

Site C Clean Energy Project Project Definition Consultation, Fall 2012 Consultation Summary Report

January 2013

Appendix 2: Stakeholder Meeting Meeting Notes



MEETING DETAILS	BC Hydro Site C Clean Energy Project Project Definition Consultation, Fall 2012
LOCAL GOVERNMENT MEETING	Peace River Regional District (PRRD) Area Directors – Local Government Meeting September 10, 2012, 1:00 p.m. – 3:00 p.m. Peace River Regional District Office 1981 Alaska Avenue, Dawson Creek, B.C.

PURPOSE	Notes from a local government meeting for the BC Hydro Site C Clean Energy Project on September 10, 2012 at the Peace River Regional District Office, Dawson Creek, B.C.
FACILITATOR	Judy Kirk, Kirk & Co. Consulting Ltd.
PRESENTER	Dave Conway, BC Hydro
LOCAL GOVERNMENT REPRESENTATIVES	Karen Anderson, Chair Shannon Anderson, Deputy CAO Fred Banham, CAO Wayne Hiebert, Electoral Area D Director Jerrilyn Schembri, Electoral Area E Director Bruce Simard, General Manager of Development Services
SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro Siobhan Jackson, BC Hydro Duane Anderson, BC Hydro Don Wharf, BC Hydro Lisa Santos, Kirk & Co. Consulting Ltd., Meeting Recorder

KEY THEMES

Worker Accommodation

- Participants were interested in whether workers would be moved to and from work camps by shuttle bus.

Transportation

- Participants asked which roads would be upgraded for public use if the construction of Site C proceeds.
- Participants were interested in how construction materials would be moved to the Site C dam area and other construction sites, and whether rail would be used to transport materials.

Clearing

- Participants expressed an interest in debris management and whether non-merchantable timber could be used for biofuel.

Agriculture

- Participants were interested in the estimated total hectares of Class 1–5 agricultural lands impacted by the Site C project, including the percentage of Class 1 land in the Peace region that

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would be impacted, and the amount of Class 1 land that would remain in the Peace region if the Site C reservoir was created.

- Participants were interested in how BC Hydro determined the agricultural utility ratings and asked whether the methodology was based on a national or international model.

The record notes that the meeting was called to order at 1:00 p.m.

DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Judy Kirk

Judy Kirk welcomed participants to the local government meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Judy informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

2. Review of Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

Worker Accommodation

Siobhan Jackson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

- C: *Judy Kirk: Siobhan, just before you go on, you mentioned the Feedback Form on page 36. In the years that BC Hydro has been consulting on worker accommodation, there has been some evidence of competing demands: different communities wanting different things. I think it's important at this stage that, prior to the submission of the Environmental Impact Statement, local governments weigh in on this preliminary worker accommodation plan. I wanted to reinforce that because you're getting quite a bit more detail this time and it's important for BC Hydro to know where you stand.*

Transportation

Don Wharf reviewed the Transportation section of the Discussion Guide with a focus on the overview and the Fort St. John sections.

- C: *Judy Kirk: Don, just before you launch. One of the things that you'll see is that BC Hydro is looking for information about unintended consequences for some of the roadwork or considerations that BC Hydro perhaps has not thought about, that they should be thinking about. You'll see that reflected in the questions.*

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- C: *Don Wharf:* It's very much the local knowledge that we are seeking. We appreciate any input that we can get.
- Q: *Shannon Anderson:* Don, I was just reading here that you have a quarry identified in the West Pine area, west of Chetwynd. Is that material for the Jackfish Lake Road upgrade?
- A: *Don Wharf:* No, that's going to be providing rip rap to the actual dam site, for use at the base of the dam.
- Q: *Shannon Anderson:* So there's going to be a lot of traffic going down that road?
- A: *Don Wharf:* Right now we have forecasted it all to be moved by truck. That creates a larger footprint for the Environmental Impact Statement. We have had discussions with CN rail but we are leaving it up to the contractor to procure the best solution for their needs as well as negotiate with CN rail.
- Q: *Shannon Anderson:* So this is rip rap you're saying?
- A: *Don Wharf:* That's right. For the gravel materials for Jackfish Lake Road we are using the Ministry of Transportation and Infrastructure's Del Rio Pit as the source. We will also be looking to provide opportunities for the private sector to provide some materials as well. For the Project Access Road a lot of the material will come from the dam itself and be hauled along the new route.
- A: *Duane Anderson:* The West Pine quarry is the one you can see right from the highway.
- C: *Shannon Anderson:* I thought that's the one you're talking about. That's quite a hike.
- A: *Don Wharf:* It's 77 kilometres from the quarry to Chetwynd. So it's about 140 km in total.
- Q: *Karen Goodings:* The vehicles you're describing, are those smaller trucks? Gravel trucks?
- A: *Don Wharf:* Yes, anything from passenger to highway and gravel trucks.
- Q: *Shannon Anderson:* Don, in the upgrades you mentioned paving 240 Road. What's extent to the upgrade of 269 Road? It's the one that runs right by the landfill.
- A: *Don Wharf:* Right now it's gravel. We are looking at paving from 240 Road, all the way into the camp. We are also going to widen it too. So it would be two full driving lanes. Right now it's one and a bit.
- C: *Shannon Anderson:* If that. Also, we are looking at new front entrance to landfill. That's on the books to do this year. But we are probably going to do it next year.
- C: *Judy Kirk:* That's a great example of what you could add to the feedback form, to consider integration with the new entrance to the landfill.
- C: *Don Wharf:* If there's some way that we could get an idea of what you're proposing to do here then we can accommodate that in our design.
- Q: *Unknown:* Do we have information on the number of vehicles turning into the landfill?
- A: *Don Wharf:* We do, but I don't have that locked in here. We do have that information because what we've got are the existing traffic counts. We know how many trucks go in there, and the trucks primarily go down that part and into the landfill.
- C: *Duane Anderson:* It's third place behind the Tim Horton's.
- C: *Don Wharf:* I remember seeing the counts and I was quite surprised.

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- C: *Karen Goodings*: I know one thing, if you want a cup of coffee on your way, then you may as well forget it because the line-ups are huge.
- Q: *Don Wharf*: Is the location of the upgraded entrance going to be the same as it is now?
- A: *Shannon Anderson*: It's going to be moving slightly.
- Q: *Don Wharf*: North or south?
- A: *Shannon Anderson*: South. That's a first look at it anyway. We should chat as to what that's going to look like for traffic impacts and turning in and out of that road.
- C: *Don Wharf*: We are looking at completing our detailed design this winter on 269 Road and Urban Systems is doing that for us. We need to connect.
- C: *Shannon Anderson*: Absolutely.
- C: *Don Wharf*: Also, so it doesn't get overlooked, one of the big mitigation measures we are looking at to reduce the amount of traffic down Old Fort Road is the installation of conveyor system from 85th Avenue site towards the dam site.
- Q: *Jerrilyn Schembri*: Why is your expected workforce traffic relatively low for the Chetwynd area? Not because you're expecting very few people from Chetwynd to work on this project?
- A: *Don Wharf*: That's not why.
- A: *Siobhan Jackson*: It's because we're planning on using shuttles to move workers from Chetwynd to the dam site.
- C: *Jerrilyn Schembri*: I'm just checking.
- A: *Don Wharf*: That's a good point, if you were looking at that compared to the Fort St. John graph.
- Q: *Jerrilyn Schembri*: I may have missed what you were going to do with the building of the berm. Is that material going to mainly come through this route as well?
- A: *Don Wharf*: The Hudson's Hope Berm? The rip rap is coming from Portage Mountain, which is west of Hudson's Hope. The gravel materials are going to be sourced locally from Hudson's Hope to provide the core of the berm. So there won't be any materials coming through from Chetwynd, possibly some equipment moves, but that would be a very small amount.
- Q: *Karen Goodings*: How would materials come from Alberta? Can you describe that again for me please?
- A: *Don Wharf*: Items coming from Alberta would enter B.C. south of Dawson Creek, and use Highway 52 down to Tumbler Ridge. Then go up Highway 29 to Chetwynd and then up Jackfish Lake Road.
- Q: *Unknown*: But you're accessing Highway 52 by Toms Lake, not over here.
- A: *Don Wharf*: That's right.
- C: *Siobhan Jackson*: This is just the oversized loads coming in, not all equipment would take that route. For example, if the turbines were coming in that would be an oversized load that would take this route.
- Q: *Karen Goodings*: I'm curious to know why you wouldn't come through Goodlow? Wouldn't it be closer?

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- A: *Don Wharf*: It's going to be up to the trucking company. But from the logistics studies that we've done to date, that is the route that's been identified and the only one capable of carrying those large components.
- Q: *Karen Goodings*: So you have to bring the large components from Chetwynd and along the Jackfish Lake Road.
- A: *Don Wharf*: Yes, that's correct.
- Q: *Dave Conway*: Don, is part of that analysis weight related?
- A: *Don Wharf*: Yes, width, height and weight.
- C: *Bruce Simard*: There are two large components that have to do with the powerhouse.
- A: *Don Wharf*: Yes, that's right.
- C: *Karen Goodings*: I just know how many large, very heavy loads they are bringing past our place and it just struck me that you would come the other way.
- C: *Don Wharf*: It's a good point that Bruce brings up in that they need to get to the south side of the dam.
- C: *Jerrilyn Schembri*: Highway 29 doesn't seem like an extremely solid road.
- C: *Karen Goodings*: You might have to do some improvements.
- C: *Jerrilyn Schembri*: Especially where we had that big cave in; that's a little tricky piece of maneuvering in that area.
- Q: *Duane Anderson*: That's close to the golf course there?
- A: *Jerrilyn Schembri*: No, it's not that far. It's closer to Tumbler Ridge than that. It's where that big section of road just dropped and now it's tricky to get around that area because of the way they have fixed the road. They didn't really keep it the same width. They moved it over and you have to do some fancy maneuvering.
- C: *Dave Conway*: Kind of like you're almost moved to a single lane.
- C: *Jerrilyn Schembri*: If somebody is going through there and is unaware of it, it can be quite tricky.
- Q: *Judy Kirk*: Don, do you know about this?
- A: *Don Wharf*: Yes, I was down there last week.
- C: *Judy Kirk*: I think Karen that one of the important things about this Feedback Form is that BC Hydro is interested in knowing how people would like to hear about the traffic management plans via text, email, signage on the street, or all of the above? They want to make sure that the tools are ones people are going to use. So any feedback you might have on that would be useful.
- Q: *Jerrilyn Schembri*: What are the proposed upgrades to Jackfish Lake Road?
- A: *Don Wharf*: There's the paved section that goes for the first 16 kilometres or so, then there's the seal coat section, followed by the gravel section. The seal coat and gravel sections are restricted access through the spring; they have restricted loading. We want 100% loading so we can haul all year-round on that road. That means strengthening the base and, as a minimum, seal coating right to the end of Jackfish Lake Road to provide a hard surface. We are also looking at doing shoulder improvements on the paved section from Highway 29 up to the end of the pavement. Those are the primary things we are looking at.

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Q: *Jerrilyn Schembri*: That's one of the roads that I get a lot of people complaining about the traffic on. People who reside along that road are not happy about extra traffic, so you may run into some conversations on that.

A: *Don Wharf*: I had a conversation with the Mayor last week.

Q: *Judy Kirk*: Of Dawson Creek?

A: *Don Wharf*: Of Chetwynd. We had a tour out at Jackfish Lake Road.

Q: *Jerrilyn Schembri*: So you understand?

A: *Don Wharf*: Oh yes. I can certainly see it after spending so many years in the highway industry.

Clearing

Siobhan Jackson reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

Q: *Karen Goodings*: So there is debris management during construction, but obviously there's going to need to be debris management after construction. Does that still remain BC Hydro's responsibility?

A: *Siobhan Jackson*: In this third paragraph we speak to managing floating debris on the reservoir, so firstly we are trying to minimize it at the outset. Thank you, I didn't mention that we will always maintain a permanent debris boom as we do on our upstream facilities. We will likely deploy it in the early years, and then other debris booms as necessary. I think the plan is to maintain a site near it for removal of debris from the river. You have to plan for where you're going to move the debris off and what you're going to do with it.

Q: *Karen Goodings*: Then what will you do with it?

A: *Siobhan Jackson*: Typically you'll burn it using best practices, or if it's useable, we'll try to have it used by the forest industry.

C: *Siobhan Jackson*: I want to add that Paul Veltmeyer is the forester who is developing this plan and he will be here for the balance of week and next week and if you want to talk to him more directly, he'll be able to speak to you at our open houses.

C: *Judy Kirk*: This is a really good example of a topic that when the Environmental Impact Statement is filed, there will be a fulsome plan, with all the technical details about clearing, which people can comment on in the public comment period and potentially in public hearings with a panel. We have been doing these consultations and people have had very serious interest in this topic.

C: *Karen Goodings*: Well, it created a lot of problems in Williston.

C: *Judy Kirk*: Right.

C: *Siobhan Jackson*: The good news this time is that we have mills here to receive the merchantable timber, which was not the case then.

C: *Duane Anderson*: And time to do the clearing.

C: *Siobhan Jackson*: We have lots of time and hopefully all the mills are operating. But we have a reasonable expectation that the merchantable should all get used regionally. I have no reason to think otherwise.

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- Q: *Fred Banham*: Is there opportunity for the non-merchantable timber to be chipped and processed in some of the pulp mills? I'm thinking of Taylor. I know Timbec doesn't run anymore.
- A: *Siobhan Jackson*: My understanding from talking with them is that their volume used for the bio energy is 38,000 cubic meters per year and we have a total of 1.2 million. For the most part what they do is they build them to feed themselves. I don't know if they will be looking for new fiber. But I think the more this information gets out, if there are innovators out there who can think about how to use this, then we wouldn't turn them away. Our preference is going to be to try and get it used. We are doing what we can to bundle it with the merchantable because we would rather get it to the mills, even if we pay them to take it. Our willingness to pay them to take it is going to be at least as high as our cost to deal with it ourselves.
- Q: *Fred Banham*: I was wondering because it's better to clear it all off and clean it all off than leaving it laying on the ground and flooding it.
- A: *Siobhan Jackson*: Yes, that's part of the reason for high volume of non-merchantable because is a lot of it is already lying on the ground. If you walk on the islands sometimes you have to pick your way through the fallen trees. They are going to try and get as much out as they can.

Agriculture

Siobhan Jackson presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agriculture Assessment presented in the guide.

- Q: *Karen Goodings*: When you say that this 3800 ha of Class 1-5 land represents less than one per cent of the agricultural lands in the Peace River Agricultural Region, do you compare the loss of the Class 1 in that same context? So that if that's the Class 1 land that's being lost, how much more Class 1 land is there available in the region?
- A: *Siobhan Jackson*: I don't have that number with me now.
- Q: *Karen Goodings*: I think it would be important to do that. Rather than just saying it's just 1%, I think it's important to recognize that Class 1 and 2 lands are very valuable and very rare in our region. We need to know how many other hectares of Class 1 and 2 are available.
- Q: *Judy Kirk*: What is the remaining Class 1 land?
- A: *Karen Goodings*: Yes, what is there available.
- Q: *Judy Kirk*: On a regional basis.
- C: *Karen Goodings*: Right.
- Q: *Karen Goodings*: How far into the future are you looking? At the end of the first bullet where it says, could be used for agriculture in the future? What are we considering to be the future?
- A: *Siobhan Jackson*: There are some definitions in the box on the right. The agricultural utility definition has an updated approach then what was used previously in the Site C assessment about 30 years ago, and they called it significant. With the environmental assessment process today, the word significance has a different intent. One thing that people ask us often is how much could be used or is likely to be used for agriculture? We know what is being used and maybe it's not as much as people think it could be. We know what the full capability is and it takes into account sometimes small pieces of islands and pieces that are unattached on the south bank. Our Agricultural Assessment Team has taken a stab at saying what is likely to be used in the future, in terms of its

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capable, where it is and whether there are land use restrictions. It's not defined by 50 years or 100 years, but they have looked and considered its capability, its location and also looked at the Land Management Resource Plan process, which identified the majority of the south bank and the islands as being part of the proposed Peace River Boudreau Protected Area, if not used for Site C. The province has stated that its primary land use for the majority of those islands and south bank lands, which also have agricultural capability, would be to become a protected area if Site C doesn't proceed. That's one of the considerations as well.

Q: *Karen Goodings:* I know that the land use management plan did recognize those islands as being part of a protected area.

A: *Siobhan Jackson:* So we aren't putting our judgment on whether that's the way it will be. We just said there's a land use plan that has taken into account all of the values of those lands and has put forward that if they are not used for Site C, they would go into a protected area. That's what the agriculture utility speaks too.

Q: *Bruce Simard:* Siobhan, on the utility rating, is there a framework that was based on? You have some criteria to show it but are there examples of where the framework was used before? How it was tested? Is there any literature on it?

A: *Siobhan Jackson:* It was used before in the Site C assessment in 1982. This approach was used to try to put a reasonable lens on what it's going to be. It's a challenging topographical environment. It has islands and areas with steep slopes with no roads going to them. How do you put some context on those even though they have physically good soil? Are they likely to become farms? Is what they struggled with.

C: *Judy Kirk:* I think the question was about methodology.

C: *Bruce Simard:* Assigning ratings can be very subjective.

A: *Siobhan Jackson:* The methodology was used before and was vetted by the Province and the Agricultural Land Commission. When the methodology was put forward before it was subject to review, input and consideration by the other agencies. The methodology will be outlined in detail and again open to comment. We are reporting on full agricultural capability without any suggestion of whether it would or would not get used. The maps are available so people can see which areas have been considered likely to be part of the protected area and not used for farming. So we are trying not to use judgment by using criteria.

C: *Bruce Simard:* Capability has pretty much been determined by the CLI classes, soil types and climate types, that kind of thing. That was much more quantitative.

C: *Duane Anderson:* The question then is, how do you get from there?

Q: *Bruce Simard:* Looking at the utility, is it a good location? Is it accessible? Is it set up for other uses? Then put people in the room see if they all get the same answer using the rating system. Is this a recognized rating system, recognized by provincial agrologists and national agrologists? What gives this rating system credence and credibility? That's what I'm asking. How is it tested?

A: *Siobhan Jackson:* They didn't draw it from literature or a national approach. They looked at what was done before, and they looked at the feedback that the agencies gave on that approach before, and thought it still seems to make sense. They are reporting on the full capability and have to assess the potential effect on agricultural land use and agricultural economics. This is the total that will be lost. But how much is likely to be farmed and used in the future and how much of that

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- amount will be affected? We recognize that people are going to ask us and will have different views on that. But they will outline what their basis was and put that clearly forward. I think what's really important here is that they started at the top of the triangle and said, if all you care about is the physical agricultural capability of land, here are those numbers. Then to get some of the other values that we have to assess and consider the land use side, the starting point is to use the classification of lands and then to use the Province's land use plan for that area. So you can agree or not, on whether that will ever happen but that is what the Province's plan is for that area so we thought that was a reasonable thing to draw upon. The third consideration is primarily access, is the site accessible? Can you get 10 kilometres up the Halfway River given the banks and the topography? I think the team feels confident and the team can speak to the rationale.
- C: *Bruce Simard*: I just bring the point up as a way to be prepared for it. They will challenge the methodology for sure.
- Q: *Karen Goodings*: That investment won't take place unless they have the ability to know they have a future. Right?
- A: *Siobhan Jackson*: Yes. It's also my understanding that downstream there's very little or next to no commercial irrigation as well. But that's not to say that thirty years out a change couldn't happen.
- C: *Karen Goodings*: Absolutely, it would happen.
- C: *Siobhan Jackson*: The downstream environment in terms of practices is actually very similar to that upstream from what our agricultural assessment team has seen.
- C: *Karen Goodings*: You go down to the flats and they are capable of market gardens, they can irrigate right from the river.
- C: *Siobhan Jackson*: They need to get some irrigation.
- C: *Karen Goodings*: They can irrigate from a lake or a river.
- C: *Siobhan Jackson*: It's usually economic and business considerations that are committing to the investment.
- C: *Karen Goodings*: As soon as it becomes valuable enough they can irrigate.
- C: *Shannon Anderson*: I have to leave, I have another meeting. But I will be in touch and I'll fill out those forms.
- C: *Siobhan Jackson*: I think in the Okanagan they are trying towards moving to a portable abattoir.
- C: *Karen Goodings*: We already have two. Gate to plate. I don't know if they are operating and moving, but they are parked in Fort St. John.
- C: *Fred Banham*: They were developed through Side Tech North, weren't they?
- C: *Karen Goodings*: It's Lars Jargonson. He has a small store front butcher.
- Q: *Siobhan Jackson*: Peace Country meats?
- A: *Karen Goodings*: Yes, that's right. That's gate to plate.
- Q: *Karen Goodings*: We keep hearing the rumour of looking at moving the soils. I hope it's just a rumour.
- A: *Siobhan Jackson*: People ask us about this all the time. We had a good discussion when we meet with the Agricultural Advisory Committee a couple of months ago. In localized sites, for example if

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- Don's team is working on highway realignment and there's an obvious local opportunity to do a soil replacement, I think that could happen. But a wholesale removal of top soil I think would have far more problems than benefits. The erosion and run-off would be very problematic.
- C: *Karen Goodings:* Your Class 1 soils, as Bruce eluded to, are not just quality of soils but the climate that goes with it. So if you don't have those two combined, you end up with your soil blowing away or eroding into the river. Not a benefit.
- C: *Siobhan Jackson:* As you can see we aren't proposing significant top soil relocation.
- C: *Karen Goodings:* Good. I was a little bit concerned. That was one of the reasons I wanted to come down today because I wanted to know whether that was fact or fiction.
- C: *Siobhan Jackson:* It's fiction. But there may be very localized spots where it might make sense to support reclamation of sites.
- C: *Don Wharf:* It's generally in areas immediately adjacent.
- C: *Siobhan Jackson:* In that case you are usually dealing with the same soils from the same type of area. At the risk of raising other subjects, on the health assessment and the mercury assessment, the background studies suggest that the mercury is in the soils not the vegetation. So minimizing soil disruption is an important consideration for minimizing the mercury in the reservoir. Any wholesale soil disturbance such as that we would not be undertaking.
- C: *Karen Goodings:* It would create other problems.
- C: *Karen Goodings:* The only other that I would have would be to go back to comparing the Class 1 soils within our region.
- C: *Judy Kirk:* I have that. The way I characterized that, and let me make sure I've got it, you're interested in estimated total hectares of Class 1-5 lands. But wanted to know particularly how much Class 1 land would remain in the Peace Valley.
- C: *Siobhan Jackson:* In the region.
- C: *Karen Goodings:* Actually, the way you talk about it is it's only 1% of the agricultural capable soils. But I'm saying there is very little Class 1 and very little Class 2 within our region. So outside of the reservoir how much other Class 1 and 2 are you comparing that too?
- C: *Siobhan Jackson:* I'll see if I can get that number so we can speak to it too. But it will be included in the assessment. It will be on an unimproved basis because the Canadian Land Inventory is all unimproved and we don't want to make the comparison apples to oranges.
- Q: *Karen Goodings:* I have a question about the fish. There is an article in North East News with regard to the loss of fish from the fluctuation of water. It doesn't deal with Site C but it is in the total picture. The concern is that when you raise the water level and then lower it, you trap many of the fingerlings so they can't get back to the river. I want to know if that has been looked at?
- A: *Siobhan Jackson:* They look at the downstream operations and downstream channels and we have a program to dig out the upper end to improve the constant flow so it reduces some of the fluctuations. Spill operations are an extreme operation and we generally have environmental management plans that we put in place to account for different types of environmental hazards that are present during a non-normal operation like a spill. But when we are spilling, we are spilling for reasons of necessity.

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- Q: *Karen Goodings*: I don't think it's just spilling though. The water levels do fluctuate. Your signs say be careful or be aware that water levels fluctuate.
- A: *Siobhan Jackson*: The minimum flow in the Peace River is 10,000 cubic feet per second. It was originally licensed much lower than that. BC Hydro undertook a number of studies to determine if a higher minimum flow would be better, primarily for environmental considerations. The assessment was when you were going up and down below the 10,000 there was more stranding. We voluntarily increased our minimum flow on the Peace River to 10,000 in the 1990s and we reaffirmed that in land use plan and now it's a requirement. That study was undertaken for that purpose.
- Q: *Karen Goodings*: There must be records of the river levels? Not that I've got time to read what I've got here, much less anything else.
- A: *Dave Conway*: Yes, absolutely. We have the levels of every day of every year. I'll also add that with spill events we also do what's called ramping rates to try to avoid that type of occurrence with fish being stranded. We will raise the rate slowly as the water comes up and do the same thing coming down, so we don't just drop or raise it. It's done gradually to give the fish a chance to get out. The article was in the North Peace, right?
- C: *Karen Goodings*: It was, I have a copy of it out in the car.
- C: *Dave Conway*: The BC Hydro Generation group, which has an environmental group as part of it, is having a look at that particular case. That's the first time we've heard about that in that particular location. As Siobhan said, it's been 10 years since we've spilled last.
- Q: *Wayne Hiebert*: Apparently it's not a spill. They raise the water overnight and bring it back up in the morning. There some people who were staying at the park said they would raise the water overnight and bring it back down during the day.
- C: *Karen Goodings*: That's when you're producing power.
- A: *Dave Conway*: I hear about people who have put their boat in at night when the water is high, when we are generating, and when they came out the next morning and the boat is 30 feet away from the water. I basically read everything that shows up, or if I don't directly get the call, I hear about it because it goes to Bob Gammer instead. It's the first I've heard of fish being stranded in this location because of the water level being ramped up on a daily basis. Maybe no one has thought to tell us before, I'm not saying it hasn't happened, but it's the first I've heard of it.
- C: *Karen Goodings*: It isn't something that people would see all the time either.
- C: *Dave Conway*: That's a good point.
- C: *Karen Goodings*: If you are camping in a certain spot where it happens then you would see it, but day-to-day you might not notice.
- C: *Dave Conway*: Where they are is a relatively new location.
- Q: *Judy Kirk*: The people or the fish?
- A: *Dave Conway*: The people.
- Q: *Wayne Hiebert*: You mentioned a bridge. Any ideas for it after the dam is built?
- A: *Duane Anderson*: The bridge that was spoken is a temporary construction bridge. It will connect the two edges of the cofferdams at the end of the second year of construction. The bridge will come out as the cofferdam is closed. The cofferdams will be used for construction traffic between the

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north and south banks. Ultimately, that access will be built into the final earth-filled dam. There's not a consideration right now to have public access across.

C: *Wayne Hiebert*: I know Fort St. John is keen on getting that.

C: *Duane Anderson*: We hear both sides quite a bit.

C: *Siobhan Jackson*: There's a picture that the engineers showed which I think was of the temporary bridge in Prince George. I think it's pilings with a simple deck on top. It's not like the Taylor bridge. It's a low level short span that can be built quickly to be used quickly. It keeps the equipment out of the river while the river is still moving through the site.

C: *Duane Anderson*: It connects the two halves of the construction site at the end of the second year of construction.

Dave Conway wrapped up the meeting and encouraged participants to complete the feedback form and to encourage friends and others to participate.

The record notes that the meeting ended at 2:55 p.m.

MEETING DETAILS	BC Hydro Site C Clean Energy Project
LOCAL GOVERNMENT MEETING	Project Definition Consultation, Fall 2012 Fort St. John – Local Government Meeting September 11, 2012, 9:00 a.m. – 11:00 a.m. Quality Inn Northern Grand Fort St. John

PURPOSE	Notes from a local government meeting for the BC Hydro Site C Clean Energy Project on September 11, 2012 at Quality Inn Northern Grand, Fort St. John, B.C.
FACILITATOR	Judy Kirk, Kirk & Co. Consulting Ltd.
ATTENDEES	Lori Ackerman, Mayor, City of Fort St. John Dianne Hunter, City Manager, City of Fort St. John Diana Burton, Deputy City Clerk, City of Fort St. John Trevor Bolin, Councillor, City of Fort St. John Gord Klassen, Councillor, City of Fort St. John Victor Shopland, Director – Infrastructure & Capital Works, City of Fort St. John Janet Prestley, Legislative and Administrative Services, City of Fort St. John Grace Fika, Director – Corporate Affairs & HR, City of Fort St. John Lori Wagner, Executive Assistant to the City Manager, City of Fort St. John Michael Roy, Director of Finance, City of Fort St. John Ross deBoer, Director of Community Services, City of Fort St. John Marty Paradine, Community Energy Manager, City of Fort St. John Pat Egan, RCMP Evelyn Ross, RCMP
SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro Mina Laudan, BC Hydro Siobhan Jackson, BC Hydro Duane Anderson, BC Hydro Judith Reynier, BC Hydro Don Wharf, BC Hydro Jack Weisgerber, BC Hydro Lisa Santos, Kirk & Co. Consulting Ltd.

KEY THEMES

Summary

- Mayor Ackerman expressed a desire for BC Hydro to work more closely and cooperatively with the City of Fort St. John, and requested a meeting to fully discuss a boundary expansion to include the Site C dam site and other project areas within the boundaries of the City of Fort St. John.
- Participants expressed concern that BC Hydro is not listening to the issues and considerations raised by the City, and there was agreement among participants that a table of issues and considerations should be created.
- Participants expressed that there is a need to leave Fort St. John better off following construction if the Site C project is certified to proceed.

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- Mayor Ackerman stated that BC Hydro’s resistance to boundary expansion will not leave Fort St. John better off.

Worker Accommodation

- Participants stated that they were not in favour of having two camps (one on the north bank and one on the south bank).
- Mayor Ackerman said that BC Hydro should encourage as much local accommodation for workers as possible.
- Mayor Ackerman expressed concern about access to Fort St. John for medical emergencies from the south bank worker accommodation camp.
- Participants expressed concern about impacts on community services, such as leisure facilities, as BC Hydro workers would be ‘users’, not ‘contributors’.

Transportation

- Mayor Ackerman said that Fort St. John wants BC Hydro to provide a bridge between the north and south bank for permanent public use; she mentioned that industries may support paying a toll for the bridge.
- City Manager Dianne Hunter expressed concern that the impacts of material haul options, stated in averages, understated the impact of peak hauling activity.
- City Manager Dianne Hunter said that BC Hydro should also be developing a plan for impacts on the airport.
- Participants requested that BC Hydro and the Ministry of Transportation and Infrastructure increase the standards for road construction, particularly related to increasing shoulder width. This would be one of the things that would contribute to a “better off” situation for Fort St. John if Site C were to proceed.
- City Manager Dianne Hunter stated that Site C mitigation plans need to account for ‘wear and tear’ on roads within Fort St. John from heavy vehicles coming in for fuel and service.
- Mayor Ackerman said that the Council would like the Project Access Road open for permanent public use following construction.
- Mayor Ackerman stated that the social considerations regarding construction worker shift cycles need to be more carefully reviewed and that the City needs a better idea of workers’ hours and shift cycles for planning purposes.
- Mayor Ackerman requested that all vehicles used for the project be powered by natural gas and that the infrastructure for natural gas vehicles be built and left as a legacy benefit from the Site C project.

Socio-Economic

- Participants expressed concern that BC Hydro should recruit a physician and a nurse practitioner who would integrate into medical services for Fort St. John as well as for the worker camps.
- Participants said that funding for public recreation facilities, policing and other services that would be impacted by the Site C project would be addressed if BC Hydro agrees to boundary expansion.

The record notes that the meeting was called to order at 9:00 a.m.

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DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Judy Kirk

Judy Kirk welcomed participants to the local government meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Judy informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

- Q: *Judy Kirk: Mayor, I just want to check with you before we start, are you comfortable with going through the Guide and reviewing these four topics and having a discussion with the group or is there another way you would you like to conduct this meeting?*
- A: *Lori Ackerman: I think we should just go through the Discussion Guide. There will be a lot of questions and I'm not sure you'll be able to answer them.*
- C: *Judy Kirk: Okay, that sounds good. We will answer what we can and note follow-ups where needed.*
- C: *Dave Conway: Your Worship, before we start we would just like to recognize the separate consultation process that Fort St. John is going through right now. We are looking forward to seeing that response. We know you are gathering information and hopefully this will help your process as well.*

2. Review of Consultation Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses that were held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

- Q: *Lori Ackerman: On the map on page 2, what are the other 2 red lines that go from south Fort St. John and north of Taylor?*
- A: *Dave Conway: Those are 138 kV transmission lines. They service the communities of Fort St. John and Taylor.*
- C: *Jack Weisgerber: Those are existing transmission lines.*
- C: *Dianne Hunter: It's confusing because there are no other transmission lines shown on the map. It looks like a road.*
- A: *Dave Conway: Yes, that's a good point.*
- C: *Judy Kirk: We'll make a note of that for future graphics.*

Worker Accommodation

Siobhan Jackson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

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- Q: *Lori Ackerman:* So you are still talking about two camps. What is the construction cost of both?
- A: *Siobhan Jackson:* That is commercially sensitive information. We would have to go through a procurement process.
- Q: *Lori Ackerman:* And the new housing will be built in Fort St. John?
- A: *Siobhan Jackson:* That is our intention. We would work with Fort St. John and BC Housing to put a plan together.
- Q: *Lori Ackerman:* The problem with that is that BC Housing requires land in order to build. That's how they work. Are you going to purchase land for them in Fort St. John?
- A: *Siobhan Jackson:* Our discussions with them have not assumed there is a donation of land from the city.
- Q: *Lori Ackerman:* Well that's different. Our discussions always assume a donation of land. I think this is becoming a lot more refined and I'm still not agreeing with your plan of two camps at all. So if you can put that in the record. How you are going to encourage living locally? It needs to be looked at. If you are looking at oil and gas, about how they run camps, if you speak to anyone in the social services field you are going to find that they don't run as well as they portray themselves. So there are really further lessons to be learned. There are oil and gas companies that have a program to encourage people to live locally because the cost of fly-in and fly-out workers and social impact of leaving the partner at home with the children is huge and it is going to get worse. Society is changing and I think that's being overlooked when we look at this. The camp on south side of river, how is that going to be supported, from Fort St. John?
- C: *Judy Kirk:* You mean supported with materials and services?
- C: *Siobhan Jackson:* Well there are two roads in to the camp, either from the south or down and across to service the site.
- Q: *Lori Ackerman:* So you are cognizant of the fact that the Pine Pass has been cut off by Mother Nature at times? You're going to have huge issues. People who work in that area recognize that the conditions of the road can be terrible when you consider the climate we get here and weather conditions.
- A: *Siobhan Jackson:* So I'm not sure if you're asking about plan for upgrades to the road system. The assumption is that there are two roads, one from the east and one from the west. The assumption is that it would require two or three trucks a week to service the camp and there are options from Edmonton or from the B.C. side. Certainty of food delivery wouldn't be a concern any more than it would be to a store in the region.
- C: *Lori Ackerman:* I think you're looking at a map and the roads, but you're not considering the condition of the roads, the time it takes to get in to that area.
- C: *Don Wharf:* Regarding the condition of road on south side, we have a two-phase approach that we are proposing at this time. First, you are correct, the condition of existing roads are atrocious for the majority of the year. So we are proposing to upgrade and make drainage and strength improvements in the first year of the project. In parallel, we are proposing to construct a dedicated Project Access Road within the transmission line right-of-way, which will go from top of Jackfish Lake Road along transmission line to dam site. That road will be significantly better design than the existing road. It will provide a safe, reliable, efficient route to the dam site. That will save time and

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road conditions will be such that we shouldn't have to worry about service vehicles and equipment getting through.

Q: *Lori Ackerman:* So money will go into upgrading road from Chetwynd and off of Highway 97?

A: *Don Wharf:* Right.

Q: *Lori Ackerman:* Which hospital will be used if there is an injury?

A: *Siobhan Jackson:* The site in the first year wouldn't have a road connection to the north so evacuation would be helicopter, which would likely go to Fort St. John hospital. Once the temporary construction access bridge is done, followed by dam access, the camp will only be operating once there is a road link to the north side. So the camp will never operate without a road access to the north side. The discussions we've had with Northern Health and BC ambulance suggest that Fort St. John is the hospital that would service the site.

Q: *Lori Ackerman:* How long is it by road from the camp to Fort St. John hospital?

Q: *Don Wharf:* Do you mean from south camp?

Q: *Lori Ackerman:* Yes.

A: *Siobhan Jackson:* It's probably about 2-3 kilometers, across the temporary access bridge or dam and then to Fort St. John.

Q: *Lori Ackerman:* The bridge has been designed out of this project?

A: *Don Wharf:* There is a temporary construction access bridge and once the dam is built out, workers would go across the dam.

A: *Siobhan Jackson:* After Year 1 of construction, the south bank camp will be connected by road; first across the temporary access bridge and then across the dam itself as it's being constructed. So the additional distance will be about 3km, depending on where you are on the construction site. Then up through the Old Fort Road to Fort St. John hospital.

Q: *Lori Ackerman:* And all emergency personnel will be using that route?

A: *Siobhan Jackson:* Or helicopter evacuation. We will also have helipads for air transport as required.

Q: *Lori Ackerman:* The hospital doesn't have a helipad. Are you going to put one there?

A: *Siobhan Jackson:* We are aware of that. Transport decision would need to be made depending on weather conditions and injury. What's important to us from a site safety point of view is getting the bridge in as quickly as possible. The bridge that has been selected for the site allows for quickest construction and link from north to south to be made as quickly as possible.

Q: *Lori Ackerman:* Have you spoken to the Ministry of Transportation regarding how this is going to layout? You are talking about upgrades to the roads.

A: *Don Wharf:* Yes, we are in constant communication with the Ministry. They are part of our design team. So everything we are planning with respect to their infrastructure has been reviewed and approved to this level of design.

Q: *Lori Ackerman:* So have they considered they could leverage your project and could actually build a transportation infrastructure in this region that actually works? We are still insisting on the two-lane bridge that stays there permanently. And the industry people I have spoken with are perfectly fine with it being a toll bridge. Has there been a conversation about that?

A: *Don Wharf:* There has been a conversation about that but the last conversation we had with the Ministry was that they have no interest in building a bridge at this time.

Q: *Lori Ackerman:* Actually they do have an interest because we have spoken with them

A: *Don Wharf:* Well, the people that we have spoken with, that is the position they have taken.

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- Q: *Lori Ackerman:* So there will be a park-and-ride in Chetwynd?
- A: *Siobhan Jackson:* Yes, that is the intention.
- Q: *Lori Ackerman:* We were told that, and then later we were told it wasn't part of the plan. Is it part of your plans?
- A: *Siobhan Jackson:* Yes, it is.
- Q: *Trevor Bolin:* Fixing the roads, doing upgrades to roads, spending all this money on this, worrying about dual services for north camp, south camp - what I can't wrap my mind around is the cost of building and maintaining two camps. You could eliminate road upgrades, building a Project Access Road. What's the real reason why there isn't just one camp? There's something that we're just not getting. Why wouldn't you build just one camp? It seems to make more business sense to build one camp and cut down the cost, cut down the road upgrades. Why do we keep going around on this north, south camp thing?
- A: *Siobhan Jackson:* The primary reason is to reduce the unsafe interactions of transit through the site. By eliminating that interaction we will have a more efficient site. If you think of the peak, we could have up to 1,200 people working on south side - 2 shifts a day, that's 600 people you have to move from north to south through a bottleneck. That is a site productivity issue that has a cost as well. That is looked at in conjunction; it's not just a cost in dollars, it's also a cost in hours worked. We have a construction schedule and we have tasks that have seasonal constraints – they have to get done at certain times, prior to freezing conditions, for example. So cost isn't simply the cost of services and infrastructure for camps, it's the cost of construction at the site – so opportunity cost, not just capital cost that is being considered.
- Q: *Trevor Bolin:* When was the two-lane bridge eliminated?
- A: *Siobhan Jackson:* I was thinking earlier, when we were talking about safety and transport, it's my understanding at a bridge would take 3-4 years to build. So we would have a site on the south side for that time without a bridge connection to the north. I think the discussion shows there are a lot of considerations. We are sharing with you what we have landed on in terms of our objective to get a temporary construction bridge in quickly for two years. That's all we require it for. We will take it out once the dam pushes across the river.
- Q: *Trevor Bolin:* So it's Friday night and a whole whack of the workers at the south camp are off. Where do those workers go? Do they take the shuttle back to Chetwynd park and ride?
- A: *Siobhan Jackson:* If they are a daily commuter from Chetwynd, they would go back on the shuttle they came in on. If they live in camp, we plan to have a leisure shuttle from the camp to Fort St. John.
- Q: *Trevor Bolin:* How are you going to have daily workers from Chetwynd? There is nowhere to live in Chetwynd.
- A: *Siobhan Jackson:* It's only a collection point. They may drive up from Tumbler Ridge, or they may come from east or west of there. The other drive-in workforce we might anticipate are those coming from further south. Maybe they are living in camp, but coming from 100 Mile House or Prince George. They are driving in and leaving their car there during their rotation while they stay at camp.
- Q: *Trevor Bolin:* So the guys on the south camp have the time off, they get in the BC Hydro van and get shipped to Fort St. John. So then there are busses every hour to take them back?

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- A: *Siobhan Jackson:* At this point, we don't have a bus schedule planned for the construction phase. We would want to adapt the schedule for the shuttle depending on what's working well and what isn't. It would be premature to set the schedule at this point.
- Q: *Trevor Bolin:* It would be premature for you, but what we have been saying all along is that we are looking at this entire project as one and you are looking at it in pieces. We are wondering what we are going to do if 500, or 300, or whatever, guys show up in shuttle bus in downtown Fort St. John. We need to prepare for that. That's why we keep hammering this worker accommodation thing. You keep saying you don't have the work hours or the bus schedule, but we need to prepare for that. During the 1970s or 90s, when 100 people would show up in town on a Friday night, this place was a disaster for four days after and the cost to repair that after were unbelievable. And we are going to be left holding those. That's why we keep hammering on worker accommodation and I can't wrap my mind around dropping them off in Fort St. John. If we could come up with a solid plan to minimize issues we are going to be faced with, that would maximize your camps and help with planning. Everyone wins.
- C: *Judy Kirk:* So, what I am hearing you would like, in addition to the fact that the Mayor has said that you don't like the two camps period, is a more detailed plan including transit schedules with some assumptions of work schedules.
- C: *Trevor Bolin:* Sure, thank you.
- C: *Lori Ackerman:* We have had a conversation about boundary expansion to provide water and sewer to the camps and I know BC Hydro has indicated that will not be the case. The issue then goes right back to the standards that should be part of this project, which should be to leave us better off than you found us. From my perspective that has been completely eliminated from BC Hydro's point. You are attempting to operate project in a totally insulated fashion and that's not going to work. I understand that the project is very linear in nature and has a timeline. Schedules are created with all good intentions but human beings are not computers and when you put that many people into a camp, issues will happen because they are human beings. My concern is that I am not seeing anywhere in here where you are leaving us better off. Can we have a conversation about boundary expansion and why you aren't doing it?
- C: *Judy Kirk:* For sure, Mina I think you wanted to say something about upcoming workshop on that topic and others.
- C: *Mina Laudan:* On the discussion of working with communities to leave them better off and thinking about the future after the project. I know Susan Yurkovich, the VP for the Project, has reached out to communities with the intent of having workshops with communities throughout the summer. I think the workshop in Fort St. John was a broader community workshop. We know that a lot of the topics that Siobhan and Don are presenting today are project plans and draft plans going into the EA for further comment. But there is a discussion about what are the legacy options and above and beyond what the plans are for mitigation options. That is a conversation that BC Hydro wants to have that with communities and I know that Susan wants to follow up and have that conversation with the City of Fort St. John. We have heard from the Regional District that they would like to present some options for discussion later this fall. We want to move forward with discussion with the community.

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- C: *Lori Ackerman:* Well, the boundary expansion supersedes everything else. So we should probably just stop and have the conversation about that. Can we set a time for that conversation? We need to have that conversation. For us to have a conversation really depends on whether or not BC Hydro plans on leaving us better off and plans on expanding the boundaries: so we can that conversation about the 85th Avenue, the location of the camps, how the camps are going to be constructed. Because if they are within our boundaries, then we can extend water and sewer out to the camps and reduce costs to you. There are a variety of conversations we can have. Do we partner with you and Ministry of Transportation and go back to the table and talk about the bridge? Do we expand boundaries across the river so the bridge comes into our boundaries and it's our responsibility? There is a variety of conversations that depend on the boundary expansion and looking at this project piecemeal like this doesn't work for us. We are not a piecemeal operation. We are robust and integrated.
- C: *Judy Kirk:* Susan's office will follow-up in regards to that meeting.

Transportation

Don Wharf reviewed the Transportation section with a focus on the overview and the Fort St. John sections.

- Q: *Judy Kirk:* Do you want to go over the volumes, Don?
- A: *Don Wharf:* What we are predicting in Year 5, which is the peak year for project traffic, is that there will be an increase on Old Fort Road of 250 vehicles per day. And during commuting time, prior to the start of the 7:00 a.m. shift, and the end of the day shift, there will be an increase of 80 vehicles an hour along 240 Road and Old Fort Road to Highway 97. With respect to the Fort St. John to Dam Site section, on page 19 of the Discussion Guide (Old Fort Road, 240 Road, 269 Road and 85th Avenue), the next page talks about the mitigation measures we are proposing, including upgrades for safety and to reduce dust. The conveyor belt system to transport materials from 85th Avenue site will also decrease the number of trucks needed. We have also initiated conversations with the School District regarding school bus schedules and pick-up locations to ensure safety. We have also initiated conversations with Canada Post to discuss pull-outs for community mailboxes. We are also looking for input on other mitigation options that we should be taking into consideration. That is part of the Feedback Form.
- Q: *Grace Fika:* When you talk about upgrades, in the north, there are lots of high-traffic narrow roads, so what do you mean by upgrades? Pavement? Width?
- A: *Don Wharf:* For example on 240 Road, we will be upgrading to current Ministry standard, which is classified as a rural, local, road, so the paved travel lanes will be 3.6 metres wide and there will be 1 meter paved shoulder on each side. That's the standard for that classification of roadway.
- C: *Judy Kirk:* I think page 21, which shows the average traffic volumes, is important to go over and then we can open it up for more discussion and questions.
- Q: *Dianne Hunter:* You talked about the worker's shifts being 10 hours a day, 6 days a week. So is it just one shift, not two shifts?
- A: *Don Wharf:* The day shift we are planning around is 7:00 a.m. to 5:00 p.m. We are expecting there will be two shifts, whether that ends up being 7:00 a.m. to 5:00 p.m. we aren't sure. We are confident it will be two shifts but not certain yet on the times. That will be up to contractor. But for

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the purposes of accommodating the school buses and schedule, the information we got from school district was that the buses primarily operate from 7:15 to 8:00 a.m. and are done by about 3:30-3:45 pm and so we would try keep work force commuting away from the school bus times and routes.

