



CANDIDATE VISUAL MODELLING LOCATIONS FOR THE VISUAL IMPACT PLAN

TRANS MOUNTAIN PIPELINE ULC TRANS MOUNTAIN EXPANSION PROJECT NEB CONDITION 95

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Prepared for:



TRANS MOUNTAIN

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Note to Reader

This technical report has been developed in relation to the Conditions released by the National Energy Board on May 19, 2016. This is a precursor document outlining candidate locations for visual modelling surveys to support the development of Condition 95 Visual Impact Plan. Trans Mountain is distributing this document for review and feedback to Appropriate Government Authorities, potentially affected Aboriginal groups, and affected landowners/tenants.

Please provide feedback by April 14, 2017 by contacting us at:

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Visual modelling locations will be finalized once feedback has been reviewed. Visual modelling surveys will then be conducted, and the Visual Impact Plan will be developed and submitted to the National Energy Board.

EXECUTIVE SUMMARY

National Energy Board (NEB) Condition 95 requires that Trans Mountain Pipeline ULC (Trans Mountain) develop a Visual Impact Plan for the Trans Mountain Expansion Project (the TMEP or the Project) that includes, among other things, the results of supplemental visual modelling surveys conducted in select locations that are highly visible to the public, identified in consultation with Appropriate Government Authorities, potentially affected Aboriginal groups and affected landowners/tenants, where the pipeline corridor deviates from the existing Trans Mountain Pipeline (TMPL) system right-of-way (ROW).

This document presents candidate locations for visual modelling related to NEB Condition 95. This document is provided for review and feedback from Appropriate Government Authorities, potentially affected Aboriginal groups and affected landowners/tenants, regarding visual modelling locations where the pipeline corridor deviates from the existing TMPL system ROW.

A desktop review was completed in order to identify areas of TMEP deviation from TMPL and locations from which the new ROW would be technically visible. Of notable deviations identified, a viewshed analysis was performed out to 2.5 km from the TMEP centreline, using the Environmental Systems Research Institute ArcGIS Spatial Analyst Viewshed Analysis tool. Criteria were applied to the selection of observation viewpoints (OVs) during this analysis, namely OVs should be:

- on public land (i.e., areas on private land were not considered in the selection of viewpoints, as these areas are not accessible to the public);
- readily accessible by the general public (e.g., highways, trails, campgrounds, roadside turnouts, etc.);
- areas of frequent public use (i.e., popular destinations); and/or
- esthetic or historic importance.

Consideration was also given to stakeholder and Aboriginal group interest or anticipated interest and visual concerns in the OV areas noted through engagement to-date.

Based on a desktop review and consideration of stakeholder interests identified through engagement to-date, nine candidate OVs are identified for possible visual modelling . two in Alberta (AB) and seven in British Columbia (BC), as follows:

AB

- Anthony Henday Drive (near kilometre post [KP] 33);
- Hinton Bike Trails (near KP 321);

BC

- McQueen Creek Ecological Reserve (near KP 825);
- Highway 5 (near KP 941);
- Kingsvale Recreation Site (near KP 955);
- Coquihalla Summit Recreation Area (near KP 993);
- Coquihalla River Park (near KP1021)
- South Fraser Perimeter Road/Fraser Heights (near KP 1161); and
- Brunette River Valley (near KP 1175).

Engagement and feedback on this document will inform the final selection of visual modelling locations.

Upon the selection of final modelling locations, Trans Mountain will conduct fieldwork to take baseline photographs and further refine precise OVs based on field observations. Visual modelling of new ROW from final OVs will then be conducted.

The Visual Impact Plan, which will present the results of the visual modelling surveys and discuss any additional mitigation, and will be filed with the NEB two months prior to the start of construction.

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1.0 INTRODUCTION

National Energy Board (NEB) Condition 95 requires that Trans Mountain Pipeline ULC (Trans Mountain) develop a Visual Impact Plan for the Trans Mountain Expansion Project (the TMEP or the Project) that includes, among other things, the results of supplemental visual modelling surveys conducted in select locations that are highly visible to the public, identified in consultation with Appropriate Government Authorities, potentially affected Aboriginal groups and affected landowners/tenants, where the pipeline corridor deviates from the existing Trans Mountain Pipeline (TMPL) system right-of-way (ROW).

The purpose of this document is to present candidate locations for visual modelling related to NEB Condition 95, as well as an overview of the methodology used for the identification of the locations. This document is provided for review and feedback from Appropriate Government Authorities, potentially affected Aboriginal groups and affected landowners/tenants, regarding visual modelling locations where the pipeline corridor deviates from the existing TMPL system ROW.

Final visual modelling locations will be determined considering feedback from stakeholder consultation and Aboriginal engagement regarding this document, after which the visual modelling surveys and analysis will be undertaken.

The Visual Impact Plan, which will present the results of the visual modelling surveys and discuss any additional mitigation, will be filed with the NEB two months prior to the start of construction.

2.0 CONSULTATION AND ENGAGEMENT

Consultation and engagement activities related to visual impacts were completed between May 2012 and February 2017 with Appropriate Government Authorities, Aboriginal groups and landowners/tenants. Opportunities to discuss visual impacts and identify issues or concerns were provided to public stakeholders through workshops, meetings and ongoing engagement activities during this period. Feedback received to-date regarding visually sensitive areas has been considered in the selection of proposed visual modelling locations presented in this document. Visual concerns that have emerged through consultation to-date are: visual values at Coquihalla Summit Recreation Area, installing visual barriers along the ROW, and visual values of highway travellers.

