTM Zone 10N

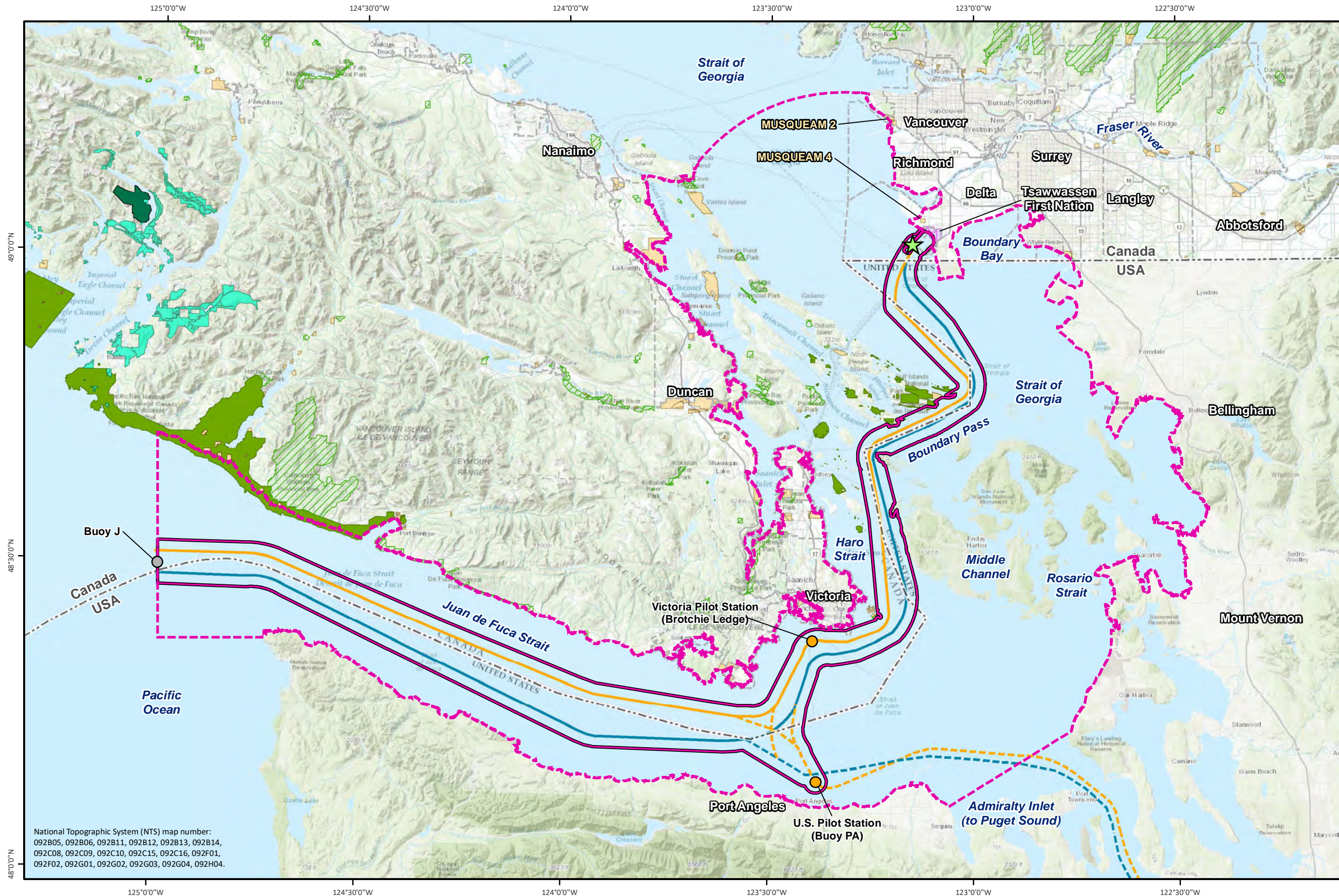
- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Assessment areas, Hatfield 2021.
 - c) First Nation Reserve, and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land and Maa-nulth First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Parks and protected areas, Ministry of Environment 2021.
 - f) Background, Topographic map, Esri Online Service.



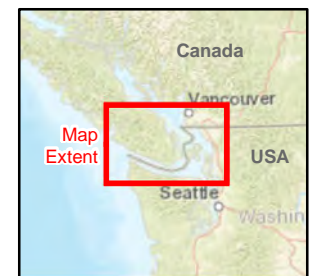
National Topographic System (NTS) map number:
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 092C08, 092C09, 092C10, 092C15, 092C16, 092F01,
 092F02, 092G01, 092G02, 092G03, 092G04, 092H04.

Figure 10: DP4 Local and Regional Assessment Areas for the Marine Vegetation and Invertebrates VC.

DRAFT



- Legend**
- ★ DP4 Project Location
 - Local Assessment Area
 - Regional Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Maa-nulth First Nation Land
 - Protected Areas
 - Provincial Parks
 - National Parks
 - Municipal Boundary
 - Pilot Station
 - Outbound Shipping Route
 - Inbound Shipping Route
 - Outbound U.S.A Route
 - Inbound U.S.A Route



0 5 10 15 km
 Scale: 1:700,000
 Projection: NAD 1983 UTM Zone 10N

- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Assessment areas, Hatfield 2021.
 - c) First Nation Reserve, and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land and Maa-nulth First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Parks and protected areas, Ministry of Environment 2021.
 - f) Background, Topographic map, Esri Online Service.



National Topographic System (NTS) map number:
 092B05, 092B06, 092B11, 092B12, 092B13, 092B14,
 092C08, 092C09, 092C10, 092C15, 092C16, 092F01,
 092F02, 092G01, 092G02, 092G03, 092G04, 092H04.

Figure 11: DP4 Local Assessment Area for the Marine Mammals VC.

DRAFT

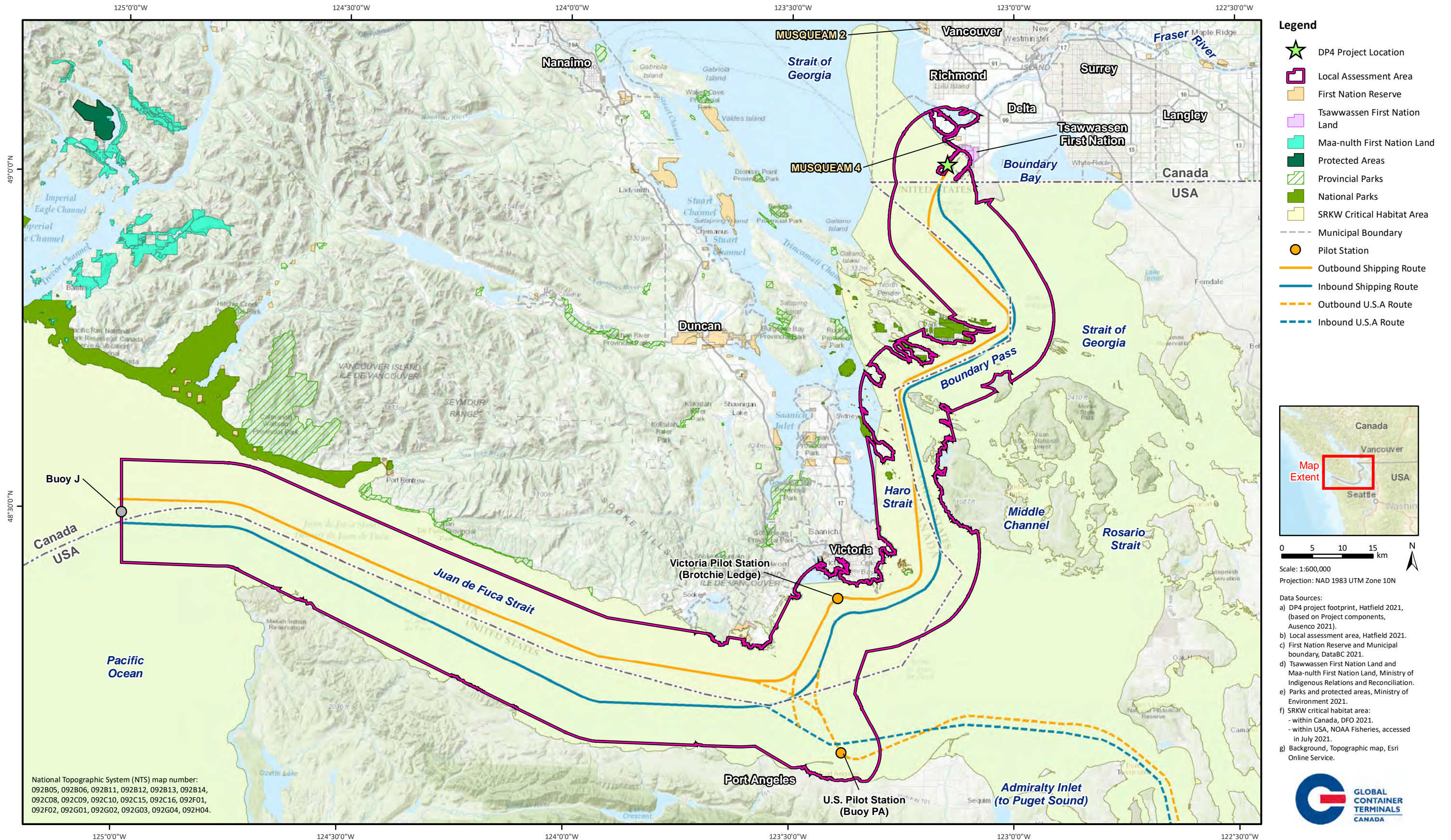
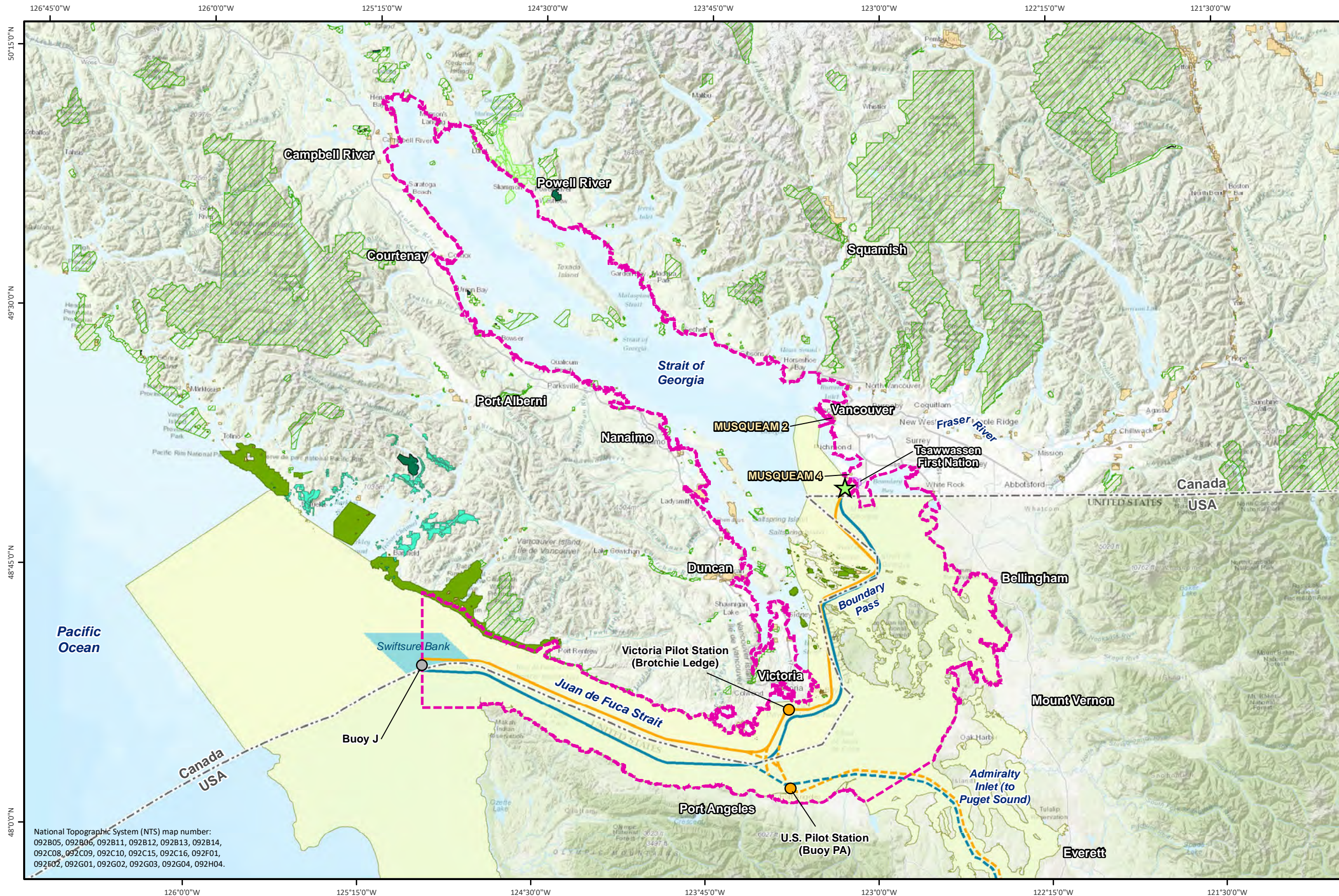