- Q: *Dianne Hunter:* I'm trying to get a sense of the shift of the workers; I know you say it's 7:00 a.m.-5:00p.m., but will it be 6 days on and 1 day off?
- A: *Don Wharf:* Yes, but again that will be up to the contractor, but for planning purposes that is what we are using.
- C: *Judy Kirk:* But what you are saying is that it could end up being different?
- C: *Don Wharf:* Yes, it could be different, but we will be working with contractor to accommodate the school bus schedule.
- Q: *Dianne Hunter:* If you are planning, and I understand this is still under discussion, a 10-hour workday six days a week. On the one day off, the workers coming out of camp who are from Prince George or wherever they are from, they will not be going home for one day. They will be remaining in the local area. That's what I'm asking about. The other comment I would make is about the 10 vehicles per hour. I know there is math behind that but I don't think it's specifically enough for the peaks and valleys, and types of vehicles.
- C: *Don Wharf:* I can give an example, we want to use Wuthridge quarry for temporary rip rap. We predict six trucks loaded coming out of quarry headed for the dam site.
- Q: *Judy Kirk:* In regards to Dianne's question, am I right that BC Hydro has all of the data about the kind of vehicles and more detailed numbers you could go through that with Dianne and her engineering staff if they wanted?
- A: *Don Wharf:* Oh yes, for sure.
- Q: *Dianne Hunter:* You have said that you are only going to impact traffic by 10 vehicles per hour – it's said many times in here – but it just seems a bit suspect. No one believes that the construction of dam will result in only 10 vehicles of dam in our area. That is just a comment I would make. Also don't see mitigation measures for 85th Avenue, but when I look at the numbers for the road, the vehicles carrying heaviest burdens are on that road and yet there's no mitigation or upgrades being proposed for that. After 10 years of heavy traffic the road won't be in the same condition as you find it today so that needs to be addressed. The other comment is when you talk about transportation, you've focused on roads. There is no discussion about airports – the fly-in and fly-out work force. I guess from that I can assume that you are not intending any fly in or out?
- A: *Don Wharf:* With respect to materials, some are coming by road, and some will come in from rail via Chetwynd on the southside. But primarily this Guide does focus on roads.
- Q: *Dianne Hunter:* That needs to be clarified. We have indicated enough times our concerns about the local airport, the impact on the roads, parking at the airport, and that is not contained in here.
- Q: *Judy Kirk:* So in addition to your comment, you are wondering if there will there be a plan with respect to the airport?
- A: *Siobhan Jackson:* I am meeting with the airport this afternoon, to share with them some of the workforce estimates and the information that we shared with you last week. The airport will be included in the full transportation assessment. The planner who has also looked at this area has also looked at the airport. It is mainly workforce movement; we have no substantive equipment movement planned through the airport.

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- C: *Dianne Hunter:* We are here to talk about transportation today and it's not here so that is my comment. Going back to Councilor Bolin's comment about impacts on our community and the Mayor's comment, you talk about shuttling people into Fort St. John, we believe that's the impact that will happen and makes sense. But you also talk about creating local economic benefits, the recreation facilities in Fort St. John are subsidized by the taxpayers of Fort St. John. Non-taxpayers would be utilizing facilities at cost of taxpayers, which comes back to the boundary issue. That really needs to be addressed and I think it can be addressed through the boundary extension conversation. That would make BC Hydro a taxpayer and would give access to those facilities without utilizing them at no cost. You would be a contributor versus a user. That would also speak to our issues around the RCMP. Once the workers come in, particularly if you have that one day a week where they are off-shift, you are moving all the associated negative impacts into our communities as well. Fort St. John pays 90% of policing and things are within our boundaries they are our costs. So again, while we recognize there are economic benefits when people come in, there are also significant impact on the community to absorb those costs and provide those services, whether they are health care, RCMP, recreation. Those are all the services you receive when you are part of a community, but if you are not part of the community you use them at everybody else's expense and are subsidized. So in fact, you are costing us money as opposed to providing economic benefit. But again, those issues would be addressed by boundary extension. We have also had discussion with BC Hydro with regards to standards. There has been considerable discussion, Grace was alluding to this, about the standard for road construction in our region. It is not adequate for the type of vehicles that use the road, which for the most part are heavy transport trucks. The shoulders are non-existent or at best inadequate. A lot of accidents that occur in our area are because there are not adequate shoulders on the road and everyone is hugging the centre line. I would ask that you address that question of standards. We have been asking the Ministry of Transportation to look at that, but they are outside our jurisdiction so we have no control over standards. But it's been a notable concern in our community as far as safety. This project could be used to leverage the standards to get a better off scenario happening in our region and have a better off standard that this region deserves and warrants. Things like shoulders are a huge safety concern for us. I guess just trying to understand what an additional 85 vehicles per hour at commuting time looks like. I don't know, but the numbers seem really low. But our experience at the City, whenever we deal with developers and with traffic counts, traffic engineers always seem underestimate the real impact of traffic on a community. They indicate that a traffic light is not required, or traffic volumes are minimal, and actual reality is that the impacts are significant. I would ask you to really look at intersections and standards and beef them up. These are not domestic cars you are talking about, they are larger transportation vehicles. But we have always found, every developer – and it seems to be holding true with BC Hydro – tends to underestimate the impacts of traffic on our roads.
- C: *Judy Kirk:* Let's pause there for a moment, Don, can you go through each of the averages and note the peak on page 21. I think that's one of your key questions here.
- A: *Don Wharf:* With respect to Old Fort Road north of 240 Road, it is carrying the same commuter traffic to and from site in the same time period. For Old Fort Road, in the peak period from 6:00 a.m. to 7:00 a.m. period, it is an estimated 80 vehicles, in addition to the local traffic that's

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forecasted. That's the highest number that we have to present, over and above the background traffic.

- Q: *Dianne Hunter:* I understand that and I understand the impacts to regional roads. I just think what needs to be factored in here are that the large trucks are coming into our community to re-fuel and for repair. I am not seeing that recognized – even the wear and tear on our local roads and city roads. I know you are one of a number of industries impacting our roads but we can take this opportunity to sit down and say there is impact to our local roads.
- A: *Don Wharf:* As Judy pointed out, we do have it broken down into types of vehicles and we would be happy to sit down and share that with you and your staff. You may find the info useful but I think I'm hearing we need to have a fuller conversation to more fully understand your issues and concerns and possible mitigation measures that could be inputs into our plan.
- C: *Dianne Hunter:* Right now I don't see Fort St. John roads or streets in here at all. For fuel and repair alone, they are being used.
- C: *Don Wharf:* I think that is a very valid point.
- A: *Dianne Hunter:* I know you're talking about self-contained for water, but even the impact on our rural water station by indirect development, that is subsidiary to the project, is really important. Again, all of those things are covered off if the industry were paying taxes to local government. Then those things are mitigated that way. That is the system in place in the province of B.C. We don't go out and ask any property owner to pay extra; it all goes through the system, through general taxation. When Mr. Doyle asked the question of the Mayor when we met with him last month: what was our interest and why was it so important for this project to be within boundaries of Fort St. John and why it was so important for the 85th Avenue site to be within the boundaries, that speaks to that issue. Along with the impacts comes a revenue stream that would support our community, to ensure that all areas that are impacted, whether it's roads or police or social services. All those are covered off because that industry is part of our community, as opposed to an industry that just impacts us. I really want to stress that point.
- Q: *Lori Ackerman:* Just to clarify a few points. You said the Project Access Road from Jackfish Lake to project site will be limited use after the construction of dam. Again, because this is so insulated as project it is not interacting with other intentions. So for instance, for how long has the provincial government wanted, well since lumber industry went in the tank, to connect Prince George and points south with our industry? The Northern Development Initiative Trust did an assessment on connecting the rest of the province with the oil and gas field. If Jackfish Lake Road was used, having a 3.5 hour drive to Prince George versus a 5 hour drive, that would really open up our fields, and oil and gas industry, to the rest of the province after construction. That's why we need to have a far more robust conversation than just this project. The province will need to have a good, robust conversation about how we can start leveraging this project to ensure that we have strong, resilient centre in Fort St. John that will provide revenue to this province. Spectra just announced that line going out to Prince Rupert yesterday. The natural gas industry is going to be ramping up. You talk about communication with the public, I would like to recommend, because we are B.C.'s youngest community, Facebook and Twitter. I really think you guys need to set that up to communicate with younger people. I just need to clarify, are you talking about only drive-in and drive-out and very limited fly-in and fly-out?

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- A: *Siobhan Jackson*: No, this was put together as a road-based transportation plan. We are assessing the airport as well. I have a meeting with the airport this afternoon to provide workforce estimates information and ask about what other information they would like about the project.
- Q: *Lori Ackerman*: Drive-in and drive-out, first of all, the Pine Pass is treacherous and I know they have straightened it out quite a bit, but the winter is not a fun thing to drive all the time and I drive it a lot. I think that needs to be looked at if you are looking at worker safety, the fly-in and fly-out really needs to be looked at. You talk about the worker shift being six days on and one day off, for how long? 3-weeks?
- A: *Don Wharf*: That will be up to the contractor to set the staff rotation.
- Q: *Lori Ackerman*: So will everyone will be six on and one off? So the seventh day is peace and quiet?
- A: *Don Wharf*: I can't guarantee that.
- C: *Judy Kirk*: But you don't know what the rotation would be, whether it would be 2-weeks or 4-weeks because the contractor will determine?
- C: *Don Wharf*: That's right. And also whether it is Monday-Saturday.
- Q: *Lori Ackerman*: Why can't you dictate that? I realize you are looking at oil and gas for best practices for camp. But you need to know that if Dad is going to be working six on and one off, for three or four weeks, then he is pretty much useless when he gets home. I remember when my husband did that, my daughter wouldn't go to him when he came home, she didn't know who he was.
- C: *Judy Kirk*: Mayor, I think your point is that the social issues around the work schedule needs to be more carefully considered.
- Q: *Lori Ackerman*: It is extremely important because people get angry and incidents and fights occur. It really does need to be addressed. We are not dealing with computers here, we are dealing with human beings and communities. We are dealing with a community that needs to grow, we have been through tough times already and not going to do it again. I know you have a job to do, but I keep getting the feeling that we are having a conversation with the schoolyard bully and they are telling us how we will be beaten up after school. This is tough for this community to go through and we are not getting the sense that our future is being considered. In the Transportation Plan, the community not being considered, the activity that comes with this project. You may have a contractor to build the dam but there will be a variety of other people who come to Fort St. John and the north Peace to start businesses, whether they are tourism, accommodation, hospitality, organized crime, they will show up here on our doorstep and that's not your responsibility, is it? You're not considering it and that's what we're saying is an issue for us. The other thing I would like to request is that all vehicles that are part of this construction project be natural gas vehicles. The infrastructure for natural gas filling stations should be implemented as part of this project.
- C: *Judy Kirk*: I am just wondering about timing, we have Clearing and Agriculture to go through. Are you okay to move on, or what would you like to do?
- Q: *Lori Ackerman*: I realize that two hours for four conversations is really tough, especially when a lot of these issues still go back to whether or not we are expanding our boundaries. Agriculture and Clearing are not in our boundaries.

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- C: *Judy Kirk:* That's really why I'm asking, if you would rather continue on Transportation we can, and we can set up another session to go over the other topics, or not. I want to make sure we make the best use of the remaining half an hour.
- Q: *Lori Ackerman:* I've said before that agriculture and clearing they aren't in our boundaries. So let's have a conversation about our boundaries and then we can have a conversation about what's in the boundaries. That's key to us. I expect you to clear the land you will flood; that is an expectation of the City of Fort St. John. We encourage people to go out and garden and we have a food security aspect of our community plan. So we can have that conversation when we look at the boundaries.
- C: *Judy Kirk:* I wonder if you should talk to the socio-economic study, about crime and other things like that?
- Q: *Lori Ackerman:* What recommendations came out of the socio-economic assessment?
- A: *Siobhan Jackson:* We met with your community and the other local governments in the region over the last few weeks to provide the preliminary results and to seek feedback to see if the effects were what you also imagined and if the mitigation identified was as well. We didn't present it as a final draft but rather to initiate a conversation. The driver for us is to get the modeling results to see what the potential population changes would be as a result of project. That would consider not only the direct workforce, but as you just described, the indirect workforce that would exist as well. Those numbers are important for us. We just completed modeling with BC Statistics; it is their stats that help generate population-based estimates. In general, if we have approximately 1,300 at peak in our camps, the direct workforce, including families, and indirect workforce, including families would be about another 1,300 in the community. So that number is important to start to understand what the additional pressures would be in terms of additional residents using health care, needing community and police services. We met with RCMP last week as well and one of the action items out of that was that they would take the information we provided, which focused on worker accommodation, road based transport, routes, road usage and road safety analysis that was done, so they can do an operations plan that would take into account the additional population. So I can't determine what the additional needs would be from an RCMP point of view, but we have provided them with the information they need to determine what potential initial additional resources they would need. I have asked them to share with us what they see would be the incremental demand on their resources. We have had similar conversation with Northern Health. They have also said that they would indicate what their needs would be to provide healthcare given the change in population. Because of Northern Health's funding mechanism, they said they wouldn't require project to pay for that, they would go to the province and say what health services are needed. They have their plan and then another plan if Site C were to go ahead. We haven't gone to the school district yet as they are so busy this time of year, but we will set up a meeting shortly to give them the same information and see what they need. So we are bringing this information to each of the service agencies to see what might be the increased cost due to the project.
- C: *Judy Kirk:* So regarding the timeline, is the feedback from the discussions you've just described then incorporated into plans that are put into the Environment Impact Statement and reviewed through public comment and the panel? Is that how it goes?
- A: *Siobhan Jackson:* Yes, that's right. Anything we can identify before early 2013 when we are planning on submitting the application would be included in terms of whether or not mitigation is

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required. In terms of the Northern Health example, we would not be making a payment to Northern Health directly; in that case BC Hydro is planning to provide direct medical professionals at the camp to reduce in town services. The conversation we started with Fort St. John last week was, with this information what is it that you see you need? You have shared a lot of that. Last week we talked to Dianne about what the list might look like for Fort St. John. We haven't assumed the boundary change will or won't go ahead and we want a discussion about that and we want to have a discussion about the population effect; how many more people in town, what services might they use? What would be the incremental cost to be Fort St. John? What would be a reasonable response by BC Hydro to help with the pressure?

Q: *Grace Fika:* What's the gamut of health services? Addictions? Counseling? Mental health? Or just physical health?

A: *Siobhan Jackson:* Based on advice with Northern Health, we have planned for doctor/nurse practitioner, as well as social service from the mental health side.

Q: *Lori Ackerman:* When did you have that conversation with them?

A: *Siobhan Jackson:* I can provide the dates. I've met with Betty Morris twice and the socio-economic team has asked for information from them as well.

Q: *Judy Kirk:* Are there other general questions or comments you want to provide?

Q: *Lori Ackerman:* Northern Health says to us on a regular basis that it's difficult to recruit health professionals to the North. So you are going to recruit a doctor/nurse practitioner and a social worker for a camp of 1,200 when that could be a contribution to the community to leave us better off. So again, I don't see it working together.

A: *Siobhan Jackson:* The suggestion from Northern Health that we are happy to work on, is that if we can recruit an individual to do a job day-in and day-out, they want that doctor integrated into the clinic to be part of the health community on a regular basis and hopefully stay for the long-term. If we can't recruit an individual, then we could work with locums.

C: *Lori Ackerman:* When you have a community like this that has been trying to recruit a doctor for long time and doctors struggle going there because they quite often don't have the equipment that it takes for diagnosis. The new doctors coming out of school, if you don't have a cat scanner within a 5-minute drive, their ability to diagnosis is limited. So here we are with a 1,200 person camp on the south side of the river, if there's no CT scanner, you're not planning on putting one out there, are you? The issue is, all of these things can be addressed by working with the community and we need to really look at all of this. I realize that the consultants are looking at socio-economic impacts from a very theory based point of view and I'm not sure if any of them have ever held a position in local government as staff or elected official because we see where the information is so fragmented. I have this nightmare that halfway through the project something will happen and it hasn't been addressed and City won't be able to help you out because we aren't ready for it and it's not our responsibility.

Q: *Judy Kirk:* Any other final comments?

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- C: *Trevor Bolin:* The frustration I have is that I don't know if this is the second meeting, fourth or sixth because anytime we meet it doesn't seem that any of our concerns make it back to the package. We meet, you say the same thing, we say the same thing, four months later we meet again and everything is the same. At the last meeting where we discussed worker accommodation, it was the same information, even though we have the same concerns then as now. That's why we keep coming back to these same points, because they were relevant 1.5 or 2 years ago and are as relevant now.
- C: *Judy Kirk:* So in this workshop that Mina discussed, seems to me that a simple but thorough table identifying the issues you have raised as a community and how they have been considered.
- C: *Lori Ackerman:* I don't want another workshop. You're going to impact this community and there has to be some recognition that impact to community and what the benefits are to expanding the boundaries.
- C: *Trevor Bolin:* It would be nice to see our concerns, not necessarily in a workshop, but our concerns, how they have been addressed, and alternate options etc. Time and time again we say the same thing, we have been at the table to work through this with you. I would like to continue to be at the table providing we are moving forward and we aren't. That's why there less of us here because it's the same information over and over again. I'm Site C'd out about the same information. I'd like to see new information. I want new resolutions, new steps moving forward between BC Hydro and Fort St. John.
- C: *Lori Ackerman:* Thank you, Trevor
- C: *Judy Kirk:* Mayor, any final comments before we finish.
- C: *Lori Ackerman:* Boundary expansion, it needs to be discussed.

Dave Conway wrapped up the meeting and thanked participants for taking the time to attend and for their comments, questions and input.

The record notes the meeting ended at 10:50 a.m

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PURPOSE	Notes from a local government meeting for the BC Hydro Site C Clean Energy Project held on September 12, 2012 at Hudson's Hope Community Hall, Hudson's Hope, B.C.
FACILITATOR	Judy Kirk, Kirk & Co. Consulting Ltd.
ATTENDEES	Karen Anderson, Mayor of District of Hudson's Hope John Locher, CAO Dave Heiberg, Councillor Kelly Miller, Councillor Gwen Johansson, Councillor
SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro Siobhan Jackson, BC Hydro Duane Anderson, BC Hydro Judith Reynier, BC Hydro Don Wharf, BC Hydro Paul Christie, Site C Project Team Jack Weisgerber, BC Hydro Karen Schroder, Kirk & Co. Consulting Ltd. Lisa Santos, Kirk & Co. Consulting Ltd.

KEY THEMES

Worker Accommodation

- Participants suggested Site C should work with the BC Hydro Generation team to integrate the Site C worker accommodation with a plan to address the longer-term housing needs in Hudson's Hope.
- Participants asked that BC Hydro consider whether the Site C project could move some of the affordable housing units from Fort St. John to Hudson's Hope for use as seniors' housing following Construction.
- Participants expressed an interest in having estimates about how many workers could be seeking housing in the Hudson's Hope area during the Site C construction period.

Transportation

- Mayor Anderson asked BC Hydro to look more closely at moving construction materials by rail when possible. The Mayor said using rail would be safer and would result in less 'wear and tear' on Highway 29 and other regional roads.
- Councillor Heiberg expressed concern about proper management of truck and school bus interactions, particularly in winter.

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- Mayor Anderson stated that Hudson's Hope does not want a new permanent public access bridge across the Peace River.

Clearing

- Councillor Heiberg asked if BC Hydro would hold the clearing license.
- Mayor Anderson asked how merchantable timber would be removed and transported from the Site C reservoir.
- Councillor Heiberg expressed concern that non-merchantable timber would eventually float and create debris problems.
- Councillor Johansson expressed concern that most non-merchantable timber would be burned because mills do not have the capacity for the amount of biomass from this project.
- Participants would like to see the integration of Highway 29 realignments planned as part of the Site C project with other improvements to the highway that Council has requested from the Ministry of Transportation and Infrastructure.

The record notes that the meeting was called to order at 1:10 pm.

DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Judy Kirk

Judy Kirk welcomed participants to the local government meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Judy informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

2. Review of Consultation Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses that were held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

Worker Accommodation

Siobhan Jackson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

Q: *Karen Anderson:* So, looking at this worker accommodation chart on page 4 what would be Year 1 of construction?

A: *Siobhan Jackson:* Year 1 would be 2015, assuming environmental certification. Following having our Environment Impact Statement submitted to regulators in early 2013, according to the timeline the

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agencies have, we could have a decision in fall of 2014. After that the provincial and federal permits needed could be issued in 60 days. So we could have a couple of months of work at the end of 2014 but realistically Year 1 is 2015.

Q: *Dave Heiberg:* So your estimates are that 90% would be needed at the dam site and 10% here?

A: *Siobhan Jackson:* 10% of the workforce would be needed in areas other than the dam site, so here in Hudson's Hope, along the transmission line and highway realignments.

C: *Siobhan Jackson:* Maybe it will end up making sense for us supporting something on the housing side in Hudson's Hope. I know for BC Hydro's Operations group are looking at something for the existing workforce.

Q: *Dave Heiberg:* Have you talked to the other folks on the other side of the river? Right now there are discussions with them about housing.

A: *Siobhan Jackson:* Yes, with our Generation group.

C: *Dave Heiberg:* I would think it would make sense to have alignment and dialogue with that group.

A: *Siobhan Jackson:* Yes, we have tied those two together internally.

C: *Dave Conway:* Siobhan and I have both seen the document that the Generation group has prepared regarding Peace Canyon and GMS employees and given input to that. It is my understanding it is being finalized to be submitted to the Board. I think Susan Yurkovich and Charles Reid were both part of that conversation?

A: *Karen Anderson:* Yes, that is correct.

Q: *John Locher:* There has been a site selected in Fort St. John for housing?

A: *Siobhan Jackson:* No, there is no site selected. I think there is one chosen for a different housing project, but it isn't for Site C housing.

Q: *Karen Anderson:* This just reminded me of the Olympics in Whistler, where the housing was moved to other areas following the Olympics. Maybe it could be the same here, it's needed near Fort St. John for the construction period but following construction we could get the housing moved to other areas where it's needed. For example, to Hudson's Hope for senior housing.

C: *Siobhan Jackson:* I will share what BC Housing told me about that experience, which is that you should build the housing to the specific purpose you want it for. If you want long-term affordable housing, then build long-term affordable housing. It is hard to re-configure the housing after.

C: *Karen Anderson:* Yes, but look at the school we got from Cassiar. We got a beautiful school for a dollar, so it could be done.

C: *Judy Kirk:* So Karen, what you are saying is that you would like BC Hydro to consider the concept of moving housing following construction.

C: *Karen Anderson:* Yes, that's right.

Q: *Karen Anderson:* So this 1,200 workers in the south bank camp, is that in addition to the 500 workers in the north bank camp?

A: *Siobhan Jackson:* Yes, these are additive, so the up to 1,200 workers on the south side would be in addition to the 500 workers on the north bank camp.

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- Q: *Karen Anderson:* There is lots of information here. So for Hudson's Hope would we see the most workers in Years 1-3?
- A: *Don Wharf:* The Hudson's Hope Berm construction is in Years 5 and 6. The first section of Highway 29 realignment would be Cache Creek and that would be Year 2 to 4. The bulk of the work around here will be in Years 4-7 for Hudson's Hope Berm and Highway 29 realignment. You will also have the clearing work in this area around the same time and the transmission.
- C: *Siobhan Jackson:* We will talk about it in the clearing section, but there is the option of waiting until the end of the construction period to clear around the upper end of the reservoir so that might end up overlapping as well.
- C: *Karen Anderson:* I am just trying to understand if we will see more workers at one end or the other of the construction period and how that would relate to housing.

Transportation

Don Wharf reviewed the Transportation section with a focus on the overview and the Hudson's Hope sections.

- Q: *Karen Anderson:* Are you going to move rip rap out of West Pine by road?
- A: *Don Wharf:* For the Environmental Impact Statement, we are trying to identify what the largest footprint would be for the project. So for this area, that would be by using the road. We are still in discussions with CN Rail about the possibility of moving by rail. Ultimately, it will be up to the contractor to decide what transport is used.
- Q: *Karen Anderson:* Is safety considered?
- A: *Don Wharf:* Yes, it is. The road is narrow in some places so we are looking at whether upgrades are needed in some sections to make it safer.
- Q: *Judy Kirk:* I want to probe that a little more, because I think you're asking if it's all up the contractor or are there other factors considered.
- C: *Karen Anderson:* Yes, exactly. To me, it would make sense to move that material by rail as opposed to adding all those trucks to the twisting road. I guess, in the end, BC Hydro could ultimately say that rail was our preference.
- Q: *John Locher:* You mentioned Lynx Creek as a source for aggregate; where would that be?
- A: *Don Wharf:* It's right at the confluence of Lynx Creek and Peace River. There is an area there.
- Q: *Karen Anderson:* Speaking of that corner at Canyon Drive and Beattie, it's a bad corner. We have spoken to the Ministry of Transportation and Infrastructure about it. When the fracking trucks go around that corner they have to turn into the ongoing lane to get around. We want to improve that. There is an easement there.
- Q: *Don Wharf:* You're thinking of an extra lane there?
- A: *John Locher:* Yes.
- Q: *Don Wharf:* Do you know who you spoke to at the Ministry?
- A: *John Locher:* The District Manager.

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- C: *Judy Kirk:* So exactly what you just mentioned about the corner is what we are looking for in terms of input to mitigation plans. We will highlight that as input and there are spaces in the Feedback Form for that type of information.
- Q: *John Locher:* Have you gotten much feedback from the School District regarding school bus schedule?
- A: *Don Wharf:* They have provided the schedule and locations of pick-ups. They change from year-to-year. We know that kids have to walk along the roads and cross-over in certain areas.
- C: *Dave Heiberg:* And the winter driving, it's already bad and the volume will compound that. An extra 10 vehicles an hour, which doesn't seem like a lot, but it's the size of vehicle that needs to be considered. It's not passenger vehicles, it's trucks.
- Q: *Karen Anderson:* It's our position, as you know that we don't want to see an access bridge.
- C: *Judy Kirk:* We are stilling hearing a lot about it.
- C: *Karen Anderson:* I know. It's important for us.
- Q: *John Locher:* How difficult would it be to add the railroad to the map?
- A: *Judy Kirk:* Definitely, we could do that.
- C: *Don Wharf:* We are adding another siding there at Septimus, on the other side of the tracks.
- C: *John Locher:* Yes, I saw that. A lot of the rationale for the Project Access Road was for transmission line but it only covers part of that.
- A: *Don Wharf:* Yes, and also safe, reliable access to the substation.

Clearing

Siobhan Jackson reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

- Q: *Dave Heiberg:* Is BC Hydro planning on doing the logging?
- A: *Siobhan Jackson:* BC Hydro is planning on holding the permits and then local loggers will do the work and then sell the timber to local mills. That's their preference; it's their preference that we utilize the local loggers and that BC Hydro holds the permits. BC Hydro will hold the permits for a couple of reasons, one it's a critical path activity and clearing the reservoir is not something that is normally done, it is not a typical CFL (Crown Forest License), so they would rather BC Hydro held the permit.
- Q: *Karen Anderson:* When you are clearing along the river, will you be taking the logs at various locations, or will they be moved down and all taken out at one spot?
- A: *Siobhan Jackson:* We can look at the big map and look at the clearing roads. We won't be floating the timber out; it will come out by road and a small amount by helicopter. There will be a number of temporary bridge spans built to get timber from the islands.
- Q: *Karen Anderson:* Can you explain what a fin boom is?

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- A: *Duane Anderson:* The boom has a fin on it that actually works to angle the boom into the current so it actively collects the debris instead of going out and having to collect it.
- Q: *Gwen Johansson:* What is the total volume of clearing?
- A: *Siobhan Jackson:* The totals are on page 29 of the Discussion Guide. In total, there would be 1.4 million cubic metres of merchantable timber and 1.2 of million cubic metres non-merchantable timber. People have commented that our estimate non-merchantable estimate has gone up since earlier estimate about 4 years ago. That is because we applied a biomass model that estimates the volumes that are currently on the forest floor that would become debris, and the tree branches and the roots that would be removed. All of those materials are now included so that is why the estimate has increased.
- Q: *Gwen Johansson:* Do you have the market for biofuel?
- A: *Siobhan Jackson:* Most of the bioenergy is with the mills themselves and they supply themselves with what comes with their timber. So, they would take what comes with the merchantable timber from Site C. There is not currently a market for it.
- Q: *Gwen Johansson:* So that is what the smoke plan is for?
- A: *Siobhan Jackson:* Yes, there will be grinding, mulching and then burning.
- Q: *Dave Heiberg:* I just have concerns with what you are leaving and when it's going to float?
- A: *Siobhan Jackson:* So what we are leaving, we anticipate to stay in the ground and not float.
- C: *Dave Heiberg:* Well, it's my experience that it does and if we're going to have a reservoir that is a recreation resource then we have to make sure that is dealt with.
- A: *Siobhan Jackson:* When we look at our existing reservoirs that have been cleared as we are talking about here, we don't see an issue with floating debris. You get debris that comes in from tributaries and from shoreline erosion.
- C: *Dave Heiberg:* Well, it's a concern and the other concern is that if this reservoir is going to be a useful for recreation there needs to be access to the shoreline and places for people to camp and use it. Replacements for all the sites we're losing. So those are two concerns. Also I would like to think that your debris program will be substantial for years after construction to address those issues you may not have anticipated.

Agriculture

Siobhan Jackson presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agriculture Assessment presented in the guide.

- Q: *Karen Anderson:* When you say you have a total of 34 farm operations? Are there any other land holdings that aren't considered farms?
- A: *Judith Reynier:* Yes, there are other properties that are potentially directly affected by the project that are not farms; they may be residential properties or others.
- C: *Siobhan Jackson:* In several cases an owner might not be running an operation so in those cases we talk to both the owner and the person who is running the operation.

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Q: *Karen Anderson:* So in those cases are they accounted for in that 34?

A: *Siobhan Jackson:* Yes, and this is the whole project area, including the south bank and transmission line. It includes the bee keeping operation here in Hudson's Hope and the operations on the south bank.

Q: *Dave Heiberg:* Have you had any feedback so far on the fund?

A: *Judy Kirk:* We have been hearing that people are interested in the fact the fund is there but not a lot of detailed feedback on ideas for the fund yet but it's only a couple of days into the consultation period.

C: *Paul Christie:* We have also had some discussions along the way with the Agricultural Land Commission and the Ministry of Agriculture and they have experience with this type of things on other projects so it will be of great interest to them.

Q: *Dave Heiberg:* What is the deadline for this?

A: *Judy Kirk:* October 19 is the end of the consultation period and the feedback form is also online.

C: *Siobhan Jackson:* Just for your interest, we will be meeting with Peace River Regional District Agriculture Advisory Board in October to go through this material. We meet with them about three months ago to give an update and said we would come back in October.

C: *Judy Kirk:* Anything else on any of these topics? Or other issues?

C: *John Locher:* We wrote Susan Yurkovich a letter, hoping to send it out this week, about Council's concerns with the remainder of Highway 29, the sections that aren't in the project. We would like to know what's happening on coordination with the Ministry.

C: *Judy Kirk:* So tell me about that.

C: *John Locher:* The sections of the highway that you are improving will go to 90 km/hour but they end up on sections that are big hills where trucks are slowing down to 20 km, so it will make situation worse and less safe.

C: *John Locher:* The council will go through this Discussion Guide and we will make a submission from Council as a whole.

Dave Conway wrapped up the meeting and thanked participants for their time and encouraged participants to complete the feedback form and to encourage friends and others to participate.

The record notes that the meeting ended at 3:00 p.m.

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PURPOSE	Notes from a local government meeting for the BC Hydro Site C Clean Energy Project held on September 13, 2012 Best Western Dawson Creek, Dawson Creek B.C.
FACILITATOR	Judy Kirk, Kirk & Co. Consulting Ltd.
ATTENDEES	Duncan Malkinson, Councillor Shaely Wilber, Councillor Cheryl Shuman, Councillor
SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro Duane Anderson, BC Hydro Judith Reynier, BC Hydro Don Wharf, BC Hydro Dave Hunter, BC Hydro Paul Christie, Site C Project Team Karen Schroder, Kirk & Co. Consulting Ltd. Lisa Santos, Kirk & Co. Consulting Ltd., Meeting Recorder

KEY THEMES

Worker Accommodation

- Councillor Shuman asked about the location of in-community housing and whether it would be in Fort St. John.
- Participants said that Dawson Creek is interested in worker housing being retained for affordable senior or social housing following construction and said this would be a legacy benefit from the Site C project.
- Participants said the two-camp approach seemed reasonable, given the consideration of worker safety and productivity.
- Participants mentioned that RV spaces in the region are already at capacity and asked if additional RV camps across the region would be left for communities or commercial enterprises to operate.
- Participants asked whether BC Hydro would require the camps to be dry (no alcohol permitted) and said they were not sure that a dry approach was practical.

Transportation

- Councillors present said they are not in favour of a new permanent public access bridge across the Peace River

Clearing

- Participants expressed an interest in whether the forest industry would be able to absorb the timber harvested as part of the Site C project.

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- Participants were interested in plans for debris management, including burning.

Agriculture

- Councillor Malkinson asked how BC Hydro will fairly compensate farmers and ranchers whose land is impacted by the Site C project.
- Participants expressed an interest in what would be included in the proposed agricultural compensation program.

The record notes that the meeting was called to order at 10:00 a.m.

DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Judy Kirk

Judy Kirk welcomed participants to the local government meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Judy informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

2. Review of Consultation Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses that were held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

Worker Accommodation

Duane Anderson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

Q: *Cheryl Shuman:* For in-community housing, you have pretty much said that it will be in Fort St. John?

A: *Duane Anderson:* I think we are looking primarily at Fort St. John but also at other communities and whether it makes sense for BC Hydro in terms of where our work is and where people are coming from.

Q: *Cheryl Shuman:* Coming from Dawson Creek, I would love it if there was some permanent housing brought in by BC Hydro that we could use is post-construction.

A: *Duane Anderson:* We aren't at the spot where we have made decisions. Councillor Charlie Parslow brought it up the last time we met, about affordable housing needs. It's on the table to have those conversations and to decide how our needs and what you're looking for mesh together.

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- A: *Dave Conway:* Siobhan has been consistent saying that we are open to hearing about potential opportunities in the community, whether it's social or senior housing.
- Q: *Cheryl Shuman:* For me it would be a legacy type thing, once you're finished and out of here there's something left that we could use for social housing. Our community is right at the limits. Our marginalized people can't afford to live here with oil and gas activities. We are already at that even before Site C.
- A: *Dave Conway:* When we met with Susan and discussed legacy benefits in the region, if I recall correctly, Dawson Creek Council brought it up at the time.
- Q: *Cheryl Shuman:* Yes, absolutely.
- C: *Judy Kirk:* I would encourage you to make note of that in the Feedback Form or written submission. We have it captured here in the notes but it's important to document that.
- A: *Dave Conway:* The other thing I wanted to mention, because Blaine talked about it in regards to opportunities in the community for business and service providers. We will be doing business forums again this November but dates have not been set. We will be back up in the Peace region and Dawson Creek will be one of those communities. We had a fantastic turn out here last time.
- Q: *Cheryl Shuman:* Did you say 15% of workforce would come from local residents or would join the local residents?
- A: *Duane Anderson:* Yes, 15%.
- Q: *Cheryl Shuman:* So the 40 housing units will be in Fort St. John?
- A: *Duane Anderson:* Most likely in Fort St. John or a majority of in-community housing in Fort St. John, but we also looking at the other communities.
- Q: *Cheryl Shuman:* I get the whole Fort St. John thing.
- A: *Duane Anderson:* Right. That's where our base is.
- C: *Judy Kirk:* There is some work in different locations. Don't make the assumption that all in-community housing are set to be in Fort St. John.
- C: *Duane Anderson:* We are also looking at how to support the work force. In terms of commuting, if workers were living in Dawson Creek we would look at maybe providing car pools.
- C: *Cheryl Shuman:* Or diversified buses.
- A: *Duane Anderson:* It wouldn't make sense to commit now because we don't know the numbers but we are definitely on-board to do that if the numbers are there.
- C: *Cheryl Shuman:* Good, because our highways are already jam-packed.
- A: *Duane Anderson:* It's also a worker safety issue. At the end of a 10- or 12-hour day is a concern to drive.
- Q: *Cheryl Shuman:* I drove from Fort St. John at 4:30 p.m. and it was wall-to-wall cars the entire way. Coming down the hill into Taylor and you could see the line-up going up the hill on the other side the whole way. I haven't travelled at that time. My husband says that going the other way at 7:00 a.m. is the same thing. It's pretty crazy out there.
- Q: *Cheryl Shuman:* Looking at the rendering on page 7 of the Discussion Guide, the accommodation looks pretty compact.

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- A: *Judy Kirk*: One of the reasons for that is because it's connected by corridor.
- Q: *Cheryl Shuman*: Yes, down the middle. I haven't spent a lot of times in camps.
- Q: *Cheryl Shuman*: So the south bank camp is the one that will be able to expand in size to meet need?
- A: *Duane Anderson*: Yes, it is modular and we will manage a year ahead of time looking at what the capacity has been, what the next year will look like and then decide whether the size needs to be scaled up or down. The services, like water and sewer, will be built for peak capacity that may or may not be reached, depends on how things unfold. If you look at the graphic in Year 5 there's almost 1,700 workers total. That changes over time.
- Q: *Cheryl Shuman*: So you're thinking that for gravel extraction out of the Pine Pass, or wherever you would get your gravel from, you would have a temporary camp in that area to accommodate those workers?
- A: *Duane Anderson*: That's a possibility. There may be a camp around Hudson's Hope where a lot of Don's work will be done at the Hudson's Hope Berm and at the Highway 29 realignments at Lynx Creek and Farrow Creek.
- A: *Dave Conway*: And along the transmission line corridor?
- A: *Duane Anderson*: The transmission line is another area that will need some clearing, maybe a camp in the Jackfish region, so it's not right at the dam site, but more central to that work.
- Q: *Cheryl Shuman*: Those activities would be going on in the spring to fall? Not over winter?
- A: *Paul Veltmeyer*: Clearing is primarily in the winter.
- A: *Duane Anderson*: The generalization would be that Don's highway work would generally be in the summer and Paul's clearing would be in the winter.
- Q: *Cheryl Shuman*: So you would have camp situations for your clearing in the winter and maybe RV type situations for summer work?
- A: *Duane Anderson*: I think for RV stuff we would look at having near the dam site and the remote work areas as well because we are trying to meet desires of the workforce and help with attraction and the contentment of the workforce.
- Q: *Cheryl Shuman*: The RV camp situation, is that something that in the end it could be left as is?
- A: *Duane Anderson*: That's the idea. We are looking at different ideas. Siobhan is leading the charge, but for example in Taylor I know she's talked with the community there looking at the potential of Peace Island Park and us expanding it and after construction it could go back to the District. The other option we are looking at is potentially building something with a private provider and it would be a commercial enterprise that we would occupy for the construction period and could go to commercial RV market after the fact. We are not stuck on saying one size fits all. If people have ideas to what works best in certain areas we would be interested in hearing that.
- C: *Cheryl Shuman*: I know when the oil and gas industry is ramped up there is not a single RV spot to be found. That's unfortunate, it's great that they are filled, but other people who want to enjoy the beautiful Peace region can't find spots because they are full of workers.
- C: *Judy Kirk*: BC Hydro has heard this loud and clear over the recent years and that's why they are looking at that.

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- Q: *Cheryl Shuman*: Are these camps going to be dry camps?
- A: *Duane Anderson*: That's something Siobhan Jackson and the team have been working on. Siobhan has been touching base with the oil and gas industry, RCMP, and it is not an easy yes or no response, especially with the proximity to town. I think if you're 400 miles up the Alaska Highway and tell people not to drink it's easier. There are arguments on both sides.
- C: *Cheryl Shuman*: They are just regular people who, at the end of their shift, might want to have a beer.
- A: *Duane Anderson*: We haven't made a definitive choice and our ears are open to listening to all experiences from both sides. Like everything, it's not black and white.
- C: *Cheryl Shuman*: I know some people are adamant that they should be dry camps and I just think that might promote other activities that you might not want.
- A: *Duane Anderson*: I think there is an assumption by some people that we would have arrived at a dry camp right away but we haven't decided. We are listening to those very valid concerns both ways.
- C: *Dave Conway*: We have heard from residents that live along the route who are concerned about the dry camp because of people going into town to get to drink and then driving back.
- C: *Cheryl Shuman*: That's my point; this is their home for some time.
- C: *Duncan Malkinson*: It might not be a reality that's all.
- C: *Duane Anderson*: Yes, there could be black market or other activities that come up.

Transportation

Don Wharf reviewed the Transportation section of the Discussion Guide with a focus on the overview and the Dawson Creek sections.

- Q: *Cheryl Shuman*: So the Project Access Road won't be public road in the end? It will be a permanent road but not a public road.
- A: *Don Wharf*: Yes it will be a restricted access road, but post construction BC Hydro is considering entering into road agreements for industrial stakeholders to utilize it.
- Q: *Cheryl Shuman*: So the West Pine Quarry, west of Chetwynd, where's that on this map?
- A: *Dave Conway*: Do you know where that rest area is before you enter the pass?
- C: *Don Wharf*: The Ministry of Transportation has an active quarry there right now, on the right hand side.
- Q: *Cheryl Shuman*: So that transport of those materials would be on the main highway to a certain point and then off on...
- A: *Don Wharf*: It would go up Highway 29 and then up Jackfish Lake Road to the south side of the dam.
- C: *Dave Conway*: Just briefly up Highway 29.
- Q: *Shaely Wilber*: What about Highway 97?
- A: *Don Wharf*: From Highway 97 to Highway 29, it's about three kilometers.
- Q: *Cheryl Shuman*: That would be big dump trucks?
- A: *Don Wharf*: All legal sized loads not oversized loads.

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C: *Don Wharf:* There would be the movement of construction equipment and some materials up Highway 29, but not much as most of the granular material will be sourced locally.

Q: *Cheryl Shuman:* And the use of the conveyors for material movement.

A: *Don Wharf:* The use of conveyors will be a significant mitigation measure for traffic on Old Fort Road.

Clearing

Paul Veltmeyer reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

Q: *Cheryl Shuman:* Right now we have the LP mill closed and Tembec closed and that's right now, I'm not going to guess what it will be like when we get to the clearing stage. Maybe they will be open.

A: *Paul Veltmeyer:* I'm quite optimistic about LP actually.

Q: *Duncan Malkinson:* Re-opening this plant here?

C: *Cheryl Shuman:* Are you? That's good to hear. Well things are bound to recover south of the boarder at some point.

C: *Duncan Malkinson:* You hear stuff through the grape vine.

C: *Paul Veltmeyer:* I've got quite a few years in the forest industry, so I'm making an educated guess that it will be a couple of years but it's not far off.

Q: *Duncan Malkinson:* Was there any clearing done for Bennett dam except the stuff that was in the construction pass?

A: *Paul Veltmeyer:* Yes there was. The issue with Williston was there was no forest industry in the region at that time. Despite some of the market challenges, we have a healthy industry. When we look at the fiber produced from Site C, merchantable timber is about 1.4 million cubic meters. If you look at a 10-year average of operating, and that includes some down time with some of the industry players in the region, the annual consumption is 3.4 million. We are providing a small input with what would be annually consumed here.

Q: *Cheryl Shuman:* What would you burn? Just what is non-merchantable and not palatable to industry?

A: *Paul Veltmeyer:* In terms of clearing, in order to minimize waste, we are encouraging the maximum utilization of fiber and that was part of discussion with the industry, what they can technical do in their facilities. We are trying to push what would normally be burned in industry practice and instead have that fiber utilized. Another thing we are doing, specific to the reservoir, we are retaining some vegetation.

Q: *Cheryl Shuman:* For stabilization?

A: *Paul Veltmeyer:* Yes, for erosion control, for transitional habitat while the construction process is going on, and for fish and wildlife habitat. This material is immature and would likely be burned and so to retain it where possible makes sense. Non-merchantable material, where the tops of the trees are low enough that they would not impact boater safety, would be retained.

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- Q: *Cheryl Shuman*: So you leave it in, fills over with water, eventually won't it want to come up or loosen itself or will stay attached at bottom of reservoir?
- A: *Paul Veltemeyer*: It stays attached. There's a level where if the trees are left the mechanical action of wind and ice will loosen the trees and then they come out. But the trees that are attached at the bottom of the reservoir are going to keep absorbing water until they become a negative point and then stay there. If you look at some of the reservoirs, including Williston, the trees that are left at the bottom of the reservoir that are not impacted by the fluctuations are still there, completely intact with all the branches on.
- C: *Duane Anderson*: When you are boating and you can see the bottom, you can really see the forest.
- Q: *Cheryl Shuman*: I've swam in other reservoirs, like on Vancouver Island, and it's the creepiest thing. You're swimming along and you look down to see a forest.
- C: *Judy Kirk*: Paul, just before you go on, the question you asked is asked a lot. Will the trees that are left float and create debris problems later? The more Paul and others can make sure that people know that those under water will stay underwater.
- Q: *Cheryl Shuman*: You hear stories of people boating on Williston and that out of the blue this thing came shooting up.
- A: *Duane Anderson*: I spend a lot of time on Williston Lake and I hear a lot that friend of a friend has seen that. I'm not saying that it's untrue but I've never seen it, or know of anyone who's ever seen it directly.
- C: *Shaely Wilber*: I grew up on Williston Lake and I spent a lot of time on logging camps and I've never seen anything come popping up out of the water.
- C: *Paul Veltemeyer*: With wave action it can come popping up so I can see how people can see that and assume it comes from the bottom of the reservoir.
- Q: *Cheryl Shuman*: But we won't see debris? It won't be anything near what happened with Williston, right?
- A: *Paul Veltemeyer*: We will be removing all merchantable timber with the exception of some areas that have steep terrain, and removing all timber, including immature timber in the fluctuation of reservoir level down to below 5 meters, so down to 455 meter elevation, and the lowest elevation that the reservoir is operating on is 460 meters. That area is kept clean so there is not going to be a risk of debris or trees detaching because of wind and ice.
- Q: *Cheryl Shuman*: This will also make it so there won't be that mercury problem? You hear a lot about that too.
- A: *Paul Veltemeyer*: With mercury methylation, and this is coming from the expert - I'm not an expert in this field, the concern would be with heavily humified soil, like peat bogs, or by disturbing the soils. So when we look at how we are harvesting the reservoir, it's going to be in the winter with minimal soil disturbance.
- C: *Cheryl Shuman*: That's the reason.
- C: *Paul Christie*: We don't see it as a problem.
- C: *Dave Conway*: The other thing with Williston and the elevated levels is that there was a mineral outcropping that was leaking mercury from it. It was the Pinchy Creek Fault. When we filled the

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reservoir it flooded the Pinchy Creek Fault and it was a natural outcropping that elevated the mercury levels.

C: *Cheryl Shuman*: That's interesting. I didn't know that.

C: *Judy Kirk*: For the images of clearing on page 27 of the Discussion Guide, we have them on the display boards, which are bigger and you can see the distinction more.

Q: *Cheryl Shuman*: That island there, is it cleared?

A: *Paul Veltemeyer*: If you look at the photos on the right hand side you look at the island you can see fringes of green left on the island. That's the effect of retention.

A: *Judy Kirk*: But on the left hand side you're right, the island on top is wooded and below is cleared.

A: *Paul Veltemeyer*: That particular island has a lot of merchantable timber on it and it's our commitment to ensure the industry will use that before flooding.