The candidate visual modelling locations outlined in this document will be the subject of further engagement in Q1 and Q2 2017. This further engagement will inform the final selection of visual modelling locations.

3.0 METHODOLOGY FOR IDENTIFICATION OF CANDIDATE OBSERVER VIEWPOINTS

3.1 Desktop Review

A desktop review was completed in order to identify areas of deviation and locations from which the new ROW would be technically visible. Key steps in the desktop analysis are outlined below.

- **Identify areas of TMEP ROW deviation from TMPL.** Information was summarized about the lengths of TMEP ROW (kilometre posts or KPs) that were considered deviations from the TMPL corridor. There were innumerable minor deviations from the TMPL corridor, so these were avoided by placing a 150 m buffer around the TMPL ROW and then removing any TMEP segments that fell within that area. This left 36 substantial deviations. All candidate observer viewpoints (OVs) were selected from these deviations. Each candidate OV was cross-referenced with the associated deviation.
- **Desktop viewshed analysis of deviations.** A viewshed analysis was performed on these 36 deviations out to 2.5 km from the TMEP centreline. The viewshed analysis was conducted using the Environmental Systems Research Institute ArcGIS Spatial Analyst Viewshed Analysis tool. This tool uses a combination of elevation and vegetation height modelling with the assumption of a cleared ROW corridor, to determine if the ROW may be visible from a variety of viewpoints. The result showed the area within 2.5 km where the ROW is potentially visible. Areas where the viewshed determined the ROW was obstructed from view were eliminated.
- **Refinement via criteria.** The following criteria were used to further refine the OV locations; OVs should be:
 - on public land (i.e., areas on private land were not considered in the selection of viewpoints, as these areas are not accessible to the public);
 - readily accessible by the general public (e.g., highways, trails, campgrounds, roadside turnouts, etc.);
 - frequent public use (i.e., popular destinations); and/or
 - esthetic or historic importance.

A suite of initial OVs from within the identified deviations that met the above criteria were identified.

3.2 Anticipated Stakeholder Interest

The initial OVs were then narrowed down based on known or anticipated stakeholder and Aboriginal group interest and/or visual concerns in the OV areas noted through engagement to-date. Through this engagement review, several other locations were identified of anticipated interest that were added, though visibility may be limited. Trans Mountain will determine the inclusion of these areas based on feedback received during engagement.

Table 1 presents the initial and candidate list of visual modelling locations, noting which ones were ruled out given no known or anticipated stakeholder concern. Overall based on the desktop analysis summarized in Table 1, nine OVs are identified as candidate locations . two in AB and seven in BC. These OV locations are presented and further discussed in Section 4.0

For locations in Table 1 with ~~no~~ anticipated interest+ noted, if a desire for visual modelling is expressly articulated by a local government, Aboriginal group or noted BC government agency designate during engagement (as per Appendix A), Trans Mountain will consider including that OV area in the visual modelling surveys.

TABLE 1
DESKTOP REVIEW OF CANDIDATE VISUAL MODELLING LOCATIONS

Name	Viewpoint	Deviation ID	Line Name	KP Label	Distance from centreline (m)	Documented Stakeholder / Community Interest? (Yes/No)	Documented Aboriginal group interest? (Yes/No) Aboriginal community / Indian Reserves in proximity	Visual Quality Objective	Candidate OV for Modelling?
From Desktop Analysis									
Anthony Henday Drive, through river valley	AB01	004_AB_1	TMEP Edmonton to Hinton	KP 33.1	179	No – but anticipated interest concerns documented about tree removal and Blackmud and Whitemud Creeks	No Stoney Indian Band / Stoney Plain 135	n/a	Yes – anticipated stakeholder interest
Hinton Bike Trails	AB02	004_AB_5	TMEP Edmonton to Hinton	321.3	460	No – but anticipated interest. No concerns documented	No n/a	n/a	Yes – anticipated stakeholder interest
Rearguard Falls Park	BC01	004_BC1_1	TMEP Hargreaves to Darfield	KP 499.3	879	No	No n/a	Partial retention	No – no stakeholder or Aboriginal interest
Clemina Ski Trails (Colly Lake Recreation Reserve)	BC02	004_BC1_4	TMEP Hargreaves to Darfield	KP 552.1	1081	No	No n/a	Partial retention	No – no stakeholder or Aboriginal interest
North Thompson Recreation Site	BC03	004_BC1_5	TMEP Hargreaves to Darfield	KP 566.2	2181	No	No n/a	Modification/ Partial Retention	No – no stakeholder or Aboriginal interest
McQueen Creek Ecological Reserve (within Lac du Bois)	BC04	004_BC2_2	TMEP Black Pines to Minter Gardens	KP 825.3	484	Yes - critical interest documented	No Tk'emlúps te Secwepemc (Kamloops) / Kamloops 1	Partial Retention	Yes – critical interest documented; park use permit location
Highway 5	BC05	004_BC2_4	TMEP Black Pines to Minter Gardens	KP 941.6	273	No – but anticipated interest No concerns documented, but probably has not been considered by stakeholders	No Coldwater Indian Band / Coldwater 1	Modification	Yes – anticipated stakeholder interest
Kingsvale Recreation Site	BC06	004_BC2_5	TMEP Black Pines to Minter Gardens	KP 955	584	No – but anticipated interest No concerns documented, but probably has not been considered by stakeholders	No Coldwater Indian Band / Coldwater 1	Partial retention	Yes – anticipated stakeholder interest
Coquihalla Summit Recreation Area	BC07	004_BC2_9	TMEP Black Pines to Minter Gardens	KP 993.1	752	Yes – critical interest BC Park location	No Union Bar First Nation / Kawkawa Lake 16	Partial retention	Yes – critical interest documented; park use permit location
Recreational Viewpoint (looking west)	BC08	004_BC2_9	TMEP Black Pines to Minter Gardens	KP 1012.6	142	No – but possible interest No concerns documented	No Union Bar First Nation/ Kawkawa Lake 16	Retention	No – no stakeholder or Aboriginal interest anticipated
Coquihalla River Park (Provincial Park)	BC09	004_BC2_10	TMEP Black Pines to Minter Gardens	KP 1020.7	356	No – but anticipated interest No concerns documented	No Chawathil First Nation/ Chawathil 1	Partial Retention	Yes – anticipated interest due to provincial park status; also dependant on opening/access to the park.
Ogilvie Peak Trail	BC10	004_BC2_11	TMEP Black Pines to Minter Gardens	KP 1031.2	1205	No – but possible interest No concerns documented	No Peters Band / Peters 1A Shxw'ow'hamel / Ohamil 1	n/a	No – no stakeholder or Aboriginal interest anticipated
Burnaby Mountain Park Trail (approximate location)	BC11	004_Westridge_1	TMEP Westridge Lateral	KP 2.3	31	n/a	n/a	n/a	No – no surface disturbance with Burnaby Mountain Tunnel
South Fraser Perimeter Road /Fraser Heights	BC12	004_BC2H_4	TMEP Minter Gardens to Burnaby	1161.2	146	No – but anticipated interest. No concerns documented	No n/a	n/a	Yes – anticipated stakeholder interest
Brunette River Valley	BC13	004_BC2H_5	TMEP Minter Gardens to Burnaby	1174.8	138	No – but anticipated interest. No concerns documented	No N/a	n/a	Yes – anticipated stakeholder interest