Figure 12: DP4 Regional Assessment Area for the Marine Mammals VC.

DRAFT



Legend

- ★ DP4 Project Location
- ▭ Regional Assessment Area
- ▭ First Nation Reserve
- ▭ Tsawwassen First Nation Land
- ▭ Maa-nulth First Nation Land
- ▭ Tla'amin First Nation Land
- ▭ Protected Areas
- ▭ Provincial Parks
- ▭ National Parks
- ▭ SRKW Critical Habitat Area
- Pilot Station
- Outbound Shipping Route
- Inbound Shipping Route
- - - Outbound U.S.A Route
- - - Inbound U.S.A Route



0 5 10 20 30 km
 Scale: 1:1,250,000
 Projection: NAD 1983 UTM Zone 10N

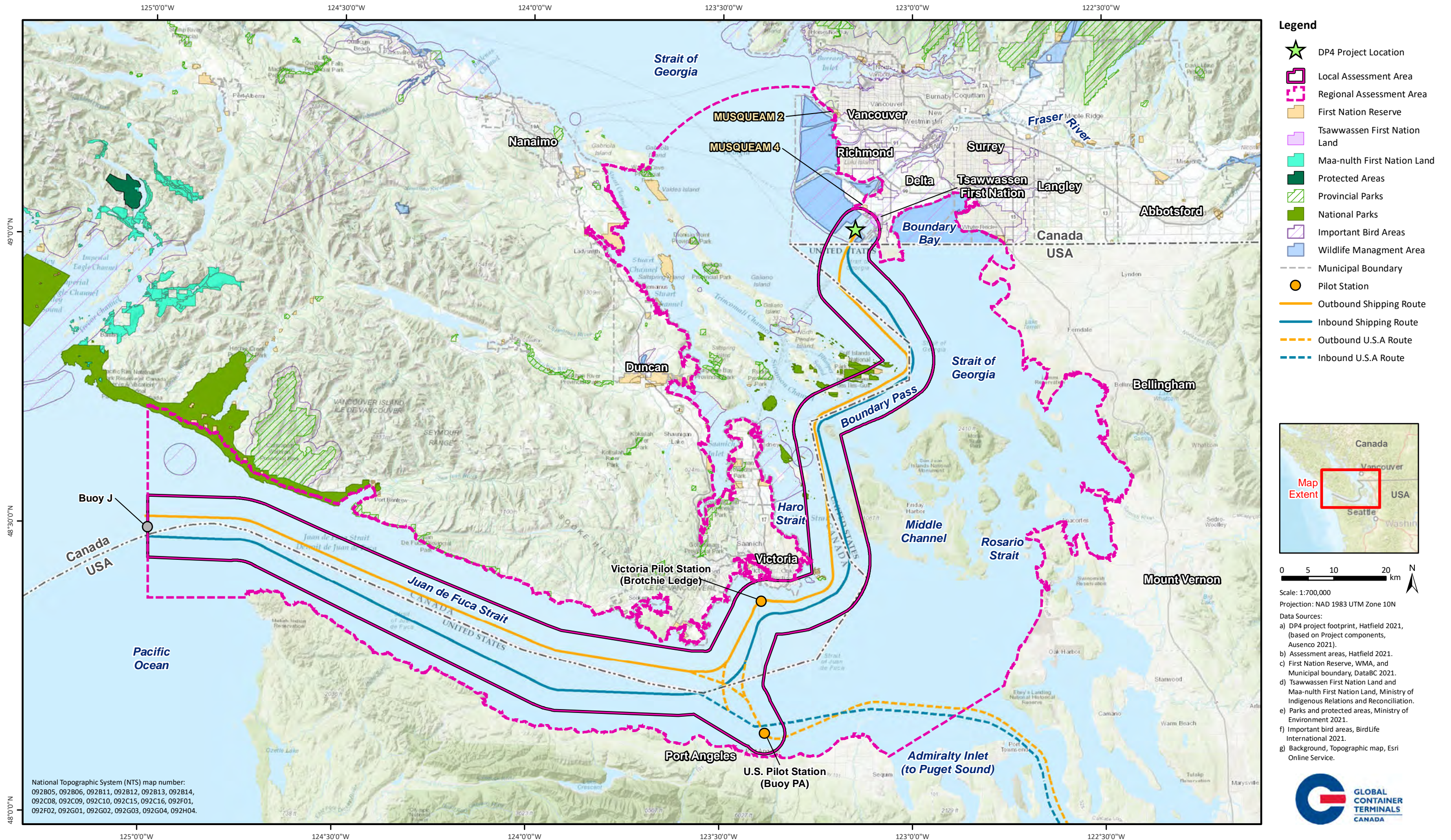
- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Regional assessment area, Hatfield 2021.
 - c) First Nation Reserve and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land, Maa-nulth First Nation Land, and Tla'amin First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Parks and protected areas, Ministry of Environment 2021.
 - f) SRKW critical habitat area:
 - within Canada, DFO 2021.
 - within USA, NOAA Fisheries, accessed in July 2021.
 - g) Background, Topographic map, Esri Online Service.



National Topographic System (NTS) map number:
 092B05, 092B06, 092B11, 092B12, 092B13, 092B14,
 092C08, 092C09, 092C10, 092C15, 092C16, 092F01,
 092F02, 092G01, 092G02, 092G03, 092G04, 092H04.

Figure 13: DP4 Local and Regional Assessment Areas for the Marine Birds VC.

