

## **COMMUNITY AGREEMENT**

**BETWEEN**

**BC HYDRO AND POWER AUTHORITY  
("BC Hydro")**

**AND**

**DISTRICT OF CHETWYND  
("Chetwynd")**

### **Background**

BC Hydro is proposing to construct and operate the Site C Clean Energy Project (the "Project"). The Project is currently undergoing a joint federal and provincial environmental assessment (EA), including a review by an independent Joint Review Panel.

This document sets out the terms of the Agreement between BC Hydro and Chetwynd, should the Project proceed. The terms of the Agreement address measures to mitigate the potential impacts of the Project that are of concern to Chetwynd, as set out in the Environmental Impact Statement (EIS), and measures that support other community interests identified by Chetwynd. The purpose of the Agreement is to confirm that these measures address the concerns and interests raised by Chetwynd regarding the potential effects of and public interest in the Project.

All of the measures identified as part of the Community Agreement are separate from the Site C Regional Legacy Benefits Agreement between BC Hydro and the Peace River Regional District, and from any payments in lieu of taxes that may be paid during the operations phase of the Project by BC Hydro as directed by the Province of British Columbia.

## **Terms of Agreement**

The concerns raised by Chetwynd and the measures proposed by BC Hydro are set out in the table below:

<b>Concerns Raised by Chetwynd</b>	<b>Proposed Measures</b>
<b>Economic and Job Opportunities</b>	<p>The Project will provide economic and job opportunities for local contractors, suppliers and workers, primarily during Project construction. Chetwynd has expressed interest in ensuring that local residents are made aware of and have opportunities to apply for jobs associated with the Project, and has asked that BC Hydro work with local economic development organizations in this regard. BC Hydro will implement the following measures that will support Chetwynd's interests:</p> <ul style="list-style-type: none"><li>• BC Hydro will encourage contractors to hire locally available workers with the requisite skills (EIS section 17.4.3.1), by working with its contractors and Chetwynd and other local employment agencies to locally advertise Project job opportunities, and by implementing the following measures:<ul style="list-style-type: none"><li>○ BC Hydro will create a jobs section on the Site C project website that contractors can use to advertise job opportunities.</li><li>○ BC Hydro will advertise job opportunities with local employment agencies, such as WorkBC Employment Service Centre and local economic development organizations in the Peace region.</li><li>○ Regional job fairs will be organized to provide a venue for local workers to meet with contractors.</li></ul></li><li>• BC Hydro will implement a business participation strategy (EIS section 18.4.2), and will work with Chetwynd and other local economic development organizations to implement the strategy, for example to advertise contracting opportunities, communicate about and participate in business information sessions, and communicate the Project business directory.</li></ul>
<b>Trades and Skills Training</b>	<p>Chetwynd has expressed an interest in trades and skills training, and apprenticeship opportunities for local residents and workers. BC Hydro will implement measures intended to enhance the local labour market participation rate and skill level of the population in the local area, via training and skills development initiatives (EIS section 17.4.3). Investments to date include:</p> <ul style="list-style-type: none"><li>• \$1 million to Northern Lights College Foundation to support trades and skills training through the creation of student bursaries.</li><li>• \$184,000 in funding to Northern Opportunities for the creation of a school district career counselor position to encourage</li></ul>

Concerns Raised by Chetwynd	Proposed Measures
	<p>students to stay in school and facilitate a transition into trades and career training.</p> <ul style="list-style-type: none"> <li>• \$100,000 in funding to the North East Native Advancing Society to support trades training under its North East Aboriginal Trades Training program.</li> <li>• A three-year funding agreement of \$105,000 with Northern Opportunities for its pre-apprenticeship program.</li> </ul> <p>The duration of the Project construction period is ideal for training apprentices. BC Hydro will work with contractors on how to identify and increase apprenticeship opportunities during Project construction.</p>
<p><b>South Bank Recreation Sites</b></p>	<p>BC Hydro will establish a Community Recreation Site Fund as mitigation for loss of existing recreation sites in the Project reservoir area, for use by community organizations to develop new recreation sites (EIS section 25.4.3). Chetwynd has expressed interest in ensuring that some of the new sites will be on the south side of the Peace River or Site C reservoir, accessible from Chetwynd. BC Hydro will implement the following measure that will support Chetwynd's interests:</p> <ul style="list-style-type: none"> <li>• BC Hydro will designate \$50,000 from the proposed Community Recreation Site Fund to be used as funding toward development of recreation sites on the south bank between Chetwynd and the reservoir. Community groups, including local governments, would be eligible to apply for funds to develop recreation sites.</li> </ul>
<p><b>Addressing Impacts on Road Condition</b></p>	<p>Chetwynd has expressed concern about the impact of the Project on road conditions, and expressed a preference that BC Hydro commit to the use of rail to haul riprap to the south bank to reduce the wear and tear on the local highways and Jackfish Lake Road. Chetwynd's interests include roads in the vicinity of Chetwynd that are the jurisdiction of the BC Ministry of Transportation and Infrastructure (MoTI).</p> <p>The transportation assessment in the EIS section 31.4 assumed that riprap would be transported by road via Jackfish Lake Road, and proposed mitigation measures based on forecast road use.</p> <p>In consideration of Chetwynd's concern, BC Hydro work with MoTI to implement the following measures to support leaving the local highways and roads in as good or better state of repair as a result of Project-related construction use:</p> <ul style="list-style-type: none"> <li>• BC Hydro will establish the baseline surface conditions of the area highways (Hwy 97 &amp; 29) and side roads (Jackfish Lake Road) prior to construction activities.</li> <li>• BC Hydro will confirm the expected use of Jackfish Lake Road by</li> </ul>