4.0 CANDIDATE VISUAL MODELLING LOCATIONS

Based on the desktop analysis summarized in Section 3.0 and Table 1, nine OV locations are identified for candidate visual modelling locations - two in AB and seven in BC. These candidate OV locations are summarized in Table 2. Each location is described further below, along with a map showing its location in relation to the TMEP ROW and existing TMPL as well as the surrounding area.

TABLE 2

CANDIDATE OBSERVATION VIEWPOINTS

Viewpoint Location	Approximate TMEP KP
Alberta	
Anthony Henday Drive	KP 33
Hinton Bike Trails	KP 321
BC	
McQueen Creek Ecological Reserve	KP 825
Highway 5	KP 941
Kingsvale Recreation Site	KP 955
Coquihalla Summit Recreation Area	KP 993
Coquihalla River Park	KP 1021
South Fraser Perimeter Road/Fraser Heights	KP 1161
Brunette River Valley	KP 1175

4.1 Alberta

4.1.1 Anthony Henday Drive

The Anthony Henday Drive OV is located in the City of Edmonton, at approximately KP 33. Figure 1 shows the Anthony Henday Drive OV in relation to the TMEP ROW and the existing TMPL ROW. This OV is reflective of highway users as well as recreational users within the river valley trail system.

Figure 1 Anthony Henday Drive Observation Viewpoint



4.1.2 Hinton Bike Trails

The Hinton Bike Trails OV is located near the Town of Hinton proximate to popular public trails used for mountain biking. The OV is looking in the southern direction toward the TMEP ROW along the Happy Creek bike trail at an intersection with the Beaver Boardwalk. This OV is reflective of recreational users within the area.

Figure 2 shows the Hinton Bike Trails OV in relation to the TMEP ROW and the existing TMPL ROW.