DRAFT



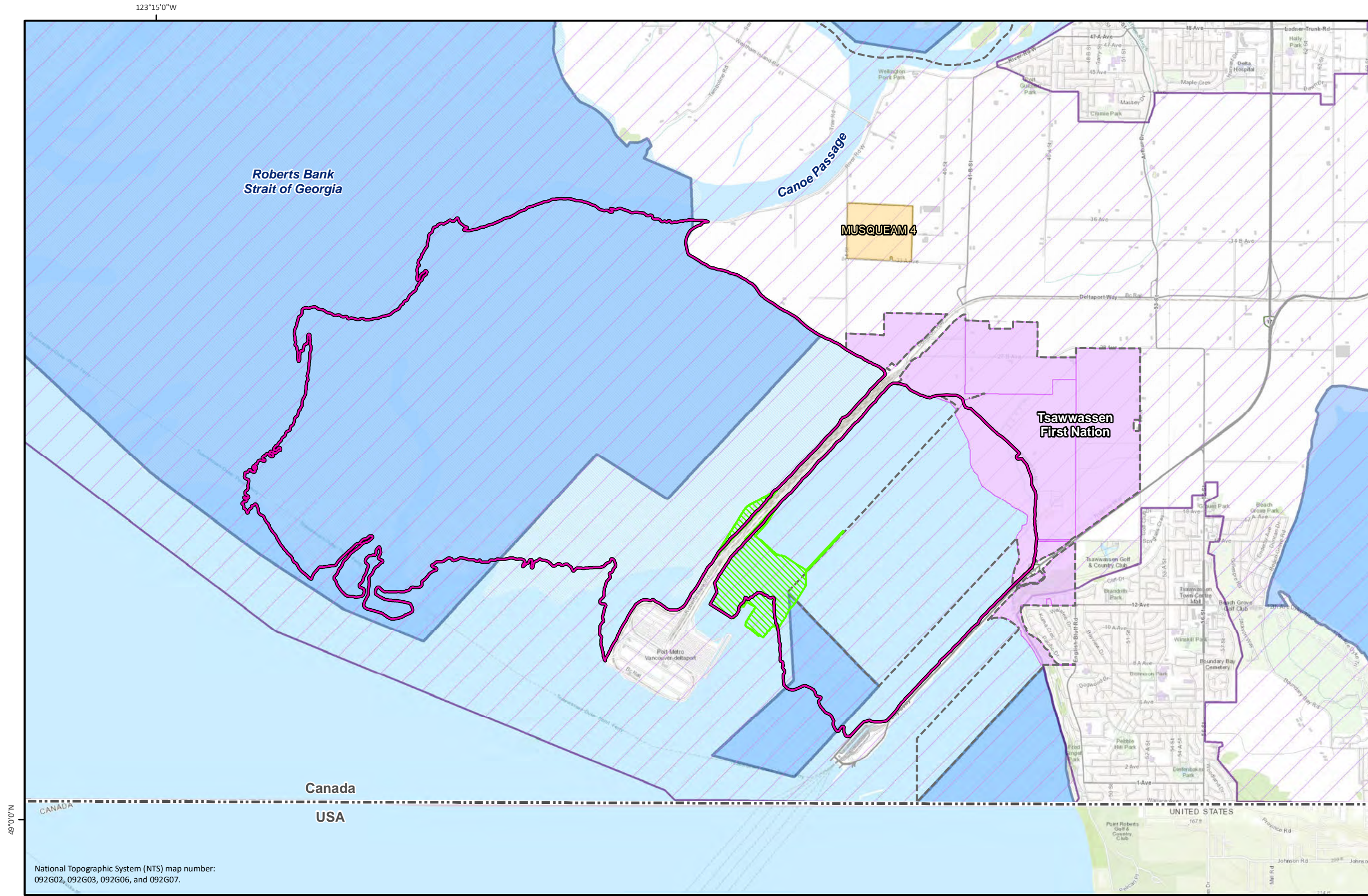
- Legend**
- ★ DP4 Project Location
 - Local Assessment Area
 - Regional Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Maa-nulth First Nation Land
 - Protected Areas
 - Provincial Parks
 - National Parks
 - Important Bird Areas
 - Wildlife Management Area
 - Municipal Boundary
 - Pilot Station
 - Outbound Shipping Route
 - Inbound Shipping Route
 - Outbound U.S.A Route
 - Inbound U.S.A Route

National Topographic System (NTS) map number:
 092B05, 092B06, 092B11, 092B12, 092B13, 092B14,
 092C08, 092C09, 092C10, 092C15, 092C16, 092F01,
 092F02, 092G01, 092G02, 092G03, 092G04, 092H04.

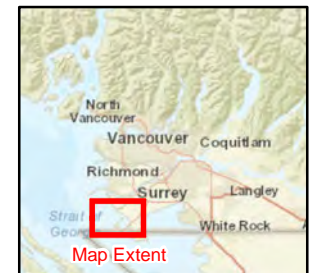


Figure 14: DP4 Local Assessment Area for the Shorebird, Coastal Waterbirds, and Great Blue Heron VC.

DRAFT



- Legend**
- DP4 Project Footprint
 - Local Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Important Bird Areas
 - Wildlife Management Area
 - Municipal Boundary



0 250 500 1000 m
 Scale: 1:50,000
 Projection: NAD 1983 UTM Zone 10N

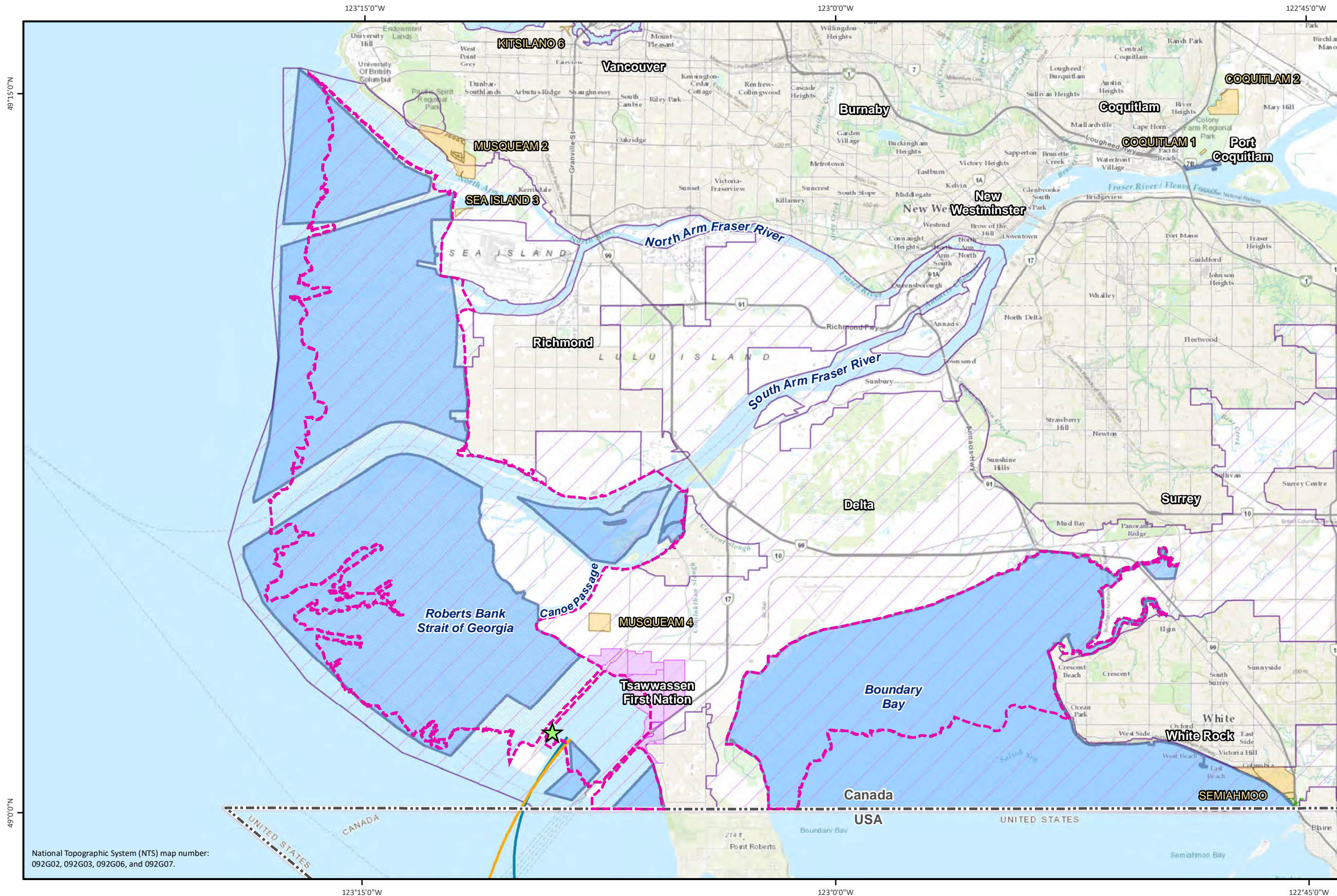
- Data Sources:**
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Local assessment area, Hatfield 2021.
 - c) First Nation Reserve, WMA, and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Important bird areas, BirdLife International 2021.
 - f) Background, Topographic map, Esri Online Service.



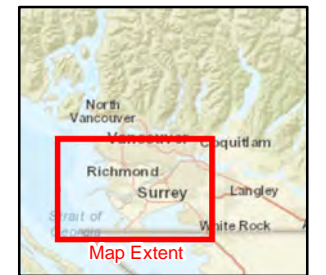
National Topographic System (NTS) map number:
 092G02, 092G03, 092G06, and 092G07.

Figure 15: DP4 Regional Assessment Area for the Shorebirds VC.