**Concerns Raised by  
Chetwynd**

**Proposed Measures**

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contractors once contracts have been awarded, based on their decision to use rail or road to haul riprap to the south bank.

- If riprap is hauled by road, the following mitigation measures related to the standard and condition of Jackfish Lake Road have been discussed with Chetwynd and will be implemented (EIS Table 31.26):
  - BC Hydro will improve the standard and condition of Jackfish Lake Road in the early stages of the construction phase of the Project by 1) strengthening the road base and hard surfacing 31km, and 2) examining the feasibility and need for widening shoulders along the first 30 km. Upgrades will be completed by Year 3 of construction.
  - BC Hydro will work with MoTI to increase the monitoring and maintenance of the condition of Jackfish Lake Road during the construction phase of the Site C Project by 1) increasing pavement condition monitoring to both directions every two years; and 2) enhancing the level of summer and winter maintenance on Jackfish Lake Road.
- If riprap is hauled by rail:
  - BC Hydro will update the road traffic forecast and will work with MoTI and Chetwynd to determine what, if any, improvements or road upgrades are warranted to the standard and condition of the road based on the forecast volume and nature of Project traffic, or if any changes are warranted to the existing normal maintenance of Jackfish Lake Road. If any changes are warranted BC Hydro would work with MoTI to implement these additional measures.
- BC Hydro will fund MoTI to increase pavement condition monitoring to both directions every two years.

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**Highway 97 at Highway  
29 Intersection**

Chetwynd has expressed concern about the level of service at the intersection of Highway 97 at Highway 29. Based on the transportation assessment in the EIS section 31.4.1.6, there would be no drop in the level of service expected due to the addition of Project traffic during the peak year of construction.

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**Concerns Raised by Chetwynd**

**Proposed Measures**

**Providing Workforce Transportation**

Chetwynd has expressed interest in residents of Chetwynd having convenient access to job opportunities at the Project dam site. Where BC Hydro controls or restricts private vehicle use of dedicated south bank Project access roads for safety reasons, BC Hydro would implement the following (EIS section 31.4.2):

- BC Hydro will provide a worker shuttle from the Chetwynd area to the south bank of the dam site. The schedule, route and parking areas would be determined based on consideration of the work site, the local workforce, and any private vehicle use restrictions on Project controlled roads.

Other community interests raised Chetwynd and the measures proposed by BC Hydro are set out in the table below:

**Other Community Interests Raised by Chetwynd**

**Proposed Measures**

**Establish a South Bank Dam Viewpoint**

Chetwynd has expressed interest in the public being able to access a viewpoint of the dam during Project construction and operations.

- BC Hydro will establish viewpoints of the dam site on the north and south banks that can be safely accessed by the public during and after construction of the Site C dam.
- BC Hydro will identify viewpoint locations that consider safe public access and view opportunities. Pending acquisition of land tenure, the public viewpoints would be open by Year 2 of Project construction.
- Post-construction, BC Hydro proposes that the south bank viewpoint be operated as part of the Peace River Regional District trails and parks program.
- Post-construction, BC Hydro will operate and maintain the north bank viewpoint as part of the permanent dam site land area due to the likely proximity to the permanent facilities.

**Support for the Non-Profit Sector**

Local governments have expressed concern about potential effects of the Project in the delivery of social services.

- BC Hydro is proposing to support the non-profit sector with a community fund of \$100,000 per year for eight years. The fund will be administered by the United Way and distributed to non-profit organizations in the North and South Peace on a regional basis throughout Project construction.