Figure 2 Hinton Bike Trails Observation Viewpoint



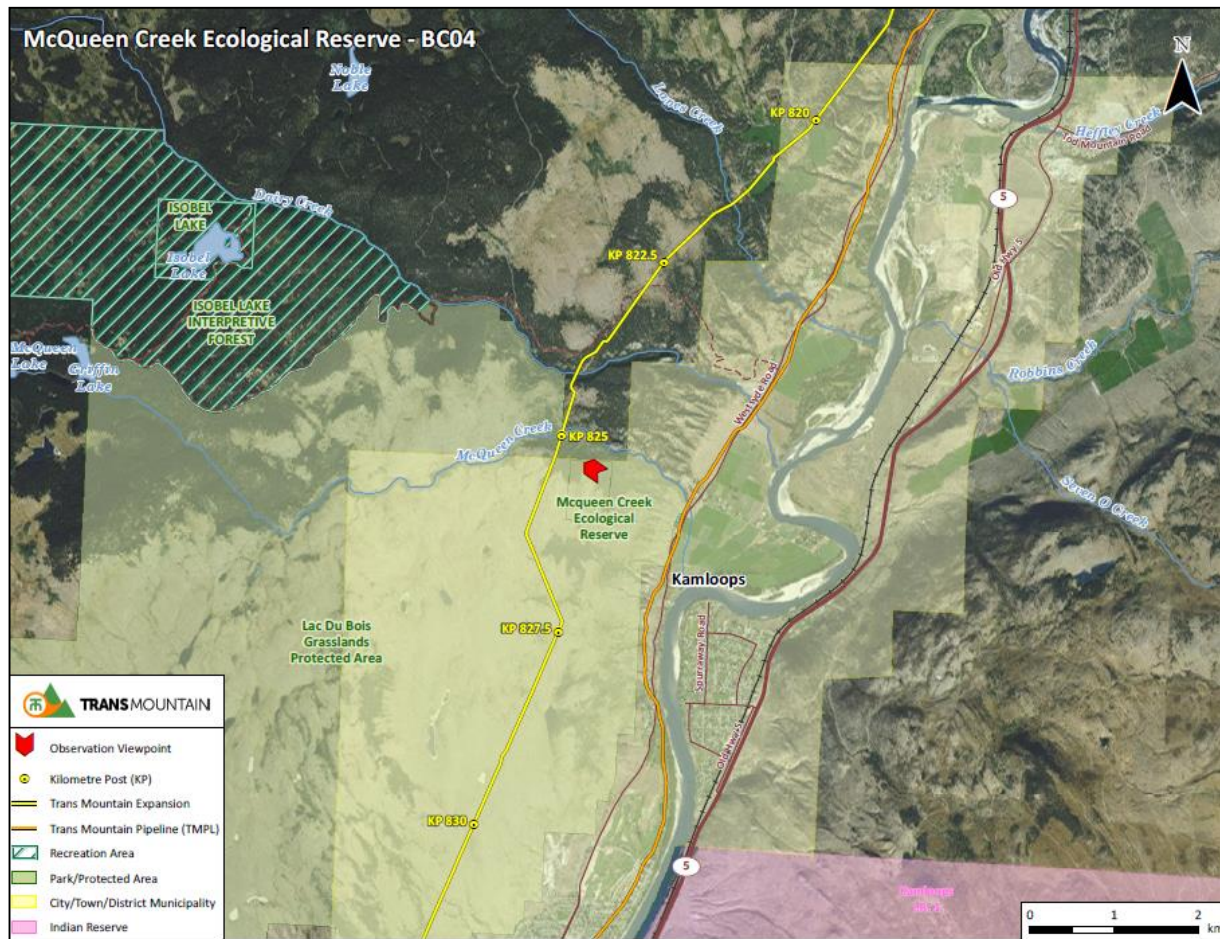
4.2 British Columbia

4.2.1 McQueen Creek Ecological Reserve

The McQueen Creek Ecological Reserve OV is located approximately 2 km northwest of the City of Kamloops within the Lac du Bois Grasslands Protected Area. This OV is located at approximately KP 825 and is located close to a partial retention Visual Quality Objective (VQO) area. This area is of high stakeholder interest. It is located in a cleared area within the reserve and would be reflective of recreational users within the reserve.

Figure 3 shows the McQueen Creek Ecological Reserve OV in relation to the TMEP ROW and the existing TMPL ROW.