C: *Cheryl Shuman*: Good.

C: *Paul Veltemeyer*: On page 28 you can see a picture of the debris catchment boom in place on the Fraser River.

Q: *Cheryl Shuman*: So how does this work?

A: *Paul Veltemeyer*: What's not shown is a series of booms that take debris from the river...

Q: *Cheryl Shuman*: And push it over to the side?

A: *Paul Veltemeyer*: That's right.

Q: *Cheryl Shuman*: Do they take that out?

A: *Paul Veltemeyer*: While the river is running hard it's collecting the debris and as the water drops this catchment areas dries up and they will use a grapple yarder to pull that material off.

Q: *Cheryl Shuman*: So we are building one like that?

A: *Paul Veltemeyer*: We aren't necessarily going to building it like Fraser; this is a smaller river. But we are using the concept on a natural occurring spot near Wilder Creek about 10 kilometres upstream from the Dam site. That's one of the things we are doing during the construction period to manage the ongoing debris that occurs naturally from the spring freshet, as well as some of the debris that will start collecting over the construction period.

Q: *Cheryl Shuman*: So a catchment cable is a net?

A: *Paul Veltemeyer*: It's a cable that starts collecting the first amount of debris and builds up after that.

Q: *Cheryl Shuman*: With the Williston reservoir is there any such catchment area for that?

A: *Paul Veltemeyer*: In this case using river current to help collect debris. Once we get into a reservoir situation, like Williston, we will be reliant on wind.

A: *Dave Conway*: The answer to that question is yes, at the north end up near Tsay Keh there's a creek, called Hydro Creek, it's not done on purpose, it's just where the winds push the debris. You go up there and it's full every year and we remove the debris. We do have prevailing winds pushing debris down towards the dam and there's a boom there; we remove on the east side of the dam site.

A: *Duane Anderson*: At Ghetti's Bay.

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- A: *Paul Veltmeyer*: We are clearing to what we are calling the 5-year beach line, or the area predicted to erode within the first years of reservoir operation. This will mean industry can use that material and we avoid it becoming debris later.
- C: *Judy Kirk*: It's entirely different from the Williston approach.
- Q: *Cheryl Shuman*: So you are trying to disturb the soil as little as possible? I had this vision that you would scrape off the top soil and move it.
- A: *Paul Christie*: That idea has come up a lot and for a lot of different agricultural projects in the province that's an obvious potential mitigation measure on cultivated land. We've done a lot of that around the province. On this project, most of the area is forested and the only top soil is the cultivated portion, which I'll talk about later. That's a smaller component. We will have a top soil salvage program where it makes sense and on specific sites where we can use it for reclamation. There may even be some cases where we do top soil salvage of cultivated land but it would be some limited program of top soil salvage recovery and use.
- A: *Paul Veltmeyer*: For the reservoir there's a definite concern from the public about water quality and sediment production, and if we start aggressively stumping and clearing to that degree we will go against that principle. We are trying to make as light a footprint as we can and clean it up so it's safe for boating.
- Q: *Cheryl Shuman*: All of the procurement for these works, that will be out on BC Bid to hire a contractor, or two or three, or six.
- A: *Dave Conway*: We are working on procurement plan and we haven't settled on it yet. As you know we had business information session last fall and we are coming out again this November to talk in detail about the procurement. Overall, we are trying to look at where possible we can bundle work so that the work is 'gettable' for local, regional businesses to bid on. Normally our process is to put it on BC Bid. We do have a business directory where people can register and tell us the services and products they provide and then they will receive updates. If we are looking for a specific supplier then we will go to people who have self-identified and they will get the information that way.
- Q: *Cheryl Shuman*: So it's a good idea for people who own logging, or other type of business, to make sure their name is in. If they are interested they should be at the November meetings.
- A: *Judy Kirk*: Yes and encourage them to register.
- A: *Dave Conway*: Absolutely encourage them to register. We will be doing some advertising as well to promote the sessions and we will be working with Chambers and the economic development groups to help promote that. But if you hear about someone you can direct them to me or to Kate at the consultation office, or to our website. We don't want them to miss it.
- A: *Paul Veltmeyer*: One of the questions in the Feedback Form is about clearing timing and moving out the last two years of clearing out so they would happen in Years 5 and 6 of the construction period.
- Q: *Cheryl Shuman*: The poplar trees will grow like crazy and if you clear them out they will all grow back.
- C: *Judy Kirk*: A few people have said that.
- A: *Paul Veltmeyer*: They won't grow that fast.
- C: *Judy Kirk*: It's a question in the Feedback Form and we want to hear that feedback from people.

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C: *Cheryl Shuman*: Probably more so from people in the vicinity.

Agriculture

Paul Christie presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agriculture Assessment presented in the guide.

Q: *Cheryl Shuman*: The grand total of agricultural land impacted is at the bottom of the charts on page 32 and 33?

A: *Paul Christie*: The totals are at the bottom. In summary, there's 3,800 hectares in total within the project footprint that is Class 1 to 5 land, that's potentially arable land, with about 3,225 of that within the reservoir. About 600 hectares, or a little under, is currently cultivated.

Q: *Duncan Malkinson*: I'm curious, for these classes or ratings by the Agricultural Land Reserve (ALR), do you classify all land or just agricultural land?

A: *Paul Christie*: The classification was not done by the ALR. They were done before the ALR by the British Columbia Land Inventory and Canada Land Inventory programs. It was the information that they later used to assign the ALR status for the province. We mapped everything; it was my first work in the early 70s when I came to this country. We mapped all potentially usable land - forestry capability, agricultural capability - and they used that to draw boundaries of the ALR. It was done at a large-scale. That's why when we go back to the early ALR mapping we find some inconsistencies and we want more details to refine the ALR boundaries. There's a little over 2,000 hectares of this 3,800 hectares that is in the ALR. It's quite a bit of good land that's not in the ALR because of the inaccuracies of the early mapping and the way the ALR was designed.

C: *Duncan Malkinson*: The origin of my question was why there's no land that's assigned to the construction and transmission towers and the offsite material sites and why there's no land in those areas. But I understand now.

Q: *Cheryl Shuman*: Most of the land that's being used right now is it mostly for hay?

A: *Paul Christie*: It's also grain, oilseeds and seed production; it is high production land. I was watching them combine canola yesterday and talking to one of the farmers about his good crop. Most of them have cow calf operations and a lot of horses. On that point, the team identified 34 agricultural operations, there will be a lower number of owners because there's a lot of leased land and a lot of land that gets passed back and forth between owners but there are 34 farm operations, within the footprint of the project, potentially directly affected and they range from a bee keeper to large farming operations. It could be a very small impact where some of them might lose a little of pasture and a much larger impact on a couple. As I said, there are 600 hectares identified as being currently cultivated within the project footprint.

Q: *Duncan Malkinson*: I was curious how those, I'm not very familiar with the current plans, but how will with those farmers that are going to lose some of their land be compensated or dealt with?

A: *Paul Christie*: That's a good question. We have a properties person here but I'll kick it off. We have started discussions with the farmers and those are continuing. We have started the assessment and we have their operations identified. We don't show it on our maps to the public. We know

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what the major impacts will be on them and we will present that information cumulatively and it will be used in the economic assessment that will come with the report. There will be an ongoing process that BC Hydro properties will carry on with each and every property owner and operator and there will be subsequent phases and there will be appraisers involved. We will look to avoid and mitigate impacts, and then compensate.

- A: *Judy Reynier*: The studies that are going on are on a regional basis. We are looking from a socio-economic standpoint. That will go into the EIS and if we get certification and the project goes ahead at that point we will drill down and look at individual effects on individual properties. As Paul said, there's combination of people who sold land previously to BC Hydro and are leasing it back and are operating partly on leased land and partly on the remaining land that they own. We have to look at ways avoid or mitigate effects of the project first and at the end of the day if compensation is palpable based on things we haven't been able to fix or cure.
- C: *Judy Kirk*: The key difference between what Paul and Judy said is that it's only once certification is determined that you would enter into those discussions.
- C: *Cheryl Shuman*: I did hear a certain Regional Director scoffing at this whole idea at a recent meeting.
- Q: *Judy Kirk*: Do you mean scoffing at the notion of irrigation or the development fund?
- A: *Cheryl Shuman*: I think the whole idea but especially when the idea of irritation was brought up.
- Q: *Judy Kirk*: Why do you think that is?
- A: *Cheryl Shuman*: I don't know why. It just seemed to evoke a reaction.
- A: *Paul Christie*: I think it's because it hasn't been practiced in the area – often you get enough rain. This isn't people's garden, but anyone who gardens knows that with irrigation you will get a lot better tomatoes or whatever it is you're growing. Every farmer I've talked to in the meetings, they all agree that irrigation would boost the level of crop production.
- C: *Cheryl Shuman*: It does makes sense. I think they maybe just aren't going to agree with anything related to the project.
- C: *Paul Christie*: I think it's also why a lot of the lands in the project area downstream haven't been developed because it's costly to irrigate on a large-scale. If the project does ahead the potential to irrigate some of those Class 1 soils downstream would be great.
- C: *Jack Weisgerber*: There's a certain economic reality to it as well. Irrigating alfalfa crops is a challenge because you can't dry the hay after you've irrigated and gotten the second or third crop. You can't dry it. They need to take other steps. There are some good reasons why the land downstream on the Peace hasn't taken up on that. It's not because they haven't figured it out.
- C: *Paul Christie*: I don't think, for the most part, that the potential for irrigation would be directed for large crops. It would be directed at specialty crops, higher value crops.
- Q: *Jack Weisgerber*: Then the question becomes market.
- A: *Paul Christie*: Yes, of course.
- Q: *Cheryl Shuman*: This is basically like a legacy fund or something that will be left at the end to do these things?
- A: *Paul Christie*: Things like looking at enhanced vegetable production that requires storage and processing. Both looking at the potential for that and perhaps pilot projects in the future could

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come from it. Expansion, range and pasture projects and there are lots of them here now and more money could be directed towards that in terms of seeding and fertilizing.

Q: *Cheryl Shuman*: So you're going to be getting the community and the people who are out there doing the farming and ranching together to determine how much the fund is?

A: *Paul Christie*: They will have input, I think the input from the Agricultural Land Commission and I would expect from the Ministry of Agriculture, from everybody. Certainly farm-driven, owners and operators, big input from that sector is to be expected. There are forms at the back of the report that address the whole assessment and focus on potential mitigation ideas.

A: *Judy Kirk*: To be clear for Council members here, the input gathered in this process would be part of that. The environmental review process would be critical because the ideas presented in application, people will comment on those and the panel will consider those things. The agencies will weigh in, including the Agricultural Land Commission. It's in the next 18 month process where it will be determined.

C: *Cheryl Shuman*: It's going to be a busy 18 months.

Q: *Judy Kirk*: Any other comments on any topics from today?

A: *Cheryl Shuman*: Thanks for having us.

Dave Conway wrapped up the meeting and encouraged participants to complete the feedback form and to encourage friends and others to participate.

The record notes that the meeting ended at 11:45 a.m.

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PURPOSE	Notes from a local government meeting for the BC Hydro Site C Clean Energy Project on September 14, 2012 at the Taylor Community Hall, Taylor, B.C.
FACILITATOR	Chris Chok, Kirk & Co. Consulting Ltd.
ATTENDEES	Mayor Fred Jarvis George Barber, Councillor Betty Ponto, Councillor Charlotte Mcleod, CAO
SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro Duane Anderson, BC Hydro Don Wharf, BC Hydro Paul Veltmeyer, BC Hydro Dave Hunter, BC Hydro Paul Christie, Site C Project Team Lisa Santos, Kirk & Co. Consulting Ltd.

KEY THEMES

Worker Accommodation

- Participants asked about the location of in-community housing and whether it would be in Fort St. John.
- Participants stressed that BC Hydro should look at opportunities within Taylor for worker accommodation and noted that there is also land available for industrial development.

Transportation

- Participants asked about access to the Project Access Road.
- Participants were interested in what would happen to construction areas following construction; in particular, they were interested in how the workforce camp area and construction material areas would be reclaimed.

Clearing

- Participants asked that BC Hydro talk to local businesses in the forestry industry to ensure that businesses are aware of opportunities that may come from the Site C project.

The record notes that the meeting was called to order at 10:07 a.m.

DISCUSSION

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(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Chris Chok

Chris Chok welcomed participants to the local government meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Chris informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

2. Review of Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses that were held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

Worker Accommodation

Duane Anderson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

- Q: *Betty Ponto:* I have a question on the graph. Are the blue and green two separate groups of people you're talking about? When it's defined as the average or peak it sounds like it could cross over.
- A: *Duane Anderson:* Blue represents the average over a year and green is the peak of how many people we traditionally have in the summer. If you are looking at Year 5, we're looking at about 1,400 people if you averaged over the 12 months. In the summer months there could be up to 1,700 actual people there. It's the same people and the peak is important because that's what we need to build to make sure that everyone has a bed on a given night or a place to stay.
- C: *Betty Ponto:* Thank you.
- C: *Duane Anderson:* We've heard about the importance of creating opportunities for out of town workers to come to the region and join the community for the long term.
- C: *Charlotte Mcleod:* The stick and stay.
- C: *Duane Anderson:* Right. That happened a lot in other projects. You hear a lot about people who came in to build the Peace Canyon Dam for two years and stayed. We want to try and leverage that and promote that.
- Q: *Charlotte Mcleod:* This in-community housing is going into the Fort St. John area?
- A: *Duane Anderson:* We are looking primarily at Fort St. John. We are considering other areas and if those would make sense. If that's important to you, please talk to Siobhan, that would be something that she's interested in engaging in. We've heard that from Hudson's Hope.
- A: *Dave Conway:* I will add that you provided us the name of your contractor and we met with him shortly after you let us know about that and we have already toured his facilities. We found it interesting and he's very adaptable.
- Q: *Charlotte Mcleod:* He would work with BC Housing?

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- A: *Dave Conway:* And/or BC Hydro, we're the partners.
- C: *Charlotte Mcleod:* I knew that the conversation had happened.
- Q: *Betty Ponto:* What about the areas for the camps after everything is done?
- A: *Duane Anderson:* As far as I know we are talking about decommissioning the sites. They are more or less right at the construction site of the dam. What I know is that we would be looking at removing those camps and decommissioning them.
- Q: *Betty Ponto:* There will be a lot of clearing of different things done. I'm curious what the landscape would look like after you're done there.
- A: *Paul Veltmeyer:* On the construction sites? They would be reclaimed, but a specific reclamation plan isn't completed yet. But typically on these temporary sites they would scrape back the top soil and you can speak to that in agriculture too. They would scrape, store and then re-contour and re-seed with some kind of vegetation.
- Q: *Betty Ponto:* There wouldn't be a future use you can see for that?
- A: *Dave Conway:* There's nothing that would stop someone from suggesting potential uses for the area during the Environmental Assessment hearings and the process for input into that. Someone might come forward and suggest use for it. At the present time our plan is to do reclamation to put it back into a state like Paul suggested.
- A: *Paul Veltmeyer:* On south bank where currently there is no access, the idea is to return it to that again, so take away the access and return it for wildlife.
- A: *Dave Conway:* One of the things we have is competing interests. There are some people who like to see increased access and development and there are others who don't want to see that. So it's balancing those competing interests.
- C: *Betty Ponto:* It was just a thought coming to my head, if there was use for it. Thank you.
- C: *Charlotte Mcleod:* The only thing I ask of you is to let people know that there are accommodations in Taylor when you are talking and developing your plans and there is opportunity for businesses too. If you hear anything, keep us in mind for that side of things.
- Q: *George Barber:* Are the worker accommodation camps on crown land or private land?
- A: *Duane Anderson:* I believe one of each. The south bank camp is on crown, and the north bank camp is on BC Hydro-owned land.
- Q: *Fred Jarvis:* When you're talking to real estate professionals in the area about housing, what you will get from all the real estate, which a lot of people do, is that no one will want to live in Taylor. We know that people do want to live in Taylor because it's a different type of lifestyle then what they get anywhere else. But for some reason the real estate people will try to drive people away from here.
- A: *Duane Anderson:* I can guess why Fred, because houses are more expensive in Fort St. John.
- C: *Fred Jarvis:* That's right. Also, they try to get listings down here but I believe it's mostly just to get it out of their way so someone isn't out there trying to move them.
- C: *Duane Anderson:* To your and Charlotte's point of making sure that people know about opportunities in Taylor, I think that would be one of the roles of our housing construction group. To

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- let people know what's out there and what the good things are about a community like Taylor or Hudson's Hope and let them make a choice.
- C: *Charlotte Mcleod*: That's the biggest message we are asking you to take back. We have some nice housing developments going on. In behind the District office there's a really nice development going on and there is commercial property for sale in Taylor for people to develop on.
- C: *Duane Anderson*: There are lots of nice places along third fairway.
- C: *Dave Conway*: Relatively low taxes as well.
- C: *Charlotte Mcleod*: Yes, exactly.
- C: *Betty Ponto*: Low service, low water bills.
- C: *Charlotte Mcleod*: It's a nice, smaller town community feel. We are doing our Official Community Plan here. We have started and our first meeting is Tuesday next week, a commissioning session. Everybody is welcome to come to that.
- Q: *Dave Conway*: Whereabouts?
- A: *Charlotte Mcleod*: Here, from 7:00 p.m. – 9:00 p.m. on Tuesday.
- Q: *Dave Conway*: That's the first OCP meeting?
- A: *Charlotte Mcleod*: Yes. So we are really excited about getting the whole vision for Taylor.
- C: *Paul Christie*: That will be interesting
- C: *Dave Conway*: I'm going to make a note of that because if we have someone in town we may want to have them here.
- C: *Charlotte Mcleod*: Absolutely. Be happy to have them here.

Transportation

Don Wharf reviewed the Transportation section of the Discussion Guide with a focus on the overview and the Fort St. John and Taylor sections.

- Q: *Charlotte Mcleod*: Do you think you will have security issues on the Project Access Road?
- C: *Betty Ponto*: That's what I was thinking.
- A: *Don Wharf*: We realize there's no way we can stop everyone from getting on that road. But we will do our due diligence as the owner and operator of the road. We will have a controlled access at the top of Jackfish Lake Road, signage, and we are considering having a person there at the gate. There will be a second gate at the entrance of the construction site near Septimus siding, so at the east end of the road, that will be gated with security. There's roads that go across the transmission line corridor today, like the 400 Road that leads you onto the Ice Bridge road. All we will do there is put signage saying do not enter, or do so at your own risk. The only place that road will lead you is the security guard at the entrance to the construction site. There will be no place to turn off.
- Q: *George Barber*: Will it be a radio-controlled road?
- A: *Don Wharf*: Yes.
- C: *Betty Ponto*: There's a big fight going on in South Taylor right now at Johnson Road where a new land owner put up a gate on where people have access already. This is something new so you wouldn't run into that. But that was my thought about security and people using and abusing, because they do try to do that. But if you're going to have security there that should help.
- Q: *Betty Ponto*: Is the red line on the map on page 11 the new 34 km of the Project Access Road?

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- A: *Don Wharf*: Yes, that's right.
- Q: *Charlotte Mcleod*: So you were saying where the quarries are, have you heard about the Belvedere Place Developments that's opening up a quarry, I think it's off Septimus. They were looking to go through the Big Bam Road originally. We were asking them not to because of the park that's there. But now I understand that they are coming off the Septimus.
- A: *Don Wharf*: I haven't heard about that.
- C: *Charlotte Mcleod*: I don't know the timeline for that.
- C: *Betty Ponto*: The last we heard I think they are still going ahead with it. They are having a different access than the Big Bam Road
- Q: *Don Wharf*: What kind of development is it?
- A: *George Barber*: Gravel operations, a quarry.
- Q: *Duane Anderson*: East of the Pine?
- A: *Fred Jarvis*: Yes, on Septimus...
- Q: *Don Wharf*: Off the Ice Bridge Road?
- A: *Fred Jarvis*: No, about 7 kilometers up the Pine.
- Q: *Duane Anderson*: So across the Pine?
- A: *George Barber*: Yes, you need to get across the Pine.
- C: *Betty Ponto*: It started about a year and a half ago.
- C: *Charlotte Mcleod*: Maybe longer, we just got word a little while ago that they had changed the access. Like I said, originally they wanted to go through Big Bam Road and we didn't want them too. Then we just recently heard they have a different route planned.
- C: *Dave Conway*: I remember the plan coming down the Big Bam Road.
- Q: *Duane Anderson*: Is that a commercial gravel operation?
- A: *George Barber*: From what I understand, yes it is.
- Q: *Charlotte Mcleod*: Belvedere Place Developments was the name of the company.
- C: *Dave Conway*: Thank you for that.
- Q: *Betty Ponto*: There could be a need for a lot of road upgrades. Would that start to happen before the initial construction?
- A: *Don Wharf*: We aren't allowed to do any work until we have certification. But road upgrades would be one of the first things that would be done. We are proposing to do an upgrade on Old Fort Road, 240 Road and 269 Road. For example, you're familiar with Old Fort Road and the nasty hairpin turn as you get down towards Old Fort. We are planning on realigning that section to provide a much safer turn on that road. 240 Road will be paved. 269 Road will be widened and paved as well. All those works will be done in parallel with the initial site clearing that will take place in advance of the camps.
- Q: *Betty Ponto*: So it what will be Year 1 of the construction schedule?
- A: *Don Wharf*: Yes, Year 1 represents 2015.
- Q: *Betty Ponto*: Does that represent actual construction at the site or does that represent what we are talking about?
- A: *Don Wharf*: It represents actual construction at the site and what we are talking about.

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- C: *Chris Chok*: The way the Guide is split up there are six areas of transportation. Let us know if there are any areas you would like to turn back to or we can move on. We've talked about Hudson's Hope, Highway 97 North and we touched on the Fort St. John dam site, Highway 97 South Chetwynd and Jackfish Lake Road.
- C: *Don Wharf*: I just want to touch on the graphs on page 21 which show materials, workforce, and the forecasted regional traffic.
- Q: *Betty Ponto*: So there are separate numbers? The definition isn't this number plus that number? It's this piece added on to that number?
- A: *Don Wharf*: That's correct.
- C: *Betty Ponto*: Because you can read it two ways.
- C: *Don Wharf*: Yes you can.
- Q: *Charlotte Mcleod*: What kind of feedback have you gotten on the conveyor belt? I hear different comments in the community.
- C: *Don Wharf*: I'm going to let Duane speak to that.
- A: *Duane Anderson*: In general there's been good feedback about the idea of the conveyor belt. We are having ongoing discussions with residents in the area about their concerns. Most of the concern is about the site itself, of extraction of the material, rather than the transport of materials. I think that's a fair comment. Most people are supportive of the conveyor belt idea and they think it's the best option. There's a lot of residual concern about the amount of work that would happen on those lands and the impact of that work so we have been having ongoing meetings with residents who have engaged with us and we're going to have some back and forth, taking their ideas and trying to come up with improved mitigation plans that would fit into our permit application. We are looking at all sorts of mitigation.
- C: *Dave Conway*: That's the berm, vegetation, dust control, fencing.
- Q: *Charlotte Mcleod*: The biggest concerns I've heard were about noise and dust.
- A: *Duane Anderson*: Noise is the biggest one. We've had some good meetings. One of the things we've done from an engineering point of view is change where we are getting the impervious fill for the cofferdams. As they are temporary structures and the engineering requirements aren't as strict so we can get materials from north bank of the dam site rather than from 85th Avenue lands. By doing that we cut down 10% of the activity right off the top. The residential feedback was positive on that. For the noise concerns, we will have to work through things. People have issues with the traffic and the noise.
- C: *Dave Conway*: Going back to the conveyor, when we suggested things like, we could screen it or we could cover it, when we use language like that, their feedback has been very firmly, you will cover it. Because that will keep the noise down and dust down, also things like ongoing maintenance to ensure it's not squeaking.
- C: *Charlotte Mcleod*: Right, because I'm thinking there's going to be a constant hum or noise of some sort.
- C: *Dave Conway*: Yes, so the things that we are suggesting we might do, they are saying you will do.
- Q: *Duane Anderson*: Any comment about what you're hearing?

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- A: *Charlotte Mcleod*: It was mainly noise - just that constant humming can be distracting and get on your nerves after a while. They were wondering what's being done with that.
- C: *Dave Conway*: In regards to Jackfish Lake Road, and I want to make sure that your Worship and Council are aware, as Don said earlier, that post-construction the Project Access Road would be a controlled access road.
- C: *Don Wharf*: That is what is being proposed.
- C: *Dave Conway*: Council may have some feelings about that and we want to make sure we capture that, whether you send in a submission or fill it out a Feedback Form individually. But that you are aware of it, because other Councils have had feelings about that one way or another and we haven't met with Chetwynd yet. But Fort St. John has some strong feelings, as does Hudson's Hope and Dawson Creek.

Clearing

Paul Veltmeyer reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

- Q: *Charlotte Mcleod*: Canfor Mill, do you think they would have contacts with other smaller companies that have a demand for certain wood? I'm thinking if you have an individual, small operator that does some added service would they be in contact with LP or whoever?
- A: *Paul Veltmeyer*: I personally haven't, and it's a big project and I can only drill down so far in so much time, but if there are local manufacturers who have specialty mills...
- C: *Fred Jarvis*: Right across the track. They've got a cutting rink.
- Q: *Dave Conway*: Who's that Fred?
- A: *Fred Jarvis*: North Peace Timber and Cameron River Logging.
- C: *Paul Veltmeyer*: I'll be up next week again and I'd be happy to sit down and have a talk with them. Because that will be the answer to the problem, to get as many people involved as possible.
- Q: *Dave Conway*: What were the companies you mentioned?
- A: *Betty Ponto*: It's two companies, but it's the same contact, Andrew Moore.
- C: *Paul Veltmeyer*: There will be a lot of crossings involved with this project as the two main tributaries twist and turn and about 30% of the volume is on the islands.
- C: *Fred Jarvis*: So if we haven't got something done before that, one of those bridges could fit nicely down at Peace Island Park. Hopefully something happens before that.
- Q: *Dave Conway*: What happens with the bridges after the project?
- A: *Paul Veltmeyer*: It would make sense for this project to rent them. You can rent a 20 meter span for \$3,000 a month. Within a matter of days we will have a bridge in. On some islands it will take the logging contractors less than a week to do the work. As soon as they are done, then the bridges come out. For a lot of crossings we will just keep reusing the bridges as we need throughout the project.

Agriculture

Paul Christie presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agriculture Assessment presented in the guide.

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Q: *Charlotte Mcleod:* Who classified the agricultural land?

A: *Paul Christie:* If you look at the first section on page 31 Discussion Guide; I'll give you a little background on that. Originally the soil mapping was carried out in 1930s and 1940s and when they got into the 1960s and 1970s they started doing agricultural land capability classification on soils. It wasn't just agriculture, it was forestry as well. There was a program called the Canada Land Inventory Program and the B.C. Land Inventory Program. They virtually mapped the whole province, anything that could be developed for agriculture, even remote valleys. It was a small-scale mapping program, maps scaled to 50,000 or 100,000. An interesting point is that Canada Land Inventory Program information and the agricultural land capability classification was the basis for the drawing of the Agricultural Land Reserve lines. Sometimes you'll hear people say that there are problems with the ALR because it doesn't always reflect the highest and best land. That's because CLI program was relatively small-scale and the mapping had some inaccuracies. When BC Hydro looked at Site C in the late 1970s and early 1980s their consultants for the project area updated the BC Land Inventory and Agricultural Land Capability mapping. That was the first cut at a refinement on the mapping. So the current study we started with that, the CLI and what the consultants had done, and we then went to detailed field investigations - soil testing, laboratory testing and we have some sophisticated mapping techniques. We have some big roll-out maps that we've been showing at the Open Houses, very good ortho-photos put together by BC Hydro and we have a remote sensing technique called LiDAR, a radar mapping that gives a picture, a bare earth model of landform. We have updated climatic capability for agriculture, which is the underpinning of agricultural capability. You can only grow crops to the level of climate and BC Hydro has a climatic station update program and modeling. The Golder team includes two original scientists that did climatic capability for agriculture mapping for this area back in the late 1960s and early 1970s doing the agricultural capability assessment update. It will be interesting to see their results for the end of the year and the Environmental Impact Assessment.

Q: *Charlotte Mcleod:* Is this only for the reservoir area or downstream as well? I'm curious if it will be done on the park area too.

A: *Paul Christie:* The climate modeling would apply to a broader area than just the project area, but I'm not sure how broad. But I believe the climatic capability updating will only be for the project area. We have some interest in looking at the downstream area and what will be left if project goes ahead. I'm not sure that their data is going to be updated for that area. But I think it could come out of the modeling that's been done.

A: *Dave Hunter:* We have a micro-climate assessment as the reservoir could have some effect on microclimate. The agricultural study will look at how the reservoir could affect microclimate in the future and then how that would effect agriculture. Taylor is pretty close to the reservoir so we will evaluate if there is a potential temperature change or a change in humidity that affects agriculture in that region.

C: *Paul Christie:* That has come up often. What will the effect of the reservoir be on agriculture?

C: *Dave Conway:* Our climatic data goes downstream a significant distance because we are also doing ice modeling.

C: *Dave Hunter:* It will be in our Agricultural Assessment as part of the Impact Assessment.

C: *Paul Christie:* We don't have that assessment yet.

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- C: *Paul Christie:* For construction material areas, there is one area that is in the ALR, it is already an existing gravel pit. If there is any expansion of that pit that affects agricultural land, there will be a reclamation plan and will be put back into the same or better condition as before.
- Q: *Charlotte Mcleod:* How do you reclaim a pit? Do fill it with dirt?
- A: *Paul Christie:* Before it's mined, you take the top soil and put it aside. Then you mine the pit and loosen up the pit floor which is usually compacted and take materials and put it back in the way we took it off so the organic, enriched top soil overlies some of the underlying materials. The Land Commission holds reclamation in the Agricultural Land Reserve to a high standard, to put the land capability to what it was before, or better.
- Q: *Charlotte Mcleod:* You put the layers back in the way before. So you have to hold the material aside? Will you have less volume there?
- A: *Paul Veltmeyer:* It ends up being re-contoured.
- A: *Paul Christie:* You're taking something out that's quite hummocky and you end up with a better profile because it's more level. The quarry here will have a better configuration after then it before work started, and there is agriculture around it so the fact it will be better is helpful. Some top soil will be salvaged from existing fields and stockpiled as part of the project and that could to reclaim temporarily disturbed areas.
- C: *Dave Hunter:* That's Wuthrige Pit that we are talking about.
- Q: *Fred Jarvis:* Is that main area of agriculture impacted in the Bear Flats area?
- A: *Paul Christie:* Yes. There are a couple of operations that have been identified and will have fairly significant impacts.
- A: *Dave Hunter:* The impact assessment will break down the impact on properties and what percentage of land.
- Q: *Unknown:* Are the agricultural maps available?
- A: *Paul Christie:* Yes, I think BC Hydro was going to work to get them on the web.
- C: *Dave Conway:* We're looking at that. They are very large files. That means there are some challenges.
- C: *Paul Christie:* Unfortunately, if you try to show them all as one map, like the roll out map we have, the resolution isn't good.
- C: *Dave Conway:* The other issue we have up here is that not everyone has high speed internet.
- C: *Charlotte Mcleod:* It's interesting to talk about the agricultural part of it. We lease BC Hydro lands around Peace Island Park and outside of those, we have lands that we sublease for agricultural purposes for the most part. But we have a fellow doing market garden and he's struggling a little bit with it. I was talking to the Agricultural Land Commission about the ability to use some of those other lands as group camping sites because right now we are finding burnt out vehicles in these spots and kids go down there partying and things get wrecked. But we have to apply to ALR for that. BC Hydro has been very helpful to us; we are working together to get all the approvals in place. Just for the size of these parcels and the ALR was saying that they want a longer-term lease for these lands to make them viable. They are small parcels so it's really good for a small business owner to do. There is that struggle. If you want to do a local food source like market gardens, but

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- there's such a high demand for group camp spots down there because it's a beautiful setting. And if you don't do something with them then the weeds grow or you get the party'ers down there.
- Q: *Paul Christie:* Why are your garden marketers struggling?
- A: *Charlotte Mcleod:* I think he's just not producing enough product.
- Q: *Unknown:* Is that John?
- A: *Charlotte Mcleod:* No, Kirk Warren is his name.
- Q: *Paul Christie:* Have they tried any irrigation?
- A: *Fred Jarvis:* They irrigate. They have to.
- C: *Paul Christie:* I would see struggling if they weren't.
- C: *Fred Jarvis:* They have to irrigate.
- C: *Fred Jarvis:* John does a good job. He's been there for years.
- C: *George Barber:* There are two of them down there now?
- C: *Dave Conway:* John is in contact with us when we have high water. He wants to know because he has to go remove his pumps. This year we talked to John a number of times.
- Q: *Paul Christie:* Are the market gardens well supported?
- C: *Charlotte Mcleod:* John Curtis trying to get away from it a little as he's getting older. He's not putting in the bigger crops that he used too.
- Q: *Dave Conway:* He's in his mid-80s?
- C: *Charlotte Mcleod:* They had a retirement party for him a few years back.
- C: *George Barber:* The Hutterites are pretty well trying to work with him now.
- C: *Paul Christie:* Do the Hutterites have a market garden out?
- C: *George Barber:* Yes. They also do the market garden with John.
- C: *Charlotte Mcleod:* They probably take a lot of their product into the Fort St. John farmers market I would imagine. I understand Kirk Warren grew up on south Taylor lands and he's struggling a bit. He went up to the oil patch to work. The problem is not selling enough of the product to pay some of the wages. It's a business thing too. You can try to sell or lease lands but it's a matter of making it viable.

Dave Conway wrapped up the meeting and encouraged participants to complete the feedback form and to encourage friends and others to participate.

The record notes that the meeting ended at 11:55 a.m.

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LOCAL GOVERNMENT	Project Definition Consultation, Fall 2012 Chetwynd – Local Government September 18, 2012, 9:00 a.m. – 11:00 a.m. Pomeroy Inn & Suites Chetwynd, B.C.

PURPOSE	Notes from a local government meeting for the BC Hydro Site C Clean Energy Project held with local government of the Site C Project on September 18, 2012 at Pomeroy Chetwynd, Chetwynd, B.C.
FACILITATOR	Nancy Spooner, Kirk & Co. Consulting Ltd.
ATTENDEES	Merlin Nichols, Mayor Rochelle Galbraith, Councillor Ernest Pfanner, Councillor Laura Weisgerber, Councillor Doug Fleming, Chief Administrative Officer
SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro Duane Anderson, BC Hydro Paul Veltmeyer, BC Hydro Dave Hunter, BC Hydro Jack Weisgerber, BC Hydro Alex Izett, Site C Project Team Lisa Santos, Kirk & Co. Consulting Ltd.

KEY THEMES

Clearing

- Participants were interested in the volume and areas of clearing and the use of merchantable and non-merchantable timber by the forest industry.

Worker Accommodation

- Councillor Weisgerber asked about the location of in-community housing and whether it would be in Fort St. John.

Transportation

- Mayor Nichols stated that a bridge should be built across the Pine River.
- Some participants expressed concerns about the need for improvements south of Jackfish Lake Road, in particular the narrowness of existing shoulders.
- Several participants asked about the ability of roads to handle anticipated volumes.
- Participants stressed the importance of traffic studies to ensure that workers' shift changes at the mines, as well as other considerations, such as school hours, are understood in planning traffic movements through the area.
- Participants asked about the possibility of moving construction materials from Pine Pass by rail.
- Participants questioned how and why access to the Project Access Road would be restricted following construction. Some participants said it would be impractical to try and restrict access, as there are other roads that cross the Project Access Road.
- Mayor Nichols cautioned against restricting access to the Project Access Road.

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Agriculture

- Mayor Nichols questioned whether the development of the Peace River valley, in particular development related to agriculture, would have been greater if the possibility of the Site C project had not existed.

The record notes that the meeting was called to order at 9:00 a.m.

DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Nancy Spooner

Nancy Spooner welcomed participants to the local government meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Nancy informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

2. Review of Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

C: *Dave Conway: OK. We'll do that.*

Clearing

Paul Veltmeyer reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

Q: *Merlin Nichols: Would the GHG production change whether you burn it or leave it to decompose at the bottom of the water?*

A: *Paul Veltmeyer: Yes it will. We are having a study completed in a few weeks with experts in that field to define it in terms of numbers. But if you think about carbon locked-up in the bottom of the reservoir it stays that way for a long period of time. I remember buying that from the underwater logger's and running it through the saw mill. It's perfectly fine wood. That's one way of locking it up and of course, if we aren't burning it, and leaving it at the bottom of the reservoir that deals with GHG in a positive way.*

Q: *Merlin Nichols: Ultimately it is released though?*

A: *Paul Veltmeyer: In an extremely slow fashion. In fact, the forest in the reservoir seems to be a GHG emitter, currently.*

Q: *Merlin Nichols: Are some of those stands that were left west of Finlay still standing in the water?*

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- A: *Paul Veltmeyer*: Yes they are. The fisheries people have done soundings and you can see the entire forest, right down to the twiglets of the tree. The only thing missing in those forests are the needles on the tree.
- C: *Duane Anderson*: Merlin, you can even see the forest in a normal boat when you're fishing. You can see the forest coming off the bottom.
- C: *Merlin Nichols*: Interesting.
- Q: *Rochelle Galbraith*: What's the mix of wood there?
- A: *Paul Veltmeyer*: It's a third cottonwood, a third Aspen and other conifer - basically a third Spruce.
- Q: *Unknown*: So what can be processed will be through the mills in Fort St. John?
- A: *Paul Veltmeyer*: Yes. If I can just leap back into some of the key points I have to make. Further to that, we have met with industry, with Canfor, West Fraser, Tembec and LP, to get an idea what their technical manufacturing capabilities are. Market dictates what's utilized and then there's a physical limitation. I wanted to understand what the physical limitation was because the first thing we want to do is encourage utilization of all merchantable wood out of the reservoir and the footprint. When we talk about utilization we want to encourage a breakthrough to what their technically capable of manufacturing. Hopefully that answers that question.
- Q: *Ernest Pfanner*: With Tembec being out of service it would change things.
- A: *Paul Veltmeyer*: It's been a really tough decade in the forest industry. Whereas Tembec has gone down for market related reasons, it's likely that LP will come back in the next few years. We can't plan on any specific company being up or down. I'm optimistic with my background in the forest industry that the markets are going to be better over the next couple of years. Whether that means Tembec comes up or not, it's not for me to say. It's a different product they're making there. But overall, if you look at the last 10 years of industry, that includes companies going up and down, sawmills going down for periods of time, the consumption has been 3.4 million cubic meters per year in the Peace Region. That's been pretty steady and it includes sawmills taking market shuts. That's a pretty sizeable consumption. When we look at the period of time we will be active harvesting, the possible timing of this, I think it bodes well and we will be able to get maximum utilization.
- Q: *Merlin Nichols*: How many meters do you expect to harvest?
- A: *Paul Veltmeyer*: We revised the estimates that were done in 2008 and at that time the estimate was about 1 million.
- C: *Merlin Nichols*: So less than a year's production.
- A: *Paul Veltmeyer*: The current inventory that was completed late last year shows us to have a 1.4 million cubic meters of fibre. It's up and that's based on a better inventory. That's still about a third of what the industry is capable of manufacturing. So they can more than handle the fibre that comes out of this project. We have had lots of discussions with each of the licensees about timing and what time they would need and how we would go about this project. They have all been cooperative.
- Q: *Merlin Nichols*: Have you looked at the impact of 4-months operation, so if there are contractors going to do a 4-month supply of timber with the mills in the area, how will that affect contractors in other areas?
- A: *Paul Veltmeyer*: We are looking at companies being interested in parcels of wood and there might be a parcel of wood that's deciduous near Fort St. John. Well obviously West Fraser is not

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interested in that; they're interested in the Spruce. In an ideal situation, with the industry all up and running, we are going to have at least two companies interested in whatever part there is, whether it's the conifer or deciduous.

Q: *Merlin Nichols:* Will the companies be responsible for signing the contractors?

A: *Paul Veltmeyer:* Each company is sourcing their wood from their own tenures, as well as the open market. There is only so much that they are going to consume based on the market conditions and their manufacturing plans. We would see contractors from Company A being successful on the package so they are going there to harvest and they are busy just like they would be if they were harvesting on the company's tenure. Company B may be unsuccessful on that package but they are still going to need fibre for their manufacturing. So that contractor will be working somewhere else. We aren't seeing a displacement of the workforce; it is just where they are actually harvesting will change. That's another point that I would like to make. We did have a market sounding session with numerous logging contractors to confirm that. As BC Hydro we needed to confirm that the logging communities were capable of handling the challenge of the clearing. There's a really good mix of different skills sets in the logging communities here.

Q: *Merlin Nichols:* Is this a natural trap for debris?

A: *Paul Veltmeyer:* No, that's conveyance channel on a man-made island; the conveyance channel was excavated. This was done in the 70s when you could actually do that kind of thing.

Q: *Ernest Pfanner:* What's a fin boom?

A: *Paul Veltmeyer:* It's a boom with a rudder. That fin is a rudder that pushes the boom into one direction or the other. That's what helps shape the angle of that boom to be able sweep everything into that catchment pocket. In this particular case, we may not need the fins because of the currents, so we may just use a boom. We have the option to do either.

Q: *Ernest Pfanner:* During the time that this would be going on will the river be closed? How are you going to limit access? I can see that canoers or river boaters would be in trouble if they get sucked into that.

A: *Paul Veltmeyer:* During early construction the river will be constricted. There's a channelization that creates a bit of a back-wash. Any time you constrict a river something is going to happen. It's going to go up and it can also push back a bit. When we finally put the cofferdams in and the diversion tunnels are operating, they are obviously a finite diameter. If flows are heavy due to unusual rain there will be a further backing up of the water, up to and even beyond Wilder Creek. We need these debris booms to be operational in the second year when that channelization starts to take effect. We want to be able to trap debris that comes from Halfway River and keep it out of that construction area. This particular debris boom would be installed at Wilder Creek in the second year. It's possible for us to maintain a bit of navigation between there and the Moberly. But there's a lot of activity from that spot, down the river for the next 10 kilometers, including clearing activity. The access would be quite open from Wilder Creek upstream, but I think it would be a little challenging and unsafe to have people running around downstream.

C: *Dave Hunter:* That's the approach we're taking. We would talk to Transport Canada about the areas are to be closed. Right now we are recommending that from Wilder Creek down to the dam site would be closed during construction, but there would be access the upper areas.

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- Q: *Ernest Pfanner*: You mentioned leaving quite a bit of the timber. Out of 4,000 acres of forest do you have an idea of how much? Will it be half?
- A: *Paul Veltmeyer*: We are not intending on leaving the merchantable timber.
- Q: *Ernest Pfanner*: So everything that's merchantable is coming out?
- A: *Paul Veltmeyer*: Pretty much everything. There are a couple of areas that are unstable and steep. We are doing what the forestry industry would typically do, and that's stay out of them. If we are going to go and in and create a problem it doesn't make sense. That area is about 5% of the reservoir area, which is smaller than most people imagine. In those areas, all vegetation would be retained for that reason. In terms of the rest of the reservoir and the footprint, if it's an area that we need to clear, the merchantable wood gets utilized. Because we have a good regional industry that's so close to the project it wouldn't make sense to do anything else.
- Q: *Merlin Nichols*: In the construction of the Bennett Dam the timber in many of the areas was simply cut down and left to fall. The water raised and it floated off. At that point I believe it was Carrier who had the contract, where I worked, that came in and floated it out. None of that is planned here?
- A: *Paul Veltmeyer*: No. With Williston there really wasn't a forest industry there. So clearing was done but it was more with the tree crusher idea where they were knocking down...
- Q: *Merlin Nichols*: I'm talking about those areas where merchantable timber was harvested but it was cut prior to flooding. Then when the water was raised went in with their boats and harvested it.
- A: *Paul Veltmeyer*: In this particular plan we are not planning on any "cut and leave" as a strategy. We're planning on cutting, removing and hauling out.
- Q: *Merlin Nichols*: I was thinking of these areas where you said you would leave 5%?
- A: *Paul Veltmeyer*: Those would be captured in debris booms and pulled out. There's a lot of natural debris in the Moberly. I don't know if you've seen that system in the last couple of years. It's quite blown out from last year's floods. That material is all sitting in fish habitat. When we are coming in to clear the standing timber we're not going in there with equipment to remove it. We are waiting for it to float up and into the debris traps.
- Q: *Ernest Pfanner*: Just to take a step back there. West Fraser is employing a chipper to go out and recover some wood that would normally go into the burning piles. Are you saying that's what you would be looking at as well? Would you be pushing that more than normal? Right now you know more than I do, but when you go and stack and log a block there's a ton of timber and a ton of waste and all the rest of it. From what I understand the mills are trying to recover a lot of that and I think this might be an opportunity to take it one step farther.
- A: *Paul Veltmeyer*: There's a certain cost associated with burning and depending on whether you are using forest air technology or open burning, there's still a cost associated with that. I would think we would be prepared to look at that cost as an offset to have that utilized as opposed to burning. We've done that on other projects when it's drilled down to the next level of utilization, looking at the next cost options as an offset.
- Q: *Ernest Pfanner*: I guess even if it was more expensive if you could reduce the amount of smoke coming out of that area. Because it will be done quickly right? Getting the logs out of there, getting the piles stacked.
- A: *Paul Veltmeyer*: That's good timing for the discussion of the clearing schedule. The first two years are locked in based on the construction schedule. It is front loaded, so there's 80% of the clearing

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being done in the first two years. When it comes to the reservoir we can move that back or keep it attached to that schedule. If you think about Cache Creek and further upstream including Halfway, that clearing could happen in Years 3 and 4 or we can move that into Years 5 and 6. There are some issues like dispersing the incidents of smoke, the use of the reservoir for recreation for an extra few years. There are some arguments the other way as well, but it's a matter of public opinion. There's a question on page 41; whether we log the entire footprint in the first four years or whether we delay the last two years. When it comes to the location of the 80%, it's much closer to Fort St. John for bio fuels. When you get closer to the source and you look at something of a lower value like bio fuels, the chances of being able to move it are much better. I'm feeling pretty good about what our options are, particularly on the north side of the construction site, being so close to the OSB plant, there's a lot more opportunity there.

Q: *Merlin Nichols:* Have you got a sense of which side the majority is? The north or south?

A: *Paul Veltmeyer:* For when we look at the tributary volume flows, 60% of the volume is on the south bank and that would be from the tributary to Chetwynd. That makes the deciduous a bit more challenging if Tembec isn't operating. It bodes well for the community of Chetwynd in terms of the opportunity with conifer.

C: *Nancy Spooner:* As I mentioned, we want your feedback, whether you have time today, or in the days to follow or online. The deadline is October 19. If there aren't any more questions on clearing we can go back to the original schedule. We will start on page 5 with Worker Accommodation, work through Transportation and then finish with Agriculture.

Worker Accommodation

Duane Anderson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

Q: *Laura Weisgerber:* Where are you looking at building those houses?