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**Emergency Response  
and Road Safety**

The Project will result in a general increase in traffic on the local road networks. As described in the EIS Section 31 Transportation, BC Hydro predicts changes to road safety due to the Project to be low. BC Hydro proposes the following measures:

- To support local fire departments in responding to the general increase, BC Hydro has proposed in the EIS section 30.4.2 to work with local fire departments to identify incremental demands on emergency rescue services, and to provide a one-time donation of \$20,000 to Chetwynd, in Year 1 of construction, to support their role in road rescue services to the community during Project construction.
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**Implementation**

BC Hydro and the District of Chetwynd commit to working together through the construction phase of the Project in a spirit of cooperation, collaboration and respect to ensure the smooth implementation of the Agreement, and to address any issues not currently contemplated should they arise. BC Hydro proposes to form a community liaison committee that will meet regularly throughout the Project's construction phase to review the progress of the Project and discuss any associated community issues and interests.

The committee would establish a terms of reference. These terms would include procedures for committee membership, regular reporting, review of ongoing monitoring programs, identifying and addressing community interests and concerns, review of planned construction activities, and addressing unexpected events.

BC Hydro will support the District of Chetwynd's participation on the committee, with annual funding of \$37,500 to be used for the sharing of data related to monitoring programs, and other activities related to the review and implementation of the measures contained in this Community Agreement.

**Certainty of Agreement**

BC Hydro confirms that if the Project proceeds, it will work with the District of Chetwynd to address potential impacts to Chetwynd by implementing the measures described above, and any other measures that may be implemented in compliance with any conditions of an Environmental Assessment Certificate (under the *BC Environmental Assessment Act*) or a Decision Statement (under *Canadian Environmental Assessment Act, 2012*) approving the Project.

Based upon the terms of the Community Agreement, the District of Chetwynd confirms that the issues it has raised with respect to the Project have been addressed.

Dated this 9 day of Dec, 2013.



DISTRICT OF CHETWYND



Mayor



BC HYDRO AND POWER AUTHORITY



Executive Vice-President, Site C Clean Energy Project

## Appendix A

### Background Memo

To: [REDACTED] CAO, District of Chetwynd Date: November 21, 2013

From: [REDACTED] Socio-Economic and  
Heritage Manager, Site C

CC: [REDACTED] Community Relations Manager, Site C

Subject: District of Chetwynd Community Agreement – Supplementary Information

#### **1. Public Disclosure of Community Agreements**

The District of Chetwynd requested BC Hydro clarify if all community agreements reached with respect to the Site C Project will be made public.

BC Hydro expects that all community agreements reached with local governments will be publicly available.

#### **2. Project Use of Jackfish Lake Road**

The District of Chetwynd requested BC Hydro provide additional background information about the potential Project use of Jackfish Lake Road as it relates to transportation of riprap from West Pine Quarry to the Site C dam site by road versus by rail.

#### Working with the BC Ministry of Transportation & Infrastructure

BC Hydro and the Ministry of Transportation and Infrastructure (MoTI) have an established relationship with respect to planning for potential impacts of Project traffic on MoTI infrastructure, should Site C proceed to construction. Over the past several years, MoTI has been engaged in discussions with BC Hydro on the project traffic analysis, has shared MoTI historical traffic data, and has provided their input to, and acceptance of, design standards for works on highways, conceptual roadway designs, and funding, procurement and construction supervision approaches for works on MoTI infrastructure, including where required additional monitoring or maintenance efforts. These discussions include the following MoTI roads: Highway 29, Highway 97, North Bank roads and Jackfish Lake Road.

The design of any required upgrades to MoTI roads, and the procurement and construction supervision of any works would be under the direct supervision of MoTI.

All MoTI routes that may be used by BC Hydro's contractors for the transportation of materials would be subject to a baseline pavement condition survey, completed by MoTI at BC Hydro's expense. The normal MoTI frequency for these condition surveys is once every two years for numbered routes and once every four years for side roads (such as Jackfish Lake Road). These surveys are normally completed in one direction of travel per inspection cycle. BC Hydro has requested that, at BC Hydro's expense, all Site C project related routes be surveyed in both directions, and that the inspection frequency of the side roads is increased to every two years, similar to the numbered routes. MoTI can then assess any damage requiring rehabilitation, and could determine if the rate of



surface deterioration is accelerating when compared against historical information as a result of Site C vehicle traffic. BC Hydro would be responsible for rehabilitation that would be required specifically due to project road use.

These measures will support BC Hydro's commitment of ensuring the local highways and roads are in as good or better state of repair as a result of Project-related construction use.

#### Site C Project Traffic Use of the Jackfish Lake Road - Basecase

BC Hydro estimates that approximately 97 per cent of materials required for construction of the Site C Project would be transported by rail. Of the remaining three per cent, the majority of traffic on Jackfish Lake Road would be log haul from clearing operations, and rock haul from West Pine Quarry.