Figure 3 McQueen Creek Ecological Reserve Observer Viewpoint

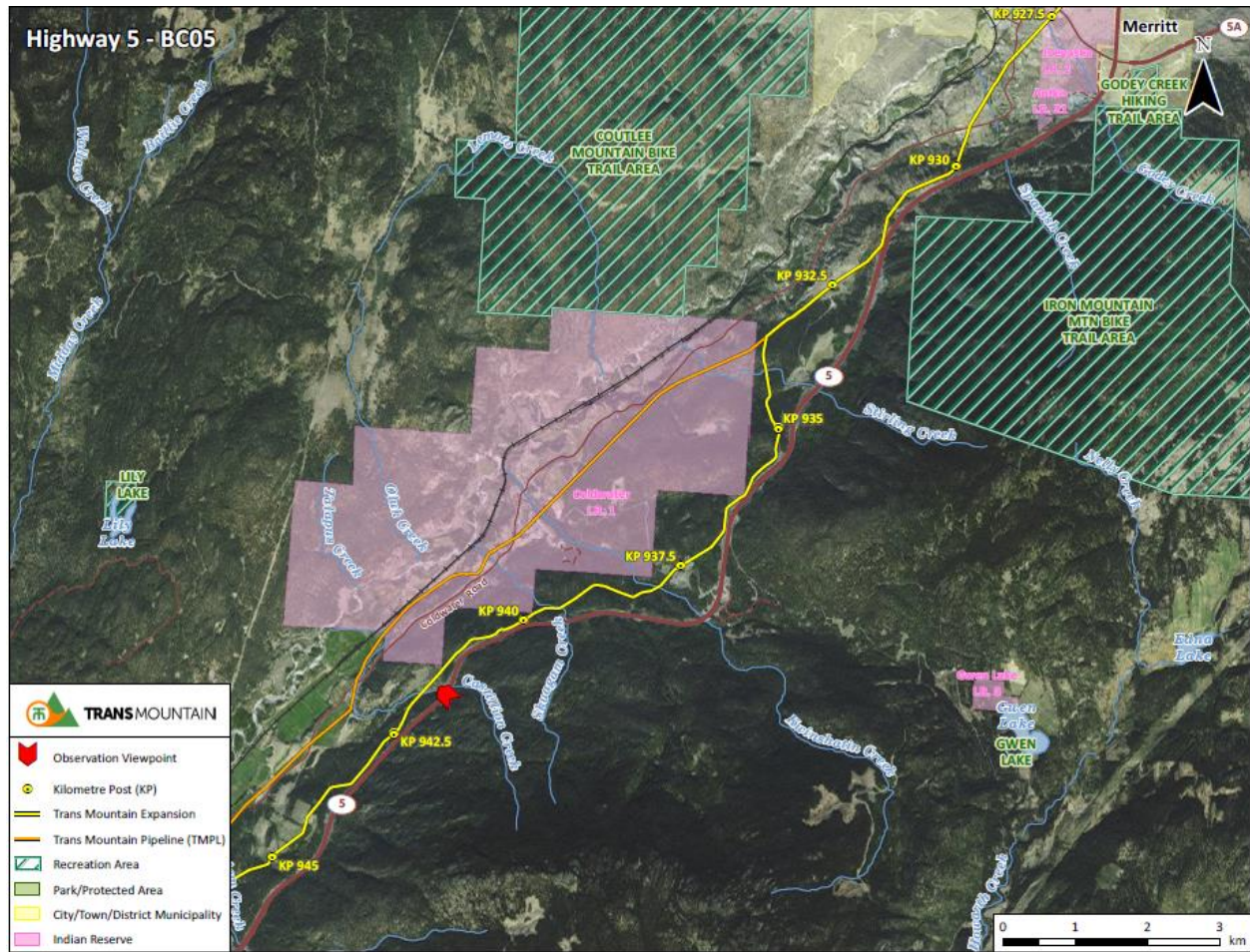


4.2.2 Highway 5

The Highway 5 OV is located approximately 10 km southwest of the City of Merritt. This OV is located at approximately KP 941 and is within a modification VQO area. The OV location is by a roadside turnout and a visible trailhead. This OV would be generally reflective of views from a highway user or recreational user's perspective.

Figure 4 shows the Highway 5 OV in relation to the TMEP ROW and the existing TMPL ROW.

Figure 4 Highway 5 Observation Viewpoint

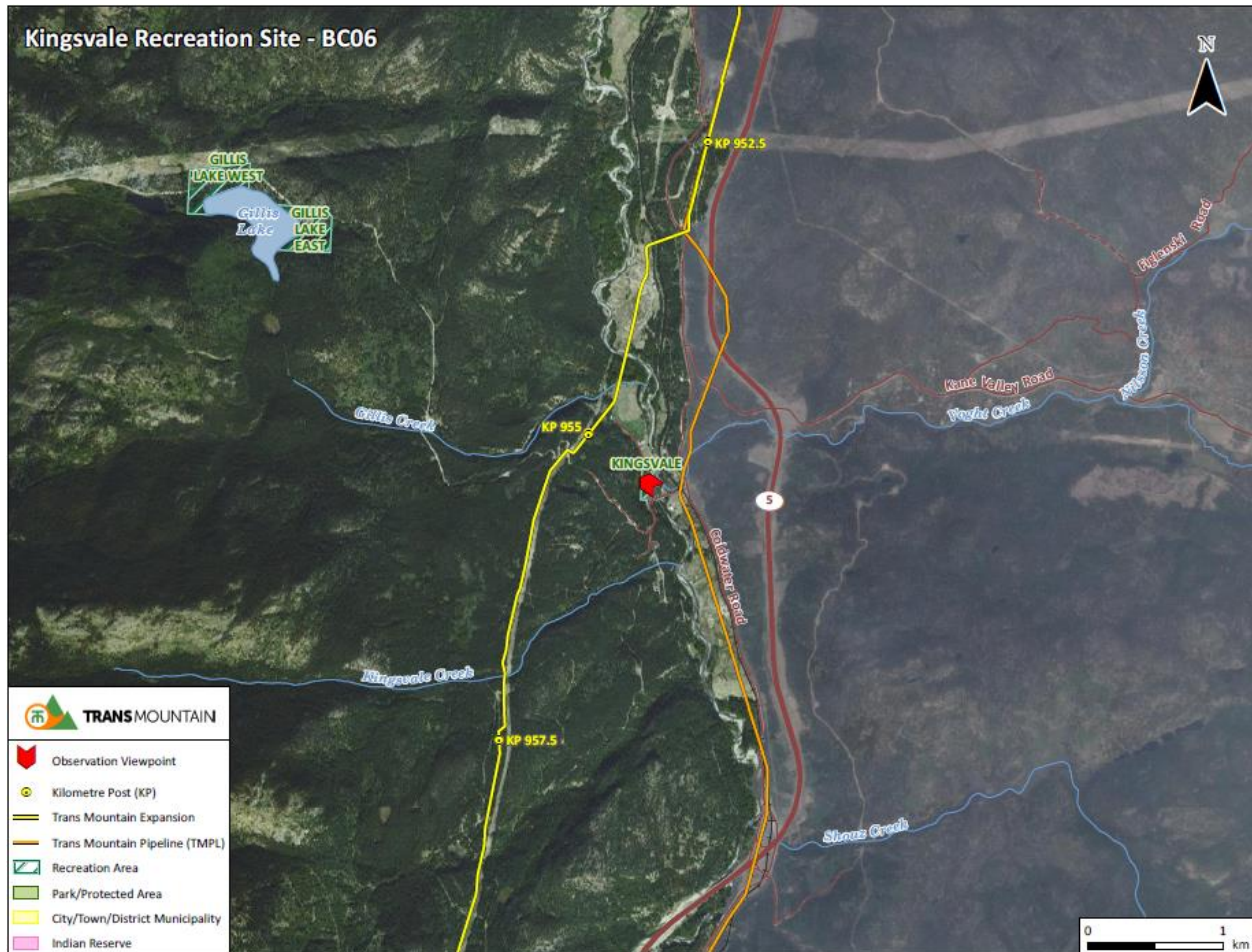


4.2.3 Kingsvale Recreation Site

The Kingsvale Recreation Site OV is located approximately 35 km southwest of the City of Merritt, near Highway 5 and near Coldwater Road. This OV is located at approximately KP 955 and is within a partial retention VQO area. This OV is in a designated recreation site accessible by road, and would be reflective of recreational users of this site.