A: *Duane Anderson:* We are looking primarily in Fort St. John, but we have had interest from other communities about that. We are willing to have discussions to see whether that makes sense for us. But we are looking at the majority of them being in Fort St. John because that's where the majority of BC Hydro construction people would be required.

Q: *Doug Fleming:* Would these camps be contracted camps?

A: *Duane Anderson:* Yes, we would be looking at engaging experienced contractors. We have had some front-end discussions with some of those providers.

Q: *Ernest Pfanner:* What year would the bridge be built to go across?

A: *Duane Anderson:* That would be built at the end of Year 2. But it would be a private bridge to facility construction. We get a lot of questions about the bridge itself.

Q: *Dave Conway:* When will the bridge be taken out?

A: *Duane Anderson:* It will be taken out in Year 4, but we would have a connection across once the cofferdams are in place to divert the river through the north bank diversion structures.

Q: *Ernest Pfanner:* Is there a road from the south side to Taylor?

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- A: *Duane Anderson*: From the south side to Taylor? No
- Q: *Ernest Pfanner*: What's the distance there?
- A: *Duane Anderson*: From our dam site to Taylor, maybe 12 or 15 kilometres by road. There was the ice bridge road, but I don't think it's been operable in the last five years or so.
- C: *Merlin Nichols*: Relatively simple engineering to put a bridge across the Pine.
- C: *Duane Anderson*: We hear that a lot and I know there are different discussions from industry and all different avenues. What I'll say to that Merlin is to restate what we've said before, and that we say all the time, is the bridge issues - either a bridge across the Peace or across the Pine - comes up every meeting with Dave. BC Hydro is saying that with our current design we don't need a bridge across either of those to build project efficiently and therefore they are not part of our plan.
- Q: *Merlin Nichols*: I've heard that before.
- A: *Dave Conway*: Merlin is reiterating his message to us. Mayor Jarvis has also raised the Pine's potential as well on several occasions.
- Q: *Doug Fleming*: So does the bridge become an expense to the project? You buy the bridge, build, and then send it back to a stockyard somewhere?
- A: *Duane Anderson*: For the temporary bridge? Paul, maybe you can jump in here? I don't know what our plan would be, whether it would be a purchase or rental. We would look into doing the most cost-effective thing. I assume rental, maybe, but that would be a decisions for the contractor.
- A: *Paul Veltmeyer*: We don't have it defined yet. There are options to rent steel and for clearing that's what we intend to do. For short-term bridges that's a good option. You can buy a 20-meter piece of steel for about \$85,000 or you can rent it for \$3,000 a month.
- A: *Duane Anderson*: I think if we look at a temporary bridge and a permanent bridge, and I can't remember the number, but when the project design was updated and the bridge was no longer part of it, it was a significant cost item for the project.
- C: *Dave Conway*: The cost is one but there are two other significant aspects to a permanent crossing. One is that it would increase our environmental footprint if we were to include it in our Environmental Impact Statement and the other is that there would be a significant time delay. You would have a two to three year delay in regards to getting a crossing in. It all goes along with cost.
- C: *Doug Fleming*: I guess I'm thinking more along the lines that if it was an expense to the project and you had to get rid of it afterwards there are logging companies, municipalities and other people who might have a use for that particular asset. But if it's a rental bridge then it goes back to whoever supplied the iron.
- Q: *Merlin Nichols*: When you're speaking of communities I know that you're talking about Hudson's Hope, Fort St. John, Taylor, but we're only an hour from dam site here and there probably are people living in Chetwynd today who would be happy to commute for an hour.
- A: *Duane Anderson*: Agreed. One of the things we are looking at is that Chetwynd would be the collection point for people coming in by ground on the south bank and we're looking at people commuting through there. I agree that it's entirely reasonable to expect.
- C: *Merlin Nichols*: I think that should be expected and planned for.
- C: *Alex Izett*: I'll touch on that more in the discussion on transportation.
- Q: *Laura Weisgerber*: If everything goes as planned what year would Year 5 be for the peak employment?

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A: *Duane Anderson:* If everything goes as planned, Year 1 is 2015, so Year 5 would be 2019. That's based on the regulatory schedule and everything falling in line.

C: *Laura Weisgerber:* So 2015 is the first year.

Q: *Ernest Pfanner:* You mentioned the bridge would come out within a year or just after a year. Why would you take the bridge out so soon?

A: *Duane Anderson:* We walked through this quickly last time, the stages of building the dam. The first step is that the water is channelized to the main channel and there are downstream pieces to the cofferdam. We would build the bridge between those most likely and in the meantime we would build those diversion tunnels. Once those diversion tunnels are in place we would close that upstream and downstream cofferdam and dry out the middle of the river. When we close that downstream cofferdam, we pull out the bridge and have an embankment across the river. Then we could get back and forth by driving over the earth-filled embankment.

Transportation

Alex Izett reviewed the Transportation section of the Discussion Guide with a focus on the overview and the Highway 97 and Jackfish Lake Road sections.

Q: *Merlin Nichols:* How much gravel will you take down Del Rio Pit?

A: *Alex Izett:* You've got me there on the numbers but enough for the gravelling of the 34 kilometre long Project Access Road.

Q: *Merlin Nichols:* Oh I see, it's just the road movement then?

A: *Alex Izett:* It's a relatively small volume and we wouldn't see big 777 articulated Volvos hauling gravel. These are standard trucks.

C: *Merlin Nichols:* OK.

Q: *Doug Flemming:* A question on the map. These roads are coloured orange and I was wondering if you could you comment on that?

A: *Alex Izett:* Thank you, I did miss those. Those are existing Petroleum Development Roads that exist today, 400 Road, Ice Bridge Road. We would require those for first couple years of construction to move materials and labour up from Chetwynd, up Jackfish and out into the dam site and back again. During which time the Project Access Road would be built. Once that Project Access Road is open we would no longer have a need for Petroleum Development Roads except for where there's any merchantable timber that has to be pulled out of the reservoir.

Q: *Ernest Pfanner:* I don't see rail anywhere here. We talked a bit about rail last time. Is it part of the transportation strategy?

A: *Alex Izett:* We are anticipating that the bulk movement of say, cement and fly ash would be brought in by rail. I don't have the volumes of how much would be brought in, but we aren't anticipating that anything material beyond the addition of a car or two that would go to Septimus Siding on the south bank. For West Pine quarry, for the purposes of the Environmental Impact Statement, we are anticipating that the rip rap would come in by truck. From a socio-environmental perspective that has the bigger impact, as opposed to moving them by rail. We are exploring the possibility of moving that rip rap by rail from West Pine. We are in discussions with

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CN but because there is the commercial aspect to it, and CN holding a monopoly, that's subject to further discussions with BC Hydro, CN Rail and subsequently the contractor. I think it might be too early as well to make any commitments on what we can require of the contractor. Speculating, it might be that if the contractor does elect to transport the material by rail as opposed to trucks then they would have to make provisions for the local infrastructure here in town or along the rail itself as a condition of what CN would require as well.

Q: *Merlin Nichols:* Have you got an idea on the volume or tonnage?

A: *Alex Izett:* Yes, 800,000 cubic meters of rip rap that would be hauled from West Pine Quarry to the south bank.

Q: *Merlin Nichols:* How many meters on one truck?

A: *Alex Izett:* About 20 cubic meters.

C: *Rochelle Galbraith:* That's a couple of truck loads.

C: *Alex Izett:* I do have information on that later on in the presentation.

Q: *Doug Fleming:* Just circling back to this map here, you talked about these road upgrades. I know that the mayor has been out with a BC Hydro representative looking at Jackfish Lake Road. Did you notice any improvements on that existing paved road?

A: *Alex Izett:* We do know that there are spring restrictions on Jackfish Lake Road.

C: *Merlin Nichols:* Just the legal axles.

A: *Alex Izett:* If we are anticipating that the contractor wants to provide for 100% haul throughout the year than those roads would have to be improved.

C: *Merlin Nichols:* Actually it's legal axle from one kilometer to 15 or 20 kilometres and then 75.

A: *Alex Izett:* He has to go over that so he'll have to fix those pieces if he requires that 100%.

Q: *Doug Fleming:* That information will come through the transportation plan once it's developed?

A: *Alex Izett:* Yes. We are aware of the Mayor's meeting with Don Wharf a couple of weeks ago and the concerns brought forward. We will be talking with the Ministry of Transportation and Infrastructure as well about those concerns that he mentioned; the narrowness of the existing shoulders on the paved section, the need for year-round access, and improvements to the pavement markings on the road and the dust as well on the sections. I'm chatting with Don on Wednesday and we have a meeting set-up with the Ministry of Transportation and Infrastructure to talk about those works.

A: *Alex Izett:* In 2015 we can anticipate that there will be about 425 vehicles in an hour on Highway 97 west of Chetwynd and that's indicated by the blue bar. Add to that then, a small component of the workforce, which would be passenger cars, pickup trucks, folks driving to the park-and-ride facilities in Chetwynd and add to that again these green bars which are the material, equipment and merchantable timber. These are generic graphs prepared for all of the roads. We've lumped in materials, equipment and merchantable timber. But as it relates to Highway 97, west of here, the green line represents the volume of truck traffic, tractor trailer hauling rip rap from West Pine Quarry. This would be the peak year of volume of rip rap moving from West Pine Quarry. So in the peak year, year 7 in 2021 there's an average of about 10 trucks an hour hauling rip rap from West Pine Quarry

C: *Merlin Nichols:* So that's one truck every six minutes.

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- C: *Alex Izett:* Yes, one truck every six minutes.
- Q: *Rochelle Galbraith:* Any idea what the volume of traffic on the highway is right now?
- Q: *Alex Izett:* It's about 1,200 – 1,400 vehicles per day.
- Q: *Doug Fleming:* That's the blue?
- A: *Alex Izett:* The blue are the vehicles per hour so that's an average. Today, on average, the volumes would be around 420 vehicles per hour.
- Q: *Ernest Pfanner:* Why is the forecasted regional traffic so steep on the graph?
- A: *Alex Izett:* That's growing at about 2%.
- Q: *Ernest Pfanner:* That's based on what's going in the last few years?
- A: *Alex Izett:* We've gone back 20 years to look at how traffic goes up and down. For the purposes of planning we've looked at the average growth of traffic through to 2035. From that, we narrowed it to this.
- Q: *Merlin Nichols:* Will there be stock piling?
- A: *Alex Izett:* It will be used as it's delivered. There might be some stock piling of material, but it's largely delivered to site and incorporated into the work straight away.
- Q: *Merlin Nichols:* So, 800,000 meters, 20 meters per load. That's 40,000 loads in seven years. 5,000 loads a year on average. The highway can probably handle it.
- C: *Alex Izett:* We think that it can. We can provide you with the yearly distribution, I don't have the numbers here, but we do have variability from which these graphs are determined. We are assuming a 10-hour day. One element we haven't landed on yet is daytime work only or day and night. We would welcome your feedback on that. For the purpose of traffic assessment we've looked at 10 -our work day, which might be a worst case scenario, longer days.
- Q: *Doug Fleming:* Is transportation of materials, product and rock everything going to happen during daylight hours or dark hours? Have you made a decision on that?
- A: *Alex Izett:* I think the jury is still out on that. Dave, I don't know if you can speak from the environmental perspective, but from traffic and looking at the effect on local communities and the local roads we've just looked at a 10-hour day. We welcome comment on what the community would have to say about moving through night-time. There are going to be several oversized loads that are going to be coming through the area and we expect through Chetwynd. These are the runners required for the dam. There has been a study undertaken to look at where these components might be coming into North American from. They can come from overseas and then from the ports what are the feasible routes. It's been identified that because there are some constriction points on the existing highway network in B.C., anything coming up from the coast or from the western U.S.A. would be problematic; tunnels, bridges and such. So what this logistics study has identified is that the material would come up these runners, half a dozen oversized loads would come up through Alberta to Grand Prairie, down Highway 52 and past Tumbler Ridge and down through Chetwynd down Jackfish Lake Road. Those would be permanent loads that would be subject to conditions in Alberta and B.C. and there would be pilot cars. Getting back to your question, it might be that those are transported during the night when the impacts to the local roads are less.
- Q: *Doug Fleming:* Have you had a chance to look at traffic trends? We see huge volumes at certain times, for example, mine shift changes and certain during certain hours of day there seems to be a lot of heavy traffic on the road, have you had a chance to do any analysis?

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- A: *Alex Izett:* Only from the perspective of knowing that during the shift change there will be a.m. and p.m. peaks. But as it relates to Site C, and more locally Chetwynd, any workers not staying in camp during the shift change would come out on the bus. We are not anticipating any more than 40 or 50 workers during a shift change on the south bank. There would be a local surge at those shift changes and what we have given consideration there, from the public perspective, is the affect that would have on the local road network but also for school buses particularly up and down Jackfish Lake Road where we are mindful that around 8:30 a.m. there are a few pick-up points and around 3:30 p.m. there are a few drop-off points. We are having discussions with the school district about where those points are and what should we do to anticipate that.
- Q: *Doug Fleming:* I was also thinking about Highway 29 South and Highway 97 when big trucks are coming through and there are times when they hit that mining shift change traffic and if you want really good planning exercises you need to watch CN move rail cars at five minutes to noon when everybody is going for lunch. I'm just wondering if the traffic studies that have been done account for traffic movements, either yours or highways, and see what an average day looks like?
- A: *Alex Izett:* We will have hourly volume counts. I can't say we've analyzed it. We have looked at what the effect of hauling rip rap from West Pine will have and the Mayor did the math, it works out to be about one truck every six minutes. These are our predictions of traffic and our estimates of what the construction will look like. When we have a contractor that might change a little bit. What's important for this session is if there are any concerns the community has on the impacts of these potential activities we would want those captured when we write contract specifications. Our assessment is that the existing infrastructure here in Chetwynd, traffic signals in particular might have to be tweaked. For example, additional green time might have to be added to accommodate additional traffic going to Highway 97 at different times of the day - maybe at a shift change in the morning or afternoon, but nothing else beyond that. That might be something we could incorporate into a contract that they have to undertake a traffic study or a traffic assessment to look at the impact.
- Q: *Unknown:* Most of the rip rap will be hauled along the Project Access Road?
- A: *Alex Izett:* That's right. A small component of rip rap would be hauled on those existing roads, but it would be relatively small.
- Q: *Ernest Pfanner:* That's a full two lane Project Access Road, and there wouldn't be any limited access, it would be a public road?
- A: *Alex Izett:* No, it would be a restricted road to BC Hydro, the shuttle buses travelling in and out, construction equipment and the rip rap hauling for instance.
- Q: *Ernest Pfanner:* How would you restrict access during hunting season?
- A: *Alex Izett:* That's something we are trying to figure out.
- Q: *Ernest Pfanner:* That whole area is inundated with the hunters from August 15 to September 1. That road will be well travelled.
- A: *Alex Izett:* There's the option of an active security patrol or we may use some century posts up and down the road.
- Q: *Ernest Pfanner:* There are lots of different crossings too.
- A: *Alex Izett:* There are. But BC Hydro's intent is that it be restricted to BC Hydro vehicles only. For the purposes of the Environmental Assessment we are anticipating that the road would remain a

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- restricted road for the exclusive use of BC Hydro to provide access to the facility after construction and for long-term operation.
- Q: *Ernest Pfanner*: How is that feasible? How can you build a road, shut it down and then keep it shut down from public access?
- C: *Merlin Nichols*: No one else can do that.
- A: *Alex Izett*: We are exploring that. We are looking at the framework that would be in place for that.
- C: *Merlin Nichols*: As an example, any of the roads constructed by, Tembec or PDR, everyone is free to travel on.
- A: *Alex Izett*: It's something that the legal folks are looking at.
- A: *Paul Veltmeyer*: It's a different type of tenure.
- Q: *Ernest Pfanner*: For the old overpass, Williston used to have a gate on it all the time and everyone knew where the key was, behind the birch tree hanging there.
- A: *Dave Conway*: It is restricted now.
- C: *Nancy Spooner*: I think we need to move on because Dave has more material to get through.
- C: *Ernest Pfanner*: I really caution the road being limited access.
- C: *Nancy Spooner*: Ernest can you make sure you record that in your feedback form, we have captured that here as well.
- C: *Doug Fleming*: This has been identified by previous Council and for the current Council it has been a major issue for Chetwynd, not that we have any major issues. The idea of the road being closed is a whole new idea and one of the comments we made was anything that's built be left in place for the citizens of BC. Maybe you want to drive your family to look at the Dam from the south side.
- C: *Merlin Nichols*: I should also point out that there are a number of farms and ranches way out towards the Peace, towards the flats of the Pine, and as you can see on your map the access to them would cross this access road several times. It's pretty hard to keep them off the road.
- C: *Alex Izett*: I appreciate the comment and if the road is keep restricted then those access points, those crossing points would still exist. They wouldn't put a fence up and cut them off. It would be gates or some other fashion to restrict access.
- Q: *Doug Fleming*: During construction I can see that there would be lots of traffic, but what would the intension be post-construction, because now it's mainly a maintenance worker or two. What's the rationale?
- A: *Alex Izett*: I think there are concerns from other groups about that that road being left there and gaining access to areas that aren't quite as accessible now
- Q: *Doug Fleming*: Other groups that BC Hydro have talked to in similar settings like today?
- A: *Alex Izett*: Yes.
- Q: *Dave Hunter*: I know there's a letter that Chetwynd Council had sent regarding recreation around the site and formalizing these sites in the future. The plan is to set up a meeting and I'll be sending out a meeting request to talk about access along the Project Access Road or recreation sites that could be formalized in the future. We will be able to have further discussion and have some Crown representatives there as well for, BC Parks, to talk about what options there are for recreation and those sorts of things. We will do that next month.
- C: *Doug Fleming*: So we don't want to go to the meeting if there's no road to get to the camp site.
- C: *Dave Conway*: Point taken.

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Agriculture

Dave Hunter presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agriculture Assessment presented in the guide.

- Q: *Merlin Nichols:* Have you looked at the amount of land that is not being cultivated? There's approximately 1,000 hectares that are cultivatable but are not being cultivated.
- A: *Dave Hunter:* That 3,800 hectares of Class 1-5 lands are all within project components. That's the reservoir, the Highway 29 realignment those are all lands that can be cultivated. Of that, only 600 ha are currently being cultivated. There's potential for a lot more cultivation then there actually is currently.
- C: *Jack Weisgerber:* So about 1,000 hectares, that's what he's saying.
- Q: *Merlin Nicols:* Why is it not being cultivated?
- A: *Dave Hunter:* Some of the lands are in the ALR but its land that has not been used...
- Q: *Merlin Nicols:* What percentage is owned by BC Hydro?
- A: *Dave Hunter:* I don't know the breakdown. All that will be included in the Environmental Impact Statement. There's a breakdown of all the agricultural lands so that the 3,800 hectares will be broken down ownership - Crown, BC Hydro etc.
- Q: *Merlin Nichols:* I'm wondering how this picture would have changed over the last 40 years if BC Hydro hadn't been expressing interest in buying land?
- A: *Jack Weisgerber:* Merlin, back in 2000 and 2001, I took on chairmanship of the Peace Williston Advisory Committee; it had been in place for 15 years before that. The issue was raised by some folks in the Hudson's Hope area. We hired Lions Gate Consulting and did a study on the lands from Hudson's Hope to Grimeshaw. They compared the activities in the River Valley flood reserve and outside it and they concluded that there was basically no difference. It was surprising to everyone that there was no effect in the difference.
- C: *Dave Hunter:* Thanks, Jack.
- Q: *Doug Fleming:* On Table 1, if you look at Class 1, is that saying that there are 1,412 hectares of lands that are Class 1. And what is the zero is saying?
- A: *Dave Hunter:* 0 is the unimproved land without irrigation. Currently there are no unimproved Class 1 lands within the project affected areas. But with irrigation those lands could be improved to be 1,400 hectares.
- Q: *Doug Fleming:* That's because of moisture deficit?
- A: *Dave Hunter:* Yes. It used to be thought that it was a Class 1 climate in the valley, but there isn't. A lack of Class 1 climate means that there is no unimproved Class 1 lands in the valley.
- Q: *Doug Fleming:* It's saying there's no unimproved Class 1 lands, however if you did some work there could be..
- A: *Dave Hunter:* That's right. If you irrigated the land, it would be improved to that higher rating.
- Q: *Doug Fleming:* So it probably falls under the other categories at this time.
- A: *Dave Hunter:* Yes. Most of it is in Class 2, you can see a lot of it gets lumped in there and then it gets pulled in. Not all of it, but depending on the soil characteristics etc.
- Q: *Unknown:* So BC hydro went in and bought this land from farmers?

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- A: *Dave Conway:* As the Mayor said earlier we have been acquiring lands through the passive acquisition program since the late 1970s and early 1980s. A lot of those lands are owned by BC Hydro and leased back for use.
- Q: *Laura Weisgerber:* So the farmers that are there now are leasing it back from BC Hydro?
- A: *Jack Weisgerber:* A pretty substantial amount, right? Like 80% of the lands probably.
- A: *Dave Conway:* About 80% of the land is Crown and I think it's 12% BC Hydro and 7% is private.
- C: *Jack Weisgerber:* Right, but the amount of private lands that's owned by BC Hydro is a substantial amount.
- Q: *Doug Fleming:* My question was going to be, of the 34 farm operations how many are independently owned and how many are leased back?
- A: *Dave Hunter:* The number 34 is approximate because some operators farm actually farm someone else's property. The number of owners within the 34 is actually less. I don't know the exact answer to your question.
- Q: *Ernest Pfanner:* How far back does the reservoir back up? None of these pictures show it. Where does it end?
- A: *Duane Anderson:* The water runs from the Peace Canyon Dam downhill to the Site C Dam. So we would build it to back up right to zero on the tail water.
- Q: *Ernest Pfanner:* So it backs up right into Hudson's Hope?
- A: *Duane Anderson:* It backs up right to zero at the tail water at Peace Canyon.
- A: *Dave Conway:* When people ask us whether we can raise the dam any higher. The answer is no because you back into facilities.
- A: *Duane Anderson:* So you're building head to lose head at one facility. The idea is we create all the head here and go right back to zero at the tail water, just for engineering purposes. That's another question people ask, what's the level of flooding, it's basically 50 meters here and depending on the steepness of the river, and the river is quite steep from Peace Canyon to Hudson's Hope - downstream from Hudson's Hope there's already ten meters developed.
- Q: *Doug Fleming:* For instance at the Alwin Holland Park, the depth of the water from where it is today would be seven feet higher?
- A: *Duane Anderson:* I would say higher.
- Q: *Doug Fleming:* At the berm, it was about 12 feet higher?
- A: *Dave Conway:* I think we are actually talking in meters.
- A: *Duane Anderson:* At the berm in meters it would be in the 8 to 10 range. At Alwin Holland Park I would say we are more at the four or five meter range because you're down at those rapids. Because you're between the bridge and Alwin Holland Park there are quite a few rapids. It would be more of a 15-foot range, but that's an educated guess.
- A: *Dave Hunter:* You might lose some of those shoreline at Alwin Holland Park, I think 0.1 of a hectare would be inundated.
- Q: *Merlin Nichols:* Some islands will remain?
- A: *Duane Anderson:* The Teapot islands.
- Q: *Merlin Nichols:* You won't need to build them higher.
- A: *Duane Anderson:* The people in Hudson's Hope are attached to those islands.
- C: *Merlin Nichols:* I would think so.
- C: *Dave Hunter:* You go out on Alwin Holland and there's a red paint mark that's pretty much at the full supply level.

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- C: *Nancy Spooner*: I want to note that it is 11:00 a.m. if you do need to leave, but Dave hasn't quite finished.
- Q: *Merlin Nichols*: I have a question for highways. How wide is the pavement on the Project Access Road?
- A: *Alex Izett*: Approximately 9 to 10 meters.
- C: *Ernest Pfanner*: One comment on the agricultural end of it. There are a lot of people who would disagree with your study about what's Class 1 and what's Class 2. People are growing vegetables there, so I'm guessing that Hudson's Hope and the farmers are saying you don't know what we can grow here and an amazing amount of things can grow.
- C: *Dave Hunter*: The current results confirm that vegetable production is definitely possible because Class 1-3 are vegetable production lands. The data that we have confirms that land is there. It's just that right now the vegetable production isn't there because there's no market.
- C: *Dave Conway*: There's no irrigation.
- C: *Unknown*: Downstream, down to Taylor.
- C: *Dave Hunter*: There are no large irrigation projects.
- C: *Dave Conway*: Correct me if I'm wrong Dave, but the actual refinement of the work we have done has increased the amount of irrigated land of what it used to be. It's a slight increase.
- C: *Dave Hunter*: We did a very detailed field program. The ALC said most intense agriculture field program they have seen.

Dave Conway wrapped up the meeting and encouraged participants to complete the feedback form and asked participants to encourage friends and others to participate.

The record notes that the meeting ended at 11:03 a.m.

MEETING DETAILS	BC Hydro Site C Clean Energy Project
STAKEHOLDER MEETING	Project Definition Consultation, Fall 2012 Fort St. John – Stakeholder Meeting 1 September 10, 2012, 5:00 p.m. – 7:00 p.m. Quality Inn Northern Grand – Grand 1 9830 100 th Avenue Fort St. John, B.C.

PURPOSE	Notes from a stakeholder meeting for the BC Hydro Site C Clean Energy Project on September 10, 2012 at Quality Inn Northern Grand, Fort St. John, B.C.
FACILITATOR	Judy Kirk, Kirk & Co. Consulting Ltd.
ATTENDEES	Rhonda Jarrod Bell Sharon Bernett Arlene Boon Ken Boon Steve Colb Steven Cole Diane Culling Dan Gauvin Josh Gietz Michael Giles Don Hoffman Joy Howe Rick Koechl Blaine Kitzul Mike Kroecker Chris Krumpholz R Krumphoj Dan Gauvin Carmen Gietz Josh Gietz Andy Larstone Yvonne Liang Paul McAfee Oliver Mott Ken Myers Gail Papowich Mike J Rockeyfeller Mike S. Tim Smith Eliza Stanford Merrill Young Larry Wade Simon Wolford Gerry Wozniak

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STAKEHOLDER MEETING	Project Definition Consultation, Fall 2012
	Fort St. John – Stakeholder Meeting 1
	September 10, 2012, 5:00 p.m. – 7:00 p.m.
	Quality Inn Northern Grand – Grand 1
	9830 100 th Avenue
	Fort St. John, B.C.

SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro
	Siobhan Jackson, BC Hydro
	Duane Anderson, BC Hydro
	Don Wharf, BC Hydro
	Jack Weisgerber, BC Hydro
	Lisa Santos, Kirk & Co. Consulting Ltd., Meeting Recorder

KEY THEMES

Worker Accommodation

- Participants asked how BC Hydro would address the increased demand for housing as a result of the population increase associated with the Site C project.
- Participants expressed concerns about increased pressure on health services and the education system as a result of workers, and others associated with the Site C project, moving to the region.

Transportation

- Participants expressed a desire for BC Hydro to upgrade local roads to a higher standard, including wider paved shoulders.
- Some participants asked whether BC Hydro's Site C cost estimate for roads is realistic and whether it has been independently verified.
- Participants asked about the possibility of moving construction material from Pine Pass by rail.

Clearing

- Participants expressed concern about the amount of burning associated with reservoir clearing.
- Participants asked for clarification about how long the Site C reservoir would be closed during construction.
- Participants asked questions and expressed concerns about greenhouse gas emissions associated with reservoir clearing.
 - One participant expressed concern that BC Hydro was not planning for carbon offsets associated with the Site C project.

Agriculture

- Participants asked whether impact lines have been considered in the agricultural analysis.
- Participants said that the impact of Site C on agricultural land is very significant.
- Participants asked about agricultural mitigation options.
 - One participant suggested the enhancement lower-quality land to create more productive agricultural land.

The record notes that the meeting was called to order at 5:00 p.m.

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DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Judy Kirk

Judy Kirk welcomed participants to the stakeholder meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Judy informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

Q: *Mike Kroeher: Why is it not possible to get the agenda or the guide in advance?*

A: *Judy Kirk: It wasn't finished until Friday and posted immediately after it was finished. One of the reasons why this consultation continues until October is to provide people ample time to review the materials after a meeting is over.*

C: *Mike Kroeher: I'd like to remind you of the April consultation, that it wasn't available either.*

C: *Judy Kirk: We are trying to get the materials ready as soon as the technical information is available.*

C: *Mike Kroeher: It's not satisfactory.*

C: *Rick Koechl: Please put me down for that too. We were trying to get it and couldn't.*

2. Review of Consultation Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

Worker Accommodation

Siobhan Jackson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

Q: *Rick Koechl: With respect to page nine of the Discussion Guide, what I'm reading is a general statement on access to general medical health. Have you talked to the Northern Health Authority or the Health Officer for the requirements of a health plan?*

A: *Siobhan Jackson: We have talked to Northern Health about our plans for providing a health plan with a doctor or nurse practitioner onsite. We haven't developed a health plan yet. That would be done for the construction phase rather than the environmental assessment phase.*

Q: *Rick Koechl: Does that mean that the health plan is non-existent, that there is nothing intact?*

A: *Judy Kirk: There is not a plan at this point, but there is an assessment and there will be a plan at a later date closer to construction if the Site C project is approved to proceed.*

A: *Siobhan Jackson: Within the Assessment process an outline level is required to be developed, and a more fulsome plan when the activities are underway.*

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- Q: *Arlene Boon:* For your seasonal camps, do you have locations yet and how many people are going to be in each camp?
- A: *Siobhan Jackson:* No specific locations have been determined yet, but that will be included in the Environmental Assessment and is an activity that would need to be permitted if on Crown land.
- Q: *Judy Kirk:* But you don't know the location right now?
- A: *Siobhan Jackson:* Not a specific location, no. But we are looking at locations for small, temporary camps near the north side of Highway 29 and around the Jackfish Lake Road.
- Q: *Arlene Boon:* What are the anticipated numbers?
- A: *Siobhan Jackson:* 100 or less.
- Q: *Jarrold Bell:* Industrial job numbers indicate that one good industrial job could provide six spin-off jobs – in restaurant, entertainment and supply area - for this project. Where will these people live? What kind of pressure will that put on the community? For example, we have 30 brand new teachers this year and it's hard to find appropriate accommodation for them.
- A: *Siobhan Jackson:* As part of the environmental assessment we have been working with BC Stats to develop a model that looks at the nature of the work and types of jobs and industries that would arise during the construction phase. That assessment will help us understand potential effects during peak employment times in the region. One of the reasons we want to be prepared is we recognize there will be additional demands and opportunities and want ensure we are not adding pressure over and above the workforce.
- Q: *Jarrold Bell:* 1500 persons per year, will that include children? Has there been consultation around whether there will be enough school spaces for children of workers?
- A: *Siobhan Jackson:* The 1500 estimate includes dependents and families. The results are coming in and we are sharing them with local governments and the service-providing agencies over the next few months. We are also planning on meeting with them later in the month.
- Q: *Unidentified:* Where are you going to find these workers?
- A: *Siobhan Jackson:* The construction and contracting community will be responsible for finding these workers.
- Q: *Unidentified:* Will you be hiring Americans?
- A: *Siobhan Jackson:* There is no targeted workforce. Local workforce will have an opportunity to participate and the contractors will be in charge of sourcing workers. The housing plan is because it's realistic that there will be people from other places who want to come and work – we need to plan on housing them. If it turns out that the local participation rate is higher than expected, then we will not need to provide as much housing.

Transportation

Don Wharf reviewed the Transportation section of the Discussion Guide with a focus on the overview and the Fort St. John sections.

- Q: *Ken Boon:* I've never heard of temporary rip rap, can you explain a little bit about that?

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- A: *Duane Anderson:* We have different types of rip rap that we use for different purposes. Local rip rap is typically made from sandstone and not durable over long periods of time and can't be used for permanent facilities. So the temporary rip rap will be potentially used for the temporary cofferdams that would be in service for 5 years or less.
- Q: *Mike Kroecker:* I noticed on page 16 of the Discussion Guide that there's a road located right where I live. I want to know the purpose of the Old Hope Road.
- A: *Don Wharf:* That's proposed for a reservoir clearing access road, coming up from the reservoir site.
- C: *Mike Kroecker:* Are you aware that a large section of the road is not on the road allowance.
- Q: *Don Wharf:* No. Siobhan were you aware?
- A: *Siobhan Jackson:* No.
- C: *Mike Kroecker:* That road which runs through our property is classified as a section four. Locals are not looking forward to heavy truck traffic going through that. Since we own it I would stand in your way and I would do everything possible to restrict you. It's a residential area and we resent that kind of intrusion. If you use that road the least we would expect is that you bring it up to provincial standards with ditches and fences.
- C: *Judy Kirk:* I'm going to have Don Wharf talk to you after this meeting.
- Q: *Jarrold Bell:* Will material coming from West Pine Quarry use rail or road?
- A: *Don Wharf:* Right now, for the environmental assessment we are indicating it is coming by road but that decision will be up to the contractor to sort out in the most economical way. There are advantages to rail.
- Q: *Rick Koechl:* Why is this is first time that we have heard of the Old Hope Road being used. This just came out of the blue?
- A: *Siobhan Jackson:* It's with this document that we are able to bring forward the clearing plan. This road is associated with the clearing plan. We will follow up with you regarding this and private property implications and considerations. The only activity conceived on that route would be to haul wood and wood waste from the reservoir site.
- Q: *Diane Culling:* Do you have a graph that breaks it down by vehicle type?
- A: *Judy Kirk:* Diane I want to make sure we have your question. You asked: can we get a break down of the class of vehicle?
- A: *Don Wharf:* We have that information, but not tonight. We can get that for you though.
- C: *Diane Culling:* That's an important point for stakeholder meetings because the neighbors have a right to know.
- Q: *Larry Wade:* So you're going to build these roads? What about after construction is finished, what will happen to them then?
- A: *Don Wharf:* We are planning on upgrading roads to current standards and if traffic degenerates the roads over the construction period BC Hydro will bring it up to standard once the project is completed. As well, we will work with Ministry of Transportation to do any maintenance if needed.

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- Q: *Eliza Stanford:* My understanding is that the Ministry of Transportation has a template for Peace region roads and they don't require paved shoulders. However, often these roads don't have enough space and are unsafe. Are you going to go with that template or something better?
- A: *Don Wharf:* The Ministry has this Peace standard for industrial roads. The standard that we would be looking to upgrade to is the rural local road standard which is 3.6 meters and 12 feet travel lanes with a one meter paved shoulder on either side. That's the standard we would upgrade to.
- Q: *Mike Giles:* Is the Old Fort Road up to standard?
- A: *Don Wharf:* The Old Fort Road is a different standard. The section we are planning to upgrade has two 3.6 meter lanes, a one meter paved should and a .5 meter gravel shoulder.
- Q: *Mike Giles:* Will that road be paved?
- A: *Don Wharf:* Yes, it will be paved. We want 100% loading year round on that road.
- Q: *Mike Giles:* What is the amount of area needed for the road?
- A: *Don Wharf:* I don't have the square meters with me tonight and we are looking to go out and do additional physical surveys this fall.
- Q: *Rick Koechl:* Regarding cost: I'm listening to all the discussion on mitigation, realignments, clearing and road construction. What's missing from all of this is the cost to the tax/rate payer. I'm not hearing anything right now and it's starting to concern me. I think we've consumed the \$7.9 billion on just the road construction. Where is this money coming from?
- A: *Don Wharf:* The cost for all of these upgrades and mitigation are included in the \$7.9 billion.
- Q: *Rick Koechl:* I have some problems with accepting that right now. I see things developing and how can you put that into the \$7.9 billion?
- Q: *Judy Kirk:* You're suggesting that it isn't enough to cover this kind of roadwork?
- Q: *Rick Koechl:* What's the real cost for this work separate from the \$7.9 billion?
- A: *Don Wharf:* The road works discussed today are going to cost approximately \$4.2 million.
- Q: *Mike Kroecher:* I have some issues with the \$7.9 billion as well. To my understanding this figure has not been independently verified. For example, with the Vancouver Convention Centre, the original estimate was a \$100 million and the final cost ended up being around \$700 million. This costing is likely to be inaccurate. You throw out these figures and not substantiate things and expect us to accept it as is. I don't accept much of what you say. A lot of what you propose and say is pro Site C spin and propaganda.
- Q: *Judy Kirk:* Dave, has the estimate been independently verified?
- A: *Dave Conway:* I can't answer that tonight. I am not sure.
- Q: *Andy Larstone:* I am wondering about the conveyer to transport materials from 85th Avenue. If the conveyor doesn't go ahead how will it affect traffic on Old Fort Road?
- A: *Duane Anderson:* During the spring 2012 consultation we heard support for the conveyor. Currently, BC Hydro's preferred option is the use of the conveyor. That is what we are planning for and moving ahead with.
- Q: *Chris Krumpholz:* On Jackfish Lake Road, is there a chance of making that a permanent public road?

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A: *Don Wharf:* Currently, the plans are not to make it a public road. But part of this consultation is looking for feedback from stakeholders and the public.

C: *Chris Krumpholz:* It would make our commute shorter.

Clearing

Siobhan Jackson reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

Q: *Ken Boon:* You mentioned that you won't clear where it's too steep, do you have the breakdown of what would not be cleared?

A: *Siobhan Jackson:* It's less than 5% of the area.

C: *Arlene Boon:* For \$7.9 billion being spent, it would be nice if you could see these pictures.

Q: *Unidentified:* Last time I asked about dust control. What have you proposed for dust control. It's already bad in the summer, so what are you going to do?

A: *Siobhan Jackson:* There are a number of different construction controls that can help with dust, and site specific plans will need to be developed. I know the team has been working specifically on the 85th Avenue site. If you are asking about clearing, not removing stumps will help keep contain soil structure and minimize dust.

Q: *Unidentified:* I mean, how will you keep dust down during construction?

A: *Siobhan Jackson:* Again, there are a number of different sites that will need to be managed with appropriate controls and detailed site specific plans will be developed.

Q: *Judy Kirk:* Will the conveyor belt help to control dust?

A: *Duane Anderson:* Yes. We are also looking at paving roads, covering the conveyor belt – so it's not just one thing, but multiple measures that will help in dust control. This will be captured in the mitigation plans.

Q: *Rick Koechl:* Good point about the dust. How much debris will be burned and how long will it continue?

A: *Siobhan Jackson:* On page 29 we identify the total volume – which will be non-merchantable 1.2 million cubic meters.

Q: *Rick Koechl:* That's gone up?

A: *Siobhan Jackson:* The original cleaning plan was done at a very high level. Now we have utilized a more specific methodology for estimating the non-merchantable volume including tree tops, branches, and additional volume on the ground. The initial inventory used forest harvesting and didn't estimate all the other components. So for our purposes we applied a biomass model and the estimate is now greatly improved with updated methodology. Additionally, we will develop a smoke management plan.

Q: *Rick Koechl:* So for this volume of wood, how much time would be required to burn it?

A: *Siobhan Jackson:* I don't know the answer.

Q: *Judy Kirk:* Will it be added to the environmental assessment?

A: *Siobhan Jackson:* Yes.

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- C: *Siobhan Jackson*: On page 28 we outline the hierarchy. The first approach is to not pull the vegetation out if it's not required. Then we would work with forest industry to take tree tops to the mill and encourage utilization. Then minimize reservoir floating debris by removing trees ahead of time. Finally to utilize a smoke management plan to burn remaining waste material within Open Burning Regulations. This is being included in air quality assessment for the project.
- Q: *Eliza Stanford*: I read on page 28 that when you say minimize reservoir floating debris for the first 5-10 years after reservoir creation. If there's an 8-year construction schedule and 10 years of stabilization, it's possible that for 18 years people will not have access to the river?
- A: *Siobhan Jackson*: No, during construction we will be only closing the certain areas while active clearing is going on. Otherwise the river will be open. Transport Canada is the only body that has the authority to close the river. BC Hydro would manage river born debris. Rather than waiting for the material to fall into the reservoir, we are going remove that debris in advance and have determined through geotechnical investigations where that would need to happen.
- C: *Eliza Stanford*: I can guarantee you that the trees you are going to remove in Year 1 will have grown back by Year 8.
- Q: *Mike Kroecker*: You just stated that the reservoir will be open. Did I hear that correctly?
- A: *Siobhan Jackson*: We have identified that the majority would be open in the first year after construction. We would monitor it and, working with Transport Canada, we would actively work to identify any public safety hazards or close sections that need to be further monitored.
- C: *Mike Kroecker*: During the last meeting, I asked Duane what kind of wave a major slide would create. He said 20-meters high hitting the opposite shore. Now, that wave would move in a tsunami like fashion in both directions. Anyone on the shoreline would surely be killed. I consider this statement that the reservoir will be open for recreation very irresponsible.
- C: *Judy Kirk*: I want to get through the clearing section, and then we will come back.
- C: *Mike Kroecker*: That's not good enough. You've invited me here and I would like the people present here to hear what we say. Don't shut me up.
- C: *Judy Kirk*: We will come back to you; we just need to get through the clearing section.
- Q: *Ken Boon*: In the past Andrew Watson has stated that areas of the reservoir might be closed to the public for up to six years because of safety issues. Are you changing that now?
- A: *Siobhan Jackson*: I don't know if I have heard him say six years. But the reservoir will be continually monitored, in particular areas that have active slopes. On an 83-kilometer reservoir the geotechnical analysis has identified that a majority of the shoreline would not be subject to those conditions.
- Q: *Judy Kirk*: I think what you were saying is that some areas could be closed longer if required and if hazards were present. But the area you were talking about would be open in the first year.
- A: *Siobhan Jackson*: In the spring, this question came up a lot, and the answer came from Andrew Watson who did the geotechnical analysis. In general the upstream areas will be available sooner and the downstream areas, close to the dam, will likely take a little longer to be opened. I don't

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- think that we should be putting a year on it because we will be monitoring the hazards and communicating out what the status is.
- Q: *Ken Boon:* You guys keep talking about recreation and you just said it – you won't know until it's done. We have seen the new impact lines that you have released and some of the stability lines are horrendous. You're acknowledging that there will be long-term problems.
- A: *Siobhan Jackson:* There are lakes throughout the province that have similar conditions and have recreation occurring on them. BC Hydro has a public safety plan for all of our facilities, we take it very seriously, and we assess the hazards and communicate them.
- Q: *Tim Smith:* Would BC Hydro consider mitigating the hazardous slopes before the reservoir is inundated?
- Q: *Judy Kirk:* Do you mean flattening them off?
- A: *Siobhan Jackson:* If you look at the spring consultation materials, there are slopes that will erode over time. The stability impact line is marking existing unstable slopes that may never go. The main approach is to identify what the hazards are and to plan for appropriate land use and to monitor and manage the sites over time.
- Q: *Unidentified:* Are you going to allow water to be removed for fracking?
- A: *Siobhan Jackson:* Only the Controller of Water Rights in British Columbia can grant a license to use surface water. BC Hydro does not hold the water rights, it's the provincial government. That's a question you should ask the Water Controller.
- Q: *Andy Larstone:* I am just wondering about carbon. You're removing about 2.6 million pounds of biomass and primarily using fossil fuel-based equipment. Has the carbon impact been quantified? What's your offset plan?
- A: *Siobhan Jackson:* We did a preliminary greenhouse gas estimate about 3 years ago and we are updating it along with the updated project design. I believe it was approximately 10 tons per gigawatt hour which is comparable to other projects. Full report is on our website and as I've said it's being updated and will be reflected in the Environmental Impact Statement.
- Q: *Andy Larstone:* Will any of it offset plan?
- A: *Siobhan Jackson:* No, not yet.
- Q: *Andy Larstone:* Do you intend too?
- A: *Siobhan Jackson:* Not as right now.
- Q: *Diane Culling:* With the Williston reservoir, there are four pieces of property adjacent to the reservoir; BC Hydro says that they are not responsible for lands lost to inundation and I've seen legal documents. Would that approach be consistent with the approach for Site C?
- A: *Siobhan Jackson:* BC Hydro's proposed approach to the land adjacent to the reservoir was included in spring consultation. We are considering a right-of-way and acquiring rights in those areas. Our full property acquisition will be included in the Environmental Impact Statement.
- Q: *Diane Culling:* Just to be clear, what compensation would go to the landowners?

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- A: *Siobhan Jackson*: We don't have properties here to answer that question, so I can take that and get back to you.
- Q: *Mike Kroecker*: How many tons of greenhouse gases will be emitted by burning waste wood?
- A: *Siobhan Jackson*: That will be included in the updated Environmental Impact Statement which is not yet complete so I cannot tell you the greenhouse gas emissions at this time.
- Q: *Mike Kroecker*: You must have some idea? That must be common knowledge.
- A: *Siobhan Jackson*: I don't have the number in my head, and the best I can do for your right now is direct you to the greenhouse gas estimate from three years ago. And in addition to that, that estimate will be updated in the Environmental Impact Statement.
- Q: *Mike Kroecker*: I have a problem with that approach. Every time we ask a question we get put off. I don't want to be referred to other information. Why don't you have that information? Isn't this why you are here?
- A: *Judy Kirk*: We will take this down and see if we can do a follow up for you. If Siobhan had the answer she would let you know.
- Q: *Mike Kroecker*: I want to know why you are not better prepared.

Agriculture

Siobhan Jackson presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agriculture Assessment presented in the guide.

- Q: *Arlene Boon*: In your numbers you don't include the flood impact or stability impact lines? Why not?
- A: *Siobhan Jackson*: This summary includes areas that would be permanently lost to the project. Areas that will be available for agriculture will be included in the agriculture assessment; they will be identified as land that will be temporarily affected or have land use changes.
- Q: *Arlene Boon*: On day one when you fill the reservoir that's what these numbers represent? Not when the erosion starts?
- A: *Siobhan Jackson*: For the reservoir yes.
- Q: *Arlene Boon*: But not the other impact lines?
- A: *Siobhan Jackson*: Yes, not for permanently lost areas. So other areas that may be affected by flood impact lines will likely have usable agricultural land. Property considerations are primarily to prevent residential occupation of those lands and to support and continue other uses of lands.
- Q: *Ken Boon*: Back to classification of farm land - do you take into consideration the micro-climate and the potential effects it could have on agricultural land? Some Class 1 land and could drop to a Class 2 or 3 because changes in the micro-climate.
- A: *Siobhan Jackson*: Yes, that is taken into consideration in the agricultural assessment. There are two climate specialists that are part of the agricultural team. I don't have the results, but the study is underway and they are receiving information from the climate modelers. They developed a model that models the potential for micro-climate change to a one kilometer grid resolution. They are also looking at the regional forecasts for climate change.
- Q: *Ken Boon*: Why don't you have that now? When is that available?