DRAFT



- Legend**
- ★ DP4 Project Location
 - Regional Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - ▨ Important Bird Areas
 - ▨ Wildlife Management Area
 - ▨ Provincial Parks
 - Municipal Boundary
 - Outbound Shipping Route
 - Inbound Shipping Route



0 1 2 4 km
 Scale: 1:150,000
 Projection: NAD 1983 UTM Zone 10N

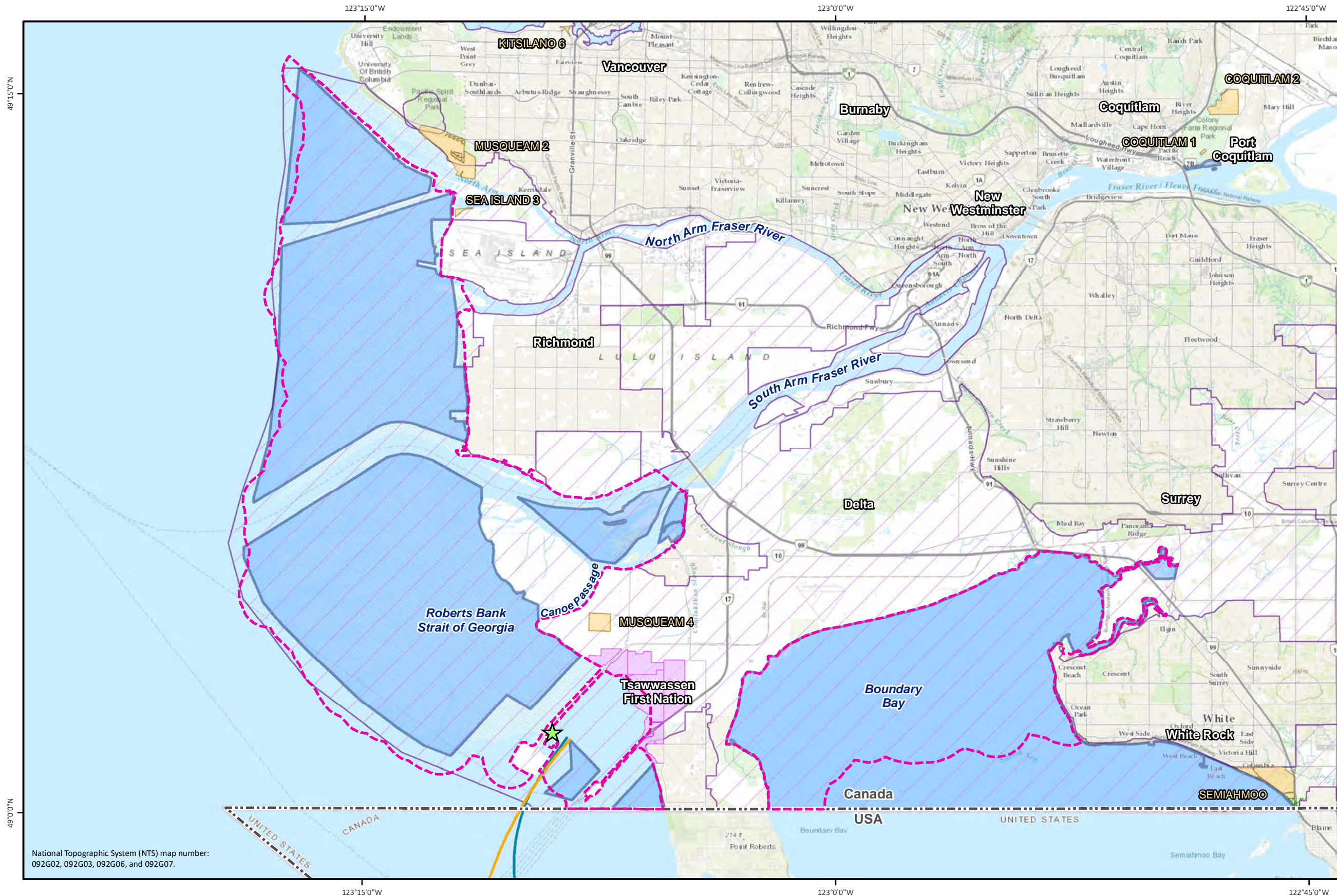
- Data Sources:**
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Regional assessment area, Hatfield 2021.
 - c) First Nation Reserve, WMA, Parks, and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Important bird areas, BirdLife International 2021.
 - f) Background, Topographic map, Esri Online Service.



National Topographic System (NTS) map number: 092G02, 092G03, 092G06, and 092G07.

Figure 16: DP4 Regional Assessment Area for the Coastal Waterbirds and Great Blue Heron VC.

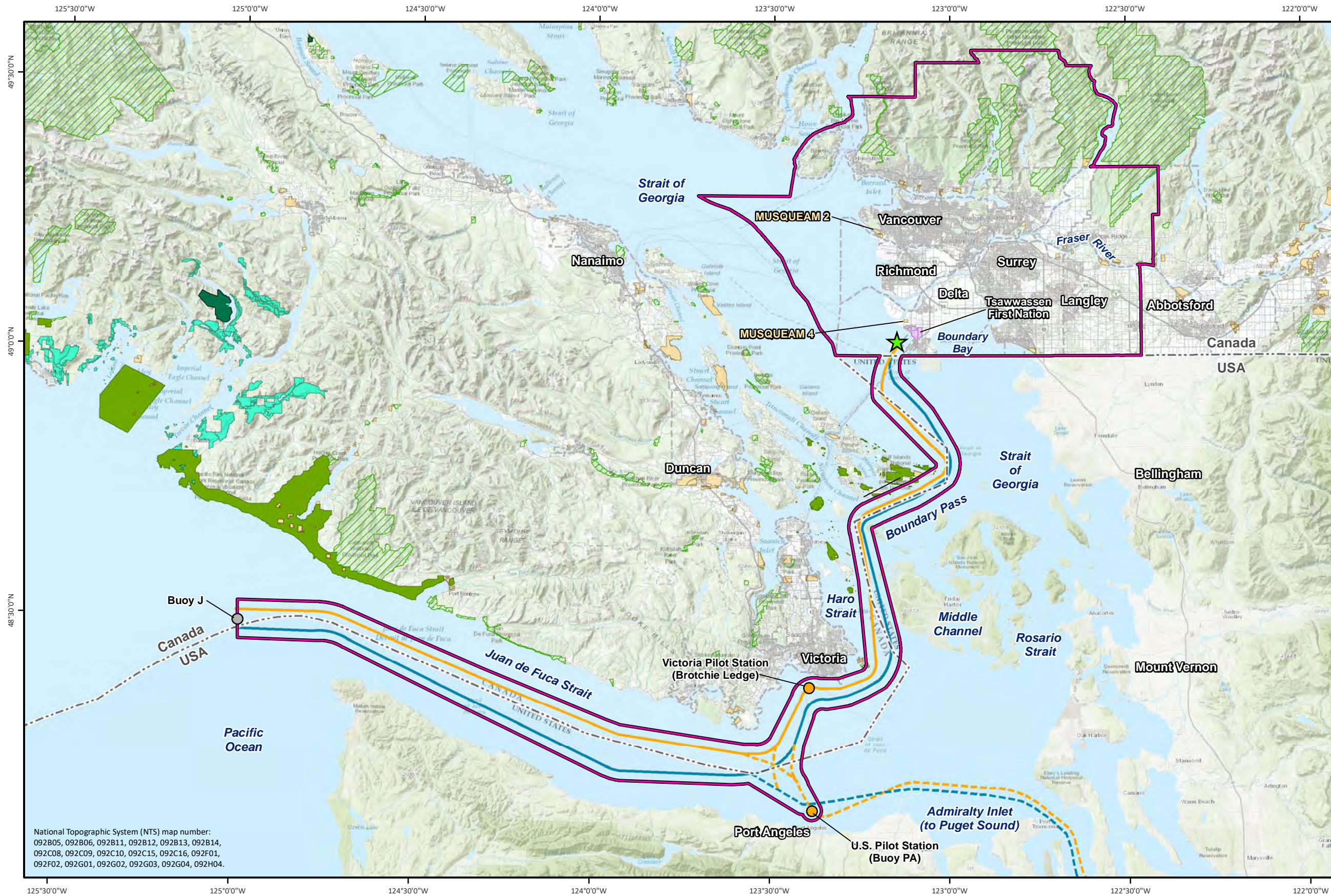
DRAFT



National Topographic System (NTS) map number: 092G02, 092G03, 092G06, and 092G07.

Figure 17: DP4 Local Assessment Area for the Employment and Economy VC.

DRAFT



- Legend**
- ★ DP4 Project Location
 - Local Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Maa-nulth First Nation Land
 - Protected Areas
 - Provincial Parks
 - National Parks
 - - - Municipal Boundary
 - Pilot Station
 - Outbound Shipping Route
 - Inbound Shipping Route
 - - - Outbound U.S.A Route
 - - - Inbound U.S.A Route