Figure 5 shows the Kingsvale Recreation Site OV in relation to the TMEP ROW and the existing TMPL ROW.

Figure 5 Kingsvale Recreation Site Observation Viewpoint

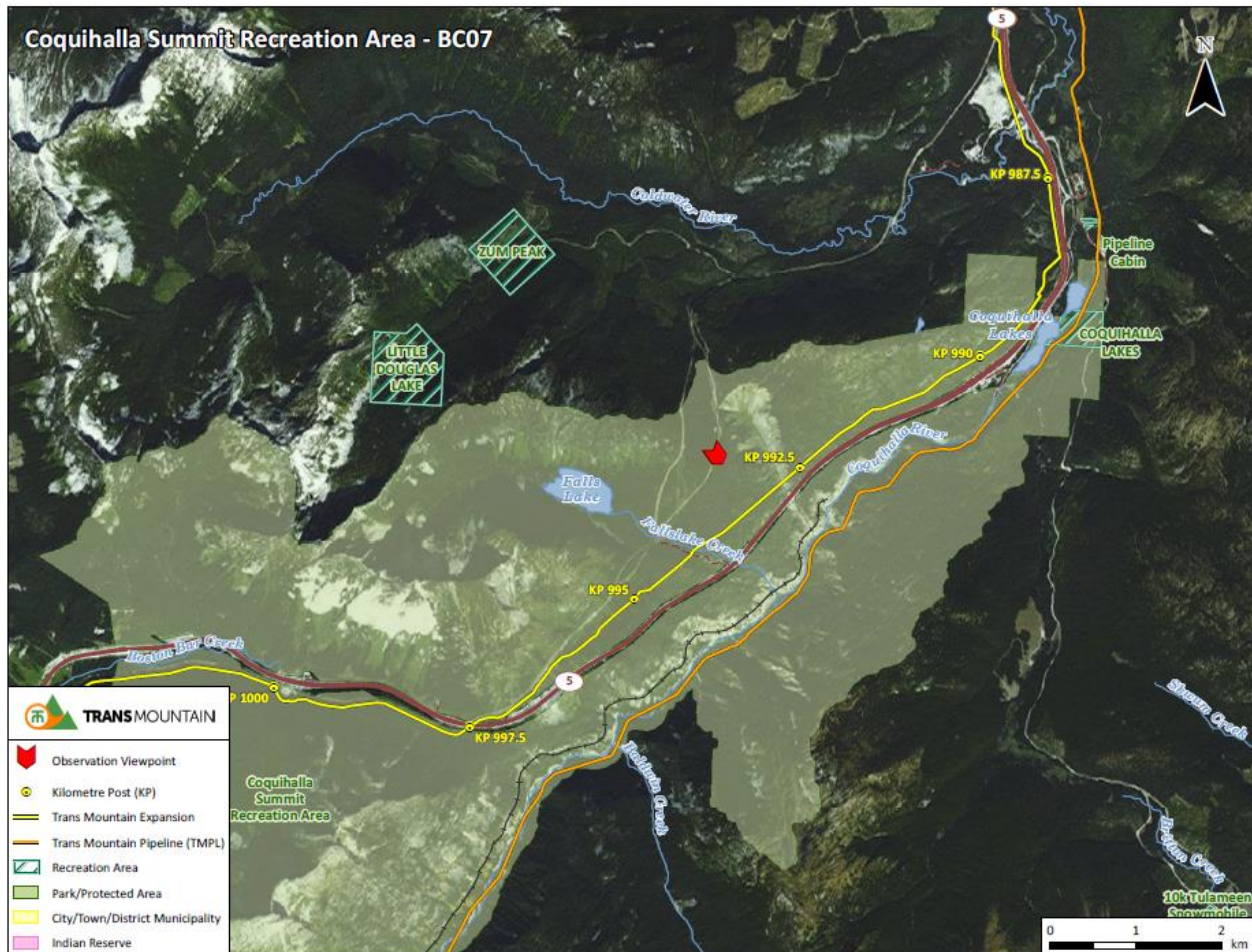


4.2.4 Coquihalla Summit Recreation Area

The Coquihalla Summit Recreation Area OV is located north of the District of Hope near Highway 5. This OV is located at approximately KP 993 and is within a partial retention VQO area. This is an area of high interest and within the area subject to a BC Park Use Permit application. The OV is on a path/trail within the recreational use area and is generally reflective of views for recreational users of the area.

Figure 6 shows the Coquihalla Summit Recreation Area OV in relation to the TMEP ROW and the existing TMPL ROW.