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- A: *Siobhan Jackson*: It will be in the Environmental Assessment.
- Q: *Arlene Boon*: Do your number include Crown land or private land or both?
- A: *Siobhan Jackson*: They include all land.
- Q: *Jarrold Bell*: Just following up on the carbon offsets. I'm distressed to hear that there isn't a plan. How about land offsets? Is there a plan to replace farmable land to offset the land that will be destroyed because of this project?
- A: *Siobhan Jackson*: As part of the agriculture assessment our team has been looking for land that hasn't been considered farmable in the ALR in the Peace Region. No opportunity at the moment, but the study is currently underway in the Peace Region.
- Q: *Diane Culling*: I find the graphs concerning. People who don't understand agricultural land capabilities could minimize the importance of Class 1 and 2 lands here. You've given the approved ratings here, and we are talking about 1400 hectares or 3500 acres of farmland. That's five sections of Class 1 lands, in a valley with unique micro-climate that provides us longer growing seasons. These are lands that have incredible irrigation capabilities. Looking forward, we have been in an extended drought and climate change is contributing to that. Class 1 lands need to be irrigated to be Class 1 land – they are important lands for feeding our grandchildren.
- Q: *Mike Kroeher*: Could you please give us an idea of what that agricultural fund would look like? How much money will be in it? Is this fund included in the budget?
- Q: *Siobhan Jackson*: Yes, all mitigation programs are included in cost estimate. The idea is to put an initial amount forward and have an annual dividend paid out. We want to receive feedback from government as to what the governance would look like.
- Q: *Judy Kirk*: Will the agencies determine the amount?
- A: *Siobhan Jackson*: We will propose amount, but it will be in the millions, and the outcome of what the fund will be determined through the Environmental Assessment process.
- Q: *Mike S*: Has BC Hydro approached the BC Building Trades association?
- A: *Siobhan Jackson*: We have not entered into a project labour agreement yet. But we have had two labour management professionals join our team and they will help to determine what the best options are and the best way to engage the contracting community.
- A: *Dave Conway*: The trades and construction associations have also been part of our discussion so far.
- Q: *Don Hoffman*: With regards to clearing, what considerations are being given to winter habitat and wildlife?
- A: *Siobhan Jackson*: The critical winter habitat is largely outside the flooded area. There could be some minor effects on the lower part of the Moberly. We are working with wildlife specialists and hope the majority of the clearing will be done at times that would avoid some of those windows.

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- Q: *Ken Boon*: I just want to stress that when reading through list of mitigation options, to me they don't cut it. We have a lot of farmland and we do a good job of growing grain and oil seeds in the B.C. Peace and Alberta Peace regions. What we have a real shortage of is low level river land. I don't see that being addressed here. How can you respond to that?
- A: *Siobhan Jackson*: I agree we can't create new land.
- C: *Andy Larstone*: In regards to mitigation of agricultural lands, I see what you're proposing is essentially to take existing agricultural lands and improve the productivity of land to compensate for the loss that's going to occur. That's flawed. You're inundating and permanently removing this entire agricultural land base with no chance to regain it. My idea is to take land which has no possibility for agricultural use and turn it into Class 1 production. The way this can this be done is through the use of greenhouses and free power and water from BC Hydro. Anything else is cheating. I encourage BC Hydro to start thinking about mitigation from the prospective of creating Class 1 land. That's the only thing that makes sense if you're going to build this monstrosity.
- C: *Judy Kirk*: We are now going to respond to the concerns and questions from earlier about waves and finances. We are going to start with waves.
- C: *Duane Anderson*: The question earlier was about landslides in general and specifically the slide at Attaché and how large the wave generated from a slide like that. I don't recall quoting the 20 meters to you. The landslide generated waves were characterized in the impact line reports we consulted on in the spring. You talked about criminal responsible and negligence of allowing that to happen. With all BC Hydro reservoirs, there is a potential to have landslides and we manage them with ongoing maintenance and surveillance. With the proposed Site C project one of the key times that landside-generated waves could occur is with the first filling of the reservoir. Detailed instrumentation and real-time monitoring will occur from day one for the entire life of reservoir. BC Hydro has a rigorous process for surveillance, maintenance and instrumentation.
- Q: *Mike Kroeher*: During the last meeting I asked Mr. Conway a question and he didn't give me an answer. The question centered around the *Clean Energy Act* which was passed in 2010 by the provincial government. The act states that 'with the exception of Site C, future development of large-scale hydro in this province would be prohibited'. My question at the time was: if large scale hydro like Site C is so beneficial, why would the B.C. government prohibit future large-scale hydro? The fact this legislation was passed puts serious doubt on much of what BC Hydro has been telling us about Site C. I wonder why this area should be singled out to be the last area in this province to have to face a massively destructive footprint. To support that point I would like to read a few points. Site C will destroy a unique and beautiful region that took Mother Nature 10,000 years to build in 100 years. The Peace River region is unique in BC as it is the only river that starts west of Rockies and doesn't flow into the Pacific. That alone should be enough to preserve this valley. BC Hydro has admitted that there will be climate change as part of the footprint. Additionally, there would be loss of valuable agricultural land, loss of wildlife habitat, loss of unique ecosystems and displacement of long-term residents. Families whose grandparents developed this region and farms that are the sole support for these families. I haven't seen in anything BC Hydro has proposed any

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kind of sympathetic feeling towards these people. As far as BC Hydro is concerned these families are collateral damage. I don't appreciate the callus attitude. I see an infringement on First Nations rights and disruption of local infrastructure. I see a huge spike in greenhouse gas emissions during the seven years of construction and during the burning of 1.2 million cubic meters of cleared material. Concern over these impacts has been utterly ignored by BC Hydro. We expect that you deal with this and it's always pushed aside. It goes to the heart of what Site C is. You tell us the benefits and the *Clean Energy Act* tells us the opposite. I want answers.

- C: *Diane Culling*: One thing occurred to me with the exchange about the construction on the Old Fort Road. This is important at a regional level. What's going on here with respect to confidentiality agreements? Neighbours are getting pitted against each other. If BC Hydro needs access to Mike's road there is a confidentiality agreement so that Rick wouldn't be privy. We've been hearing about this for years. Trust me, everyone has been talking, no matter what they sign. If a road is developed through Mike's property but the traffic goes by Rick and he's been excluded from that process that is something we need to acknowledge and is unjust.
- C: *Rick Koechl*: On page two, a lot of what we have been talking about is just one option and solution to electricity. It says that Site C will produce 1100 megawatt hours but I'll tell you that Site C is 52% efficient. Another facility, Enmax, which will be producing electricity in two years, which will produce 800 megawatt hours and 6,500 gigawatt hours. The footprint of that project will be 60 acres and cost \$1.3 billion; this has been audited from exterior sources. Why are we not considering natural gas as a viable option? It's here and it's efficient, why are we not considering the options?
- Q: *Judy Kirk*: Any final comments?
- Q: *Arlene Boon*: When will we be consulted on the financial aspect of this project?
- A: *Siobhan Jackson*: The environmental assessment includes the economic considerations about benefits and effects of the project and information about the terms of moving to a rate base would be subject to BC Utilities Commission process.
- Q: *Judy Kirk*: Will the detailed cost estimate be part of environmental application?
- A: *Siobhan Jackson*: The outline would provide information on the development of the project.

Dave Conway wrapped up the meeting and encouraged participants to complete the feedback form and asked participants to encourage their friends and others to participate.

The record notes that the meeting ended at 7:19 p.m.

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PURPOSE	Notes from a stakeholder meeting for the BC Hydro Site C Clean Energy Project held with stakeholders and representatives of the Site C Project on September 11, 2012 at Quality Inn Northern Grand, Fort St. John, B.C.
FACILITATOR	Judy Kirk, Kirk & Co. Consulting Ltd.
ATTENDEES	<p> Andy Ackerman Walter Allison Bob Batchelor Joey Belanger Lloyd Bertley Garry Brimecombe Kyla Corpuz Ruth Ann Darnall George Desjarlais Rod Duhamel Ken Forest Sean Gallagher Dan Glover David Gosling Patrick Harrison Robert Herman Dale Isley Warren James Jeanette Karasiuk Al Karklins Wayne Kelly Natasha Leslie Lisa McKinley Kathy Miller Clayton Mineault Adrian Morissette Andrea Morison Esther P. Paul Perkins Sue Popesku Lita Powell Laurie Rancourt Julie Robinson Jim Little Lynne Thompson </p>

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	Neil Thompson
SITE C PROJECT TEAM ATTENDEES	<p>Dave Conway, BC Hydro</p> <p>Siobhan Jackson, BC Hydro</p> <p>Duane Anderson, BC Hydro</p> <p>Judith Reynier, BC Hydro</p> <p>Don Wharf, BC Hydro</p> <p>Jack Weisgerber, BC Hydro</p> <p>Paul Veltmeyer</p> <p>Paul Christie, Site C Project Team</p> <p>Karen Schroder, Kirk & Co. Consulting Ltd.</p> <p>Lisa Santos, Kirk & Co. Consulting Ltd., Meeting Recorder</p>

KEY THEMES

Worker Accommodation

- Participants asked about how workers and materials would be transported to the south bank camp.

Transportation

- Participants asked about how the Site C project will help address the increase in demand for air travel by workers and the community.
- Participants expressed concern about the need for upgrading local and regional roads to handle increased traffic caused by the Site C project and to ensure safety.
- Participants expressed concern about safety related to workers driving home after 3-week shift rotations.
- Participants said that materials should be moved by rail where possible.

Clearing

- Participants expressed concern about how much burning would be undertaken as part of reservoir clearing, particularly with respect to air quality.
- Participants expressed concern about the greenhouse gas impacts of reservoir clearing and asked if BC Hydro has an offset plan.

Agriculture

- Participants said BC Hydro should not assume that land within the Peace River Boudreau Lake proposed protected area would be excluded from agricultural use in the development of the agricultural utility ratings¹.

¹ The Peace River Boudreau Lake proposed protected area is proposed by two Land Use Plans in the region; it is expected that, if the protected area was approved, agricultural use would be limited to existing grazing tenures or perhaps some expanded grazing use.

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- Participants asked if BC Hydro is evaluating the value of flooded topsoil as part of the agricultural assessment.
- Participants expressed concerns about the amount of agricultural land that would be lost to flooding if Site C proceeds.
- Participants suggested that the development of the Peace River valley, in particular development related to agriculture, would have been greater if the possibility of the Site C project had not existed.

The record notes that the meeting was called to order at 1:00 p.m.

DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Judy Kirk

Judy Kirk welcomed participants to the stakeholder meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Judy informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

2. Review of Consultation Discussion Guide – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

Worker Accommodation

Siobhan Jackson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

- Q: *Andy Ackerman: I'm concerned as the south Taylor hill in the best of times isn't a good road to travel. It's very busy in the winter; we've got heavy traffic; it's only got three lanes and most of the hill is two lanes especially going down. It's already a major mess to say the least. Adding 1,500 people on the south bank and shuttling them back and forth just adds to the load. Have you talked to Ministry of Transportation to see if they are going to fix the south Taylor hill to make it more accessible? With the folks who will be camping at Taylor, how will they get to the site? The quickest route would be a bridge across the Pine, which has being asked for in this community for a long time. That would take people off the main transportation corridors. We already have a busy highway between Dawson Creek and Fort St. John and it you're adding another major load here, you're setting yourself up. Taylor Hill already has major accidents in the winter – you'll just add to*

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the problem. Those things need to be thought out and worked out with Ministry of Transportation to make sure there is a safe travel corridor for all.

- A: *Siobhan Jackson*: For the workforce, they won't be travelling over the Taylor route; they will be transiting directly on BC Hydro's construction access between the north and south camps. They will not use the south Taylor hill. The camping site at Peace Island Park is likely to be in the range of half a dozen other sites. We're looking at options for spreading around workers who would arrive with rigs. If people are commuting from Dawson Creek, as people are these days, that would be part of the 15% of that route.
- Q: *Andy Ackerman*: How will you get workers from Fort St. John to the south camp with no highway?
- A: *Siobhan Jackson*: They would go through the bridge provided at the site.
- Q: *Andy Ackerman*: You would build a temporary bridge across the river?
- A: *Siobhan Jackson*: It would be a short-span bridge that would be in place after the first year construction. The bridge would be connected by two cofferdams and would be in operation for two years. It would then be removed and traffic would go cross on the dam itself.
- C: *Bob Batchelor*: One factor with temporary camps, that the oil and gas industry doesn't address, is waste and emissions. That's not about transportation that's about emissions and waste-generation in camps.
- Q: *Judy Kirk*: So you want to ensure that BC Hydro is looking at waste and emissions?
- C: *Bob Batchelor*: If you're talking sustainability, then we need to address waste and emissions. In seven years, you're going to fill up our landfill.
- Q: *Garry Brimacombe*: I'm wondering about transportation of water. Are they putting a well system for clean water on the south bank? Will it be trucked there from Chetwynd? Will there be a sewer, a treatment plant, grocery hauling? There are lots of things to consider for a camp with 3,000 – 4,000 people on the south bank.
- A: *Siobhan Jackson*: There would be onsite water and sewer to service both camps, so no reliance on outside water supply. We're right on the Peace River, so we'll put in a portable water, fire and sewage system. I don't want to comment on design, but the contractor will design it with standards. For the duration of the camps, we won't be hauling waste.
- Q: *Judy Kirk*: You had another question about materials?
- A: *Garry Brimacombe*: Yes, like groceries.
- A: *Siobhan Jackson*: My understanding is that to serve a camp this size, it would need 2-3 trucks a week to provide food for the camps. It's not a huge number, but enough to be considered. Routes are assumed to be either coming from B.C. or from Alberta.

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Transportation

Don Wharf reviewed the Transportation section of the Discussion Guide with a focus on the overview and the Fort St. John sections.

- Q: *Lisa McKinley:* It looks like a lot of due diligence has been done on transportation, but you haven't gotten any workers in and out of Fort St. John yet. Airlines, Greyhounds – have you discussed these sorts of things? Our flights are pretty packed. What's the impact of having another 2,000 people? What impact will that have? Will we still be able to get a flight home and out of here?
- A: *Don Wharf:* Siobhan's group has been working with the airport. In fact, they have a meeting this afternoon.
- Q: *Siobhan Jackson:* You're right; the information in this guide is ground-based. We are having discussions with the airport around what the numbers might be for the construction workforce and the incremental rise in population because of the project. When we're looking at a peak of 1,300 people in camp, there's another 1,300 people residing in the community. Those are the numbers we are sharing with them. We haven't had discussions with the airlines. We will ask the airport's advice on that.
- Q: *Judy Kirk:* Are you saying that you would be planning to look at what would be needed to maintain the level of air service?
- A: *Siobhan Jackson:* They're commercial carriers and our assumption is that they would be responding to the market increase. The more information we provide to them in terms of a pre-construction timeline, the better. It would become part of annual planning is to see what the next year's needs are.
- Q: *Lisa McKinley:* I'm asking about level of availability. Would you consider chartering flights assuming that most workers are from the Vancouver and surrounding areas? Would you consider what Shell has, who has significantly less people? They charters on specific days and times. Have you considered the implications if the LNG pipeline does go through and we have a lot of workers coming up here? We are anticipating that the LNG pipeline will go through and a lot of our companies locally will be affected.
- A: *Siobhan Jackson:* Chartering makes good sense. During construction, I believe contractors, depending on where their labour force, would put in cost-effective approaches. We do consider other projects, not just LNG. We look at the population estimates; BC Stats actually runs those for us and they take into account all projected activity in the region. When I say there's an extra 1,300 people, that's over and above. We had to back Site C out of their analysis because they had included it in their stats. We had to strip it out to show the incremental increase. It takes into account the projected economic activity for the region and is updated every year or two.
- C: *Bob Batchelor:* Again, my comments are around emissions and waste, not with transportation. You're going to add to the dust that we already have here. Vehicular and stationary equipment emission; you'll more than double the vehicle traffic that we have here which will increase emissions and we're not even into this phase where we're anticipating the LNG project.

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- Q: *Dale Isley:* You've talked about flights, transportation and you touched briefly on leisure travel. What is the impact to local transport such as taxis, which is already really bad in Fort St. John, and buses? Is BC Hydro going to work with the B.C. government to alleviate that?
- C: *Siobhan Jackson:* Those are good suggestions. I'd have to find out more about how taxi licenses are issued. I think they're through the city.
- C: *Judy Kirk:* It's provincial.
- A: *Siobhan Jackson:* Our base plan is to provide shuttles for the workforce. We would talk to BC Transit to see if it would make sense to utilize BC Transit to provide shuttles and for us to hire them.
- C: *Judy Kirk:* In previous consultation meetings, and there have been more than 150 since 2008, people have raised issues like transit and taxi service, and it's been one of those things that BC Hydro has been looking at.
- Q: *Kathy Miller:* You've talked about upgrading some roads. 271 Road is Beacon Park Road, an existing road, which you're going to be bringing gravel trucks down. Then they'll go down Alaska Highway. What about the improvements and maintenance of existing roads? 271 is a fairly narrow road. For the gravel trucks, will there be proper netting on them so that rocks won't fly off? Have you consulted with ICBC about windshield claims and damage to rocks due to these rocks?
- A: *Don Wharf:* We have worked closely with Ministry of Transportation and they are part of our design team; they have reviewed and approved our plan. They are also part of our consultation process as well. With respect to 271 Road, the maintenance and operation would stay with the Ministry and their maintenance contractor. With the standard of the road itself, there are different classifications for roads. 271 Road is classified as a rural local road and there are certain standards that go with that. That's dependent on the speed of road and volume of traffic. We would be working with Ministry of Transportation to see if standards need to be upgraded or if shoulders needed to be widened. We haven't gotten to that detail yet as to existing infrastructure. It's a good question and something to bring up with the Ministry. I want to point out that the loads we will hauling will be tarped because it's a Ministry standard to do so. The loads will be legal-sized; there will be no overloads. Roads are designed to accommodate certain loads and we won't be using oversized loads.
- Q: *Andy Ackerman:* The big word that keeps flashing in my head is safety and 271 Road isn't the safest road at the best of times. A young guy was just killed there last weekend. I appreciate the classifications of roads, but when you add major and heavy traffic to certain classifications, you create a real safety issue. People are hauling RVs down to Beacon Park, residents are going back and forth. My question is: have you had separate meeting with people from Old Fort? People live there for the quiet enjoyment of their community. If I lived there I'd be asking serious questions about what my life will be like for eight years because you're going to have dust, 80-plus trucks a day that didn't used to be there and already a hill that's not the best for driving, especially in the winter. Have you discussed with those people who live there as a community to ensure those things are talked about?

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- A: *Judy Kirk*: In the spring, we included information on 85th Avenue and we did do notification that included the residents of Old Fort and invited them. We did have some good participation, but I don't know if there's more than that.
- A: *Don Wharf*: Not that we're aware of.
- Q: *Andy Ackerman*: Folks, when they get invited to meetings, depending on lives, they may or not show up. My suggestion would be to arrange a meeting at Old Fort for the community.
- A: *Judy Kirk*: That's a good idea.
- Q: *Unknown*: And make the meetings after work because this time is ridiculous.
- Q: *Lita Powell*: I'm happy to see you've addressed issues such as dust from roads, but right next to it, you're talking about a conveyor belt system. I have some serious concerns about this system because we've only seen one document that said BC Hydro was considering mitigation by covering it. I don't think it should be a consideration; it should be mandatory. Adding particulate matter to the airshed, which is already at maximum capacity, is a serious concern. It's not just for breathing quality. We look at local farmers, and we look at this as our new reality, with climate change and long, hot dry summers, and dust that would destroy hay fields. We have prevailing winds out of the southwest.
- A: *Duane Anderson*: About the conveyor belt issue, your comment has been echoed. The covering of the conveyor was proposed and it's in our base engineering plan moving forward. There's a lot of things we're looking at for dust for 85th Avenue.
- Q: *Dan Glover*: You briefly mentioned school buses on Jackfish Lake Road. What we do in the gas industry is, where there are regular school bus routes, we will limit the heavy hauling during the school bus hours – morning and afternoon. Is that something you've considered, not allowing heavy hauling at those times?
- Q: *Don Wharf*: Yes, that's one of the things we are taking into consideration. We're certainly going to do that on the north bank roads. I have been in discussions with a representative from School District 59 and he pointed out to me that the schedules change from year-to-year, but there hours are typically from 7:15 a.m. to shortly after 8:00 a.m. We would be looking to reduce the amount of traffic on that road. The majority of the haul along the Jackfish Lake Road is to move the permanent rip rap from West Pine Quarry, 70 kilometers southwest of Chetwynd on Highway 97. It doesn't prevent our contractor from working out a contract with CN Rail to move it by rail to the dam site. Our forecast shows that it will be moved by truck, but we are hoping it can move by rail.
- Q: *Andy Ackerman*: You didn't talk about Hudson's Hope to Fort St. John. There is a fair amount of traffic going back and forth, including industrial. Talisman has a project up there and they transport their workers back and forth to town. There are a lot of folks who come from Hudson's Hope to Fort St. John hospital for treatment. It did say there that there would be a minimum number of major construction delays. Will there be priority for residents? We have to make sure that the flow of traffic continues, there are lots of people moving back and forth. How will you deal with that?

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- A: *Don Wharf*: When we get into construction, the contractors will have to develop construction management plans and traffic management plans. They'll have to demonstrate how they will accommodate the traffic for residents and emergency vehicles.
- Q: *Warren James*: You mentioned managing the workforce for the shift change in the morning. Traditionally, you're working in camps for a few weeks and then off for a few weeks. It's going to be a race track out of Fort St. John for people who live east and south. Some people will try to get home to Prince George, for example, after a few weeks working and there's a concern for those routes after the shift changes, night-time driving, winter-driving and animals.
- A: *Siobhan Jackson*: We have met with RCMP regionally, from Prince George up to this area, to provide them with information of routes and considerations. They may ask us for more details for them to consider implications of road safety.

Clearing

Siobhan Jackson reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

- C: *Bob Batchelor*: The reason that Williston didn't get cleared totally was because they waited. I would expect that you would consider that.
- A: *Siobhan Jackson*: Yes, thanks for your comment.
- Q: *Ken Forest*: I'm not sure if you're addressing it in this section or in agriculture, but what do you see happening with the top soil?
- A: *Siobhan Jackson*: People are asking us if we are planning to remove the top soil prior to reservoir inundation. Comments from the Agricultural Advisory Committee, the Regional District and others, and from our professional agricultural team, suggest that it's not a good proposal because stripping low land top soil would create significant environmental challenge. Run-off from removing soil structure and erosion would be a challenge. We don't have a plan for the wholesale removal of the top soil because of environmental reasons.
- Q: *Andrea Morison*: I'm wondering if you have looked at any clearing that's been done in the past on woodlots or industry along south bank and what the effects have been?
- A: *Siobhan Jackson*: Have we studied their harvesting? No.
- C: *Andrea Morison*: I'd like to suggest that you do because there's history there.
- A: *Paul Veltmeyer*: We've lengthy conversations with all of the major licensees in the area. There has been an exchange of information on how harvesting is done here to learn and improve what we are planning on doing in the reservoir.
- Q: *Esther*: You're clearing all this trees and carbon-reducing capabilities; will you be replacing the trees? The trees in the valley have a huge carbon reducing capability. How will you replace that with your 'clean energy project'?
- A: *Siobhan Jackson*: We undertook a GHG estimate for the project, which is currently being updated. The net results are that the GHG emissions per ton per unit are the same for Site C as they are for a

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wind project for about 10 gigawatt hours produced. The majority of emissions from us are from the removal of trees and 20 per cent would come from the construction activities. For wind projects, their emissions are mostly in their steel and concrete. It just has a different profile.

C: *Judy Kirk:* But the question was what will be done to replace the carbon reducing capabilities?

A: *Siobhan Jackson:* There is no carbon sink in the valley. The GHG emissions show that it is currently a low net emitter.

C: *Esther:* But you're taking the capability away.

C: *Siobhan Jackson:* We don't have a plan to replace all of the trees in the reservoir area, because that land won't be available anymore. We will have a reclamation plan for construction sites in terms of return them to their current state.

Q: *Esther:* But that hasn't been considered?

A: *Siobhan Jackson:* There is no tree planting plan.

Q: *Neil Thompson:* I'm assuming you will burn quite a bit of the debris from wood clearing?

A: *Siobhan Jackson:* I don't have the volumes of burning, but all of the burning will be done under the smoke management plan.

Q: *Neil Thompson:* Smoke management under whose consideration? I'm thinking in terms of impact to aviation weather in this area. It's hard to turn fire on and off. You'll have smoke particle trapped there for days and air quality issues and that'll impacting air traffic.

A: *Judy Kirk:* So you want BC Hydro to consider the smoke management plan carefully?

Q: *Neil Thompson:* Can you put the fire out when there's an inversion formed?

A: *Paul Veltemeyer:* We've looked around the province and found an area near Smithers where they have a smoke management plan. They have similar issues in terms of poor venting index and air quality issues. We're looking at that project and we're working with the Ministry of Environment and Ministry of Forest and Lands to put together a plan that's specific to the Peace Region. We're hoping that plan will be used by industry players in the future.

Q: *Neil Thompson:* Are you aware the plan in Smithers, Terrace, Prince George, Quesnel and Kamloops isn't working? Take a close look at the plan; it doesn't work.

A: *Paul Veltemeyer:* The plan for Smithers is specific to that air shed. There's no plan in Terrace, there's no plan in Quesnel.

C: *Judy Kirk:* I hear you what you are saying. You're saying that BC Hydro needs to have careful consideration to smoke inversions.

C: *Neil Thompson:* Right now, the Ministry of Environment will issue air quality advisory for five communities on the same day, that's the kind of expertise they offer. They don't understand.

Agriculture

Siobhan Jackson presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agriculture Assessment presented in the guide

Q: *Andy Ackerman:* A couple of comments, first of all protected areas, such as the Peace Boudreau Protected Area. You are allowed to do stuff in protected areas; it is not like a park. Park areas have a different status. In my former life, protected areas meant you could do things like forestry, oil and

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gas only to a much higher standard. Saying that you couldn't do agriculture, unless it changed, I would challenge that one. The program for agriculture needs to be written in much better stone than the Peace Williston Fish and Wildlife Program which I now understand is defunct. It was killed three years ago.

A: *Siobhan Jackson*: That's not correct.

Q: *Andy Ackerman*: Then what's happening with that program?

C: *Dave Conway*: I'll provide an update. The way the program is being administered has changed. The funding is still there but a different delivery mechanism is being worked out right now with the steering committee.

Q: *Andy Ackerman*: Good. All that needs to be clarified. The staff I used to work with are no longer there and they did tremendous work. If you're going to put that kind of program in place it needs to be nailed hard so it doesn't change. The final question I have is, because you're removing agricultural land from the valley, do you have to go through the ALC process to have it removed? If someone wants to take agricultural land out of farm you have to go through the entire process with the ALC. I'm wondering if you have to do that as well?

A: *Siobhan Jackson*: The determination of what process would be required would be the Regulator's decision but land in the ALR would need to be addressed.

C: *Lita Powell*: There is a history of non-native noxious weeds being transported into the Peace region. This history is directly laid at the feet of BC Hydro when the initial drilling tests for the site were done, and I'm talking about the upper benches. Knapweed, a noxious weed, and Mullein, not a noxious weed, were brought in. Mullein now exists all the way down to Chetwynd and where you would first see Mullein is in the Kamloops area. We aren't Kamloops. I don't see any written indication that any construction materials brought in should be cleaned at the site where they are first being loaded. If you are aware of the noxious weed program and all of the studies, the weeds are spreading at an alarming rate and tend to they use waterways, so let's not bring them in. The other issues I have are that gravel pits are notorious for harbouring weed seeds and they can exist for 25 years. I understand using tarps but we have a history in the Baldonnel area where gravel was being transported from another pit and all of a sudden next spring there were vast amounts of chamomile and noxious weeds. It's not just noxious weeds on the agricultural lands; it's on the roadways and transportation corridors. Those are some serious concerns.

C: *Jim Little*: I'm a professional agrologist. Siobhan, I think we have to go back to the fact that the reason some of the land in the valley hasn't been developed is because there has been a land reserve on it for a long time. It was sold to BC Hydro and there's no incentive for BC Hydro to develop more agricultural land. More land would have been developed and cultivated if the land had not had this restriction. That has to be understood. That potential was there but it was cut off because BC Hydro has had this project on the books off and on for 30 years. I have some frustrations because this total agricultural thing is being restricted to the reservoir area, period. The reservoir will affect uplands and lands adjacent to the reservoir. When Site 1 (WAC Bennett and Williston Reservoir) was developed my wife and myself were down Highway 29, southwest of section 23 and range 20 and prior to Site 1 being flooded we could get two cuts of hay a year. Now,

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since Site 1 happened, because of the higher moisture in the air, we can't get a second cut regularly. Now with this new reservoir coming in, I will assure you that, since it's a larger reservoir than at Site 1, more land will be affected near the reservoir and that is not being taken into consideration. Somehow that needs to be explained in subsequent reports. There is a significant effect on agricultural lands if this project goes ahead.

- Q: *Ken Forest:* Siobhan, would you clarify whether the flood reserve was taken into account in those measurements? You say that there's a certain portion under cultivation right now, and in the future could go up to 1,600 ha. Did you look to see whether that includes a continuation of this flood reserve?
- A: *Siobhan Jackson:* The agricultural utility, the 1,600 ha, is not considered to be restricted by a flood reserve. It's looking at capability and location primarily. The 600 ha is a reflection of current state.
- Q: *Ken Forest:* Do you assess the value of the soil that would be flooded? What is the value of 1 cm of soil that takes 600 years to produce? It's not something you can go and buy. If looking you are looking at Class 1 and Class 2 land, you can't just go and have a factory make more top soil to replace whatever is there, because we want it somewhere else. Have you put a value on the soil that will be lost?
- A: *Siobhan Jackson:* The agricultural economics study takes into account what the economic value of production on the lands would be in the future. It takes for example the 1,600 ha and puts a scenario on what the likely future economic value would be. I'm not sure if that addresses it, but that's how the study is approaching that question.
- Q: *Ken Forest:* Is the economic value placed a certain amount of soil or land area per year forever?
- A: *Siobhan Jackson:* We look out over a 100-year period. I don't know what agricultural systems will look like 500 years from now. We are taking it forward to provide a scenario in terms of what would be lost in the future.
- Q: *Ken Forest:* I understand that you have climate specialists looking at this agricultural part to see what the effects are going to be. I have some strong concerns about climate affects coming up in the future. Twenty years ago climate scientists said we had 200 years to work on this. Right now, climate changes are accelerating hugely. We have added 45% more atmospheric moisture, because of the heating in the last 20 years which wasn't predicted. The Albedo affect is causing the arctic ice cap to collapse and probably disappear by 2020, 2025at the latest. That was forecast for 2080. With the kinds of droughts and precipitation we are seeing right now across the U.S. we are losing a huge amount of soy beans, corn and other crops. We lost a lot of apple crops earlier this year because March wasn't supposed to have flowering apples. If that kind of thing continues, and the forecast and modeling show that North America will start to collapse, from an agricultural point of view, over the next 80 years. This kind of land will be more important and climate models show that this will be a productive year, even though in the mid-west of the U.S. and Canada it probably won't. Have you taken those into account?
- A: *Siobhan Jackson:* This study takes into account the full capability of the land using the Agricultural Land Capability ratings and it takes a scenario in terms of what the likely future uses and produces those scenarios. So it assumes, for example, what if all, or a majority, of that 1,600 ha how much of

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it might move into food production. It does look at scenarios where the maximum use is considered.

Q: *Ken Forest:* One of my concerns is that if we lose it, it's gone for good. You can't write a check and replace it. You can't put the kind of agricultural capability that is possible in that valley right now on top benches and say we'll do it up there. It's not a possibility.

A: *Siobhan Jackson:* One thing I can share with you in terms of context is that when we look at the class of land it is in the whole valley, not just the part that would be lost to the project, the area that we are talking about represents 20% of Class 1-5 land in the valley. 80% of the valley agricultural land won't be affected by the project. That includes all the benches above the reservoir and downstream lands.

C: *Ken Forest:* Thank you.

Questions and Answer

Judy asked if there were any further questions on any aspect of what was discussed or the project.

Q: *Warren James:* You say there's impact on 34 farms in the valley. Is that 34 separate farming entities or how much of that land now does BC Hydro own and is renting out?

A: *Siobhan Jackson:* The 34 is not just in the valley, it's for all project areas. It includes the transmission line and the south bank areas. It does include overlaps between ownerships; parcels that are owned by one entity, as well as the consideration of operator who might be using some of those lands temporarily through an agreement.

C: *Warren James:* I was thinking that there were 34 families out there but probably not.

C: *Judy Reynier:* There is a mixture of different situations. For some, an owner of land might also lease a portion of land from BC Hydro. As Siobhan says some of those people are farmers who are farming the land and they don't necessarily live there.

Q: *Jim Little:* I want to return back to the Jackfish Lake Road and hauling the limestone under the Pine Pass. When I worked for the Ministry I saw a significant limestone haul for a lot of the highways around Fort St. John and the last time the rock was hauled to Tumbler Ridge and was used a lot of rip rap along the roads. I find it difficult to think that with BC Hydro being a Crown Corporation, they couldn't facilitate something with CN Rail to haul material via rail. I think it would be strongly recommended to use rail to haul that material. There's no way that should come by truck.

A: *Don Wharf:* To give you a framework where we are at with the planning right now. As part of our Environmental Impact Statement we are trying to establish the largest project footprint that could possibly be to submit for assessment. The trucking of the quarry material from West Pine represents the larger footprint. If we move that by rail it would reduce our environmental impact and our footprint for the project. We have had discussions with CN Rail about possibly moving the quarry material but it's in the early stages and the plan is that it will be left up to the contractor, whichever way suits their operation.

C: *Jim Little:* What I'm saying is that if it goes by road it will increase traffic on that highway and it's wrong.

C: *Judy Kirk:* You're saying it should be done by rail.

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- C: *Jim Little*: Exactly. To conclude on that, I'm working as a consultant for an oil company and we haul rock from that quarry to Fort St. John and we haul it up Milligan Peak road for a rip rap type project. It's an old train road and I know a little bit of what I'm talking about.
- C: *Don Wharf*: I understand that. We've look at trains of about 27 cars-long hauling the rip rap. We have done our homework on that.
- C: *Ken Forest*: I saved this one to the end; I could have brought it up during any of these topics. It's a generic idea to look at things in a different way. When I listen to a weather forecast, if it says showers tomorrow, and I have some big plans, I'm not sure how to construct my plans around that kind of forecast. But if it says 30% percent chance of showers then I have an idea and if it says 70% chance of showers I have a different idea and it allows for better planning. One of the worst words in the English language is the word mitigate. I understand that we need to mitigate all impacts of different projects, whether they are hydro plans or anything else. The mitigation gives it an implication that things are somehow going to be better or taken care of and we don't need to worry about the impacts of the project as long as they are mitigated. That's a mis-known. If the dust coming off of a road is mitigated by 10%, it means they still get 90%. If it's mitigated by 90%, they get 10% of the impact coming onto their place. If it's mitigated by 100% they don't have to worry about it. The same thing happens with noise and any kind of project damage that will occur. For Site C I can see the areas you're targeting, and for some of them I can see where if you take these steps, there will be virtually no impacts on anyone and it makes sense. I can see in other places, where if you take these steps, there will be a huge impact with a very tiny difference compared to what would happen if nothing was done at all. I think you need to look at the term 'mitigation' and see if you have an understanding of what that means on any one of these things. Mitigation is in some ways misleading. People who hear that certain things will be mitigated they get the implication that it will be ok.
- C: *Judy Kirk*: In other words they may not understand that it may not be 100%.
- C: *Ken Forest*: Yes.

Dave Conway wrapped up the meeting and encouraged participants to complete the feedback form and encourage their friends and others to participate.

The record notes that the meeting ended at 3:00 p.m.

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PURPOSE	Notes from a stakeholder meeting for the BC Hydro Site C Clean Energy Project held with stakeholders and representatives of the Site C Project on September 12, 2012 at Hudson's Hope Community Hall, Hudson's Hope, B.C.
FACILITATOR	Judy Kirk, Kirk & Co. Consulting Ltd.
ATTENDEES	Guy Armitage Robert Bach Don Ardill Renee Ardill Derrek Beam Kathy Birosh Ron Enderlin Nedra Forrester Eileen Gallant Raymond Gallant Jane Hallberg Kim Hawkins Gwen Johanssen Fay Lavalley Sylvia Lefbval Sylvie Le Clara London Chris Linden William Lindsay Shiela Martin Blaine Meek Eleanor Morrissey Claude Pierce Joe Poirier Roger Porter Rita Porter Travons Quibell Verna Roswell Kim Stacey Ed Sykes June Sykes Dick van Nostrail Heather Wilson
SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro Duane Anderson, BC Hydro Judith Reynier, BC Hydro Don Wharf, BC Hydro

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	Dave Hunter, BC Hydro
	Paul Veltmeyer, BC Hydro
	Paul Christie, Site C Project Team
	Jack Weisgerber, BC Hydro
	Karen Schroder, Kirk & Co. Consulting Ltd.
	Lisa Santos, Kirk & Co. Consulting Ltd., meeting recorder

KEY THEMES

Transportation

- Participants expressed concern about truck noise, particularly trucks braking as they descend down the hill to Hudson's Hope, and suggested that noise abatement would be needed.
- Participants said that improvements are needed to sections of Highway 29, in addition to those being realigned as part of the Site C project, to increase safety and traffic flow.
- Participants suggested that there may be a need for new pullouts and/or passing lanes required to help with additional traffic.

Clearing

- Participants asked how BC Hydro would manage the increased access for 4x4 trucks and ATVs created as a result of clearing.
- Participants expressed concern that wildlife would be adversely effected by clearing and asked how this would be managed.
- Participants were interested in how BC Hydro would handle non-merchantable timber, including use of burning and biofuels.

Agriculture

- Participants suggested that BC Hydro should allow applications for water withdrawals from the Site C reservoir for irrigation.
- Participants suggested that the development of the Peace River valley, in particular development related to agriculture, would have been greater if the possibility of the Site C project had not existed.

Environmental Assessment Process

- Participants asked questions about the environmental assessment process and the requirements for the assessment in terms of public engagement. Some participants expressed that the process was just a 'rubber stamp'.
- One participant asked about the assessment of cumulative effects and disagreed with the approach regarding cumulative effects that is described in the Environmental Impact Statement Guidelines.

The record notes that the meeting was called to order at 2:00 p.m.

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DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Judy Kirk

Judy Kirk welcomed participants to the stakeholder meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Judy informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

2. Review of Consultation Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

Worker Accommodation

Siobhan Jackson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

Transportation

Don Wharf reviewed the Transportation section of the Discussion Guide with a focus on the overview and the Hudson's Hope sections and Highway 29.

- Q: *Roger Porter:* I have a question regarding Jackfish Lake Road. Once construction is completed on the dam will that become permanent and provide access across the dam to Fort St. John?
- A: *Don Wharf:* Jackfish Lake Road is being constructed to provide a safe, reliable route for the movement of workers and construction materials to the dam site. During the periods of construction it will be restricted access road. It will be a permanent road after the project is completed and it will provide operation and maintenance access for the transmission line east of Jackfish Lake Road and access to the substation on the south bank. There will be no crossing across the dam once the project completed and there will be no bridge constructed across the Peace.
- C: *Judy Kirk:* I think what you're saying is that part of Jackfish Lake Road will not be public.
- C: *Don Wharf:* It won't be public; it will be a restricted access road, even after construction. We will consider, not saying we are committed too, but we will consider, entering into road use agreements with industrial stakeholders.
- C: *Dave Conway:* I want to clarify that there will be a temporary construction bridge in Years 2 and 3 of construction and as the cofferdam is constructed that bridge will be taken out. I just wanted to be clear that there is a bridge there but it will be taken out.

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- Q: *William Lindsay:* Ten vehicles per hour, that's one every six minutes. The trucks will be loaded and coming down the hill with their breaks on. That sound echoes over the dam site. Does that number include going back up the hill?
- A: *Don Wharf:* Yes that includes back up the hill.
- Q: *William Lindsay:* So it's one every 12 minutes?
- A: *Don Wharf:* What we are anticipating is that for Portage Mountain we would be loading about six trucks an hour.
- Q: *Roger Porter:* I'm wondering if any thought has been put towards noise, coming down those gravel hills?
- A: *Don Wharf:* There are noise studies currently being undertaken and will be completed this fall and we are waiting on the data. We've provided the traffic numbers and the type of traffic we expect to be coming down and are waiting on the results of what they project the affects will be on the traffic.
- Q: *Roger Porter:* That will be this fall?
- A: *Don Wharf:* This fall. It will be completed for our Environmental Impact Statement, which will be submitted early next year.
- Q: *William Lindsay:* There's a steep hill with a 10% grade down the drive there. Is there any consideration that if a truck lost a break or...
- Q: *Don Wharf:* A runaway lane?
- C: *William Lindsay:* It's happened on Farrell Creek a few times and at least they have that field they can run out into.
- C: *Don Wharf:* That's a good suggestion. We will take that into consideration.
- Q: *Blaine Meek:* On the realignment of all those sections of the highway, what are you going to do in the sections between the realignment? There's going to be terrible traffic and you'll be moving all that equipment and it's already a gong show right now.
- A: *Don Wharf:* You're talking about the areas that are in-between the sections that we are proposing to realign, so the ones we have identified we aren't going to touch right now. That's not within our present scope and BC Hydro has no plans to upgrade those sections of roads. That would have to be done by the Ministry of Transportation and Infrastructure.
- Q: *Blaine Meek:* The sections that you are going to do, what are you going to do?
- A: *Don Wharf:* They are going to be built to the current standard which is the travel lanes are 3.6 meters wide and a 1.5 meter paved shoulder on each side and a half a meter gravel.
- Q: *Renee Ardill:* Is that the same as it is now?
- A: *Don Wharf:* There are sections that are to that standard but there are some areas where the shoulders are narrower. But yes, some sections are to that standard.
- C: *Renee Ardill:* There is a lot of traffic on that road but I know what Blaine means. We have to go up and down the road and up and down the highway. There are times where I sat and waited for 15 vehicles to pass before I could get onto the highway. We don't need any more traffic.
- C: *Blaine Meek:* This morning they were moving items down from the Bear Flats aread and got 35 or 40 vehicles held up for five or ten miles.

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- Q: *Don Wharf*: Would large pull-outs help alleviate that situation?
- A: *Blaine Meek*: It would help.
- C: *Renee Ardill*: If you pull out, you can't get back onto the highway.
- C: *Blaine Meek*: I don't pull off the road that would be for the general public, because I am not pulling off the road. If I have a flat tire there isn't one son of a bitch who will pull over to help me change that tire.
- C: *Judy Kirk*: For the record, what Blaine is asking was, would the sections in between those that will be improved on Highway 29 also have some improvement.
- C: *Don Wharf*: I do know that the Ministry is looking at Cache Creek hill and Watson hill to see what they can do to provide truck lanes. They have a planning study right now, I can't speak for the rest of the corridor but I know that's being undertaken.
- Q: *Bob*: On page 23 of the Discussion Guide there's a road that comes off Moberly and goes north and then you're upgrading that road and it comes back out where?
- A: *Don Wharf*: It takes you down to the south bank of the Peace and it's being upgrade to accommodate the clearing of the reservoir area at that end of the reservoir.
- Q: *Bob*: Where is that, where does it come out?
- A: *Don Wharf*: On Highway 29.
- A: *Duane Anderson*: It comes out between Lynx and Farrell. It's an old Canfor forestry road that comes out just west of the lake there. We would be upgrading that old forestry road there.

Clearing

Siobhan Jackson reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

- Q: *Blaine Meek*: What about on the Moberly? Do you have anyone with a license up there...
- Q: *Judy Kirk*: What about clearing and debris coming from Moberly?
- A: *Paul Veltmeyer*: For those who have seen Moberly in the last few years there's a lot of debris in the system, we will be bagging that off separately and removing the debris from the Moberly.
- Q: *William Lindsay*: I'm not a farmer, but I'm wondering if it feasible to strip the top soil of agricultural land that will be flooded and transport it to enhance other sites?
- A: *Siobhan Jackson*: We have heard that before and the agricultural assessment team has taken a look at it and we have heard feedback from the Regional District Agricultural Advisory Committee that as a wholesale approach might not be a good idea. Because of the additional environmental affects of stripping the topsoil and creating significant erosion and sediment control issues and a big sediment water quality issue. On a site-specific basis in terms of reclamation of sites for the highway there may be opportunities to remove top soil in a localized area from an area that would be inundated to support the reclamation of some of the sites. From large scale basis, no, but from a site-specific basis where it makes sense and where those adverse affects can be managed that would be considered.

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- Q: *Roger Porter:* I understand that you will provide catchment areas for debris as it floats and lots of that will be non-merchantable of course, a majority will be, and did I hear correctly that you are going to burn?
- A: *Paul Veltemeyer:* Yes, depending on where this non-merchantable timber is and as we get closer to the dam it gets deeper and if it has more value being left or if there is fish and wildlife habitat it's under the boater safety elevation then it makes sense to leave that material there.
- Q: *Judy Kirk:* But the question was if it's debris?
- Q: *Roger Porter:* The bottom line is if you want to burn it downstream we've already seen the burning from Williston Lake. Have you considered the smoke drift into Fort St. John from the burning operations?
- A: *Paul Veltemeyer:* What I'm trying to get at is the first thing we try to do is not to create debris where we don't have to. Utilization by industry will help that. We have to look at burning from a practical point of view for some of the islands and so forth. I'm aware of the venting index issues in the Peace River. Looking through the province, we've found another region that has smoke-related issues in the Smithers community and they have come up with unique smoke management plan that takes into account site-specific weather conditions of that region. We are working with the Ministry of Environment to take the best ideas and customize it for the Peace region.
- Q: *Gwen Johanssen:* I'm curious about the grinding of the non-merchantable trees to create materials for bio fuels. You said earlier that you didn't have a market for bio fuel. What will you do with it?
- A: *Paul Veltemeyer:* Some of the grindings will be used on the dam construction site and there is a bio mass market in the region and but it's underdeveloped. So there are times where there's a need for bio fuels in Fort St. John and there's other times there aren't, so we want to be ready to entertain those opportunities when they arrive but then we need to look at the burning option when we can't.
- Q: *Clara London:* If you start clearing off the timber and end up with roads in areas where there aren't usually roads you will have problems with people coming out there with 4x4 vehicles and ATV's running up and down. What is going to be done about that? Because that will cause more destruction and disturbance.
- A: *Paul Veltemeyer:* Where there is no current access we are planning on fully rehabilitating the roads.
- C: *Clara London:* I'm talking about if you go into Cache Creek and pushed a road up Cache Creek to get the timber out you will get four wheelers going up all of these roads.
- Q: *Judy Kirk:* The question is, how will you manage that?
- A: *Paul Veltemeyer:* For the tributaries we are planning on doing it in the winter and freezing the access.
- Q: *Clara London:* But even if it is in the winter you will end up with that being an access in the summer and people will be going up on 4x4 vehicles and four wheelers.
- A: *Siobhan Jackson:* That's a good comment and we will take it as a consideration. In general we are planning a deactivation of the majority of the roads and we have heard comments about how tough that is.
- Q: *Clara London:* When will you deactivate the road that you put in to take out timber?
- A: *Siobhan Jackson:* Once we finish.