0 5 10 20 km
 Scale: 1:800,000
 Projection: NAD 1983 UTM Zone 10N

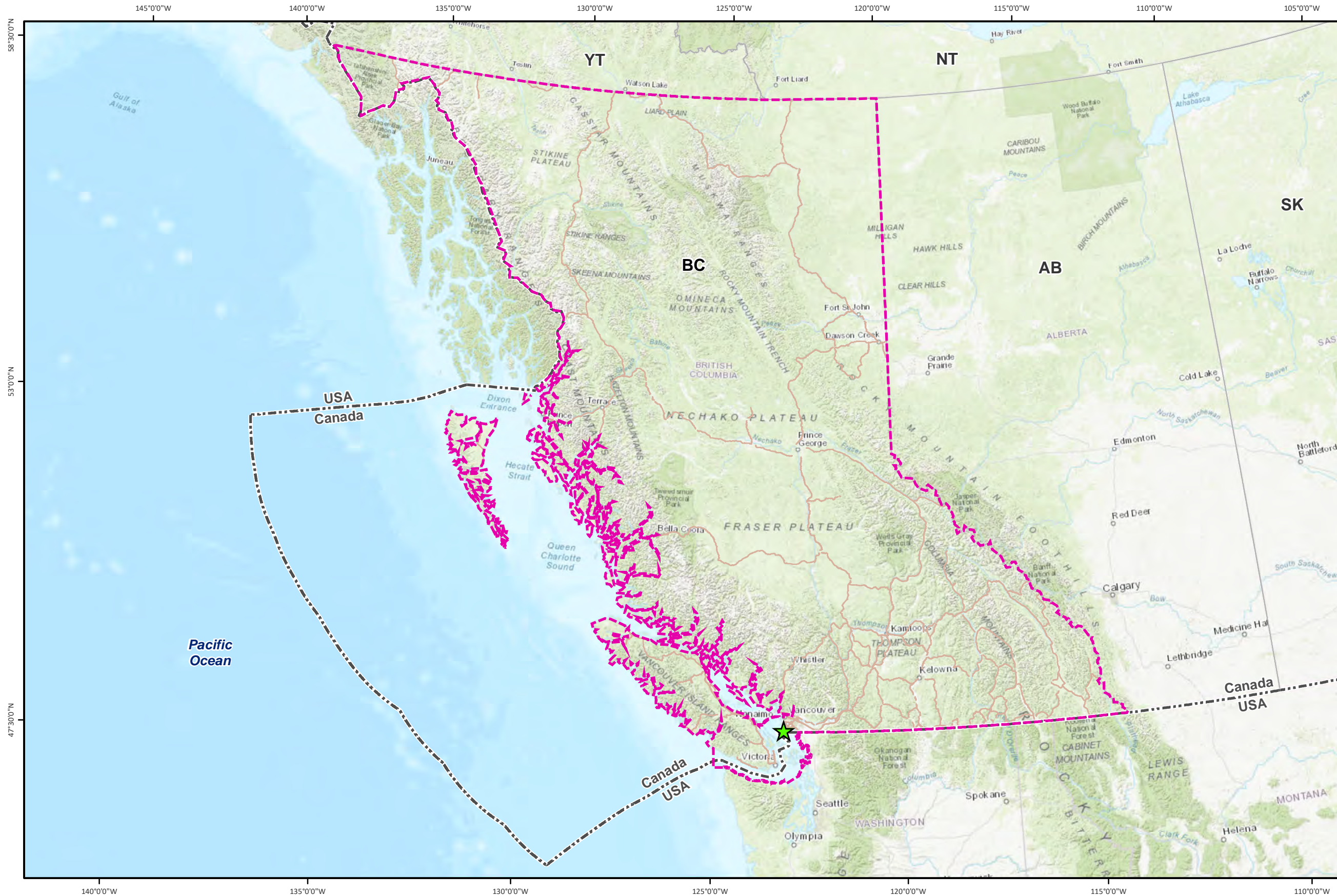
- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Assessment areas, Hatfield 2021.
 - c) First Nation Reserve and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land and Maa-nulth First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Parks and protected areas, Ministry of Environment 2021.
 - f) Background, Topographic map, Esri Online Service.







National Topographic System (NTS) map number:
 092B05, 092B06, 092B11, 092B12, 092B13, 092B14,
 092C08, 092C09, 092C10, 092C15, 092C16, 092F01,
 092F02, 092G01, 092G02, 092G03, 092G04, 092H04.

Figure 18: DP4 Regional Assessment Area for the Employment and Economy VC.

DRAFT



Legend

-  DP4 Project Location
-  Regional Assessment Area
-  Province Boundary
-  Highway

Geographic extent:
The entire province of British Columbia and Alberta, partial coverage of Saskatchewan, Yukon Territory and Northwest Territory.



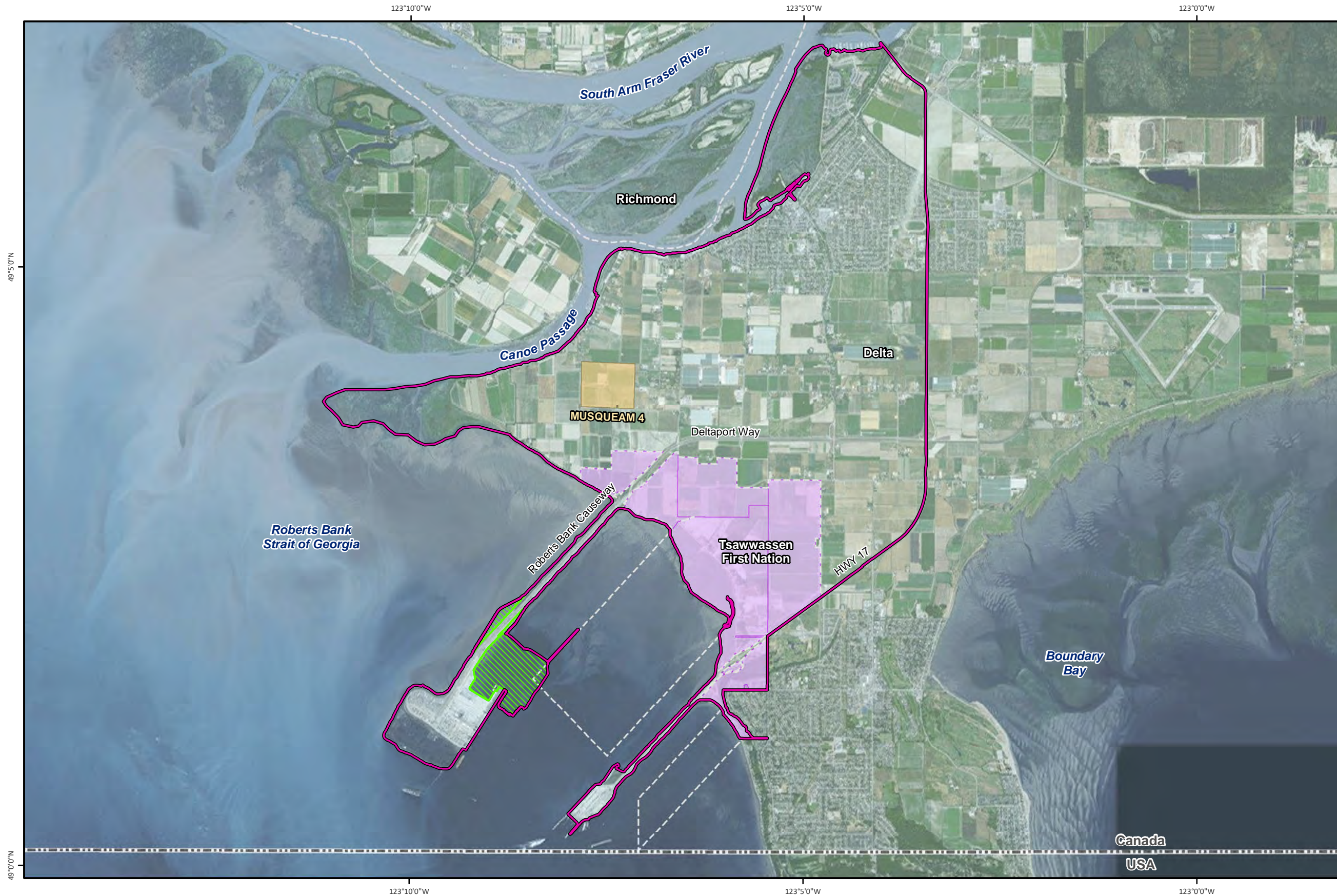
0 50 100 200 km
Scale: 1:7,500,000
Projection: NAD 1983 UTM Zone 10N

- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Regional assessment area, Hatfield 2021.
 - c) Province boundary, DataBC 2021.
 - d) Background, Topographic map, Esri Online Service.








Figure 19: DP4 Local Assessment Area for the Land and Resource Use VC.

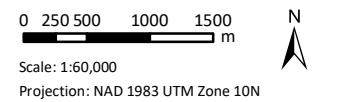
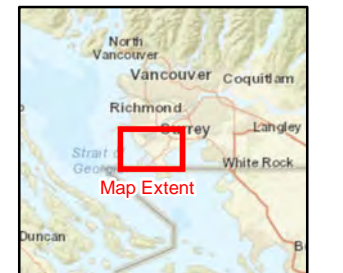
DRAFT



Legend

-  DP4 Project Footprint
-  Local Assessment Area
-  First Nation Reserve
-  Tsawwassen First Nation Land
-  Municipal Boundary

National Topographic System (NTS) map number: 092G02 and 092G03.