Figure 6 Coquihalla Summit Recreation Area Observation Viewpoint

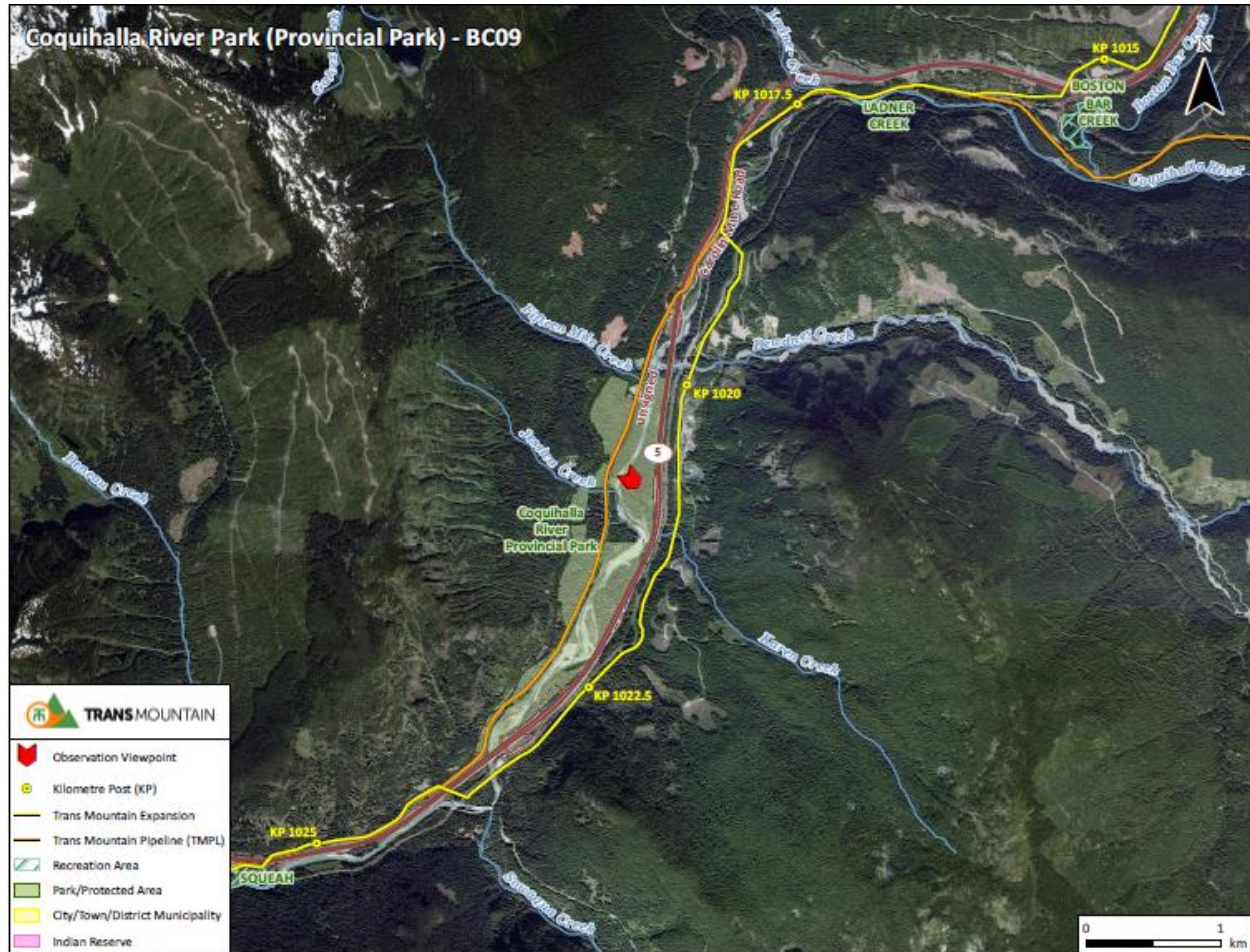


4.2.5 Coquihalla River Park

The Coquihalla River Park OV is located northwest of the District of Hope. It is located at approximately KP 1021 and is within a partial retention VQO area. The OV is looking in a southeast direction from within the Coquihalla River Park near the riverbank across Highway 5 to the area of the TMPL ROW. It would be reflective of views of recreational users within this provincial park.

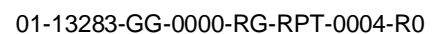
Figure 7 shows the Coquihalla River Park OV in relation to the TMEP ROW and the existing TMPL ROW.

Figure 7 Coquihalla River Park Observation Viewpoint



The South Fraser Perimeter Road/Fraser Heights OV is located in the City of Surrey. This OV is located at approximately KP 1161 and is not within a VQO area. It is near the Fraser Heights residential area and near Surrey Bend Regional Park. This OV is located along the South Fraser Perimeter Road, looking across the railway tracks toward the ROW. It would be reflective of view of road users and potentially residential areas within Fraser Heights.

Figure 8 South Fraser Perimeter Road/ Fraser Heights Observation Viewpoint



4.2.7 Brunette River Valley

The Brunette River Valley OV is located in the City of Burnaby. This OV is located at approximately KP 1175 and is not within a VQO area. This OV is located along Highway 1 looking toward the Brunette River Conservation Area. It is reflective of the view perspective of highway users within the City of Burnaby.

Figure 9 shows the Brunette River Valley OV in relation to the TMEP ROW and the existing TMPL ROW.

Figure 9 Brunette River Valley Observation Viewpoint



5.0 SUMMARY AND NEXT STEPS

This document presents candidate locations for visual modelling surveys in relation to NEB Condition 95 Visual Impact Plan. This document is intended to facilitate input from and further engagement with Appropriate Government Authorities, potentially affected Aboriginal groups and affected landowners/tenants where the TMEP ROW deviates from the existing TMPL system ROW on final visual modelling locations.