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- Q: *Clara London:* How many years will the road be there?
- A: *Siobhan Jackson:* The next season. Each area is planned to go in, be finished and then move onto the next area. We don't need them open for multiple years.
- Q: *Clara London:* You're saying you will push it in the winter and by that spring you will be deactivating it? How are you going to do that? If you take out the timber how will you not have vehicles where you've moved timber? What are you going to do, put cement pillars in its place?
- A: *Siobhan Jackson:* In terms of the consideration where we can wait I think that's something that's very good to weigh-in, in the areas where we are not driven by construction.
- Q: *Clara London:* I'm talking about the Bear Flats area where you said in Year 1 it has to be done because it's closer.
- A: *Siobhan Jackson:* I think it's Year 2.
- C: *Judy Kirk:* Clara, I think what I hear you saying is you're worried that where those roads are put in there will be this kind of recreational use that will cause problems.
- Q: *Clara London:* People will go in with 4x4 vehicles once the trees are gone and there is no way to stop them.
- A: *Siobhan Jackson:* I hear the concern.
- Q: *Fay Lavallee:* With regards the islands that you will be clearing, what about the wildlife? What considerations have you given in areas where you are taking timber off the roads? What have you done about that?
- A: *Siobhan Jackson:* We will have a wildlife protocol to support the clearing and to understand what the wildlife windows are and what considerations there are for any clearing activities if we needed to do those during those wildlife windows. One of the considerations in leaving behind some of the low vegetation is driven by habitat and environmental quality considerations. This plan is part of the wildlife assessment, so it's one of activities of the assessment that the wildlife considerations are taking into account.
- Q: *Fay Lavallee:* Is there a timeline?
- A: *Siobhan Jackson:* For the Environmental Assessment we are planning to submit all of the components in early 2013. The wildlife assessment will explicitly consider the affects of clearing activities on wildlife and any recommendations there would be in light of the overall context of the development of the reservoir.
- Q: *Judy Kirk:* Fay, did you mean what kind of timeline is there to try to minimize affects on wildlife during that clearing?
- Q: *Fay Lavallee:* There is wildlife on the islands now and those islands will not be there. Will you remove the animals? Will you be taking proper care of that?
- Q: *Judy Kirk:* What will happen to those animals?
- A: *Siobhan Jackson:* The biologists will look at all of the project components, the clearing, construction and reservoir, and they will make wildlife based recommendations in terms of what measures should be taken to minimize affects on wildlife. Providing the cleaning plan to the wildlife team and looking for their results of their assessment on what should be done and what could be done.
- Q: *Fay Lavallee:* When will we be told this?
- A: *Siobhan Jackson:* In the Environmental Assessment.
- A: *Judy Kirk:* The details will be in there.

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- A: *Siobhan Jackson*: One thing to share from the Environmental Assessment point of view is the wildlife assessment team needs the clearing plan from us in order to complete their assessment. We need to say what are the activities and what are the components of this plan to provide it to those teams so they can take those into account when they are assessing the potential adverse affects of the project.
- C: *Fay Lavallee*: You know the islands that are going to be flooded. They don't have to wait to see. You know that island is going to be underwater so you have to do something about the wildlife there. We are losing the wildlife habitat as it is and it's not the same anymore. I'm really concerned about that.
- Q: *Derrek Beam*: I'm curious about the Project Definition Consultation process we are doing. How does it relate to the Stage 3 Environmental Assessment that BC Hydro is currently in, given the fact that permission has not been granted for the project? Is this Project Definition Consultation part of the Environmental Assessment that needs to be done right now?
- A: *Judy Kirk*: Derrek, I'll explain. The information in this consultation includes worker accommodation, transportation, clearing and agriculture. Each of them are elements of the draft plans which, in more detail, and considering the input gathered in this stage, will be in the Environmental Impact Statement. With those plans BC Hydro anticipates to file the Environmental Impact Statement in the new year. Following that, there will be a public comment period, plus panel hearings on that detailed information. Take clearing as an example; the input from these meetings will be considered in finalizing the draft clearing plan which will go into the Environmental Impact Statement. If you are interested, you will have another opportunity to look in detail during the public comment periods and in the panel hearings.
- Q: *Derrek Beam*: So the answer to my question is yes, all of this information and the dollars being spent gathering all this information is a requirement for the Environmental Assessment?
- A: *Judy Kirk*: This is over and above. The studies are a requirement, but this BC Hydro-led consultation is an over and above commitment that BC Hydro is making.
- Q: *Derrek Beam*: Who's paying?
- A: *Judy Kirk*: BC Hydro. The ratepayers.
- Q: *Derrek Beam*: I'm paying BC Hydro to go over and above the requirement to submit their Environmental Assessment proposal to find out if they will be allowed to build this dam and we are sitting here discussing what the clearing might look like and what the highway realignments might look like and this is over and above what's necessary to do an Environmental Assessment?
- A: *Judy Kirk*: In terms of engagement, yes.
- C: *Derrek Beam*: That's interesting.
- A: *Siobhan Jackson*: I would like to add that we believe the input we get will result in us submitting a better application that's informed by the local perspectives and interests. I think it will result in a better application that reflects input from communities, than if we hadn't chosen to come forward in a series of consultation sessions with the topics that we thought would benefit from public input at this point.
- C: *Judy Kirk*: I will add that people have asked strongly for as much information, as soon as possible, to review and comment on.

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- A: *Derrek Beam*: The concern I would have and I'm not sure that I have a say in what kind of information is being gathered and the information presented to the government. I appreciate that BC Hydro has collected information and that BC Hydro has created their own surveys with their own boxes to check off and there's space for additional comments. In my view this looks like we are making plans about how we are going to build this dam and we don't have permission yet. First find out if we have permission before we move forward.
- C: *Siobhan Jackson*: Thanks for the comments. I can respond to a few comments you made. In terms of public opportunity to provide input as to what information should be required. There was a consultation process held by BC and Canadian Environmental Agencies in the spring of this year, on exactly that question. There was a draft Environmental Impact Statement Guideline that is a document says what information should BC Hydro be required to provide in terms of assessing this project. In the document the Regulators have asked us to provide detailed plans for activities such as clearing, transportation and other aspects. This level of planning we are doing not as pre-construction planning but as information to support the level of detail required in an Environmental Assessment.
- C: *Derrek Beam*: I know the information package. I remember contributing to that.
- C: *Judy Kirk*: But we do appreciate the comment Derrek.
- C: *Renee Ardill*: Further to Derrek's comment. He's right, this whole thing has felt like you have already decided to do this and you are waiting for the rubber stamp and what we say doesn't make a damn difference. We sit and listen and you read your book to us and we disagree with some of it but it doesn't matter. You already have a plan and what you want to do and we have to come to listen but it feels like a waste of day.
- C: *Joe Poirier*: I would like to comment. I've been to all meetings and asked a lot of questions and at some of the meetings you say that's great stuff, write it down. I fill it full and add another page with questions and I never hear anything. I mentioned that one time and someone said, we take your comments and take those things into consideration. I don't asked questions because I want you to take them into consideration; I want an answer to them whether it's a positive or negative answer. I'm listening to Derrek and Renee talking and I don't know how everyone else feels, but that's how I feel. I hear a lot of speculation and I understand you're still in the preliminary stages, or stage two or three, whatever that may be. For example, you talk about transportation, but it doesn't address dust and health hazards. Right now I can go home and get 28 or 30 questions that I've never gotten answers for. I would like to know if I actually send them to you, would you answer them instead of a generic answer I get here? For me it's frustrating that we don't know what's going on, whether Site C is going to go or if it's going to affect all these good folks here or not. There are so many rumours floating around Hudson's Hope you wouldn't believe it.
- C: *Judy Kirk*: The only comment is in terms of the Environmental Assessment is there is something called the Table of Commitments and Assurances. Within that virtually every comment and question the proponent, in this case BC Hydro, is required to respond. I provided you with that information because I would like you to have it. If you would like it from the regulators I would encourage you to talk to the Environmental Assessment regulators because they are the ones that will require BC Hydro to do that.
- C: *Dave Conway*: Joe, if you send me your list of questions, I will ensure that we provide answers to you.

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Agriculture

Siobhan Jackson presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agricultural Assessment presented in the guide.

- Q: *Gwen Johanssen:* Someone mentioned that not all of agricultural studies are completed. Which ones are to come and when are they expected to be made public?
- A: *Siobhan Jackson:* It's all one study. It's just aspects of the study, primarily the agricultural economic components and the considerations of local food production, where results are not presented here. They will be made public with the Environmental Impact Statement in early 2013.
- Q: *William Lindsay:* I recognize the water license issued by the province. I'm wondering, does BC Hydro have a policy when it's asked for input on an application for irrigation with water coming from a reservoir?
- A: *Siobhan Jackson:* We don't have a policy but I think that's a good consideration. I would think making sure that our future water license doesn't preclude local irrigation opportunities, which is what you are saying, is a policy we should consider.
- C: *William Lindsay:* Your analysis shows that land can be upgraded with irrigation so people thought you would support those applications.
- A: *Siobhan Jackson:* The best approach is for us to make sure our water license doesn't preclude that.
- A: *Paul Christie:* Adding to that, it is on our list of potential mitigation projects. I think irrigation is going to be a major focus that will be driven locally and regionally as part of a conversation.
- A: *Gwen Johanssen:* Going back to Fay's question as part of the background of this. What are you doing as far as the overall assessment?
- Q: *Judy Kirk:* What is happening with the assessment of cumulative affects?
- Q: *Siobhan Jackson:* In general or for Agriculture?
- Q: *Gwen Johanssen:* For wildlife, agriculture, for various different aspects.
- A: *Siobhan Jackson:* The methodology is the same for every area that's assessed. We assess the potential adverse affects of the project and we apply mitigation and look at residual adverse affects of the project. Where there are still adverse affects we look at whether there's a cumulative affect with other industries. The methodology has us look at a regional assessment area to identify projects whose affects may overlap with our affects.
- Q: *Judy Kirk:* Is that methodology available?
- A: *Siobhan Jackson:* It is available in the now final Environmental Impact Statement Guidelines that were released by the Canadian Environmental Assessment Agency last Thursday.
- Q: *Gwen Johanssen:* BC Hydro tends to look as a project and we look at it as valley. BC Hydro has had a significant affect on the Peace River valley already. Are you analyzing Site C in the context of what has already been done?
- A: *Siobhan Jackson:* The consideration of all existing projects, not just ours is incorporated primarily into the baseline conditions. The currently conditions reflect the existence of all other economic activity, including agricultural developments, BC Hydro's hydroelectric projects and others that all influences the environment you live in. It is a requirement that we provide a context statement for

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- what we think the affects have been. We are assessing the affects of new affects and our new affects together.
- Q: *Gwen Johanssen*: If I understand you correctly you're saying that you are taking the current situation, the baseline, and only really considering incremental affects of Site C. We will never have an assessment of what the total cumulative affects across the industries because your baseline is what is here now?
- A: *Siobhan Jackson*: This area has been developed since Alexander Mackenzie came through in 1793 so picking a point at which there's enough data to undo all of the cumulative affects of the agricultural land, hydro and other development would be difficult. The approach that has been put forward and received is that all activities are reflective in what is here today in terms of the human and physical environment.
- C: *Gwen Johanssen*: I disagree with what you have done. You can never get a true cumulative affect because when you get to the point when you have one tree left you've already lost 99 trees and that's the problem, you never truly look at cumulative affects.
- Q: *Guy Armitage*: I want to make a comment about the timing of this. Two hours at this time of year and it's a busy time for the stakeholders. I wonder if BC Hydro would consider an extension to the submission in 2013 or a continuation at a later date. There's a lot of information from the last time to now. The questions that aren't getting answered and with the consultation summaries it's a lot of information. I think and wouldn't doubt that any ratepayer in a crown corporation would want to see the satisfaction of stakeholders, no matter what project, but with something of this magnitude and with this many stakeholders, I think an extension would be good. It's my comment but maybe if the other stakeholders agree they can take a vote and you can take back a summary and say these people requested more time to have this discussion. Would BC Hydro consider that? For all of this, agriculture is huge and we could spend all day talking about that.
- A: *Siobhan Jackson*: If I can reflect on the process. I agree it's a lot of information and we appreciate the time frame. This process goes through October 19th in terms of time for you to receive this information and provide comments on this. Once we've completed all the Environmental Assessments, and I know there are comments that we're not done yet, the entire application will be submitted in early 2013 and the review process will be about 18 months. That includes public opportunities for you to see the whole document and to provide comments, to participate in hearings and listen to what others have to say. This is a pre-cursor to the 18 month process for full review of everything we've put forward that our application will go through towards our decision.
- Q: *Guy Armitage*: Spring, summer and fall are not a good time. Of the 18 months half of that will be gone before we hit next fall and this winter would be a good time to further the discussion.
- A: *Judy Kirk*: To be fair we have tried in the last five years to ensure we have gone in every season. During the winter people have said it's very difficult to travel for meetings and interestingly participation at this time of year is higher than it was in the winter. I hear your concern and it is a lot of information in a short time.
- Q: *Clara London*: Siobhan, I might be mistaken but I believe there are four species that live in the valley that haven't been properly studied and are not listed on the Environmental Assessment final guidelines. I have the Black Bear, the Grizzly Bear, the White Rail Deer and Otter? Is that correct?

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- A: *Siobhan Jackson*: I don't lead the wildlife assessment but I can confirm with you if that's the case.
- C: *Clara London*: If that is the case, it's a serious overlook. You have been told by people who live in the valley that these animals need to be studied and included. You have purposely left them out. I have put forth all of this to the Environmental Assessment team when the Guidelines came out and the four were still not included. They need to be included. You can't continue with the process without studying these sour species living in the valley.
- C: *Judy Kirk*: Siobhan Jackson will follow up with you to see whether that's the case.
- Q: *Robert Bach*: I'm wondering if BC Hydro has any plans to address the affect that they have had on holding lands for 40 years in the valley and the negative affect it's had on the economy and agricultural development? The valley would be vastly different if the land had been open for the years.
- A: *Siobhan Jackson*: A study was undertaken in 2001, you can find it on our website. We were asked that question and we did engage an independent consultant to look at that. They looked at land use here and downstream. In areas that were not under the same Site C conditions and they did not note substantial land use differences. That was the conclusion of the study. In the Site C assessment that's not one of the explicate areas we are looking at.
- Q: *Robert Bach*: BC Hydro hired the consultant?
- A: *Dave Conway*: BC Hydro did hire that consultant but it was a six person group who recommended them. The group included Arthur Hadland, Lee Summer, Lenore Harwood, who was mayor at the time, myself, Damian Dunne, who was property manager at the time and Peter Northcott. The local participants chose the consultant and made the recommendation and BC Hydro went with their recommendation.
- Q: *Robert Bach*: They found no affect?
- A: *Dave Conway*: Relatively limited affect in regards to the difference between the lands that were held by BC Hydro and what was occurring in Taylor with the use of the lands.
- C: *Robert Bach*: The valley there is different from the valley here.
- C: *Blaine Meek*: I rented a pile of land to farm off of BC Hydro and if I had the chance to own it there would be a lot of change. There would be lots of changes if it were privately owned.
- Q: *Robert Bach*: Seeing the population of people stay at about 1,100, and hearing people say I would love to live here and buy here but there's nothing to buy, because there's nothing to sell. Regardless of when that study was done, it's a question of validity. If you've driven the valley often enough it's a great place. Regarding the weather and how it will change will affect the agricultural capacities, will that be addressed?
- A: *Siobhan Jackson*: Yes, the micro-climate study looks at whether numbers have changed in weather due to the reservoir and it looks all the way down to 1 kilometer in resolution and the adjacent lands. The agricultural study also looks at global climate change, beyond the weather-scale, and looks at what the predictions are for the area. We will look at what that means in general.
- Q: *Robert Bach*: How will you mitigate something like that?

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- A: *Siobhan Jackson*: We will see what the affects are and what the nature of those affects are and then see if mitigation required. Mitigation is always related to the nature of the affect and I don't know if there are any yet and if there are, what they are.
- Q: *Derrek Beam*: I want to follow up on Bob's comment and Blaine's. The first question I have, is the study done looking at regions outside of the Peace River area, did it include any surveys of locals and people who live here?
- A: *Siobhan Jackson*: Yes, it was interview-based and on our website you can find it in the Site C reports area where you can read the study and its methodology.
- Q: *Derrek Beam*: So there's a survey of locals, and locals said if I own this land I wouldn't be developing it?
- A: *Siobhan Jackson*: I don't know what individuals said, I'm just reporting the general findings. There were some properties where they said I would do things differently, but on a macro-scale they didn't see a marked change in land use.
- Q: *Derrek Beam*: Secondly, for Bob's question the answer is no, based on the study no BC Hydro would not be looking at compensating further or looking at what the impacts are for property owners?
- A: *Siobhan Jackson*: The decision at hand for the Environmental Assessment should Site C be permitted to go forward or not, and the assessment is focused on what is the impact of Site C, compared to today.
- Q: *Derrek Beam*: OK, I want to throw one quick scenario at you. I just built a house on the Peace River within the Site C flood reservoir. In order to do that it needed to be appraised for financing. Mcdonald Appraisals refused to do it on the property because it was in the Site C flood area and they said there is no way we can give an estimated worth for that property because of the potential of Site C. I have in writing the company that did the appraisal and gave us a much lower value with an asterisk saying due to the stigma of Site C the value of this property must be rated much lower than actual value. What would BC Hydro response be to that information?
- Q: *Judy Reynier*: Could you clarify, I missed the last bit.
- A: *Derrek Beam*: As a result of the potential of Site C, and it's been hovering over our community since the earlier dams were built, there are all kinds of challenges with property value. You are saying that because of this study that was done, we feel that there are no negative effects on property values, or on the potential of how people would be using property, as result of potential Site C project. What I'm asking is how can that be when certified appraisers are saying no I don't want to appraise a property because it's in a Site C flood zone. Or yes, I'll do it, but I'll put an asterisk saying this property is worth less than what it should be due to the stigma of Site C.
- A: *Judy Reynier*: I think the study that was done has more to do with land use rather than land values. Should the project proceed, and that's a big should, and your land was required for the project should you remain in the flood zone, the way the property is valued is as if the project does not exist. Evaluation should not take into account any increase or decrease in property value that may be caused by the project.

Dave Conway wrapped up the meeting, thanked participants for their time and encouraged participants to complete the feedback form and encourage friends and others to participate.

The record notes that the meeting ended at 6:04 p.m.

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PURPOSE	Notes from a stakeholder meeting for the BC Hydro Site C Clean Energy Project held with stakeholders and representatives of the Site C Project on September 13, 2012 at Best Western Dawson Creek, Dawson Creek, B.C.
FACILITATOR	Judy Kirk, Kirk & Co. Consulting Ltd.
ATTENDEES	Joe Brei Eric Chapman Kerry Clark Kathleen Connolly Rob Dennis Lee Gellings Samantha Gibeault Randall Hadland Rolly Handfield Darryl Kroeker Mike McPhail Clarence Mineault Kathy Mineault Patsy Nagel Neal Norman Mark Phinney Mike Rudakewich Clint Shuman Earl Smith James Soutar Al Van Tassel Mark Van Tassel Mike Vyse Bruce White
SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro Duane Anderson, BC Hydro Judith Reynier, BC Hydro Don Wharf, BC Hydro Dave Hunter, BC Hydro Paul Veltmeyer, BC Hydro Paul Christie, Site C Project Team Jack Weisgerber, BC Hydro Karen Schroder, Kirk & Co. Consulting Ltd.

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KEY THEMES

Worker Accommodation

- Participants asked for more information about how workers would get to the north and south bank camps.
- Participants said the RV spaces in the area are already at capacity and that they would like to see BC Hydro provide additional capacity and new RV spaces.

Transportation

- Participants expressed interest in the Project Access Road and wondered how BC Hydro could restrict access to the road following construction; some participants said that the public should have access to this road.
- Some participants said that public access to the Project Access Road and a public bridge over the Peace and Pine rivers should be considered as benefits to the region.
- Participants asked about the potential of using rail to move construction materials from Pine Pass.

Clearing

- Participants were interested in BC Hydro's ability to minimize debris during clearing and to manage debris post-construction.

Agriculture

- Participants were concerned about impacts on agriculture from the Site C project and some expressed that preserving agricultural land is more important than the Site C project.
- Participants asked how BC Hydro will fairly compensate farmers and ranchers whose land is impacted by the Site C project.
- Some participants asked about the framework and rationale for the agricultural assessment.
- One participant expressed that BC Hydro should be looking at the agricultural potential of the entire valley and that the assessment should look at all aspects of agriculture, including range and forage.

The record notes that the meeting was called to order at 2:00 p.m.

DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Judy Kirk

Judy Kirk welcomed participants to the multi-stakeholder meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Judy informed participants that the meeting was being recorded for accuracy.

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Q: *Kerry Clark:* Does the environmental assessment go through the regular environmental agency?

A: *Judy Kirk:* Yes, the BCEAO is the regulator and the federal agency, CEAA, is also involved. I want to direct you to the inside cover of the Discussion Guides, the websites for those agencies are there and there is lot more information online.

2. Review of Consultation Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

Q: *Kerry Clark:* If the Site C dam were built would the existing transmission line from W.A.C. Bennett south need additional capacity?

A: *Dave Conway:* We are studying that right now. At the present time, it is not thought that we would have to expand the corridor or build additional towers but we are studying at that.

Worker Accommodation

Duane Anderson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

A: *Unknown:* How are you planning to hit that 15% for local labour considering that there is already a gap in skilled labour here?

A: *Duane Anderson:* We recognized the 15% could be a challenge. Things could change one way or the other going forward. The key thing is that we are quite keen to have local involvement in this project and we realize that can be a challenge. This is a base planning assumption and we will do what we can to encourage local involvement.

A: *Dave Conway:* We are already involved in Northern Lights College and trade programs, a pre-apprentice program because we know that and that you don't produce an apprentice overnight. You will hear more about that coming up soon. But we are already working to try to fill the gap.

Q: *Mark Phinney:* I am curious about the access to the south bank camp? It's in an isolated area. It says via the Jackfish Lake Road? Is there more detailed information on that? Any maps?

A: *Duane Anderson:* Sure, we have some more information and maps on that. I know that Don Wharf when we talk about Transportation will cover that so I can answer that now or we can talk about it then.

C: *Mark Phinney:* I can wait to talk about it.

C: *Judy Kirk:* Earl, do you have a question?

Q: *Earl Smith:* It was basically the same question, about how workers are going to cross the river.

A: *Judy Kirk:* As we have about 20 pages on Transportation, I am going to let Don speak to that when we get there but I promise we will address those questions.

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- Q: *Kathleen Connolly*: Are you working with local tourism, merchants and associations regarding RV spaces?
- A: *Duane Anderson*: I know the project team is working with communities and associations but I'm not sure what conversations have or haven't happened. Maybe Dave can add something?
- C: *Dave Conway*: I don't have that level of detail but I can get your information after the meeting and we can follow-up with you. I can put you in touch with my colleague. Let's talk after the meeting and I can put you in touch with my colleague.
- Q: *Samantha Gibeault*: Our RV parks in the region are already full of workers. To miss that opportunity as a community to build up the business would be really sad.
- C: *Dave Conway*: Let's talk after the meeting and I can put you in touch with my colleague.
- C: *Judy Kirk*: I would really like you to fill out the feedback form under the worker accommodation section and put in these comments. This is really why we are here. The ability of the project to bring some more spaces and be able to leave them for the community would be a great thing. You really need to let us know about the need and how much; getting comments about these topics is really why we are here.

Transportation

Don Wharf reviewed the Transportation section of the Discussion Guide with a focus on the overview and the Dawson Creek sections.

- Q: *Darryl Kroeker*: Would this Project Access Road be within the transmission line right-of-way? Or is it in addition to that corridor?
- A: *Don Wharf*: The road would be within the existing right-of-way.
- Q: *Mark Phinney*: Just to point out something, the existing transmission line right-of-way is not fully cleared. There is another 100 metres in width for the existing corridor that is not cleared. My question is, does that largely parallel the railway tracks?
- A: *Don Wharf*: You are obviously familiar with the tracks, they form the southern edge of the transmission line corridor, the road is proposed to be along the northern edge and yes, run parallel to the tracks.
- C: *Dave Conway*: Mark, I would like to clarify about the transmission line corridor. We plan on using the existing transmission line corridor where the two 138 kV lines are in place right now and put the two 500 kV lines in there. It would mean a small increase in the width of the cleared area but not 100 metres.
- C: *Judy Kirk*: This is new information; previous materials had BC Hydro looking at a bigger cleared section.
- C: *Mark Phinney*: So, the railway line is its own right-of-way, but you are going to get the new road and two existing and two new power lines all within the right-of way?
- A: *Dave Conway*: Within the existing corridor, the plan is to remove the two existing 138 kV lines and replace them with two 500 kV lines – that work will be sequenced so that power is not interrupted.
- Q: *Earl Smith*: So this Project Access Road would be a restricted access road?

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- A: *Don Wharf*: Yes, it would be restricted during and following construction.
- Q: *Bruce White*: How would you restrict access?
- A: *Don Wharf*: At a minimum there would be signage and there could be gates. The Petroleum Development Roads (PDRs) cross that road, the 400 Road in particular would cross that road – so there will be access, we are aware that it cannot fully be restricted. But there will be gates at the entrance and at the Jackfish Lake Road end.
- Q: *Bruce White*: How do you restrict access to Crown Land?
- A: *Judy Reynier*: BC Hydro would acquire a right-of-way within the existing transmission corridor right-of-way for the road. The transmission line right-of-way is only for that purpose, you cannot operate a road in that right-of-way. The right-of-way that would be acquired for the road, which hasn't been drafted yet, would be for restricted access.
- Q: *Earl Smith*: If you own property down there by the Pine River there is existing access – although it is not great. Will that access remain?
- A: *Don Wharf*: Yes, there is an existing road that goes down into there but it's not a safe or reliable one for access. But yes, you're right; it's the only one that currently exists. The old road would still be there when the Project Access Road is in place.
- Q: *Mark Phinney*: Is there thought of using rail to move material from Pine Pass to the dam site?
- A: *Don Wharf*: It is being considered. We want to leave some flexibility during construction. What we've presented in this document is what will be in the Environment Impact Statement so what we are presenting what would be the largest footprint for the project and for moving materials from West Pine that would be by road. It will be left up to the contractor to decide whether material will be moved by rail or road – whatever is most efficient for their operation. We will be assessed on the largest footprint, if the contractor was to choose rail then that lessens the project's footprint.
- Q: *Kathleen Connolly*: Just back to the restricted access on the Project Access Road, if I'm hearing correctly, you are not restricting access to Crown land, you are restricting access to the road?
- A: *Don Wharf*: Yes, that is correct.
- Q: *Joe Breti*: Back to the Project Access Road, am I hearing correctly, that you are going to restrict this road from public use?
- A: *Don Wharf*: Yes.
- Q: *Joe Breti*: And we also have gotten to the point where we know there is no bridge across the Peace River at the Site C dam. I am puzzled. I would think that BC Hydro would be looking for ways to mitigate objections to the project and one of those ways could be by providing access along this road and even providing a bridge. That would allow a lot of development in the Jackfish Lake area, especially for agriculture and it would mitigate some of the objections to the fact that we are going to flood some good agricultural land. I guess my comments are worth nothing if BC Hydro has reached the stage where this project is a fait d'accomplait. Have we reached that?
- A: *Don Wharf*: No, we have not reached that. That is why we are out here, gathering comments and feedback.

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- C: *Joe Breti*: Well, if we haven't then allowing public access, maybe not during construction, but eventually, should be on the table. Thank you.
- Q: *Randal Hadland*: This idea of using the dam as a bridge has been floating around for 40 years. It would seem that BC Hydro has had time to think about this by now. Well, I don't think the dam is going to be built so it's irrelevant. But I don't know why BC Hydro keeps throwing this thing out there as an option. That's what you're doing when you say 'we're here to hear comments'. If it's a possibility, it's a possibility but just say what the final decision is.
- A: *Dave Conway*: There was a dam concept that ran from north bank to south bank with a linear dam that went straight across the Peace River. When we started the review of the design during the last couple of years, that alignment was changed for a number of reasons and part of the old design had a permanent access bridge that utilized one of the islands. That bridge would have remained in place during operation. In the new concept, there is a temporary construction access bridge that is built in Year 2 and is gone by end of Year 3/start of Year 4. What that would mean is there is access across the face of the dam but it doesn't go over the crest of the dam or the powerhouse or spillway. In today's world, with the security we have, we are restricting access to our facilities. The W.A.C. Bennett is one of the few facilities you can still cross but you aren't crossing the powerhouse. From the project's perspective we don't need a bridge, if we built a bridge it would be completely separate and it would increase our footprint and the timeline would be about 2-3 years, so there would be additional time to gain that access. That would not be the case with the temporary structure. This is our plan we are putting forward in regards to design. It is always open to comment, as Joe mentioned in terms of mitigation or benefit, for that to be part of your comment through the environmental assessment process. But this is the plan that we are putting forward to the regulators as part of our Environmental Impact Statement.
- C: *Judy Kirk*: Over the five years that BC Hydro has been consulting on this project, we have heard lot of comments on the potential bridge. There has been seriously mixed feedback on the idea of a public bridge – pros and cons. So if you feel strongly on this topic, like Joe mentioned as part of mitigation, quite aside from what Dave has described as part of the project design...
- C: *Joe Breti*: Perhaps I have misrepresented my thoughts. Mitigation notwithstanding, I think that what the local people here want is the biggest bang for their buck. It's their backyard that is going to be rearranged and so they want the most out of it. So to have a bridge across the river would mean a lot for the people who are living in the Jackfish Lake area. It would reduce the distance to get to Fort St. John by nearly a third and the other thing is, there is a lot being said about the effect of this project on agriculture, here is a grand opportunity to open up area to agriculture.
- Q: *Earl Smith*: It looks to me like a bridge across the Pine River would make that site much closer to Dawson Creek and Fort St. John. It would cut that distance to Dawson Creek in half. That is maybe something the B.C. government should be looking at. Do you talk to MoTI about this?

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- A: *Don Wharf:* Yes, we talk to the MoTI all the time. They are part of our review process so we are in constant conversation with them. Their focus is on the upgrades to Highway 97. With respect to a bridge across the Pine, they would like to see that too, that would give them access to the best gravel resource they have in the area. But they are not in a position right now to put in a bridge. There are some challenges in getting from Pine up to the plateau, it's not the best road – although it could be upgraded – but you're right it would be a shorter route.
- Q: *Kathleen Connolly:* So for workers not from the area, how would that work? Would they fly in? Our airport has already has issues.
- A: *Don Wharf:* That is a very good question. We've been talking to the Fort St. John airport as that would be the primary airport that would be used. Our team has been meeting with the airport and we are providing them with data regarding predictions for out-of-town workers. The airport will work with the airlines regarding scheduling additional flights. We've also heard from people about Shell running charter flights, so we will look at that too.
- Q: *Rob Dennis:* Is BC Hydro putting any restrictions on the contractor in terms of shifts of the workers? I am asking that from the perspective of the shifts being an influence on people settling in the area.
- A: *Duane Anderson:* We've heard a lot from people about the importance of shift times. Right now for planning purposes, we have made some broad assumptions of two 10-hour shifts. We hear on both sides the social issues caused with different shifts. So we haven't made any decisions yet; as we go through there will be some things we restrict and some things we leave up to the contractor.
- C: *Judy Kirk:* So Rob, if you felt there were some shift rotations that would work better than others you should note those in your feedback form – there is lots of room for additional comments.
- Q: *Rob Dennis:* The inquiry is really about the notion that, if the shifts are structured in a way that makes it not worth their while to fly home for their off period then people are more likely to settle in a community. That will impact our community services and schools etc.
- Q: *Neil Norman:* Road maintenance? Do you know how that will work? Will you use local companies?
- A: *Don Wharf:* During construction, it would fall under the contractor's responsibility. Post construction, BC Hydro would be looking at contracting that road maintenance out. So no decisions have been made on that but we would be contracting that out.

Clearing

Paul Veltmeyer reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

- Q: *Kerry Clark:* You mentioned that some of vegetation in the reservoir would not be removed to assist with erosion control?
- A: *Paul Veltmeyer:* Yes, if you think of some of the islands that get scrubbed out every five years or so, so have newish, very short vegetation on them – that's the first class that would remain. Then the non-merchantable timber, say with a diameter of 3 inches at the base, and the height is well under that 455 metre level.

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- Q: *Kerry Clark:* It was my impression that with Williston there was no vegetation under the water.
- A: *Dave Conway:* No, that's not the case. In Williston there is substantial amount of vegetation under the water.
- A: *Paul Veltmeyer:* The issue with Williston there was not enough time to clear and there wasn't a well developed industry set up, so at the valley bottom there are whole intact forests that are in place. With Williston there didn't clear enough of the shoreline and they didn't finish clearing, so tree crusher took down trees then the waste just remained, and that is where the debris that floats up in Williston comes from. Based on the latest inventory we have for the entire project area, we would be clearing 1.4 cubic metres of merchantable and 1.3 cubic metres of non-merchantable.
- Q: *Joe Breti:* Dealing with the business of erosion, has there been a study of the stability of the banks of the river upstream from the proposed dam site? We already know that the banks are not stable; there was a slide at Attachie that totally blocked the river. I realize you have to remove the vegetation and god-willing you will do a Cadillac job compared to what was done at Williston. But I'm still worried about how stable these banks are.
- C: *Judy Kirk:* I'm going to get Duane to answer that question. But I also want to point you to the materials for the spring 2012 consultation that are all online and have a lot of information about preliminary impact lines and studies.
- A: *Duane Anderson:* BC Hydro has done an extensive study of the area, including a drilling program, all the way from the proposed Site C dam to the Peace Canyon dam and the output of that study was the impact lines approach that Judy mentioned. There are four impact lines around the reservoir. It's a modern approach that looks at the physical processes like slope stability and erosion. There is a line around the reservoir predicted erosion out to 100 years. Then the stability line which looks at unlikely events such as a 1 in 10,000 year landslide that's further back from the erosion line. This approach drives land use and safety around the reservoir.
- C: *Judy Kirk:* There is a series of maps showing these impact lines online.
- A: *Duane Anderson:* I would add we have hard copies of those maps next door for the open house tonight so if anyone has any follow-up questions.
- Q: *Mike:* Has anyone done any testing for mercury? Especially where the conifer forests were, as conifers are known for accumulated mercury in the forest floor. Back in the 1950s when Environment Canada started doing testing of the water on the Peace River, there was already a high level of mercury, higher than what was allowed by Alberta standards. So the solution was to raise the standards by a factor of 10. Have you done testing to see what mercury would be released if the Site C reservoir area was flooded.
- A: *Dave Conway:* Yes, we are doing baseline water quality right now and what elements are in the water. The second piece is that we have been doing extensive testing on the soils, related to what the quality of the soils is. These studies are ongoing but will be part of the Environmental Impact Statement.

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- A: *Paul Veltmeyer:* Some of fishery studies are being done regarding mercury methylation focus around the peat bogs at Watson Slough and they are suggesting that if clear the way we are planning to – winter logging with minimal impact to the forest floor - that would be a better prescription for limiting mercury.
- C: *Mike:* Yes, but that is very close to doing nothing.

Agriculture

Paul Christie presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agriculture Assessment that are presented in the guide.

- Q: *Randal Hadland:* How come the agricultural economy results aren't included?
- A: *Paul Christie:* The study isn't complete yet. The work has been underway for a year and a half. The full results will be included in the Environmental Impact Statement in early 2013.
- Q: *Randal Hadland:* During the second stage of discussions, BC Hydro agreed to study agriculture from a potential capability point of view not one-third of the potential. I want to know why that hasn't been done.
- A: *Paul Christie:* Well, when we go through this in full, we will see how we arrived here.
- C: *Randal Hadland:* Oh, I have seen this all. I have gone through it in detail on the website.
- A: *Paul Christie:* You may have some technical questions about our utility rating system but maybe others in the room might understand it better once I've gone through it.
- C: *Randal Hadland:* The point is, BC Hydro agreed to examine it from a potential capability point of view. That isn't after you take off these little islands, or after you take off this area or that area.
- A: *Paul Christie:* We are not taking them off. The 3800 hectares includes all Class 1-5 land in the project area.
- C: *Randal Hadland:* It says 1600.
- A: *Paul Christie:* That's the area that the project team has assessed as being realistically potentially developed in the future.
- C: *Randal Hadland:* The assessment shouldn't be based only on the sections BC Hydro has deemed appropriate.
- Q: *Randal Hadland:* I would like to see the breakdown of how much land was taken out for each of these factors. For example, how much land was taken out for the Peace Boudreau Protected Area? You start out with 3,800 hectares and you get down to 1,666. I want to know what percentage are the various factors you have listed here to get down to 1,666 hectares.
- A: *Dave Hunter:* We can get that for you, so you can see how much land was removed for the Peace Boudreau Protected Area and others.
- C: *Randal Hadland:* I think it's absurd you aren't considering that. If BC Hydro can flood the entire valley because some economic analysis says it is a good idea, then surely there is analysis that shows that agriculture would be a more appropriate, higher-value use than a protected area.
- C: *Judy Kirk:* The Peace Boudreau Protected Area is a proposal, not a reality, and your point is well taken, Randal, and we have it in the record.

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- C: *Randal Hadland:* You also have it in the record, from the last meeting I was at a few years ago, that BC Hydro committed to studying the agricultural potential of the valley and you are not doing that.
- C: *Paul Christie:* We have identified all the capable lands.
- C: *Dave Hunter:* We have looked at capability for the whole 3,800 ha, we haven't ignored it. And one aspect of the assessment is looking at potential future use.
- Q: *Randal Hadland:* Are you going to come up with an economic figure for the potential capacity for the full the 3800 ha? I expect to see that in the full assessment.
- C: *Judy Kirk:* We are marking as a follow-up for Dave and Paul to find out if that is the approach and get back to Randal.
- Q: *Mike:* Could you have another look at those lands you rate 6 and 7? I haven't seen land that has zero capability.
- A: *Paul Christie:* The nil rating is not for capability, it is for utility for cultivation.
- C: *Mike:* I don't like the term nil for land.
- A: *Paul Christie:* I take you point. Let's talk about Class 6 then, as Class 7 lands are virtually straight up and down. We did a very detailed slope classification of the area and we broke the slopes down by agricultural classification. Some of the very steep slopes are grazed by horses and cattle. But this is looking at future cultivation and that's why they were rated low to nil.
- Q: *Randal Hadland:* First of all, why are you just looking at cultivation? It should include forage and other aspects of the agriculture.
- A: *Paul Christie:* The assessment certainly is addressing range and effects on range and that will be included in the EIS. The utility rating is focused on cultivation.
- Q: *Mark:* Is there currently available a map that shows the areas delineated Class 1-7?
- A: *Paul Christie:* Yes, good point. We have maps that will be on display at the open house tonight.
- C: *Judy Kirk:* Yes, these are big table top maps that you can look at. You don't have to wait until tonight. And we are looking into getting them online.
- Q: *Kathleen Connolly:* Can you tell me how much of this land is used for cattle or other animal production vs. how much is cultivated?
- A: *Paul Christie:* Within the project area, this 600 ha of cultivated land some of is used for grain and some of it is hay and forage. Most of the operations have livestock as well – so it is a combination.
- Q: *Kathleen Connolly:* So I am wondering, we know that a lot of producers are older, are you doing any sort of training or succession planning? What are you doing to make sure they feel they can continue in their field? For example, this farmer who is losing the entire operation, are you allowing him to continue to work in his chosen field?
- A: *Dave Hunter:* We will be working directly with the impacted property owners.
- C: *Judy Reynier:* The project has not yet been approved; we are in the environmental assessment process. If it was approved, we would take the information from these studies about the impacts on individual operations and work with those owners. We haven't gotten to that level of detail where we have made plans for individual operations.
- Q: *Judy Kirk:* Is this something the project would consider, the idea of helping with training or planning?

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A: *Judy Reynier*: Absolutely.

C: *Kathleen Connolly*: In my role, we work with lots of industries. I think that agriculture tends to get forgotten for whatever reason. I would be very interested to see some sort of program or support from BC Hydro.

Q: *Patsy Nagel*: The preservation of agriculture land is absolutely number one as my concern. The Peace Valley has the potential to produce more than enough food for the whole Peace River region. Indeed because of its micro-climate, it's capable of producing many of the fruits and vegetables that we currently import from southern areas. Flooding this agricultural area with its Class 1 and 2 soils is to me a criminal act. With global warming a significant threat we should be preserving this most precious 1300 ha of prime food producing land. Let's keep it for future generations. What are people going to do when there are more and more people all the time, but we aren't getting more land, not good land like this? You'll never get that kind of land in other areas. We have been farming in this area for years and we don't have the potential for farming and growing things like the Peace Valley does. I think we should cancel the dam and let us proceed with growing food. Let's do the irrigation so we can grow more vegetables, not just forage crops, in that valley. There is such potential, it's such a shame to not utilize it and leave it for future generations.

C: *Joe Breti*: I agree with Patsy in terms of the land; however, I am a realist. How are you going to settle the differences between land owners and BC Hydro in terms of compensation? What is the process that BC Hydro has in mind?

A: *Judy Reynier*: The first thing we would do is to hire a professional, independent appraiser to look at highest and best use of the land – in the case of the valley, that would be agriculture. Then they would look at the value of the business being run from that property. So in the case of agriculture, how much income the land was generating and the potential for income, the present value of that income stream would then be added to the value of the land. That's the principle of compensation. If a building was affected, then either the value of the building would be paid or relocation of building to another area of the property. The object is to make the property owner whole – there should be no residual financial loss.

Q: *Mike Rudakewich*: Firstly, I would like to say that I'm from Alberta. I support Patsy's statement on agriculture. That's the number one issue for me too. Your two dams already in operation have had a huge impact on the river, in Alberta and beyond. We have lost of huge amount of the Athabasca Delta. There is no getting that back.

About 15 years ago, there was a break in the Bennett dam that caused a lot concern for a lot of people. Should any of those dams on the Peace River break, all the populations of the town of Peace River, Alberta is at risk and even beyond that. Do you have any contingency plan for what you would do if the dam would break?

A: *Duane Anderson*: As far as consequence for failure of any of our dams, BC Hydro has a responsibility to the people of B.C. Within the Environmental Impact Statement, there is a section called 'Accidents and Malfunctions' and we discuss what would be done to prevent that, but in the

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extremely unlikely event of a failure during construction or operation, there is an analysis of what the impact of that would be – mainly flood levels and flood arrival times. This analysis is part of the EIS.

Q: *Mike Rudakewich:* But the reason for the break at the Bennett dam 15 years ago or so has never been disclosed.

A: *Duane Anderson:* I can speak to that as well. I have worked for BC Hydro for quite a while; one of my former roles was the Dam Safety Engineer at Bennett and Peace Canyon dams. I am a civil engineer and I was responsible for the health and safety of both those dams. In 1995 there were two sinkholes discovered at Bennett dam. There was quite a rigorous and extensive program of characterizing what condition all areas of the dam were in. After that, the dam was rehabilitated and repaired and is now operating in a safe manner. There is a lot of instrumentation at those dams and they are monitored 24-7, on an instantaneous and continuous basis. There is a lot of senior review.

C: *Dave Conway:* I'll just add one thing as there is a communication piece to this. We regularly hold table-top emergency planning exercises for both facilities, which involve the Province of Alberta and the communities downstream in Alberta.

Dave Conway wrapped up the meeting, thanked participants for their time and encouraged participants to complete the feedback form and encourage friends and others to participate.

The record notes that the meeting ended at 4:10 p.m.

MEETING DETAILS	BC Hydro Site C Clean Energy Project
STAKEHOLDER MEETING	Project Definition Consultation, Spring 2012
	Taylor – Stakeholder Meeting September 14, 2012, 1:00 p.m. – 3:00 p.m. Taylor Community Hall 9896 Cherry Avenue Taylor, B.C.

PURPOSE	Notes from a stakeholder meeting for the BC Hydro Site C Clean Energy Project on April 18, 2012 at the Taylor Community Hall, Taylor, B.C.
FACILITATOR	Chris Chok, Kirk & Co. Consulting Ltd.
ATTENDEES	Donna Taylor Ed Amendt Jill Copes Dave Nolais Gordon Davies Randy Ariss Kevin Frederiksen Andrew Moore Glenn Brown Jon Armbruster Wally Pohlmann Craig Thompson Mayor Fred Jervis, District of Taylor Betty Ponto, Councillor, District of Taylor Charlette McLeod, Administrator, District of Taylor
SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro Duane Anderson, BC Hydro Don Wharf, BC Hydro Paul Veltmeyer, BC Hydro Dave Hunter, BC Hydro Paul Christie, Site C Project Team Chris Chok, Kirk & Co. Consulting Ltd. Lisa Santos, Kirk & Co. Consulting Ltd.

KEY THEMES

Worker Accommodation

- Participants were concerned about the impacts of the Site C workforce on local community services such as police, ambulance, fire and schools, and wanted to make sure that these were accounted for in workforce accommodation planning. Participants were interested in when more information about these impacts would be available.

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- Participants were interested in how workers would be transported to the worker accommodation camps and asked about the difference between shuttles and park-and-ride facilities.

Transportation

- Participants asked about specific routes along which workers and materials would be transported.

Recreation

- Participants asked about the status of BC Hydro boat launches at Dunlevy and Taylor and noted that permanent recreational sites created for Site C would need to be better maintained than sites built for the W.A.C. Bennett Dam.

The record notes that the meeting was called to order at 9:00 a.m.

DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Chris Chok

Chris Chok welcomed participants to the stakeholder meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Chris informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

2. Review of Consultation Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

A: *Wally Pohlmann:* Where it states future energy needs on page 3 of the Discussion Guide, is that strictly B.C.'s needs or is that exports as well?

A: *Dave Conway:* This is strictly B.C. needs, what we need to meet domestic load demand – residential, commercial and industrial. If there is anything surplus to that then that could be exported to optimize the system.

Worker Accommodation

Duane Anderson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

C: *Dave Conway:* I'll just add one thing, we've had conversations with local government - Mayor Jarvis, Council and staff - and know there could be opportunities for the community not just for RV

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areas but for housing, encouraging local workers in Taylor, and maybe shuttle service and carpooling.