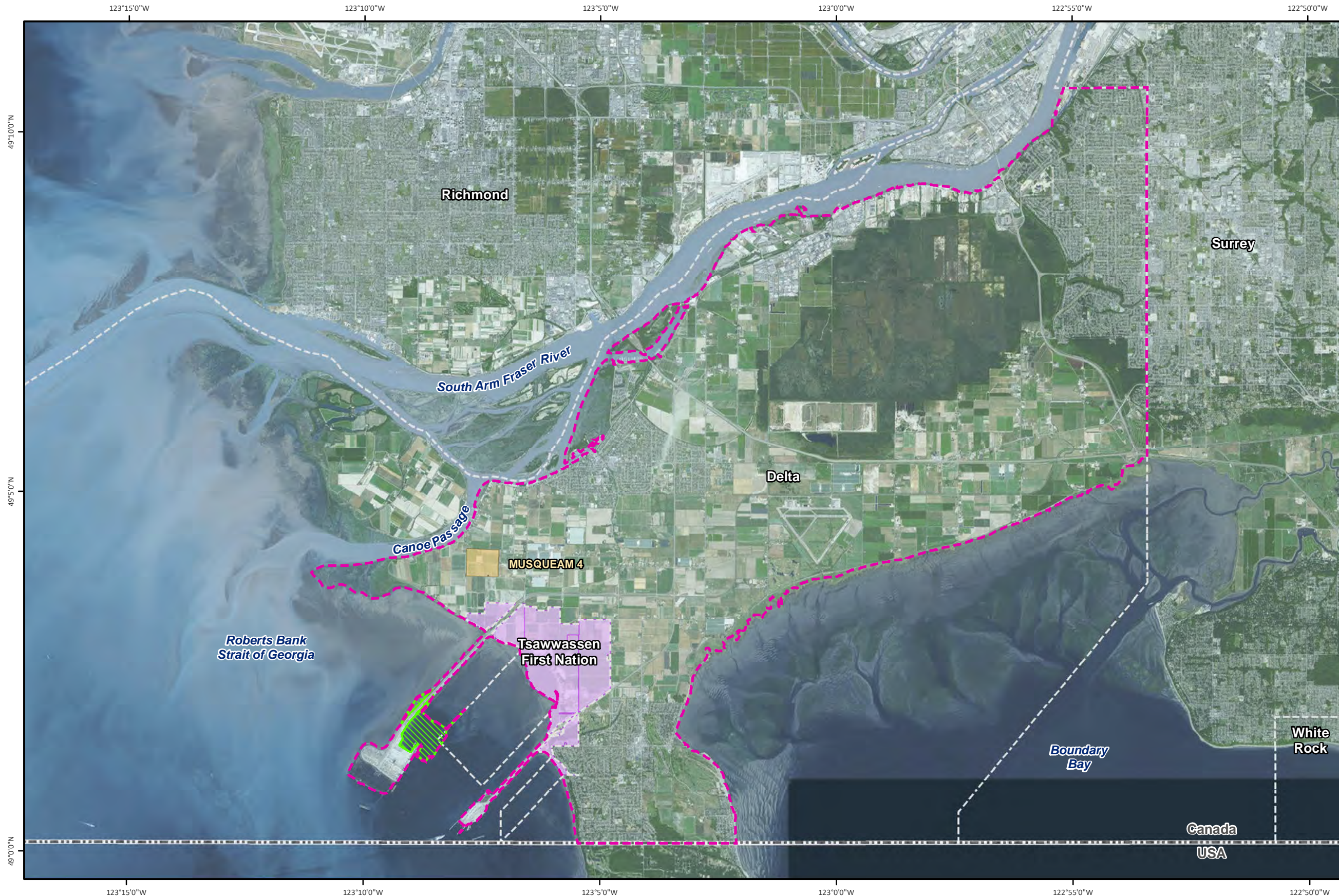







- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Local assessment area, Hatfield 2021.
 - c) First Nation Reserve, and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Background, World Imagery (Clarity), Esri Online Service.



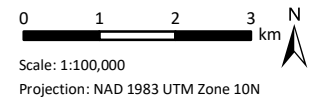
Figure 20: DP4 Regional Assessment Area for the Land and Resource Use VC.

DRAFT



- Legend**
-  DP4 Project Footprint
 -  Regional Assessment Area
 -  First Nation Reserve
 -  Tsawwassen First Nation Land
 -  Municipal Boundary

National Topographic System (NTS) map number: 092G02 and 092G03.

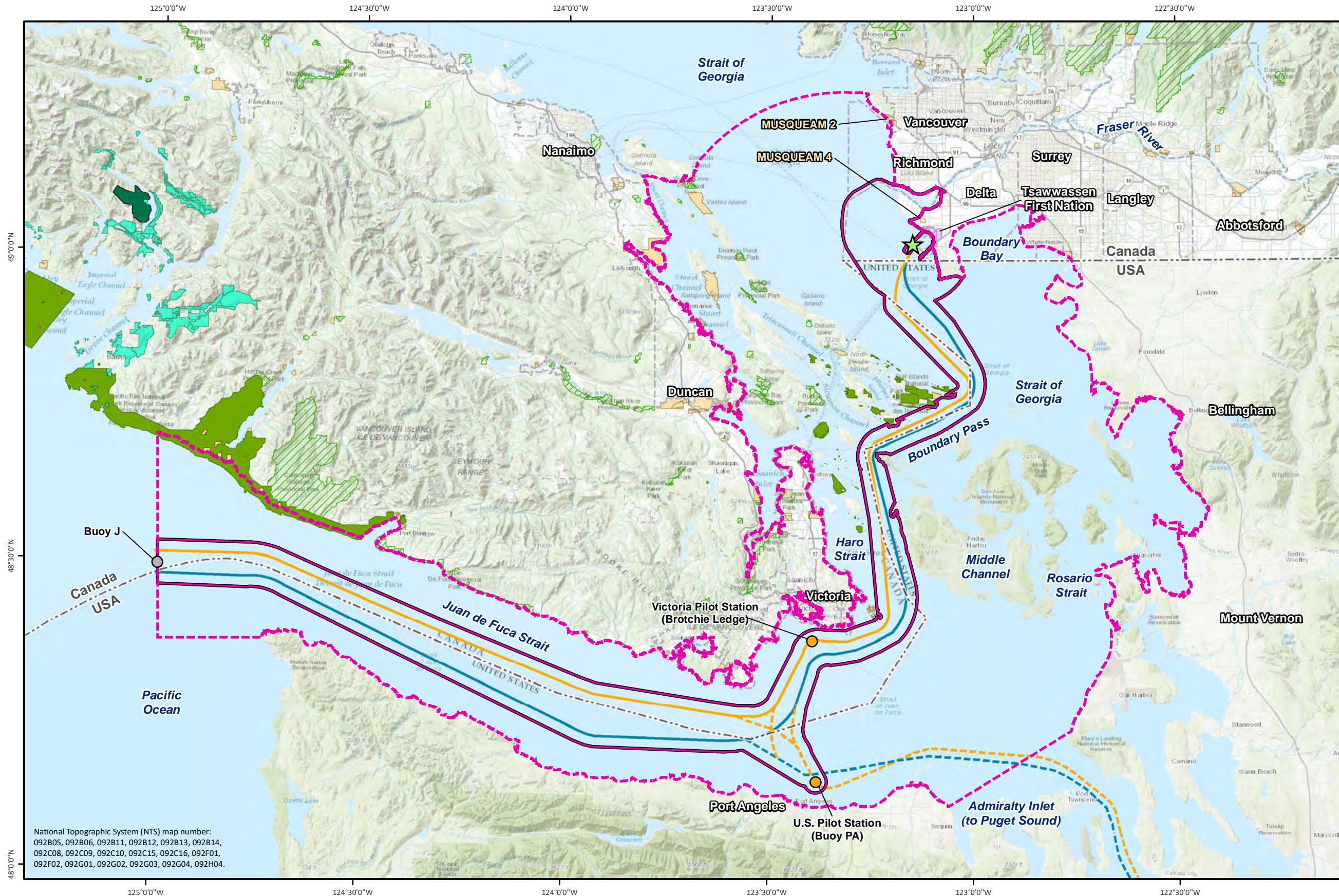


- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Regional assessment area, Hatfield 2021.
 - c) First Nation Reserve, and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Background, World Imagery (Clarity), Esri Online Service.

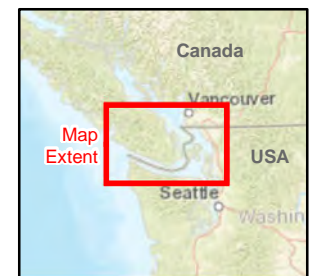


Figure 21: DP4 Local and Regional Assessment Areas for the Marine Use VC.

DRAFT



- Legend**
- ★ DP4 Project Location
 - Local Assessment Area
 - Regional Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Maa-nulth First Nation Land
 - Protected Areas
 - Provincial Parks
 - National Parks
 - Pilot Station
 - Outbound Shipping Route
 - Inbound Shipping Route
 - Outbound U.S.A Route
 - Inbound U.S.A Route



0 5 10 15 km
 Scale: 1:700,000
 Projection: NAD 1983 UTM Zone 10N

- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Assessment areas, Hatfield 2021.
 - c) First Nation Reserve and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land and Maa-nulth First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Parks and protected areas, Ministry of Environment 2021.
 - f) Background, Topographic map, Esri Online Service.








National Topographic System (NTS) map number:
 092B05, 092B06, 092B11, 092B12, 092B13, 092B14,
 092C08, 092C09, 092C10, 092C15, 092C16, 092F01,
 092F02, 092G01, 092G02, 092G03, 092G04, 092H04.

Figure 22: DP4 Local Assessment Area for the Infrastructure and Services VC.

DRAFT



- Legend**
-  DP4 Project Footprint
 -  Local Assessment Area
 -  First Nation Reserve
 -  Tsawwassen First Nation Land
 -  Municipal Boundary

National Topographic System (NTS) map number: 092G02 and 092G03.