Feedback from that engagement will be considered in the selection of final locations for the visual modelling surveys. For locations with anticipated interest noted in Table 1, if a desire for visual modelling is expressly articulated by a municipality, Aboriginal group or noted BC government agency designate during engagement (as per Appendix A), Trans Mountain will consider including that OV area in the visual modelling surveys.

Upon the selection of final modelling locations, fieldwork will be undertaken to take baseline photographs and further refine precise OVs based on field observations. Visual modelling of new ROW from final OVs will then be conducted.

The Visual Impact Plan, which will present the results of the visual modelling surveys and discuss any additional mitigation, will be filed with the NEB two months prior to the start of construction in accordance with Condition 95.

6.0 REFERENCES

6.1 GIS Data and Mapping References

Major Roads/Highways:

IHS Inc. 2016. IHS Road Segments (digital file). Calgary, AB. Received: via DVD, visit <http://www.ihs.com> for more info. Acquired: April 13, 2016. Update Interval: Monthly.

Recreational Sites (points):

BC Ministry of Forests, Lands and Natural Resource Operations. 2008. Recreation Points (digital file). Victoria, BC. Available: <https://apps.gov.bc.ca/pub/dwds/home.so>. Acquired: September 2014. Last Update Check: August 7, 2015.

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BC Ministry of Forests, Lands and Natural Resource Operations. 2004. Recreation Viewpoint (Points) (digital file). Victoria, BC. Available: <https://apps.gov.bc.ca/pub/dwds/home.so>. Acquired: October 2015. Last Update Check: October 29, 2015.

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BC Ministry of Forests, Lands and Natural Resource Operations. 2004. Recreation Viewing Direction (Polygons) (digital file). Victoria, BC. Available: <https://apps.gov.bc.ca/pub/dwds/home.so>. Acquired: September 2014. Last Update Check: August 7, 2015.

Snowmobile Access Management Trails:

BC Ministry of Environment. 2012. Snowmobile Management Trails - Access Management Areas (AMA) (digital file). Victoria, BC. Available: <https://apps.gov.bc.ca/pub/dwds/home.so>. Acquired: October 2015. Last Update Check: October 7, 2015.

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BC Ministry of Forests, Lands and Natural Resource Operations. 2008. Recreation Lines (digital file). Victoria, BC. Available: <https://apps.gov.bc.ca/pub/dwds/home.so>. Acquired: October 2015. Last Update Check: October 29, 2015.

Recreational Polygons:

BC Ministry of Forests, Lands and Natural Resource Operations. 2008. Recreation Polygons (digital file). Victoria, BC. Available: <https://apps.gov.bc.ca/pub/dwds/home.so>. Acquired: September 2014. Last Update Check: August 7, 2015.

Recreational Scenic Areas:

BC Ministry of Forests. 2008. Recreation Scenic Areas (digital file). Victoria, BC. Available: <https://apps.gov.bc.ca/pub/dwds/home.so>. Acquired: February 2013. Last Update Check: February 20, 2013.

Parks/Protected Areas:

BC Ministry of Forests, Lands and Natural Resource Operations. 2008. Tantalus Parks, Ecological Reserves and Protected Areas (digital file). Victoria, BC. Available: <https://apps.gov.bc.ca/pub/dwds/home.so>. Acquired: May 2014. Last Update Check: November 20, 2014.

APPENDIX A

APPROPRIATE GOVERNMENT AUTHORITIES, POTENTIALLY AFFECTED ABORIGINAL GROUPS AND AFFECTED LANDOWNERS/TENANTS TO BE ENGAGED ON VISUAL MODELLING LOCATIONS

Based on the location of the potential visual modelling locations, Trans Mountain has considered which Appropriate Government Authorities, potentially affected Aboriginal groups and affected landowner/tenants to engage for input and feedback. This was based on known interests of government authorities. With respect to Aboriginal groups, Trans Mountain considered proximity of Aboriginal groups communities and whether any visual concerns had been noted to date (see Table 1 in Section 3.0 of the main document).

Table A-1 outlines the stakeholders and Aboriginal groups to be engaged on the candidate visual modelling locations.

TABLE A-1 – STAKEHOLDERS AND ABORIGINAL GROUPS TO BE ENGAGED ON CANDIDATE VISUAL MODELLING LOCATIONS

Potential Visual Modelling Location OV	Stakeholder / Aboriginal Group
Anthony Henday Drive	Stoney Indian Band
	City of Edmonton
	Alberta Infrastructure
Hinton Bike Trail	Town of Hinton
McQueen Creek Ecological Reserve	City of Kamloops
	Tk'emlúps te Secwepemc (Kamloops)
	BC Government (Forestry, Land and Natural Resources Operation [FLNRO], BC Parks)
Highway 5	Coldwater Indian Band
	BC Government (FLNRO, BC Parks)
Kingsvale Recreation Site	Coldwater Indian Band
	BC Government (FLNRO, BC Parks)
Coquihalla Summit Recreation Area	Union Bar First Nation
	Fraser Valley Regional District
	BC Government (FLNRO, BC Parks)
Coquihalla River Park	Fraser Valley Regional District
	Chawathil First Nation
	District of Hope
	BC Government (FLNRO, BC Parks)
South Fraser Perimeter Road / Fraser Heights	City of Surrey
Brunette River Valley	City of Burnaby

Trans Mountain land agents will contact interested directly affected adjacent landowners and/or occupants to determine if they have any questions of concerns regarding the visual impact of new ROW or the visual modelling locations. Any comments received will be documented and considered in the selection of final visual modelling locations and the final Plan.