- Q: *Jill Copes:* On page 9 I see that all the things addressed are site-specific for your camps. I don't think you're addressing the overall impacts it is going to have on the surrounding communities in terms of policing, nursing, ambulance service, schools; you're building units for housing but how will that impact school in that area? I don't see that you've addressed that.
- A: *Duane Anderson:* We are not addressing that directly in this Worker Accommodation section to the Discussion Guide but it will be part of the Environmental Impact Statement that we will submit as part of the environmental review process. Our socio-economic team has been talking with RCMP, Northern Health and other agencies to characterize impacts on the region and how they can best be managed. Workforce estimates have been shared with agencies; we are at the front-end of process and we are determining how the workforce would affect those services. We are working cooperatively with the agencies to understand and come up with plan to how to best manage those issues.
- C: *Jill Copes:* I have one more question; it's regarding RV sites. When BC Hydro constructed the large dam, there were a lot of RV sites and when the construction finished, they were not left in the best of condition and there was a weed-control problem in future years. I think that's a concern that should be noted. If RV sites are constructed, then they need to be managed in the future.
- C: *Dave Conway:* Thank you for that comment. I appreciate that.
- Q: *Kevin Ariss:* All 1,700 workers from south camp and the north camp will be accessing Tim Hortons say, or a nice meal outside the camp, through 269, 240 roads and Old Fort Road, is that correct?
- A: *Duane Anderson:* Don will talk more about transportation. We are proposing that it would be a controlled site. So at the peak, the 1,700 - 1,200 on the south bank and 500 on the north - are coming in from different directions. So for people coming in from the south, there would be a park-and-ride in Chetwynd. Private vehicles would be limited on-site and we are looking at leisure shuttles from the north and south bank camps to town. We wouldn't allow private vehicles to come and go as they please.
- Q: *Kevin Frederiksen:* What Jill had touched on is the preliminary stages of what impacts they will be... I've got two kids and I know the school boards are stressed already. You mentioned this is right at preliminary stages, so when will that come available to the public, the findings?
- A: *Dave Conway:* The information we are gathering right now will be available later this year when the consultation summary report is out. The continuation of discussions with agencies – RCMP, Northern Health etc. - will be part of the filing of the Environmental Impact Statement with the regulators in the new year. That will be our suggested plan and will include those inputs from agencies but throughout the environmental assessment process there will more opportunities for public input and involvement. At the end of the day, the regulators and the review panel will determine the plan based on all the input from BC Hydro, agencies and the public. We are about a year into a three-year process. The joint panel will provide a report to government for decision.

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Ultimately when you get certification there's a table of commitments that lists what we must do to be certified and what we must do to get a water license.

- Q: *Chris Chok:* Any last questions on Worker Accommodation before we move on to Transportation?
- Q: *Randy Ariss:* I just want to make sure I understood what you were saying. So you have the camp and someone working in the camp wants to take their car and go come into Fort St. John, are you saying they couldn't do that?
- A: *Duane Anderson:* That's right. Shuttle buses would be used in order to minimize negative impact of the extra traffic. We want to promote people going into town, but we don't want that happening in an uncontrolled, unregulated way and the traffic that goes with that.
- Q: *Randy Ariss:* Do you see that working?
- A: *Duane Anderson:* I'm sure there will be challenges. The key is how to enact that plan. There will be challenges and I think the key is that if people have good ideas about how to control that, a lot of people around here have worked in camps and seen what works and doesn't, so if they can share some of that experience.
- C: *Dave Conway:* We also looking at examples of what already exists in camps. We have been to Fort Mac, we have looked at what Talisman is doing, what Walter Energy, just west of Chetwynd, is doing. We are looking examples and taking what works best. Walter Energy might be one of the best as it is quite close to Chetwynd.
- Q: *Jon Armbruster:* For different events that Fort St. John may offer, hockey etc., are you thinking about a bus bringing people into town to be entertained and open their wallets up? We are experienced in Fort Mac – getting people safely to town and back.
- A: *Duane Anderson:* Good point. And one thing I don't think we've mentioned yet, for those people interested in business opportunities, we are hosting some business procurement sessions and I can provide more information after the meeting.
- C: *Dave Conway:* We also have a business directory online. If you haven't registered, please register and you'll get automatic updates. If we put out an RFP that pertains to your business, then you will automatically get a notice about it. I would encourage you to sign-up.
- Q: *Wally Pohlman:* It states in the Discussion Guide that you are planning for a park-and-ride near Chetwynd; what's the difference between the shuttle and park-and-ride? Will we have maps as to where the park and rides will be and where shuttles would be dropping people off? That's a large chunk of land needed to park numerous cars.
- A: *Duane Anderson:* I think the difference is the collection point, with the park-and-ride the collection point would be in Chetwynd with travel to the site on the south bank. Whereas the collection point for the shuttle would be from the camp with travel to Fort St. John. There have been comments brought up and some initial discussion about the possibility of a park-and-ride in Fort St. John, as far as locations, we don't have that yet for the park-and-ride in Chetwynd.
- Q: *Wally Pohlman:* So would the shuttle be a door-to-door service or else you're going to have to look at another chunk of land for that?

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- C: *Dave Conway:* The discussions that we have had so far haven't referenced a door-to-door service, but there is no reason that suggestion can't be made and I would encourage you to add that to your Feedback Form. The other thing is, for the level of detail you are asking about with regard to plan, for example locations, would be part of the EIS filing.
- A: *Duane Anderson:* I think one more thing on this topic, there has been some talk on extension of existing transit within Fort St. John. That's the level of detail we are at; we aren't set on one or the other, or a combination. There could be some door-to-door service but we haven't settled on routes.

Transportation

Don Wharf reviewed the Transportation section of the Discussion Guide with a focus on the overview and the Fort St. John and Taylor sections.

- Q: *Don Wharf:* Does anyone have any questions?
- Q: *Jill Copes:* From quarry to the dam site will traffic go across the highway south down 271 Road or down the Alaska highway?
- A: *Don Wharf:* On the maps you can see there is a square with black dot that shows car traffic and circle with a triangle that shows truck traffic. If you start at Wuthrich Quarry, just east of Charlie Lake, trucks would come down 271 to Highway 97, then turn left go down Highway 97 to Old Fort Road, past 240 Road, down to the entrance to the site that is being proposed close to where sand and gravel operation is today. This would be the route for movement of equipment and materials to site. For car traffic and service vehicles coming from Highway 97, north of Fort St. John, they would take 97 to Old Fort, turn right on 240 Road, and then turn left onto 269 Road and enter the site there. Coming from Taylor, the anticipated route would be come up Highway 97, then turn left and go through Old Fort Road and turn down to the site.
- C: *Jill Copes:* How will they access the landfill?
- A: *Don Wharf:* People will still be able to access the landfill as you do today. Something I didn't mention was we are planning on restricting workers and vehicles, as a condition of employment, going north on 269 Road partly because there is a larger number of residents on 269 Road than the route we are proposing.
- A: *Jill Copes:* I don't think it will be quite as it was with amount of traffic travelling along it.
- Q: *Kevin Frederiksen:* I'd like to request a meeting with people who I need to see regarding this issue. I'd like to have a sit down meeting with those people to discuss mitigation opportunities since I live on that road.
- A: *Dave Conway:* We will mark that as a follow up.
- Q: *Kevin Frederiksen:* So the powerhouse will be on the south bank, so the employees, I mean full-time BC Hydro employees following construction; they will gain access from the north and cross the dam to get to the powerhouse. Do you know the estimated full-time employees?

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- A: *Dave Conway:* The estimated number of employees is 25. We won't know final numbers know until it's actually completed. The amount that would be local would probably a little less than that as some of the support services would be located in Edmonds or Dunsmuir head offices in Vancouver.
- A: *Duane Anderson:* The number is comparable to staff at the Peace Canyon dam.
- C: *Dave Conway:* Yes, Peace Canyon has a permanent staff of 20 people.

Clearing

Paul Veltmeyer reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

- Q: *Kevin Frederiksen:* When will most of your burning be taking place, in the winter months when indexes are very poor?
- A: *Paul Veltmeyer:* No. We are actually probably able to do something that the rest of the industry can't. With the islands, there is good venting with in the summer months, which of course coincides with fire season, and fire protection people actually suggested that might be a possibility.
- Q: *Jill Copes:* When does Year 1 start?
- A: *Paul Veltmeyer:* Year 1 starts when the project is approved.
- C: *Jill Copes:* So is there any construction going on already?
- A: *Paul Veltmeyer:* No, there is only testing going on.
- A: *Dave Conway:* If we follow the regulatory schedule we have been handed, and I am making some big assumptions, first year would be 2015, that gives you a better timeframe.
- Q: *Jill Copes:* But you have already started clearing on the south bank for the camp?
- C: *Dave Conway:* No, that's not correct. Duane maybe you can speak to the activities that have been going on.
- A: *Duane Anderson:* Over the last several years we've had an ongoing field investigation program, which includes work on the south side. But no clearing or other construction work in advance of certification.
- C: *Dave Conway:* I would add that part of that field program this year was work on an adit on the south bank, which involved some clearing.
- A: *Duane Anderson:* The adit is a horizontal tunnel downstream of powerhouse and spillway. In the 2010 updated design, these structures were moved from traditional design, so the engineers needed to look at the rock in the new location to see the properties and strength.
- Q: *Jill Copes:* I just know that across the river there's a large clearing on the south side.
- A: *Duane Anderson:* That clearing is associated with this tunnel. We cleared a slope above the area to make a safe work area for the investigative tunnel.

Agriculture

Paul Christie presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agriculture Assessment that are presented in the guide.

- Q: *Jill Copes:* I have several questions. First of all, I would like to know what percentage of Class 1 and Class 2 soils in B.C. this represents?

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- A: *Paul Christie:* The total of 3800 ha for Class 1-5 is less than 1% of the provincial total.
- C: *Jill Copes:* I think you're incorrect. There is not very much Class 1 and 2 land within B.C. and the Peace Valley contains a lot of it. And further to that, talking about in-valley irrigation projects, BC Hydro has taken up ownership of most land for irrigation in the Taylor area. It's not available for irrigation because BC Hydro owns it and so no operators are there anymore. You are talking about 600 ha and the capability of land, you're very short-term. The land has capability of providing food security for the entire province in all kinds of agricultural production. We already have 35,000 taken out B.C. for the oil industry.
- A: *Paul Christie:* We do have those statistics about Class 1 and 2 lands, and can provide them to you, and I don't know them right now.
- C: *Dave Hunter:* It is less than 1% for the Class 1-5.
- C: *Paul Christie:* It would be a bigger proportion of the provincial Class 1 and 2 lands.
- Q: *Jill Copes:* The lower mainland is going to take land out of the Agricultural Land Commission and there won't be Class 1 and 2 lands available.
- A: *Paul Christie:* With respect to your not being available as they are owned by BC Hydro, as far as I know, BC Hydro has offered most of these lands back through agricultural leases.
- C: *Jill Copes:* I will speak as a farmer, you can't put long-term investment to someone else's land.
- C: *Dave Conway:* Thank you for that comment. We have captured that follow-up regarding Class 1 and 2 lands.
- C: *Chris Chok:* We have about 15 minutes left, so if you have any further questions we would be happy to take those. I will also put in a plug to fill in the feedback form; it's also available on the Site C website.
- Q: *Kevin Frederiksen:* I'll direct this to Dave Conway. I mentioned to the Pauls earlier, a lady in a consultation meeting this spring answered a question about boat launch at Williston and the response was there are very difficult challenges with Dunlevy boat launch. If there was a picture of that boat launch, it would be more like omelet on BC Hydro's face, rather than just an egg. The way she said there were challenges, that's really throwing your engineering section under the bus, they can't engineer boat launch and they are working on a \$7 billion project.
- C: *Dave Conway:* That's not the first time heard I've heard that.
- C: *Kevin Frederiksen:* I brought it up 2 years ago and it was the same response. I would like it if there were no smoke and mirrors and I could get some direction on that and answers that would be appreciated.
- A: *Dave Conway:* Absolutely. I'll tell you what I know at this point. The big challenge we are referring to is actually finding another location, a piece of property where this would fit that has low erosion. We know the boat launch is in a bad state of repair – Duane has used it and can confirm – and people are still using it and we are very concerned about the liability related to that. So our short-term plan is to go in and do work to strengthen, by using rip rap, the existing structure and put it in usable state in the current location and by doing that we will reduce that risk and liability for people. The next thing is to find that permanent location and rebuild it to standard where won't get that level of erosion. The timing to initiate the short-term is this fall if we can get the water level in the reservoir, if not, then next spring. This challenge this year is that we are at high water

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mark in all reservoirs. For Williston we are currently at 2202.6 feet in elevation and full pool is 2205, so we are just below full pool. So it looks like next spring. And I am going to mention the Taylor boat ramp, which we know is also in a horrible state, and plan to begin work on that next Monday, which will involve building a coffer dam and having a ramp aligned better towards the downstream side so people can approach it and have the ramp rip rapped. As you're aware, the current is undercutting the ramp right now. We hope to start next Monday and we have some level of control over the water level there. The problem is you will have some restricted access there for at least 6 weeks and we know that will create a problem. But it will be short-term pain and long-term gain.

C: *Kevin Frederiksen:* My second question was about the Shaman industrial park?

C: *Dave Conway:* Yes, 85th Avenue Industrial Lands.

C: *Kevin Frederiksen:* There are a bunch of rumours floating around. Who will that land be turned over to at the end of the day? I'm not bashing anyone but this is being brought to my doorstep and property values may go up or down or continue to be stable, but if the rumour is correct and this is turned over to the First Nations as a Reserve area, that wouldn't do justice to property values.

C: *Dave Conway:* Duane and I have both heard those rumours and we have checked internally and they are not true. There is no substance to them at all and we don't know who they are coming from. We have talked to our Aboriginal group that are doing parallel consultation with First Nations, Treaty 8, and they have had no conversations related to that. From a future use perspective, during the last consultation, we asked people about future use of those lands and if people were supportive of BC Hydro entering into a joint planning exercise with the PRRD and the City of Fort St. John regarding the future use of those lands. The City of Fort St. John would like to have those lands within a boundary expansion so they would be within the city boundaries and they would like to see them for light commercial, industrial use and generate funds from them. There has been no decision made regarding future use and the component related to First Nations, as far we are aware, has no substance.

Q: *Glenn Brown:* Regarding the boat launch, I've been involved as part of the River Rats, and know it's an ongoing thing. That's terrific about the work being done on Taylor boat launch – will it be limited access or completely shut down?

A: *Dave Conway:* It will be completely shut down. This is our challenge, for us to do something for access on temporary use perspective; we need to go to referral process to get the permit. That requires referral with first nations and it's been taking about a year to get approval. For me to say we are going to get that approval, I just don't think it's realistically very likely. You guys have been innovative in finding temporary use sites and you would be better off to take those approaches. I don't have confidence we would be able to get a temporary use permit.

C: *Glenn Brown:* I don't have an issue with that. You've seen the state of the one we have. Like you said, the short-term pain will be for the long-term gain. Just curious about another access; we will just use another area, Halfway or Lynx Creek. Thanks – I appreciated that information. You and I been involved there, much appreciated.

C: *Dave Conway:* The club might want to have talk about what you want to do for temporary access and Mayor Jarvis is aware of issue.

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C: *Glenn Brown:* Well, we are at tail end of boating season. It's only used for hunting and some fishing at this time of year.

Q: *Jill Copes:* Can you disclose how much you have spent to date on the project?

A: *Dave Conway:* As of the end of last fiscal, which is the last number I have, it was \$180 million as of March 31 2012.

C: *Charlette McLeod:* For the boat launch, Bob Gammer does the communication about the boat launch and they are suppose to start construction on the 17th so it will be open for the next little bit.

C: *Jill Copes:* You've got \$180 million into this project, what happens if it fails. Who pays?

A: *Dave Conway:* For entire Environmental Assessment process \$300 million was budgeted to get us through end of a decision. We don't know what the decision will be and that is two years out. That money goes to deferral account. If project not certified that \$300 million would be paid by ratepayer of B.C. - you and me. On your BC Hydro bill there's an amount, small dollar amount that's the deferral account for other projects as well.

Dave Conway wrapped up the meeting and encouraged participants to complete the feedback form and encourage their friends and others to participate.

The record notes that the meeting ended at 11:00 a.m.

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PURPOSE	Notes from a local government and stakeholder meeting for the BC Hydro Site C Clean Energy Project held on September 17, 2012 at the Tumbler Ridge Community Hall, Tumbler Ridge, B.C.
FACILITATOR	Nancy Spooner, Kirk & Co. Consulting Ltd.
ATTENDEES	Bill Esau Bev Fourier Roxanne Fowlow Candie Laporte, Chief Financial Office, District of Tumbler Ridge Scott LaPrairie Kurt Render, RCMP Birgit Sharman Brian Vernon
SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro Duane Anderson, BC Hydro Alex Izett, Site C Project Team Paul Veltmeyer, BC Hydro Dave Hunter, BC Hydro Lisa Santos, Kirk & Co. Consulting Ltd., meeting recorder

KEY THEMES

Worker Accommodation

- Participants were interested in the location of in-community housing and whether it would be in Fort St. John.
- Several participants who hoped to participate as suppliers to the Site C project expressed an interest in worker accommodation – specifically, the type, location, access and budget.

Socio-Economic

- Participants asked about any direct impact from the project on Tumbler Ridge, and there was a discussion about the possibility of socio-economic impacts.
- All of the attendees were interested in BC Hydro's plan to attract workers, given the high employment levels in the region and the shortage of available labour.

The record notes that the meeting was called to order at 2:00 p.m.

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DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Nancy Spooner

Nancy Spooner welcomed participants to the local government and stakeholder meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Nancy informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

2. Review of Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

Worker Accommodation

Duane Anderson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

- Q: *Birgit Sharman:* With the housing, would that be in Fort St. John or Taylor? Or close to worksite?
- A: *Duane Anderson:* We are looking primarily at Fort. St. John. We've had interest from Hudson Hope, Taylor and Dawson Creek. We're pretty early in planning right now so we're focused on Fort St. John but we are also interested in anywhere that makes sense for us to support our workers.
- Q: *Birgit Sharman:* But likely in one of those communities?
- A: *Duane Anderson:* Yes. That's our plan right now. If people have ideas about how any part of our strategy, whether it's worker housing or whatever, could work other than what we are thinking about right now then that's what the purpose of the feedback that Nancy was eluding too. But for now we are focusing on the project area, primarily Fort St. John.
- Q: *Brian Vernon:* Do you have any kind of budget plan for this housing? You're talking about 40 houses and people living in camps. I've lived in camps all over Canada, and they are just there working and then going home. It's nice to go to a house and perhaps settle down there and retire.
- A: *Duane Anderson:* The 40 houses that BC Hydro is proposing to put into Fort St. John. We don't think that will be the deciding factor for in-community housing. It's meant to augment what's already there in the housing market. I think whether the number 40 is right or not we will look at over time. One of the things I'll talk about is one of the last pieces of our strategy is to be adaptive and to read conditions. One of the challenges we have is knowing the right number. We don't know, and I take your point on questioning that, but one of the things will be how the market conditions change over time, if they do. We are looking four, six, eight and ten year out so it's a

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challenge for us to look at all those issues and make those decisions now. We're saying 40 now but it could change.

Q: *Brian Vernon:* Do you have financial planning for camps and housing cost?

A: Duane Anderson: Yes, it's incorporated into budget.

Q: *Brian Vernon:* What is the budget?

A: *Duane Anderson:* We have overall project budget then we break it down. We break it down but leave it in big buckets because we are going to public procurement. We don't bust it down to a line item and then make that publically available because we are going to public procurement.

A: *Dave Conway:* So you may be aware that the total project cost, all in; inflation, contingency fund which is 18%, a 10% indirect cost, is \$7.9 billion, almost \$8 billion. That's a fairly recent bottom up estimate. The amount allocated for construction management and services was \$515 million. That includes the cost for worker accommodation and the other large line item is construction management and services. To find that we would have to pull it out of the \$515 million; that's where it's incorporated.

A: *Duane Anderson:* In general we don't release anything that's broken down much more than that because commercially sensitive information.

C: *Dave Conway:* We'll be looking for the best bid we can possibly get.

C: *Brian Vernon:* \$515 million, that seems like little to me.

C: *Dave Conway:* There's a lot in there for three items.

C: *Duane Anderson:* The short answer is, those considerations are in the budget. That's what the balance of it is.

Q: *Bill Esau:* Do you have a start date for this project?

A: *Duane Anderson:* We have a Plan A start date and that's subject to change. We would submit our Environmental Impact Statement in early 2013 and the regulatory process is defined for us. Do you want to take over Dave?

A: *Dave Conway:* Sure. We filed a Project Description Report in August 2011 and we were told by the regulators that the timeline is three years for the pre-panel stage. We are already well over the one year mark. With the filing of the Environmental Impact Statement and the panel, and allowing for the time for both federal and provincial governments to make their separate decisions, it should be three years total. The end of year 2014 is the timeline we've been provided by the regulators. That would be for the start of construction if it goes with that timeline. Construction is seven years, so the earliest to have any power from the project would be 2021.

A: *Duane Anderson:* The other way to look at it is Year 1 equals 2015.

C: *Nancy Spooner:* Subject to approval.

Q: *Nancy Spooner:* Does anyone have any questions for Duane?

C: *Bill Esau:* I'm sure there will be a lot of questions that we have as a camp accommodations supplier. We have been working with BC Hydro already.

Q: *Duane Anderson:* With Siobhan Jackson?

A: *Bill Esau:* Actually we have the Mika Creek project.

C: *Duane Anderson:* OK. I'll chat with you after Bill.

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- Q: *Scott LaPrairie*: How far away are the north and the south camps, elevation-wise, from the finished water level of the dam? Are you taking the camps out after?
- A: *Duane Anderson*: We are looking at taking the camps out after. The north camp is about 120 meters above and the south camp is 20 meters. There's quite a big elevation difference.
- Q: *Scott LaPrairie*: Did you consider a permanent establishment?
- A: *Duane Anderson*: Not that I'm aware of. We looked at our need over the eight years.
- C: *Jack Weigerber*: I think Fort St. John was initially interested in a larger stock and more conventional housing in the city. But I believe there was some push back from the community about escalating house prices while there's high demand and then a big drop in house values if you had an outflow of people. That shifted the thinking towards creating camps.
- Q: *Duane Anderson*: We've heard from a few people, and I think it's more relevant to the north bank camp, about questions of decommissioning or leaving it. Our planning right now is to fully decommission. But people are free to share their input if they think the area is better served otherwise.
- C: *Dave Conway*: Scott, if you have particular thoughts around that, we would love to hear them. Please put them in the Feedback Form.
- C: *Bill Esau*: With the camps, looking at your graph it looks as though Year 5 is going to be your busy year. So you would want your accommodations ramped up for that time. Then after that you have some series of step drops where facilities could be taken out and used somewhere else.
- A: *Duane Anderson*: Absolutely. That's the idea and I might not have said it as clearly as I would have liked. The south bank camp is modular and it will build-up and scale-down to mimic the workforce.
- Q: *Bill Esau*: The 50 to 100-man regional workforce camps, are you thinking RV parks and stuff like that? Is that going to move as the transmission line moves?
- A: *Paul Veltmeyer*: The satellite camps would be more to service the highway realignments. Possibly the transmission lines, but that's a fairly rapid moving linear project. They could be serviced by the south camp or Chetwynd.
- A: *Alex Izett*: There might be some local camps along Highway 29 constructed. The packaging hasn't yet been confirmed, but we anticipate that if the project receives certification the bulk of improvements would be done towards the end of the project. So there might be some local camps in the Hudson Hope area.
- Q: *Bill Esau*: So you're looking at year 2019?
- A: *Alex Izett*: Based on Duane's comment, Years 5 and 6, potentially.
- Q: *Dave Conway*: One of the things I'll add before we move on is that BC Hydro did some business forums last fall related to the procurement process and some of the different components of that. We will be doing a follow-up set of meeting in November and we are just finalizing the dates now. The closest meeting to you would be in Chetwynd and I would encourage you to take part in those sessions. We will be talking a bit more about the procurement, which could start as early as 2013 with some bigger pieces, and how we would go about parceling those. I also urge you to register in our Business Directory which will provide you with updates about the project and if there is a Request for Proposal specific to your area of interest; which Scott I believe we took your information last time and put you in. If you are not registered, by all means register. You'll get the

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updates and you will specifically know if you provide a service or goods that we are looking for and we put out a call for it, you will automatically be included in that call.

Q: *Nancy Spooner:* Any other questions before we move to Transportation? I want to make sure we get through all the topics before the end of our session.

Q: *Scott LaPrairie:* Just quickly on what you said. By registering we are automatically included? Is there going to be a pre-qualification stage for certain functions?

A: *Dave Conway:* In some cases there are, but I can't tell you which ones yet. We may be providing more information about that in November. I would encourage you to come out to the session then you can ask our procurement group directly.

C: *Scott LaPrairie:* OK.

Transportation

Alex Izett reviewed the Transportation section of the Discussion Guide with a focus on the overview and the Highway 97 and Jack Fish Lake Road sections.

Q: *Scott LaPrairie:* Is that Project Access Road going to be a heavy-haul construction road before it's a long-term road?

A: *Alex Izett:* It would be built with the intent to receive full size loads that would be going to the dam. It's currently proposed that the road be retained after construction to provide restricted access to BC Hydro to the dam site.

Q: *Scott LaPrairie:* During construction is it going to be Triple 7, rock truck-sized road, or is it going to be legal highway?

A: *Alex Izett:* It will be a legal access road. We do anticipate some oversized loads and I'll speak to that in a minute.

Q: *Scott LaPrairie:* They doing anything with the Pine Pass rail tunnel? To make it bigger?

A: *Alex Izett:* Not that I'm aware of. We are anticipating several large oversized loads that would come in and BC Hydro has commissioned a logistics study to see where they would come from. The study has identified that it could potentially come in through Houston or in the eastern U.S. and make their way to southern Alberta. Then from Alberta they would travel by highway to Grand Prairie and then down through Highway 52, across your front doorstep and into Chetwynd, then up Jackfish Lake Road. There's around half a dozen of those oversized loads which would come in under a pilot car and the contractor would be required to get all the necessary approvals from the British Columbian and Alberta governments to move those loads. All other loads carrying materials on the highway for the project will be standard.

Q: *Scott LaPrairie:* I guess if you're trying to get a maximum benefit for British Columbia you would want stuff coming west to east instead of east to west.

A: *Alex Izett:* That study did look at routes coming in from Prince Rupert and from the Lower Mainland but it's those restrictions of railway tunnels or bridges that are presently undersized.

C: *Scott LaPrairie:* We need that opened up anyway.

C: *Alex Izett:* Again, provide your comments in the Feedback Form.

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- Q: *Bill Esau:* You mentioned a temporary bridge at the end of the project. Will there be access from one side to the other? Will it be permanent access?
- A: *Alex Izett:* Not permanent access.
- C: *Dave Conway:* Maybe Duane can speak to that a little bit more.
- Q: *Duane Anderson:* Sure. I'll speak to the background a bit. When the project was originally designed it had a permanent crossing downstream of the earth-fill dam. There were some changes in the project layout for hydraulic and engineering reasons so the powerhouse and the spillway flipped in their locations. We can now provide long-term access from the north bank across the earth-fill dam directly to the powerhouse. There was no longer a need for a bridge crossing as part of the project. BC Hydro has decided to move forward with the project without a permanent crossing because it's not required for the construction or operation of the dam.
- A: *Dave Conway:* The temporary bridge goes in Year 2.
- A: *Duane Anderson:* The temporary bridge goes across in Year 2, across to the main channel. After that the dam is diverted through diversion tunnels - there are upstream and downstream cofferdams. The downstream cofferdam would serve as a crossing as the dam is constructed. The embankment dam serves as a crossing. So there's a crossing at all times beyond the end of Year 2 for BC Hydro purposes. But those would be for BC Hydro purposes of construction and maintenance.
- Q: *Bill Esau:* Will the cofferdam be removed?
- A: *Duane Anderson:* The cofferdams are incorporated into the earth fill dam.
- C: *Nancy Spooner:* Any other questions? The Feedback Form for the section that Alex just went through is on page 37 – 40. In case anyone wants to give us any thoughts in detail and there is lots more information than what we went through today if anyone is interested in any other parts of the transportation system.

Clearing

Paul Veltmeyer reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

- Q: *Nancy Spooner:* Any questions for Paul in that section?
- Q: *Brian Vernon:* Did you do a chemical analysis of the soil being flooded?
- Q: *Paul Veltmeyer:* Are you talking about the mercury methylation?
- A: *Brian Vernon:* Yes.
- A: *Paul Veltmeyer:* The experts that we have had looking at this, and they have cross Canada experience on reservoirs, have said that the real concern would be heavily humified soils, so peat bogs. In this particular project there's one small peak bog by the name of Watson Slough. Other than that concern, which is a very small area in the reservoir, what they're suggesting is that we reduce disturbance of the forest floor. Their concern would be if the mercury methylation that would occur if we disturbed a lot of the reservoir floor. In our prescription we are looking at low stumping, winter logging and making every effort to minimize disturbance.
- Q: *Brian Vernon:* Found any gold?

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A: *Paul Veltmeyer*: No, I've looked awfully hard.

Q: *Bev Fournier*: I was up there a couple of times because I'm trying to see what was happening on all that agricultural land. Is all that used for growing? Maybe I missed it but I didn't see a lot there.

C: *Nancy Spooner*: That's a good segway. Are there any other questions before Dave starts on Agriculture?

Agriculture

Dave Hunter presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agriculture Assessment presented in the guide.

A: *Dave Hunter*: This answers your question Bev. Go into Peace River region and there is lots potential, but only 600 ha of land being cultivated. There would be 34 operators affected by the project.

Q: *Scott LaPrairie*: Of the 34 operators, how many do you have problems with?

A: *Dave Hunter*: I wouldn't say we've seen problems.

Q: *Scott LaPrairie*: Well how many do you have an agreement with? Is it a handful, is it half?

A: *Dave Hunter*: No agreements have been made. We have just been engaging with land owners and wouldn't be looking at agreements until after certification.

A: *Dave Conway*: I would add that it generally varies. Almost anyone involved in agriculture in the valley is against the project. I can think of one exception. It's a rare exception. As Dave said, we aren't looking at any agreements outside of access to the lands for study work. We wouldn't move forward on anything else unless we received certification.

Q: *Birgit Sharman*: I was wondering, it hasn't been mentioned anywhere, are there any residences within the flood plain?

A: *Dave Conway*: Potentially if project constructed there would be 30 people impacted by either inundation flooding, highway realignment, or the erosion impact lines.

Q: *Birgit Sharman*: 30 residences or 30 people?

A: *Dave Conway*: 30 landowners not counted as people because there could be more than one person in a residence. Out of 30, 10 of them probably aren't impacted but more studies are required. But the study needs to be site-specific, so we have to look at it and say given the strata that's there you will be fine because erosion would be low or progress over long period of time. An additional 10 will be impacted, going on what we know right now. But there is enough property land base that they have that they could be moved to a different location on the property they already own. So ultimately they could stay there. There are 10 who would be directly impacted with very little place to go and in one place nowhere to go, there is very little land base to move the resident onto. Out of the 30, it's a 10, 10, 10 split. That still requires refinement.

Q: *Birgit Sharman*: Are these properties spread out? There isn't a subdivision?

A: *Dave Conway*: That's property from the dam site past Hudson Hope. You heard about the Hudson Hope berm when Alex was talking about it and you heard a little about it when Duane was talking about worker accommodation. A large portion of the people would be impacted if we weren't

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building a berm to protect the escarpment that many properties are sitting on top of, which is presently eroding, but the reservoir would make it worse. Then you have 63 kilometers of valley where there would be varying impacts with road realignment and flooding, that goes up the tributaries too. The section you never see because you turn the corner and go up the hill at Bear Flats. There's about another 15 or 20 kilometers from there to the dam site, but there are people on the escarpment, the impacted property owners are at the top and a little bit on the south side. It's that whole 83 km.

Question and Answer

Nancy asked if there were any further questions on any aspect of what was discussed or the project.

- Q: *Candie Laporte:* Is there any direct impact on Tumbler Ridge? I see Chetwynd, Hudson Hope and Fort St. John but is there any in Tumbler Ridge?
- A: *Dave Conway:* I'm happy to say there's no flooding impact.
- C: *Candie Laporte:* I didn't think so.
- A: *Alex Izett:* As I mentioned before, there would be the oversized loads which we think would come up this way. There are a number of routes and some different options.
- C: *Candie Laporte:* Well, we deal with the wind farms so a half a dozen more loads is no problem.
- A: *Alex Izett:* We anticipate this could be one route they could come, but they might not. Beyond that there might be some workers coming from Alberta that could come in through Tumbler Ridge en route to Chetwynd, if they come through Grand Prairie for instance. We can't really assume what that number would be, but we have made reasonable assumptions that they would go up through Dawson and into Fort. St. John, so no direct impact.
- A: *Dave Conway:* The other thing I'll mention is we are presently finalizing our socio-economic studies. Some studies, such as fish, we have multi-years of work, with wildlife, the more years you do the better. Whereas with socio-economic studies, you need to have the most recent snapshot that you can get prior to doing the Environmental Impact Statement. We are just finishing off that work so it's as close to the project as we could get it. Having said that, we've been talking to local government, including the Regional District and the District of Tumbler Ridge, about any potential socio-economic impacts there might be. For example, a large workforce we know is going to be a transient operation. You've heard about worker housing and how we are going to mitigate some of that. We have been in discussions with RCMP about potential impacts from an enforcement perspective to get their input. We have also been talking to Northern Health about potential impacts to doctors and nurses and to BC ambulance services about how we would be servicing the camps. We aren't finished those discussions yet so there might be indirect impacts from a socio-economic perspective.
- Q: *Kurt Render:* You kind of touched on something that's been in every district meeting or community forum I've attended - Northern Health. As a community served by Chetwynd's ambulance service, is there input about supplementing service so we don't lose the service from Chetwynd that supports us here.

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- A: *Dave Conway:* There's been a lot of discussion because we know the sensitivity, especially recently with the death in Hudson Hope. Yes there is, we are looking at being capable of handling our workforce with doctors and nurses onsite. We are talking to Northern Health about how to recruit without impacting the recruiting that's already going on. You know the current challenges with finding and keeping people. If we are successful, there's an agreement where they are in the community and to help augment services. Ambulance Services basically said you're on your own because they aren't coming out to the site so we need to do the transport. We are looking at helicopter evacuation; transit across the dam site could be a challenge. One of the challenges we face, that you are probably aware is, that there isn't helipad at the new hospital. We are still working through that stuff. In our present operations at Hudson Hope we have an ongoing challenge related to keeping a doctor and nurse there, and we supplement the money to a doctor and to medical services to provide a stipend to try and make it more attractive to them and try to keep them. But it's an ongoing challenge.
- C: *Birgit Sharman:* It's interesting that this project is happening in one of the few areas in the country that's actually booming. Because we have our two mines operating and always trying to hire new people and Tech is hoping to get approval soon to reopen, and there's the Chinese company that's by the high school and wants to build buildings and if the pipeline goes through at the same time, where are all these workers going to come from?
- C: *Dave Conway:* We are aware of that from the outset, as Duane said it's a highly employed region. I believe the unemployment rate is 4%, which means that anyone who wants to work is working.
- C: *Duane Anderson:* It cycles between 4% and we aren't publishing because it's too inaccurate to report.
- C: *Scott LaPrairie:* Well if you have people working a 10-hour day you won't get anyone because everyone wants 7-12, 2 weeks on and 2 weeks off. They just pick and choose wherever they want to go. We are working up right now at new mine, Mount Milligan, near Williston and they are trying to work 10-hour shifts and I can't get guys to go in there because they can work a half hour out of town and work whatever hours they want.
- C: *Birgit Sharman:* There's another mining project just west, Cardero I think it's called.
- C: *Dave Conway:* We heard that because the District is already pushed regarding the housing situation in the community.
- Q: *Birgit Sharman:* If that goes ahead Hudson's Hope is where the work is going to be.
- A: *Dave Conway:* We are having problems with housing for our workers that are presently there. The other thing we know is that if we are certified, like you heard Duane say, we would like to see 15% of the workforce come from the community, if we are successful with that, it creates a hole for the person in the company they leave. We are doing a couple of things. We are partnering with Northern Opportunities, Northern Lights College, School District 60 base program and it has a strong aboriginal component to it. We are in year two of a three year partnership and we have put in \$100,000 and that's a pre-apprentice base program. Spectra is in it, Talisman is in it so there are some big name players in it. There will be an announcement sometime in the very near future about that partnership with Northern Lights College and what we will be doing related to the trades program. I'm not allowed to say anything more than that.

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- C: *Scott LaPrairie*: It's an opportunity for the average small business in the region, they have an opportunity to look at 5 or 7 years of work that they are confident about then they will hire the guys and they'll get them. We are used to 6 months of work at a time and you're bidding again and there are opportunities to grow local businesses. But it goes back to the policies and how do you carve those pieces up so you don't allow one company to come in and be responsible for your socio-economic hiring policies. You really have to get it down into smaller chunks so the local business can grow.
- C: *Dave Conway*: We hear you. You should put that in the Feedback Form, there are two extra pages for comments, and come to the business session in November. You'll hear a little more about that. You gave me an opening to mention when you talk about the seven-year construction period, it's consistent and superb for trades. There are not many opportunities that you can take an apprentice and they can become certified before the end of the project. It would give people a good period of time to develop. But there will be challenges, especially Birgit, as you said, if all of these projects were to go through.
- C: *Duane Anderson*: We hear this often and a lot of these conversations provide us with the opportunity to develop people and develop the skills that go beyond building a dam and a power house. There are skills that line-up well with the mining and oil and gas industry, and what people already do in the Peace region. Hopefully we can be part of skills development and retention.

Dave Conway wrapped up the meeting, thanked participants for their time and encouraged participants to complete the feedback form and encourage friends and others to participate.

The record notes that the meeting ended at 3:57 p.m.

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PURPOSE	Notes from a stakeholder meeting for the BC Hydro Site C Clean Energy Project on September 18, 2012 at the Pomeroy Chetwynd, Chetwynd, B.C.
FACILITATOR	Nancy Spooner, Kirk & Co. Consulting Ltd.
ATTENDEES	Tom Aird Curtis Brewster Norm Bunker John Campbell Wade Caven Greg Cupples Tracey Fournier Denise Gardiner Guy Gilron Terry Guy Jim Humphreys Anja Kirschbaum Hans Kirschbaum Naomi Larsen Lisa Lunch Walter MacFarlane Dave Milber Dave Milber Bill Ory Brian Pate Debra Pinkston Tonia Richter Tiffany Ann Siteman Sheree Smith Eran Spence Tab Young Jason Young
SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro Duane Anderson, BC Hydro Paul Veltmeyer, BC Hydro Dave Hunter, BC Hydro Alex Izett, Site C Project Team Jack Weisgerber, BC Hydro Nancy Spooner, Kirk & Co. Consulting Ltd., Facilitator Lisa Santos, Kirk & Co. Consulting Ltd., Meeting recorder

MEETING DETAILS	BC Hydro Site C Clean Energy Project
STAKEHOLDER MEETING	Project Definition Consultation, Spring 2012
	Chetwynd – Stakeholder Meeting
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	Pomeroy Chetwynd
	Chetwynd, B.C.

KEY THEMES

Transportation

- Participants asked questions regarding the timing and volumes of materials movement, including the possibility of moving materials from Pine Pass by rail and the ability of roads to handle the heavy traffic, in particular Jackfish Lake Road.
- Participants were interested in the road construction standard planned for the Project Access Road and how access would be controlled, both during and after construction.

The record notes that the meeting was called to order at 4:00 p.m.

DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Nancy Spooner

Nancy Spooner welcomed participants to the stakeholder meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Nancy informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

2. Review of Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

Worker Accommodation

Duane Anderson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation.

Q: *Brian Pate:* How will you hire locally? That's a broad question. Are you contracting everything out?

A: *Duane Anderson:* We will be contracting out and we are early in procurement process. We are coming out in November with business information sessions aimed at providing information about the procurement process. We are going to have to look at hiring locally within the procurement, but we recognize that there is a lot of demand for skills in the region. We are looking at building community housing in the region and building houses for our workers throughout the life of the project and then turn them over for affordable housing stock. It's not going to be a single thing that will solve it; we know we will be up against challenges. We are open to ideas and we are going to have to go at it from procurement and we are going to have to go at it from housing.

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- C: *Dave Conway:* I will also add that we are going after it from a skills development perspective. We know there's a shortage of skills in the trades particularly and we are partnering with Northern Opportunities, as are a number of key companies in the Peace region. We are also planning on something else that you will probably be hearing about in the near future related to Northern Lights College. A project like this allows for skills development because of the seven year construction period, in addition to what Duane has already said.
- Q: *Brian Pate:* Can there be language in a contract saying that you have to hire 10% local?
- A: *Duane Anderson:* That's a possibility but we aren't there yet. We definitely want it, but we aren't at that point yet.
- C: *Brian Pate:* You talk about what you heard and you're aware of it but there isn't a lot of detail.
- C: *Duane Anderson:* It is short on detail at this point to some extent and that's a fair comment. One of the things is balancing the people's desire to know and the fact that we are early in the process as far as procurement and that we aren't quite there yet to provide all the details. Saying that, we are listening and asking for ideas from those who understand regional economy and challenges - even though we aren't there, it's a good time to listen.
- C: *Brian Pate:* Some of the other major projects have had lots problems with unions.
- Q: *Naomi Larsen:* Will that bridge be temporary or permanent?
- A: *Duane Anderson:* The bridge would be temporary and for BC Hydro construction use only. There is not a permanent public crossing proposed as part of the project. Historically, this issue goes back a ways, in the early 1980s there was a public crossing proposed as part of Site C. There has been a reconfiguration to the design. The structures have been reoriented and flipped for hydraulic reasons. We can now access the facilities from the north bank with a road. That wasn't possible before. In this new configuration that is being presented as part of Environmental Impact Statement a permanent bridge is not part of the project.
- Q: *Tiffany Ann Siteman:* That shuttle bus, would that be a permanent fixture, the transportation to and from the worksite?
- A: *Duane Anderson:* I think we would be looking to support the transportation of our crews and to fulfill our needs for getting crews from Chetwynd and the south and getting the people safely into the project site throughout the life of construction.
- Q: *Tiffany Ann Siteman:* So you wouldn't have to erect a bus loop?
- A: *Duane Anderson:* Alex will talk about road infrastructure. We are looking at buses and opportunities to drive in on our project roads.
- A: *Alex Izett:* Duane is right, it would be somewhere in the Chetwynd area. It could be in town, close to or on Jackfish Lake Road. Exactly what that would look like hasn't been decided yet. The idea is that there would be something there for people to drive to and then shuttle bus to site.
- Q: *Tiffany Ann Siteman:* Would we be able to use that road after the project is completed?
- A: *Alex Izett:* Right now it's only for the term of construction and not beyond.
- Q: *Jason Young:* That sounds good if you have people working on-site, general labourers. But in reality for guys who are loading equipment or contractors who are driving their own vehicles they aren't going to driving to the buses.

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A: *Alex Izett:* We aren't anticipating putting everyone on a shuttle bus. There will be a need for other vehicles, other than a labourer driving his pickup truck out there. But for those labourers who work on the dam site and who don't need access to their vehicle the proposal is to put them on shuttle buses and have them travel to and from on shuttles.

Q: *Sheree Smith:* Are there any plans to upgrade Jackfish Lake Road? I don't know how many of you have driven out there lately. It won't sustain the traffic.

A: *Alex Izett:* We do have that in the plans. That's in the Discussion Guide.

Transportation

Alex Izett reviewed the Transportation section of the Discussion Guide with a focus on the overview and the Highway 97, Jack Fish Lake Road and the proposed access road.

Q: *Brian Pate:* There's logging down there, any harvesting would have to happen before the project began. Is that harvesting considered part of Year 1?

A: *Alex Izett:* That would be required for BC Hydro for the project, as opposed to some other private company.

Q: *Brian Pate:* If someone is doing clearing down there, is there going to be roads in place to get the stuff out or is that going to have to wait? I'm wondering how that timing lines up?

A: *Paul Veltmeyer:* Clearing is starting in Year 1, that's the first activity that has to happen. To start, clearing activities will use the roads that are already in place, although some upgrades will be required. In that same year further roads would be upgraded for what Alex is talking about. There would be a lot of activity in that first year I'm sure.

A: *Alex Izett:* There would be improvements to certain areas of the existing Petroleum Development Roads (RDRs) off the end of Jack Fish Lake Road - drainage improvements, adding gravel, some excavating, raising the road in some areas. We will be in discussions with the owners of those roads to talk with them about that.

Q: *Jason Young:* How come you're taking that rip rap material from that far away (Pine Pass)? Why don't you take that from a private source that's closer?

A: *Alex Izett:* The project would require about 800,000 cubic meters of rip rap. This would be permanent rip rap that would be required on the upstream face of the dam. It's the closest accessible source rip rap that has the volume and quality that BC Hydro is aware of. BC Hydro currently has tenure over that area of West Pine.

C: *Duane Anderson:* If you are aware of other sources of rip rap we are happy to hear about it. For the permanent rip rap for the dam, we need high quality. The rip rap in the valley is generally sandstone and isn't durable for the long-term. The reason we are going into the Rockies is to get limestone which has the engineering properties you need to last many years.

C: *Jason Young:* I'll talk to you after.

Q: *Greg Cupples:* Are there any plans on moving any rip rap by rail from the west?

A: *Alex Izett:* Right now we are anticipating that it would be moved by truck, a standard highway trucks with trailers.

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- C: *Greg Cupples:* The facilities are there to use rail.
- C: *Alex Izett:* Yes, they are right beside. We are in discussions with CN Rail about that. BC Hydro wants to look at the greatest impact that moving that material would have on the environment and the community. We think the largest footprint would be to have all of that volume of rip rap moved by truck rather than by rail. In terms of what the number of trucks on the road would do to Chetwynd and to Jackfish Lake Road. We have assessed the transport of that material by truck vehicle for inclusion in our application for environmental assessment. But we are talking to CN about the potential and would like to leave that option up to a contractor.
- Q: *Brian Pate:* What's the volume again? Do you know how many truckloads that is?
- A: *Alex Izett:* It's 800,000 cubic meters divided by 20, so 40,000 trucks over the course of seven years.
- Q: *Brian Pate:* So that's 10 loads a day?
- A: *Alex Izett:* In the peak period there would be approximately 10 loads a day.
- C: *Brian Pate:* That's not excessive.
- C: *Alex Izett:* We don't think it is.
- C: *Alex Izett:* The red line indicates the new Project Access Road. It would be within the corridor of the existing transmission line but built towards the north end of that transmission line.
- Q: *Brian Pate:* What will happen to that road when the project is over?
- A: *Alex Izett:* The road is proposed to be retained.
- Q: *Brian Pate:* Will it be retained by BC Hydro or given over to the government?
- A: *Alex Izett:* That question hasn't been answered yet. Presently, BC Hydro has taken the position that it will be a BC Hydro-only road with restricted access to the dam site. But it's up to the regulators and the Crown as it assesses the environmental application. How we would control access under that situation we don't know yet. It would be difficult and it's something we haven't gotten a complete answer on yet. BC Hydro is taking the approach that the road would be retained beyond the life of construction so BC Hydro can maintain access to its facilities.
- Q: *Lisa Lynch:* Where are you taking this traffic information from? From Jackfish Lake Road? 60 to 70 vehicles per hour is not local, that's loggers, trucks and tankers.
- A: *Alex Izett:* Again, that's on average. This would be closer to the south end, so closer to Highway 29. Not further up at the end of Jackfish Lake Road, but closer down.
- Q: *Walter MacFarlane:* When was the study done?
- A: *Alex Izett:* We took a traffic count last year in the summer of 2011 on Jackfish Lake Road.
- Q: *Norm Bunker:* On that new access road going to the dam. Is that a paved road? Does it have a shoulder?
- A: *Alex Izett:* Yes it will be paved, asphalt and concrete, not with a seal coat.