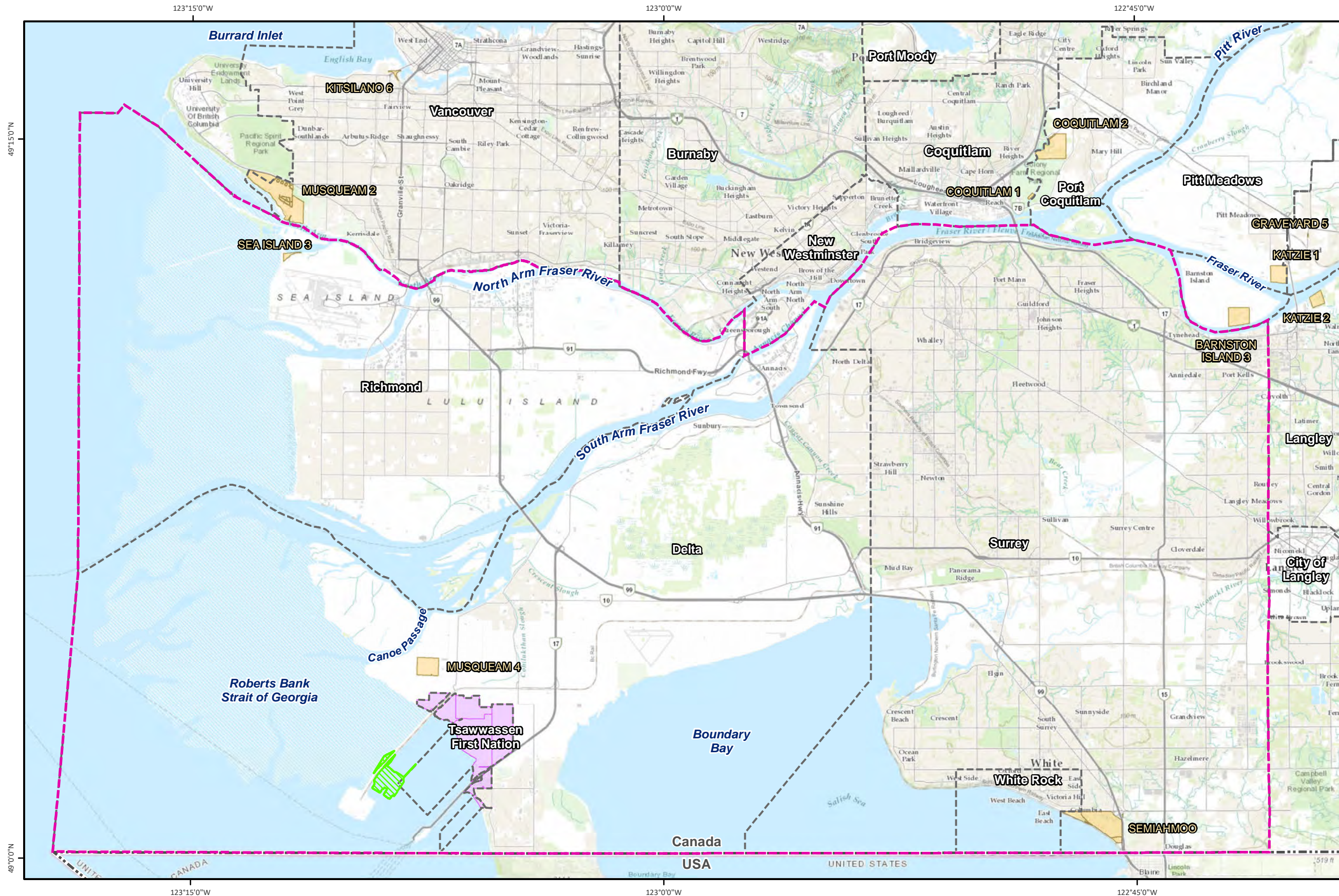
0 1 2 3 km
 Scale: 1:120,000
 Projection: NAD 1983 UTM Zone 10N

- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Local assessment area, Hatfield 2021.
 - c) First Nation Reserve, and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Background, World Imagery (Clarity), Esri Online Service.



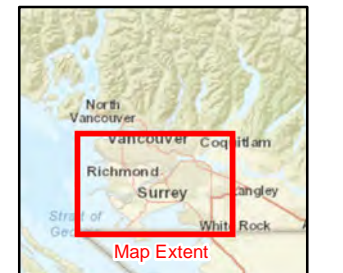
Figure 23: DP4 Regional Assessment Area for the Infrastructure and Services VC.

DRAFT



- Legend**
- DP4 Project Footprint
 - Regional Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Municipal Boundary

National Topographic System (NTS) map number: 092G02, 092G03, 092G06, and 092G07.



0 1 2 4 km
 Scale: 1:150,000
 Projection: NAD 1983 UTM Zone 10N

- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Regional assessment area, Hatfield 2021.
 - c) First Nation Reserve, and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Background, Topographic map, Esri Online Service.



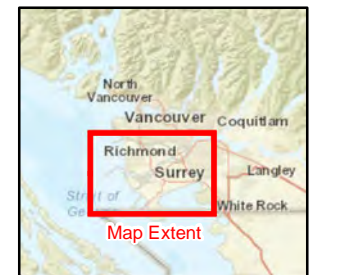
Figure 24: DP4 Local Assessment Area for the Social Determinants of Health VC.

DRAFT



- Legend**
- DP4 Project Footprint
 - Local Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Municipal Boundary

National Topographic System (NTS) map number: 092G02 and 092G03.



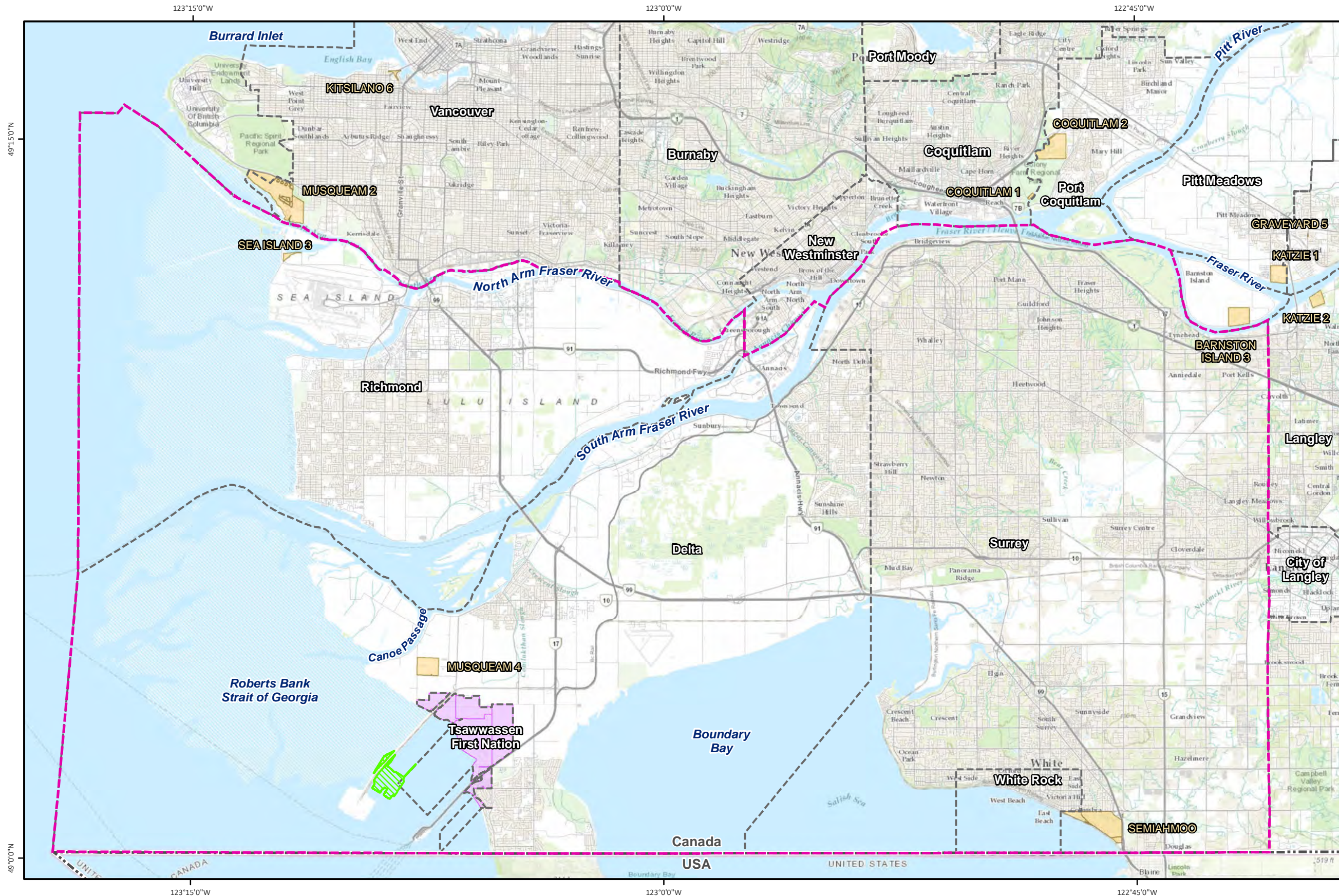
0 1 2 3 km
 Scale: 1:120,000
 Projection: NAD 1983 UTM Zone 10N

- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Local assessment area, Hatfield 2021.
 - c) First Nation Reserve and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Background, World Imagery (Clarity), Esri Online Service.



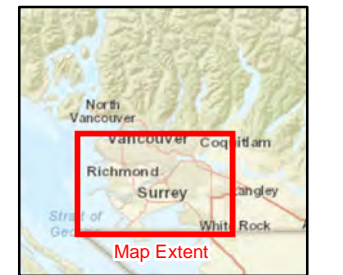
Figure 25: DP4 Regional Assessment Area for the Social Determinants of Health VC.

DRAFT



- Legend**
- DP4 Project Footprint
 - Regional Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Municipal Boundary

National Topographic System (NTS) map number: 092G02, 092G03, 092G06, and 092G07.



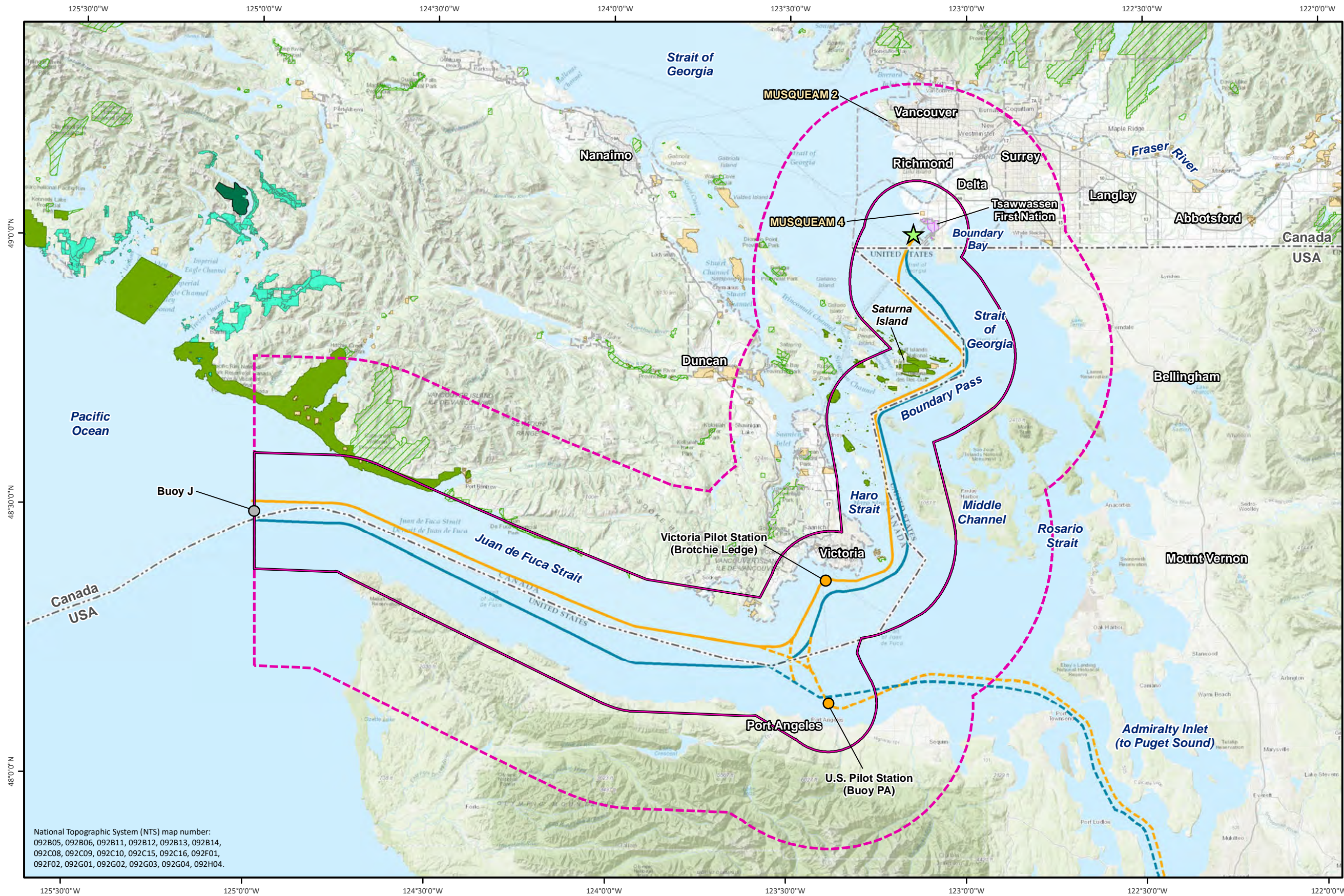
0 1 2 4 km
 Scale: 1:150,000
 Projection: NAD 1983 UTM Zone 10N

- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Regional assessment area, Hatfield 2021.
 - c) First Nation Reserve, and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Background, Topographic map, Esri Online Service.



Figure 26: DP4 Local and Regional Assessment Areas for the Human Health VC.

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- Legend**
- ★ DP4 Project Location
 - Local Assessment Area
 - Regional Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Maa-nulth First Nation Land
 - Protected Areas
 - Provincial Parks
 - National Parks
 - Municipal Boundary
 - Pilot Station
 - Outbound Shipping Route
 - Inbound Shipping Route
 - Outbound U.S.A Route
 - Inbound U.S.A Route



0 5 10 20 km
 Scale: 1:800,000
 Projection: NAD 1983 UTM Zone 10N

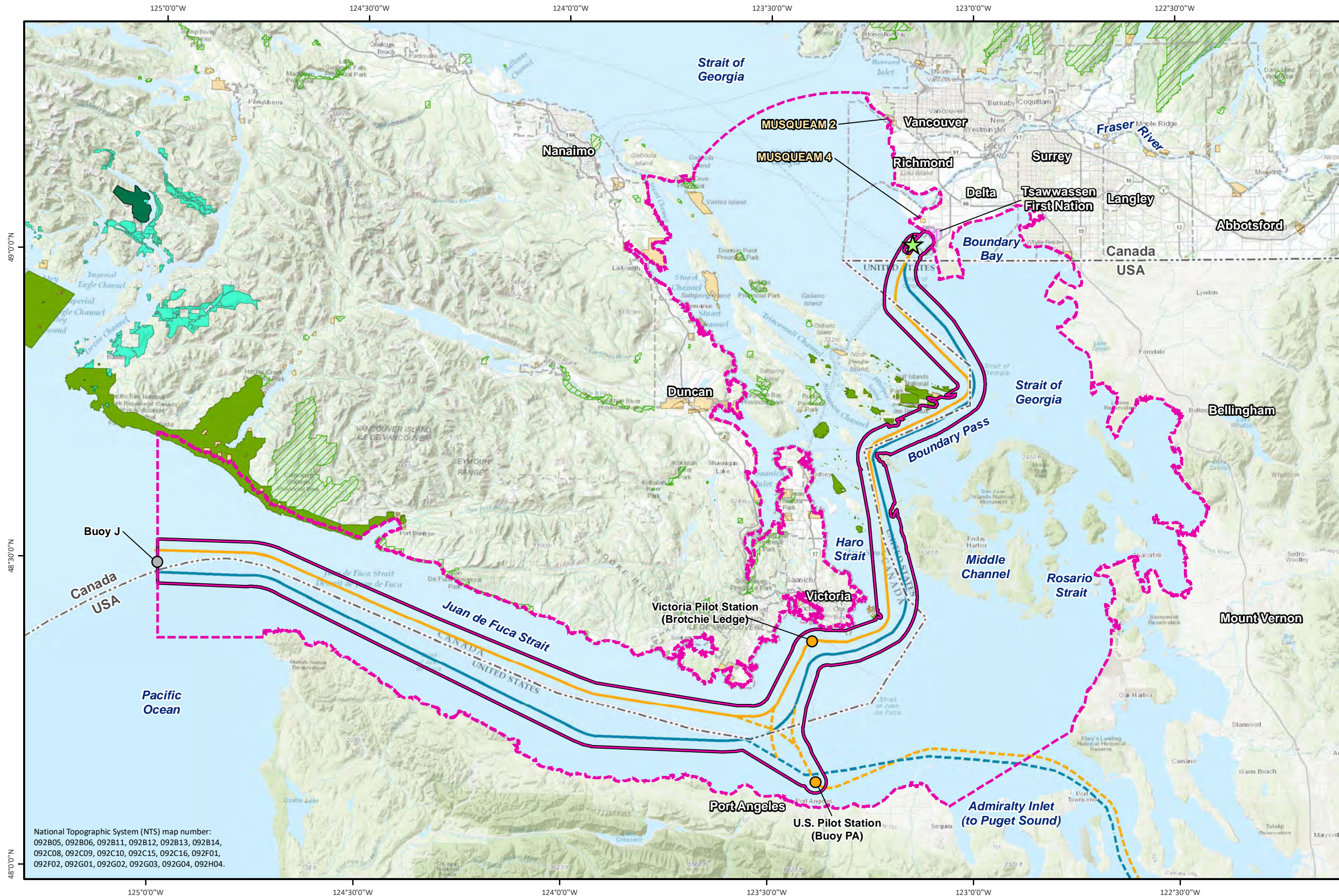
- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Assessment areas, Hatfield 2021.
 - c) First Nation Reserve and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land and Maa-nulth First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Parks and protected areas, Ministry of Environment 2021.
 - f) Background, Topographic map, Esri Online Service.



National Topographic System (NTS) map number:
 092B05, 092B06, 092B11, 092B12, 092B13, 092B14,
 092C08, 092C09, 092C10, 092C15, 092C16, 092F01,
 092F02, 092G01, 092G02, 092G03, 092G04, 092H04.

Figure 27: DP4 Local and Regional Assessment Areas for the Archaeological and Heritage Resources VC.

DRAFT



- Legend**
- ★ DP4 Project Location
 - Local Assessment Area
 - Regional Assessment Area
 - First Nation Reserve
 - Tsawwassen First Nation Land
 - Maa-nulth First Nation Land
 - Protected Areas
 - Provincial Parks
 - National Parks
 - Municipal Boundary
 - Pilot Station
 - Outbound Shipping Route
 - Inbound Shipping Route
 - Outbound U.S.A Route
 - Inbound U.S.A Route



0 5 10 20 km
 Scale: 1:700,000
 Projection: NAD 1983 UTM Zone 10N

- Data Sources:
- a) DP4 project footprint, Hatfield 2021, (based on Project components, Ausenco 2021).
 - b) Assessment areas, Hatfield 2021.
 - c) First Nation Reserve and Municipal boundary, DataBC 2021.
 - d) Tsawwassen First Nation Land and Maa-nulth First Nation Land, Ministry of Indigenous Relations and Reconciliation.
 - e) Parks and protected areas, Ministry of Environment 2021.
 - f) Background, Topographic map, Esri Online Service.



National Topographic System (NTS) map number:
 092B05, 092B06, 092B11, 092B12, 092B13, 092B14,
 092C08, 092C09, 092C10, 092C15, 092C16, 092F01,
 092F02, 092G01, 092G02, 092G03, 092G04, 092H04.