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Clearing

Paul Veltmeyer reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

- C: *Paul Veltmeyer:* On page 27 there's a series of photos here of some very well-known points. If we look at West Farrow Creek, which is the top left picture you can see there's an island with merchantable timber on it. There's some timber in the background. If you look at the picture below it, it's an artist's rendering of what it would likely look like following clearing. This is what you would be looking at prior to inundation. If you look at the other photo it's looking east of Halfway River and again you see an island there and the vegetation around the surrounding rivers edge how it would look prior to clearing and post clearing.
- C: *Jason Young:* There's obviously only one way you're doing that stuff.
- Q: *Paul Veltmeyer:* How's that?
- A: *Jason Young:* High Lead Logging. You're not carrying that across the water.
- C: *Paul Veltmeyer:* No. We did originally look at a 'cut-and-float' prescription but that didn't go well with our plan to keep the sedimentation down and to manage the wildlife and fisheries habitat during construction. That was ruled out. So we've done a cost-benefit analysis and a 95% of the wood will be ground based harvested and those islands will be accessed by bridges. There is a small amount of the area, about 5% of the area, where the most sensible thing to do is to fly the wood out.
- Q: *Jim Humphreys:* Why don't you put an ice bridge in and truck it out during the winter?
- A: *Paul Veltmeyer:* We've looked at the ice history and in fact, there were ice bridges proposed in the initial draft clearing plan in 2008. But in this plan, there are no ice bridges since Peace River is regulated and we are not going to have weather conditions that would be conducive for ice bridge construction on the Peace River. We do have reliable ice conditions in the Moberly and the Halfway; we have verified that. Once we get up into those tributaries we can be sure of ice. But as a default, because the weather seems to be unpredictable, we will be looking at the use of steel structures if we can't rely on the ice on those tributaries.
- Q: *Eran Spence:* What are your long-term mitigation plans for the sediment and erosion?
- Q: *Paul Veltmeyer:* On the reservoir?
- Q: *Eran Spence:* Yes. Using the Williston Reservoir as an example and how it's always washing in.
- A: *Paul Veltmeyer:* The elevations for Williston fluctuate in the range of plus or minus 55 feet.
- A: *Dave Conway:* The water license allows for 100 feet but the operating rules are 55 feet.
- A: *Paul Veltmeyer:* In this particular case, for Site C, we are looking at a variance of 1.7 meters, so a little under 6 feet.
- A: *Dave Conway:* We don't foresee any significant sediment build up for hundreds and hundreds of years. Duane, you're the engineer.
- A: *Duane Anderson:* I think from an erosion perspective, one of the big differences between shoreline erosion and sediment erosion on Williston and Site C, is that there is a lot of it is fine grain silt and then you have big wave energy because the reservoir is so large, you get a lot of dust generation erosion. When we looked at classification of the proposed reservoir at Site C, we are looking at 50% of the shoreline being rock, 35% being large sands and gravels, and 15% silts. From a spatial point

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of view, there's a lot less of a problem. There is a bunch of contributing factors and we hear a lot about the problems on Williston, both from a clearing and erosion point of view. The message with Williston is that it's a different situation. For the sedimentation from a long-term point of view, it doesn't affect the life of the reservoir for thousands of years as far as sedimentation impacting the storage capability goes.

- A: *Dave Conway*: Where you would see it start to occur first is on the tributaries, as the water slows down the sediment starts to drop out. Key to the Site C reservoir is that it's not there for water storage; it's there for head on the turbine. At Site C there's two to three days of water at the reservoir versus the two to three years of water in the Williston Reservoir. Ultimately, we don't need the reservoir at Site C for storage, we need it for head. Even if the sediment rate sped up at the end of the day you still have the flow coming from Williston.
- C: *Eran Spence*: If you look at sloughing along south bank there are a lot of points where a whole mountain fell in there I think.
- C: *Dave Conway*: The Attaché slide, in 1973, at Halfway River.
- C: *Duane Anderson*: It's worth mentioning that we did a shoreline classification and drilling mapping of the whole potential reservoir from the proposed Site C to the Peace Canyon, including the tributary areas. We've done a lot of work and we've come up with the maps that we brought out in the spring. They're available on our website and they basically have projections of what the shoreline erosion would look like out a hundred years and long-term stability lines that reflect the low-likelihood, high consequence events, like the slide at Attaché. In engineering we call that a 1 in 10,000 year event. Those impact lines are shown all the way around the reservoir if people are interested.
- C: *Dave Conway*: A lot of that information overview was provided during the spring consultation. The information is available online if you want it.
- Q: *Eran Spence*: Where? Is it on the website?
- A: *Dave Conway*: www.bchdyro.com/sitec. We can send you the link, talk to me after so you can find it.

Agriculture

Dave Hunter presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agriculture Assessment presented in the guide.

- Q: *Brian Pate*: Will the fish studies be available as part of Environmental Assessment process? Will that data be made public?
- A: *Dave Conway*: It's part of the Environmental Impact Statement that we plan on filing in early 2013. There are areas, not necessarily related to fish, where we have finalized studies and they are already available to the public on our website.
- C: *Brian Pate*: I've seen that.
- C: *Dave Conway*: If there's not something there that you're looking for a final version of now it will be in the EIS.
- Q: *Brian Pate*: With the Williston pondage there was research process funded and has been ongoing for many years. They used money to research caribou or fish.

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STAKEHOLDER MEETING	Project Definition Consultation, Spring 2012
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	Pomeroy Chetwynd
	Chetwynd, B.C.

- A: *Dave Conway:* The Peace Williston Fish Wildlife Compensation Program?
- Q: *Brian Pate:* Yes. Is there anything similar planned for Site C?
- A: *Dave Conway:* That's a good question and no answer to that. Ultimately that sort of thing will come out of the Environmental Assessment process. You know through those types of processes we have to look for ways to avoid potential impacts. If we can't do that then we look at ways to mitigate, and if you can't do that then there's compensation. If we were successful in getting environmental certification there would be a Table of Commitments that would come from the regulator that are conditions of us being able to get the certification and construct. Then we still need fisheries authorization, navigable waters authorization and hundreds of permits to be able to move forward. To get water license there's a level of commitment. We don't know at this time, but down the road it make could make up a table of commitments.
- C: *Jack Weisgerber:* I think it's fair to say that on all hydro projects in British Columbia there have been fish and wildlife compensation programs upstream of the dams. The constraints here have been that technically the compensation funds should apply to the projects upstream of site one. But when you put new dam, and if that goes ahead, it's fair to expect that compensation fund or some version of it would happen.
- Q: *Eran Spence:* Any compensation funds for the Watson Slough?
- A: *Dave Conway:* It's same thing; we know we will impact it and certainly wetlands is one of those areas that needs to be mitigated and one of those ways is by creating new wetlands. It's one of the things that's being put forward and is in the plans for potential mitigation that will be filed with the EIS. So the short answer is yes.
- C: *Dave Conway:* We are planning on holding business information sessions for potential early procurement in November. We are looking to do something similar this year as we did last year, if we haven't already contacted you, Sheree.
- C: *Sheree Smith:* Just contact Tonia at the office.
- C: *Dave Conway:* We will be. We will be looking to add Hudson's Hope as well. If you are not registered in the business directory I'll provide you with information on how to do that. That will let you know about those types of sessions and any RFPs that come out. You tell us the services or products that you provide and you will be automatically included in regards to updates about those. It's a good way of doing that and making sure you're on the list as well. The sessions will be in November but we haven't nailed down the dates.

Dave Conway wrapped up the meeting and encouraged participants to complete the feedback form and encourage their friends and others to participate.

The record notes that the meeting ended at 5:48 p.m.

MEETING DETAILS	BC Hydro Site C Clean Energy Project
STAKEHOLDER MEETING	Project Definition Consultation, Fall 2012 Mackenzie – Local Government and Stakeholder Meeting September 19, 2012, 2:00 p.m. – 4:00 p.m. Mackenzie Recreation Centre Mackenzie, B.C.

PURPOSE	Notes from a local government and stakeholder meeting for the BC Hydro Site C Clean Energy Project on September 19, 2012 at the Mackenzie Recreation Centre, Mackenzie, B.C.
FACILITATOR	Nancy Spooner, Kirk & Co. Consulting Ltd.
ATTENDEES	Dave Forshaw, District of Mackenzie David Schuarts Dave Francis Bennett McGuire Jeremy Botrakoff Calton Tuftin Tom Briggs John Lambie Vi Lambie Sam Davis Wanda Davis Pat Crook, District of Mackenzie Judi Vander Maaten, District of Mackenzie Mark Fercho, CAO, District of Mackenzie
SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro Duane Anderson, BC Hydro Paul Veltmeyer, BC Hydro Lisa Santos, Kirk & Co. Consulting Ltd. (Meeting Recorder)

KEY THEMES

Transportation

- Participants asked about the possibility of moving materials from Pine Pass by rail and if there would be any rail improvements as part of the Site C project.
- Participants asked about access to the Project Access Road and were interested in plans to protect wildlife in that area.
- Participants were concerned about the congestion on roads currently, and noted that moving materials by road would worsen that situation.
- Several participants were interested in plans for restoring roads after construction, given that they would have heavy traffic volumes.

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BC Hydro Commitments

- Participants were concerned about BC Hydro following through on mitigation plans for the Site C project when plans for Williston reservoir, such as boat launches, were not completed.

The record notes that the meeting was called to order at 2:00 p.m.

DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Nancy Spooner

Nancy Spooner welcomed participants to the local government and stakeholder meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Nancy Spooner informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

2. Review of Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

Worker Accommodation

Duane Anderson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

- Q: *Dave Forshaw:* You're saying a percentage would be off-site. Will there be any upgrades at the Kennedy siding that will be associated with Site C?
- A: *Duane Anderson:* We are looking at potential upgrades at West Pine Quarry, not at Kennedy siding. Right now we are planning, and there's a possibility of moving rock by West Pine Quarry by road to the dam site. However we realize that rail is a realistic option and if that option was exercised there would be some work involved with that side.
- C: *Nancy Spooner:* Dave, there's going to be extensive coverage of transportation when Alex does his presentation so maybe we can wait until then.
- Q: *Sam Davis:* I noticed that in your document you say you're going to tie into existing infrastructure with water and waste. Looking at the current situation in Dawson Creek with water shortage this year, how do you propose to address issue?
- Q: *Nancy Spooner:* Just to make sure we have your question, you said they are going to tie into the existing infrastructure?
- C: *Sam Davis:* In your document you talk about tying into the existing infrastructure.

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- A: *Dave Conway*: That would probably be referencing either the Regional District or Fort St. John. Is this the north bank camp you're thinking of Sam?
- Q: *Sam Davis*: Camps in general. It says here that BC Hydro will connect to existing infrastructure. Right now Dawson Creek has a water shortage. It just opens the door to a water shortage and they already have that, but it will put a tax on existing facilities so what's proposal to bail the towns out?
- A: *Duane Anderson*: Our proposal is to be stand-alone as far as water and sewer. We are not looking at tying into the Regional District on the north bank here. We're looking at a stand-alone water supply and sewer system. The one thing we are looking at tying into would be the BC Hydro power network to provide clean, hydro-electric power rather than running on generation for power.
- A: *Dave Conway*: I'll also add that with the tie in for the sewer we have had conversations with the Regional District and the City of Fort St. John. The project is not within the city boundaries and we would require a boundary expansion to get city services. The city told us that they have concerns about the present capacity and we know that the capacity is not there with the Regional District. There would be challenges with both the Regional District and the City of Fort St. John.
- C: *Duane Anderson*: You brought up a good point.

Transportation

Alex Izett reviewed the Transportation section of the Discussion Guide with a focus on the overview.

- Q: *Sam Davis*: I notice that your new Project Access Road is a pretty straight line. What kind of implications does that have on wildlife management and hunting?
- A: *Alex Izett*: Wildlife surveys were undertaken this past spring and summer and the results will be known this fall. We have identified, through preliminary information, that there is a species of toad that crosses in that general area. We would have to incorporate some feature in our design; I've never designed toad crossings before but it's something that we are contemplating. Features, culverts perhaps, fencing, that type of thing. We are also mindful that there are some free range cattle in the area. Farmers are letting their cattle graze and we are talking with farmers to identify what we will need to do to maintain traffic on the road and cattle off the road. Maybe there's consideration for structures, or maybe it's agreeing with the farmer a time of day where they could move back and forth. We are mindful of wildlife during the winter and the potential for slow plowing and banks of snow accumulating. During operation of the road we would consider such things as having the snow ploy operators allow for some escape routes for any wildlife that should get trapped in the area. During construction it would be a BC Hydro and a BC Hydro contractor dedicated road only. We are sorting out how we would manage that, but we hope that the users of the road would be aware of aware of the potential for wildlife on the road and would be incorporated into the safety management plan, best management practices to look out for those types of things.
- Q: *Sam Davis*: OK, and then for the longer term, with hunters and a new paved access, it's going to be convenient. What are your thoughts about that?
- A: *Alex Izett*: Presently the thought is that the road would be retained as a BC Hydro road only. There would be crossing points that exist today. How those crossing points would interact with the Project Access Road we don't know. Yes, access could be made from those roads and the security

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- access at those roads hasn't been sorted out yet. It's going in to our Environmental Application as a BC Hydro only access road but the regulators will decide if that's OK or if needs to be made public.
- A: *Dave Conway:* Also the opportunity for input from stakeholders and public related to this process and so far at a number of the meetings there are very strong opinion that it not be restricted. We have heard that from a number of stakeholders in different meetings.
- C: *Sam Davis:* I can see it both ways.
- C: *Dave Conway:* It's really important to include that type of feedback in the feedback form.
- Q: *Sam Davis:* West Pine is just on the other side of Pine Pass. A couple of years ago with all of the rainstorms there was a highway slide. What are the contingency plans so it doesn't happen again?
- A: *Alex Izett:* I'm not aware of any contingency plans other than that being the source. Portage Mountain is also being explored to move out material for quality and quantity. There's hasn't been any discussion whether that would be a backup plan or if it's decided that the material is moved by road if rail then becomes the backup. It's an excellent question, I'm not aware of any.
- A: *Duane Anderson:* I will mention that the rock we're looking at there is limestone because of its durability characteristics. So we don't have a contingency plan because we're out in the Rockies and the prairies to find that limestone.
- A: *Alex Izett:* Wuthridge, although it provides rock, it doesn't have the durability requirements that are necessary for the dam, nor does it have the volume.
- C: *Duane Anderson:* When all those floods happened we thought, imagine if we were trying to build the dam right now.
- C: *Alex Izett:* Well Jackfish Lake Road in a couple of spots too.
- C: *Duane Anderson:* If we get hit with something like that we could have all sorts of issues.
- C: *Sam Davis:* I know the roads still have a few soft spots.
- C: *Alex Izett:* We are working very closely with the Ministry of Transportation and Infrastructure on all of these plans.
- Q: *Dave Francis:* There's a reference here about the possibility to transport materials and equipment by rail. Would that be into Fort St. John and out by road? Or is there a possibility to spur out towards the site or something of that nature?
- A: *Alex Izett:* There is a spur that's proposed over a siding at the south bank. If I can refer you to the figure on page 11 on the top right hand corner, just to the right of the green box that says, location of the proposed Site C dam, and the upper end of the red line where CN Rail passes. There's a short siding called Septimus Siding and we are proposing to construct a mile long siding at that location that would accommodate and receive cement, fly ash, fuels and other bulk materials. It's anticipated that those bulk materials would come in by rail from south or north be offloaded at Septimus Siding.
- Q: *Dave Francis:* Any consideration of the rock moved by rail?
- A: *Alex Izett:* That, too, is being considered. We are having discussions with CN Rail about that possibility. For the purposes of the Environmental Assessment, BC Hydro elected to take the largest footprint approach from the environmental perspective and in particular the socio-economic perspective. That is movement by road, with all those trucks on the road going through Chetwynd

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and up Jackfish Lake Road. There is the option or the possibility that CN Rail could move the material, exclusively or in combination, because of natural disasters.

C: *Sam Davis:* Just to point out, it took out the railroad too.

C: *Pat Crook:* But it was fixed a lot quicker than the road. My question was about the rail from Chetwynd. Because from Chetwynd the highway is now congested with industrial traffic, if you start filling that with trucks hauling rock...

A: *Alex Izett:* Well it would leave Highway 97 and all of that rock would come up Jackfish Lake Road and then on the dedicated Project Access Road. We are not anticipating taking any rock from West Pine and coming around the north side.

C: *Pat Crook:* I meant the road you're on is fairly congested with industrial. Lori Ackerman, last time I talked to her, is pushing for an extension on Jackfish Lake Road from Chetwynd to Fort St. John to avoid Highway 97.

C: *Alex Izett:* There are people that we met last night in Chetwynd who are pushing for that link. BC Hydro wouldn't be providing that.

Q: *Pat Crook:* No. I mean, have you talked to Lori Ackerman about that at all?

A: *Alex Izett:* I haven't personally.

A: *Dave Conway:* Yes. We've spoken to Council numerous times the last four or five years and it is of their one top asks.

C: *Alex Izett:* The Ministry of Transportation and Infrastructure was there at our open house and took a few comments from the public about a permanent crossing, but their answer was no.

C: *Dave Conway:* The ministry has been quite clear through Minister Lekstrom, who is no longer the Minister of Transportation and Infrastructure, and the message continues to be that the affordability of the third crossing and the long-range operating costs of a third highway in the region with a third crossing when money is scarce to begin with. That message continues to hold.

Q: *David Schuarts:* The graph you were referring to on page 22, the right hand bar, the green and the red, are Year 8?

A: *Alex Izett:* That's right. In Year 8, which is final year of the project that's decommissioning activities and final clean-up at the dam site. All of the rip rap would have been hauled to the dam site by the end of Year 7. For the purposes of our work there may be one or two loads of material that come in but there would be little activity on site.

Q: *David Schuarts:* The blue is the normal regional traffic, right? It stays elevated.

A: *Alex Izett:* It's growing at roughly two percent a year and we went back 25 years to look at the traffic in the area and have been receiving information from the Ministry of Transportation and Infrastructure from a count station just west of Chetwynd.

C: *Tom Briggs:* It's been an experience of mine and probably others who live in this area, not just Mackenzie, that through the north here when large projects often roads get pounded apart a bit. With any discussions with ministry of highways for roads like Jackfish Lake Road or more regional roads it's important to remember at the end of the day when this is done people are still going to want to travel in these places. It would be good to ensure some sort of contingency plan that roads are left in better or the same condition as when you found it. It's just something to think about.

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- A: *Alex Izett:* That's at the front of our minds. We are working closely with the ministry at the regional level in Prince George and at the municipal level in Chetwynd and Fort St. John. Right now our approach would be prior to construction to take a pre-condition assessment of the highway and all roads, including north bank, and at the end of construction take post-construction condition assessment. It might be a little difficult along Highway 97 because of other industrial activity on the roads that would be on the roads. That will be subject to discussion with the Ministry of Transportation and Infrastructure. But certainly along Jackfish Lake Road we are talking to them about what they would like to see. It is their road for roughly 45 kilometres in and we are mindful of that.
- C: *Tom Briggs:* Thank you.

Clearing

Paul Veltmeyer reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

- Q: *Pat Crook:* You're talking about a certain zone you will clear?
- A: *Paul Veltmeyer:* Below 455 metres elevation, which allows a five meter allowance for prop boats, sail boats, anything you can think of that's a fairly significant draft. Below that, when we are looking at the construction period and transitional habitat, and we are talking about non-merchantable trees that are extremely small, that many people would consider a brush, we are considering leaving that as part of the reservoir environment both during construction and post-inundation.
- C: *Pat Crook:* Those trees can eventually float to the surface. It's a hazard when they do. I've spent 10 years on this lake and several times I've seen trees come out like torpedoes.
- C: *Paul Veltmeyer:* Is that right? It's my experience in what I know with Williston. I worked for a sawmill that bought wood from Triton Logging, an underwater logging company. They did underwater logging and perfected their sawfish technology. The struggle they had was to get the air bag attached at the right time and inflate it so the log would actually come up. Otherwise the logs that were cut would just rest on the bottom and we are talking about well-rooted green vegetation. At some point that becomes a negative point as it just it absorbs water. In parts of the Williston, the anecdotal evidence is that you can boat on a clear day and see forests down there.
- C: *Pat Crook:* I'm not saying it happens all the time, but I have seen it happen. I've seen them especially in the wash of the boat.
- C: *Paul Veltmeyer:* In my estimation some of that may be a dead-head coming off the beach. It's quite common to see that in the ocean as well. That's where it becomes important to do the proper clearing at the beach erosion level. Maybe I'll touch on that in terms of our proactive approach to clearing the shoreline. Many reservoirs have an arbitrary full supply level where they clear to. This particular prescription we work with geo-technical engineers to find out what the five year erosion would look like and that's our clearing line. That's the erosion line during the reservoir settling they expect in a five to ten year period and we will be clearing at that line. That removes a lot of vegetation that in the five to ten year period would be settling into the reservoir and creating that issue you would be concerned about.

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- Q: *Dave Francis:* Is there a minimum size of what would be cut? When you say merch, is that a 12 centimetres?
- A: *Paul Veltmeyer:* Every company, as you know, has a different specification based on their equipment and based on economy, to be frank. We're using the Ministry of Forests, Lands and Natural Resource Operations definition of merchantable timber which is 7.5 centimetres for conifer and 12 centimetres for deciduous. It's a very conservative level.
- Q: *Vi Lambie:* How do you know the shoreline will stay in a certain place? At Williston the shoreline changes constantly.
- A: *Paul Veltmeyer:* One of the huge differences is the size of this proposed reservoir. It's much smaller than Williston so wind is less of an influence. The fluctuation of this proposed reservoir is 6 feet while at Williston is over 50 feet.
- A: *Duane Anderson:* With the Site C reservoir there has been a lot of drilling, a lot of shoreline classification and a lot of analysis of the entire shoreline. The science and engineering have developed from the 1960s to now. We have commissioned an expert on land erosion and he works on reservoir shoreline erosion and natural lake erosion. He's from Manitoba and he came in and did a numerical analysis based on all this fieldwork we've done and he's compared what's happening on Williston and some other reservoirs and projected what's happening onto the Site C reservoir. We know we will have erosion, and we've projected that out to 100 years. For the shoreline erosion on Williston there's a lot of fine grain silts there and when we looked at the proposed Site C we're looking at 50% of the shoreline being rock, 35% gravels and 15% of the shoreline is more erodible materials. It's a difference scenario than Williston, but we hear that often because the shoreline and dust issues have been extensive.
- C: *Paul Veltmeyer:* It is a possibility to move clearing in Years 3 and 4 to Years 5 and 6. It would delay the visual impact for a couple of years. It would allow for some recreation activities on the upper part of the future reservoir during those years.
- Q: *Dave Francis:* Roughly what's the volume that could be delayed?
- A: *Paul Veltmeyer:* About 30% of clearing needs to be done in Years 1 and 2 for schedule reasons.
- Q: *Dave Francis:* So about 20%? I was wondering if there was an expectation of revitalization of the forest industry or a greater demand or value in the later years. But it's only 20%.
- A: *Paul Veltmeyer:* The industry is more than capable but we need to communicate with industry prior to cutting season to make sure they are aware of the timing.
- Q: *Sam Davis:* I notice it's 3,800 cubic meters of bio-energy. Is there any way to beef that up or is it too far a distance?
- A: *Paul Veltmeyer:* It is distance-driven and there is always economics at play. The feasibility of getting bio-fuel off of an island that's harvested and then there's no access after that season, and the feasibility to get that to a mill is limited. But there's a lot of volume on the construction site, primarily on the north bank, that's close to the OSB plant in Fort St. John. There are new industries that are proposed, such as the plan in Chetwynd, and we have an ear to the ground as to what's going on.

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Agriculture

Dave Conway presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agriculture Assessment presented in the guide.

- Q: *Dave Forshaw:* Is BC Hydro contemplating working with irrigation projects?
- A: *Dave Conway:* Just hold that question and I'll get back to that. The short answer is yes.
- C: *Vi Lambie:* I have a comment, from one of my members, they said to me how can we trust that mitigation measures will happen when we see what happened at Williston and when the mitigation that was supposed to happen doesn't.
- C: *Dave Conway:* Great question. We hear it a lot.
- Q: *Vi Lambie:* I can imagine you do because some people are upset with what has happened here. When I asked for feedback, that's what was told to me.
- C: *Dave Conway:* I completely understand where that's coming from, we hear that here and in the Peace River region as well down the valley. My response to that is the process that we are involved in regards to getting certification for this project, and I'm going to make a big assumption that certification is given. The difference is when the W.A.C Bennett dam was built and the Williston Reservoir occurred behind it, the hearings from the Environmental Assessment process were one day and the project moved ahead. We are in a three year process controlled by the regulators. If this project were certified there would be a table of commitments that are a requirement of the certification and are legally binding for us to have that certification. On top of that we require authorization from fisheries, navigable waters, water license and hundreds of permits. The difference is between the social, political and legal environment of when the W.A.C. Bennett Dam was built and when this project would be built. The difference now is the commitment. It's not a commitment that we can eliminate.
- Q: *Unknown:* What about water use planning? That wasn't many years ago and it took several years and mitigation measures were proposed and they haven't happened. We don't have our boat launches here and that was recent. So why wouldn't it happen again?
- A: *Dave Conway:* We can go into Water Use Plan if you want to do that. We both know the delay because we were there and took part in it. The boat launches are coming.
- Q: *Vi Lambie:* Really?
- A: *Dave Conway:* Yes. The Water Use Plan is a document that goes to the Water Controller. The water controller determines whether what is suggested will be done or not done. In some of the cases, many boat launches were put forward and they were accepted. But the Water Controller hasn't allowed construction of all of them. That's the difference. You know there are ones like Finley bay, for example, Mackenzie landing, our plan is to do them and our challenge right now, we've got one right now at Hudson's Hope with Dunlevy and people are still using it and it's a liability and risk for us. Our challenge has either been we didn't have authorization to do it because it wasn't approved, then we get authorization and get delays in permitting because the referral process is taking a year and we need the right water conditions to build. Two years ago we had the right water and no authorization, and this year after getting authorization we had too much water and if you add it up it's been 11 years.
- C: *Unknown:* It's how the people in the club feel and they don't have the trust.

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- C: *Nancy Spooner*: That's been documented here but I would appreciate it if you could also document it in your Feedback Form. That Feedback Form starts on the next page. If you have time today we would love if you could leave it with us, if not send it in by October 19th.
- Q: *Sam Davis*: You talked about the water deficit in the area. You're flooding some of the area, what impacts do you think that will have on the water deficit in this area?
- A: *Dave Conway*: The water deficit is precipitation deficit, that's where we are seeing it. We are doing climatic studies and we are filing the finalized studies as part of our Environmental Impact Statement.
- Q: *Sam Davis*: Do you see any changes of the water level in the surrounding area?
- Q: *Dave Conway*: In regards to the groundwater level?
- A: *Sam Davis*: Yes.
- A: *Duane Anderson*: The studies on groundwater and geotechnical engineering and are related to stability. I don't know how that relates to agriculture.
- A: *Dave Conway*: We do know through our present operations with Williston and Peace Canyon when we are moving the water level up and down on the Peace River we hear from local government, the City of Fort St. John and Taylor, who have wells in the river that their production increases and decreases. I don't know the results of the study. We will see that in the Environmental Impact Statement. Under present operations there seems to be a correlation.
- C: *Pat Crook*: The wells here at the mills are impacted by water levels.
- Q: *Sam Davis*: Under this you rated your land as Class 6, which is low to nil utility and from my counterparts in the area, all I hear from them is a continuing debate on who gets which grazing lease. Why did you indicate that if it's good for grazing?
- A: *Dave Conway*: It's good in natural, grazing state. It's classified as low because of the cultivatable ability.
- Q: *Sam Davis*: But it's range land and they are all fighting for range land.
- A: *Dave Conway*: But it comes back to ability for agriculture. It's low because it has a low capability for agriculture even though it's being used for grazing.
- C: *Sam Davis*: So cattle production came out of agriculture?
- C: *Dave Conway*: I'd have to get back to you for that.
- C: *Vi Lambie*: It says it's steep slopes. That would be good for grazing.
- C: *Duane Anderson*: That's Class 7.
- C: *Sam Davis*: I'm wondering what the impact is.
- Q: *Nancy Spooner*: We'll mark that and get back to you.
- C: *Pat Crook*: The biggest concern that I hear is the lake level of this reservoir. Our hope is that you won't take it below past the green levels or historic lows and that's something that I'd like on the record.
- Q: *John Lambie*: In your past stakeholder meetings have there been any proposals to remove Class 1 soil that will be flooded?
- A: *Dave Conway*: To remove the soil?

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- Q: *John Lambie*: Has anyone ever mentioned that at previous meetings?
- A: *Dave Conway*: Yes, it has been raised and we get asked if we would do a full remove of soils. The recommendation that we've been given is that from the perspective of disturbance, we don't do it. It is better to leave the heavy metal content in the soils and not disturb them. It doesn't preclude the small-scale remove of some soils. For example, if you had a parcel where we could be doing some work for road realignment we could move soil off and augment in close proximity. But not on a whole-scale, it's better to leave them in a natural state.
- Q: *Paul Veltmeyer*: The general idea is on large tracks to leave soil where it is. There are other issues that occur by creating a disturbance. Dave is right, there are small parcels where it makes sense to move it to higher ground.
- A: *Dave Conway*: It's also the other piece that's tied to it, climate. They would need to be close. It wouldn't make sense to take soil out of the Valley and move it to the upper bench. You don't have the same climatic condition and you won't get Class 1 simply by moving the soil.
- Q: *Sam Davis*: Your climate will change because you're putting in a reservoir.
- C: *Dave Conway*: We're looking at that.
- C: *Sam Davis*: You can't say that by moving to benches it won't work.
- A: *Dave Conway*: No, and I'm not saying it's not a good thing. I'm saying you won't necessarily get Class 1 soil simply by moving them.
- Q: *Dave Francis*: Other than the tie back to Peace Canyon there's no need for additional transmission lines? I'm thinking through the Pine Pass and right through this area, will the current infrastructure handle it?
- A: *Dave Conway*: We have transmission line study underway right now. Transmission is also one of the topics that the Integrated Resource Plan is looking at. At the present time we do not believe that there's a need for an additional set of towers or expanded the corridor. There is existing capacity at the 500KV out at Peace Canyon. We can increase that capacity by potentially reconductoring and reinsulating the existing tower. That's at the present time, but situations do change. We are adding new generation up in the area.
- Q: *Calton Tuftin*: I'm curious, for any future environmental issues, such as oil spills or pipeline bursts, what's around that can flow through the system? What's coming in the future if something happens? How will your dam work for potential containment if something bad happened? Maybe that debris trap working with Western Canadian Marine Response Corporations and other people who will work together in case something happens to get a plan together. I know you can't foresee anything going down your dam, but the dam might be good way to look at and control it before it does.
- A: *Duane Anderson*: I can speak to a bit of it, but I may not answer all of it. What I can say on other industry and infrastructure is that we are taking a look at that and what will be impacted by the project, so pipelines and those sorts of things. That's being done and is part of the Environmental Impact Statement. As far as the other piece regarding the effects of spills, I haven't been involved or part of that conversation.
- C: *Calton Tuftin*: If something bad enough happened it's going to flow right through the dam. It's in your best interest and also a perfect opportunity to control it before anything happens.

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- C: *Dave Conway:* It's an interesting point and one of the things we presently do when things occur at our existing facilities is to have a response to those sorts of issues. For example if we had a spill out of the switching yard or if there was an oil spill out of the facility where you are close to the water. We have a response already and that's localized only with our operation. I haven't seen that occur with other organizations or agencies, not a coordinated response. We do inform the Ministry of Environment of all incidents we have.
- C: *Calton Tuftin:* I'm thinking for example Pembina where we are talking millions and millions coming at you. It could work in your favour and in everyone else's that you work together and help make that plan to gather access points in case we ever had to control it and your dam may be key to that because it will flow until the back end of your river.
- C: *Dave Conway:* Great comment.

Dave Conway wrapped up the meeting and encouraged participants to complete the feedback form and encourage their friends and others to participate.

The record notes that the meeting ended at 4:02 p.m.

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STAKEHOLDER MEETING	Project Definition Consultation, Spring 2012 Prince George – Local Government and Stakeholder Meeting September 20, 2012, 9:00 a.m. – 11:00 a.m. Ramada Prince George 444 George Street Prince George, B.C.

PURPOSE	Notes from a local government and stakeholder meeting for the BC Hydro Site C Clean Energy Project on September 20, 2012 at the Ramada Prince George, Prince George, B.C.
FACILITATOR	Nancy Spooner, Kirk & Co. Consulting Ltd.
ATTENDEES	Richard Allnorth David Castley Bill Golding Bob Kelly Krista Larsen Brenda Leatham Rick Matthe Jeff Mohr Diana Pozer Dave Read Curtis Saunders Perry Slump Aaron Weaver
SITE C PROJECT TEAM ATTENDEES	Dave Conway, BC Hydro Duane Anderson, BC Hydro Paul Veltmeyer, BC Hydro Lisa Santos, Kirk & Co. Consulting Ltd.

KEY THEMES

Worker Accommodation

- Participants were interested in whether the camps will be serviced by Fort St. John or self-sufficient in terms of services such as waste and power.

Transportation

- Participants asked if BC Hydro had looked at using rail to move construction material from the quarry at Pine Pass.

Clearing

- Participants asked questions regarding the amount and timing of clearing, as well as the use of merchantable timber and the option of using non-merchantable timber for biofuel.

The record notes that the meeting was called to order at 9:00 a.m.

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DISCUSSION

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Nancy Spooner

Nancy Spooner welcomed participants to the local government and stakeholder meeting, explained the format of the meeting and introduced the Discussion Guide and Feedback Form. Nancy informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

2. Review of Discussion Guide and Questions and Answers – All

Dave Conway reviewed the introduction to the Discussion Guide, including ways to participate in the consultation. Dave mentioned the availability of the summary report from Project Definition Consultation, Spring 2012 and the open houses held in the spring as part of the environmental assessment process. Dave then gave an overview of the Site C project and BC Hydro's energy planning process.

Worker Accommodation

Duane Anderson reviewed the Worker Accommodation section of the guide, including construction workforce requirements and preliminary worker accommodation planning.

- Q: *Aaron Weaver:* What's your region definition?
- A: *Duane Anderson:* The direct project region is right where the work happening.
- A: *Duane Anderson:* We recognize there are other regions where we would pull workers from. That's coming into our workforce accommodation and commuting plan. We're definitely looking at the core region and outside of it.
- C: *Dave Conway:* With the amount of workers we're going to need for this project, we'll need everyone we can find related to the trade. It'll be local, regional, provincial and western Canadian.
- Q: *Richard Allnorth:* The north bank camp - will they connect to Fort St. John services or will it be a stand-alone camp?
- A: *Duane Anderson:* We're looking at stand-alone camps on both sides. We're looking at connecting into our own BC Hydro grid for power. There is currently no physical connection for the north and south banks. At the start of the project, access across the river won't be possible. As we work our way through and channelize and divert the river, there will be some cofferdams built. At the end of the second year of construction, there would be a temporary bridge that would connect the north and south bank. It's at that point that the south bank camp would be opened up. The temporary bridge would be removed and we would have the physical connection across the cofferdams.
- Q: *Dave Read:* This represents large influx of people into the region. What has BC Hydro considered in terms of helping community deal with the increase demands on emergency services, ambulance as

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an example, because that's going to result in higher volumes of traffic on the road and higher number of ambulance call outs.

- A: *Duane Anderson*: A lot of that need for services is driven by workforce numbers. Our socio-economic team has been working with Northern Health, RCMP and others, providing them with data about what our impacts to the region will be. For example, Alex has been working on the workforce driving requirements.
- A: *Dave Conway*: We have provided the preliminary socio-economic report to communities. We have a meeting with them regarding that. With agencies like Northern Health, they've told us that once there is certainty with the project, they would include it with their budget. BC Ambulance has told us that we're on our own in terms of our work site. There have been discussions regarding augmenting the police force depending on what demand would be. Those are fairly high-level discussions right now until we get to that level of certainty.
- Q: *David Castley*: What the main way of transporting workers into the region. Will the majority of them go through the Fort St. John airport?
- A: *Alex Izett*: People could drive in from as far as Prince George, but anyone coming into the area from farther would probably do so by plane. There's also the potential for bus. The majority of people would drive in and there are provisions for parking at camps, and shuttles from the airport to camps.
- Q: *Diana Pozer*: Will they be dry camps?
- A: *Duane Anderson*: We're having ongoing discussions with organizations like the RCMP and we're also trying to learn from local oil and gas industry camps. What I've heard is that because we're so close to town, people assume it'll be dry. However, it's not that simple because there is proximity to liquor stores. That conversation is ongoing right now.
- Q: *Brenda Leatham*: There's a note about infrastructure here being self-sufficient. Will that include waste disposal – will it be incinerated onsite or trucked out to landfills?
- A: *Duane Anderson*: I know we have plans for onsite waste disposal and onsite waste management. We may have specialized waste that would need to go to specific facilities. More or less, we would be self-sufficient. I know there are concerns raised by regional district about landfills.
- A: *Dave Conway*: With regards to the landfill that dam site is next to on north bank, there are plans to extend the life of that. They are also going to get an amazing amount of soil cover from us. For most of everything else, we have plans for self-sufficiency.

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Transportation

Alex Izett reviewed the Transportation section of the Discussion Guide with a focus on the overview and the Chetwynd sections.

- Q: *Brenda Leatham:* What the proportion of gravel to paved road will be? I do air quality work so main concern is increased dust.
- A: *Alex Izett:* If we pave Jackfish Lake Road, that would take out about 8 km of gravel road that is there currently. There is discussion with the Ministry of Transportation and with BC Hydro about that and that decision hasn't been made yet. The Project Access Road, the new 34 km road, would be paved. Old Fort Road would be gravel and a portion of 269 Road would be paved. Del Rio Road into the pit would remain gravel – that's probably 10 km long. Access to Portage Mountain which is dirt would remain gravel and that's about 5 to 8 km.
- Q: *Dave Read:* What is the volume of material you anticipate moving from Portage Mountain?
- A: *Alex Izett:* That's 600,000 cubic meters of rip rap and material going to the berm and Highway 29 realignment and bridges, and possibly shoreline protection at north bank of reservoir.
- Q: *Diana Pozer:* For the road maintenance contractor will you be hiring that out or using Caribou Road Service (CRS)?
- A: *Alex Izett:* We haven't made that determination yet. There are a large number of existing road that would be Ministry roads. It hasn't been determined whether the Ministry would continue to maintain them or look to us to maintain especially in areas where there is increased traffic.
- Q: *Rick Matthe:* The transmission line corridor – will that be widened?
- A: *Alex Izett:* BC Hydro has an existing transmission line corridor and the two new lines will be constructed within footprint of existing corridor. The existing lines will be decommissioned and removed.
- A: *Paul Veltmeyer:* There may be a need to clear an addition 14 meters outside of the current cleared area, so not much more, outside the current right-of-way.
- Q: *Dave Read:* I don't know if this is the right time to ask, but what's the plan for a permanent crossing at the dam site?
- A: *Dave Conway:* Any time is the right time to ask that question.
- A: *Duane Anderson:* In the original 1980s design, there was a permanent crossing. What's changed is the general arrangement of earth-filled structures. The structure has been sort-of twisted 90 degrees upstream, downstream, and the relative location of the spillway and powerhouse has flipped flopped. The powerhouse can now be permanently accessed by this road that's shown in the rendering on the front cover of the Discussion Guide. That change means the project no longer requires a permanent crossing for the purposes of maintenance and operation. BC Hydro's position is that it's no longer required, so it's not part of the project or the EA.
- A: *Dave Conway:* So the temporary bridge goes in...

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Q: *Duane Anderson:* It goes in at the end of Year 2 and taken out at the end of Year 4. After that access across the embankment will be BC Hydro-access only.

A: *Dave Conway:* During Stage 2 consultation for the project we had lots of input from stakeholders and communities and varying positions related to the crossing. Generally, Chetwynd, Fort St. John and industry would love to see that crossing. Chetwynd said that there need to be a highway if it occurs. Dawson Creek was generally not supportive of the idea and Hudson's Hope was definitely not supportive of it. First Nations were concerned about access to the south bank.

Q: *Jeff Mohr:* Did you look at rail to move materials?

A: *Alex Izett:* We did look at rail, but there were too many restrictions, tunnels and bridges on existing routes.

Q: *Diana Pozer:* Considerations for safety - that's part of the plan?

A: *Alex Izett:* That will be a requirement of the entire contract.

Q: *Bob Kelly:* You're talking about taking rip rap and I assume that quarry is in the Pine Pass?

A: *Alex Izett:* Yes, West Pine Quarry.

Q: *Bob Kelly:* That's a two-lane road. How many vehicles are needed to carry that rip rap since it's such a narrow corridor?

A: *Alex Izett:* They would be standard axel legal highway load trucks. The contractor may ask for oversized load. But we're not anticipating that, we'd just use standard rock trucks. As shown in the graph in the peak year of haul, at the time which the largest volume of rip rap would have a maximum of 10 trucks an hour on top of the existing, it would be one truck every six minutes roughly.

Q: *Rick Matthe:* You won't use rail?

A: *Alex Izett:* We might use rail from the quarry – we are in discussions with CN Rail for that. For the purposes of the Environmental Assessment we wanted to take the largest footprint from a socio-economic perspective – for example, would it be feasible to move that material on the road? So yes, we can move it by road and that is what is shown in the Environmental Impact Statement but the rail option is still there. That would come up from West Pine to Septimus Siding.

Q: *Rick Matthe:* Traveling through that area, there are tons of trucks that go through there, but there there's little place to get by. Would you consider doing upgrades to highway passing lanes?

A: *Alex Izett:* We are working with the Ministry of Transportation closely on all aspects of the project. They haven't identified any need for us to undertake passing lanes.

Clearing

Paul Veltmeyer reviewed the Clearing section of the Discussion Guide, including preliminary plans for clearing the reservoir and construction areas.

Q: *Aaron Weaver:* What specifications are you using for merchantable and non-merchantable?

A: *Paul Veltmeyer:* Because every company uses different specifications and they are driven by economics as well, we are using the definition in the Timber Supply Review – and that's a very

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conservative number. As an example, for coniferous trees that's a diameter of 17.5 cm, which is a small stem.

Q: *Rick Matthe:* When clearing, you're clearing everything, all the organics?

A: *Paul Veltmeyer:* For construction areas, it will be full removal. In the reservoir, we're looking at sediment controls even above the 455 metre elevation where we're doing full clearing. We're not planning on doing any stumping in the reservoir.

Q: *Rick Matthe:* What's timeline between when you clear and when you fill? How long will that ground be exposed for?

A: *Paul Veltmeyer:* The clearing has to start Year 1 to facilitate the construction schedule. The first two years of clearing are dictated by construction schedule. It's quite heavily front-loaded in terms of volume. About 80% of total volume is represented in first two years. What we have as part of the feedback form is a question on the timing of the clearing schedule. We've talked about the first two being years set, the next two years we have piggy-backed against the first, so we're all done by the fourth year. The first two years are not flexible, but years three and four could be moved to years five and six. That's one of the questions that we are asking the public. That'll be of particular interest to those who use the river. If we delay the clearing in the upper two-third of the reservoir area, people can have activity in the river longer, as well as visual impacts being delayed. There are some logistics with contractors and consistency with workers by putting it in four years. But it is possible to move those further down.

C: *Nancy Spooner:* There are a few more people who have joined us since the introduction. I was asked if there would be any objection to media coming in to the room to film. They have requested that the TV camera to come in shortly and do some b-roll footage with no voices. They'd like some background footage for consultation. I want to check if anyone has any objection to that.

No objections were heard.

Q: *Bob Kelly:* When we take a look at the reservoir when the W.A.C. Bennett dam was built, that was built quite quickly. One of the secondary effects was the large amount of debris that wasn't harvested before reservoir was flooded. Is that going to be a similar situation with this one or will those types of things be mitigated, so that it won't be problematic?

A: *Paul Veltmeyer:* It will be completely different. The first practical reason is we have a healthy forest industry around the project area unlike what was the case at Williston Reservoir. The incentive to get the material out quickly is very different. Another thing is a lot of the floating debris in Williston was a result of using the tree crusher, so you're detaching the stem from the root which would have kept it rooted to the reservoir bottom. In many cases some, the stems remain attached in the lower part of the reservoir. It's important that trees be rooted in the reservoir so that they remain fully under water at all times. Trees impacted by wind or ice, they could become a floating debris issue depending on how much it can float. We're proposing small retention for vegetation. All of the large merchantable timber is being removed.

Q: *Dave Conway:* Related to reservoir, the Site C reservoir would have two-to-three days of water in it and we could fill it within a six-week period. We're developing a filling plan as part of our

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environmental impact statement. As part of that, we would fill the reservoir quite slowly and monitor it as we inundate the land up to 50 metres. It's quite different to Williston which has two or three years of water and it's up to 600 feet.

A: *Paul Veltmeyer*: The proposed reservoir is 5% size of Williston, so it's much smaller scale.

Q: *Aaron Weaver*: What about transporting materials out of the local area for use in something else in the region. There are a lot about fuel capacity here.

A: *Paul Veltmeyer*: One of players we have talked to has announced that it will install a pellet plant in Chetwynd, which is bioenergy. We've talked to them and New Alta, a bio-mass plant in Grand Prairie. The economics of bio-mass is that you can only move it so far and it starts to lose value. It is market and situation driven. It's an opportunity that we're fully aware of and want to take advantage of, but can't assume we will move the entire volume into that market.

Agriculture

Dave Conway presented the Agriculture section of the Discussion Guide and reviewed the preliminary results of the Agricultural Assessment presented in the Guide.

Q: *Dave Read*: I want to clarify information on page 31. There are 3800 ha of Class 1-5 land, with 1660 ha rated as high-utility and 590 ha that's currently cultivated. Does that mean there is no capability for the 1,200 or 1,600 ha not to be included as cultivatable land?

A: *Dave Conway*: Utility looks at a number of things – slope, access, location of them, the Peace Boudreau protected area. So you remove pieces of the 3,816 ha that are capable. A lot of lands listed in that 3,816 are on islands, up the tributaries and on slopes so the number drops of what you can use for cultivation. So you end up with 1,600 ha that are potentially usable.

Q: *Perry Slump*: I have a question related to Table 1 on page 32. In the green column, the last number there is 3,225 and the same number in brackets. Can you explain what you mean by that?

A: *Dave Conway*: The top rating as you go across are the unimproved numbers and you'll have the same total regardless. This is without any irrigation in this area. The bracketed number assumes improvement and moves capability from varying classes up.

Q: *Perry Slump*: So the number you're showing is based on the assumption that with irrigation there would be no net loss? That's quite an assumption.

A: *Dave Conway*: That's in regards to the capability. You have the total loss within total reservoir of 3,800 ha and this is the capability of those soils.

A: *Duane Anderson*: I'm not an expert, but the 3,225 need to be the same number both ways, meaning that the Class 6 and 7 lands can't be improved to class 1-5 through irrigation.

A: *Dave Conway*: And it doesn't mean that Class 3 would be improved to Class 2 or even Class 1.

Dave Conway wrapped up the meeting and encouraged participants to complete the feedback form and encourage their friends and others to participate.

The record notes that the meeting ended at 10:50 a.m.