##### *Log Haul*

With respect to log haul, movement of merchantable timber volume due to Site C Project clearing operations would have minimal impact on Jackfish Lake Road as the timber volumes would, in general, be similar to and likely to replace annual allowable harvest volumes from the same area flowing south to mills. The majority of this traffic would be during construction years 1-3 and for the most part would be hauled during winter months. Log hauling on Jackfish Lake Road would be similar in volumes and hourly/daily frequency to any normal licensed harvest permit.

##### *Rock Haul – Base Case road haul*

With respect to rock haul from West Pine Quarry, BC Hydro has undertaken the transportation assessment in the Environmental Impact Statement (EIS) using the scenario of rock haul (riprap) by road as the base case. The alternative scenario is that the riprap would be moved by rail. Both scenarios are viable based on BC Hydro's analysis to date. In both scenarios the majority of this material would be hauled in construction years 4-8.

The final decision will be made by the successful contractor, for example, in consideration of the required mitigation as proposed in the EIS, their preferred methods, and their analysis of schedules, costs and other relevant factors. If the contractor's decision is to haul this material by road then the upgrades to the existing condition of Jackfish Lake Road, as proposed in the EIS, would be completed early in the Site C Project's life to the standards required of BC Hydro by MOTI. These measures will ensure that the operational integrity of the road is maintained and improve overall road conditions:

- Shoulder widening: km 0 – km 16
- Intermittent strengthening, shoulder widening (where feasible) and hard surfacing km 16 – km 42
- Additional funding to MoTI so that the current summer and winter highway maintenance on Jackfish Lake Road would be enhanced to that of adjacent numbered highways (29, 97)

Under either the road or rail scenario all potential Site C Project construction-traffic would conform to the applicable MoTI loading requirements including adherence to the

annual weight restrictions imposed by MoTI to prevent damaging roadways during the spring freeze/thaw cycle when the road bearing capacity is at its weakest.

*Rock Haul – Alternative Case rail haul*

The measures discussed above, and proposed in the EIS under the basecase, are based on the volume and nature of the rock haul by road, as summarized below in the excerpted text from the EIS (tables referenced have not been excerpted). As stated below, without the rock haul traffic along Jackfish Lake Road would be very close to background levels of traffic without the Project.

As in the community agreement, if the final decision is made to haul rock from West Pine Quarry by rail. BC Hydro will update the road traffic forecast and analysis and will work with MoTI and Chetwynd to determine what, if any, improvements or road upgrades are warranted to the standard and condition of the road based on the forecast volume and nature of Project traffic, or if any changes are warranted to the existing normal maintenance of Jackfish Lake Road. If any changes are warranted BC Hydro would work with MoTI to implement these additional measures.

Some sensitivity analysis has been considered in the EIS with respect to the haul of rock by rail, instead of by road as in the basecase, based on the removal of all rock haul traffic, as follows (Volume 4, Appendix B Project Traffic Analysis, Section 10, pp 73 – 75):

“Delivery of riprap from the West Pine Quarry is presently based on a scenario where none of this material is to be transported by rail. 800,000 cubic meters of material are potentially to be moved requiring 40,000 truckloads over an 8 year period peaking in year 7 of the Project. The peak year would see 31,000 2-way trips, amounting to 170 2-way trips per day with a one-way typical peak hour expectation of 5 trips per hour per direction, or 1 truck every 12 minutes per direction. Under the sensitivity test scenario all of the materials would be shipped by rail. This would effectively remove these trips from the road network with the required riprap delivered to the Septimus Siding just south of the south bank camp. The results of the analysis are presented below in Tables 10.2 and 10.3.

The intersections of Highway 97 at Highway 29 in Chetwynd and Highway 29 at Jackfish Lake Road were selected as those most likely to be the most sensitive to traffic volumes from the West Pine Quarry destined for the south bank dam site. As discussed in Section 5, however, there is no drop in LoS [level of service] to be expected by the addition of project traffic during the Project's peak year. As a result, with the removal of the Quarry traffic the traffic operations would remain in the same operational range. This is reasonable as the West Pine Quarry traffic amounts to an average of 85 vehicles per day two-way with a peak expectation of 11 vehicles per hour one way in the peak direction in the peak hour. A difference of 11 vehicles per hour in any one turning movement will generally be within the margin of error of any one count and can be expected to have little result on the operations at an intersection.

In keeping with the operations analysis methodology for Jackfish Lake Road used in Section 6 background and project volumes were also converted to average peak hour frequencies. This was done to provide a sense of the changes in additional project traffic on users and surrounding residents. Table

10.3 presents the traffic frequency information for the sensitivity analysis for both the busier "bottom end" section of Jackfish Lake Road towards Highway 29, as well as for the PDR Access Route west of the T-Intersection.

For the bottom end of Jackfish Lake Rd, as with the Level of Service analysis, without the West Pine Quarry riprap traffic the project sensitivity volumes are very close to the Background Only volumes with little additional frequency calculated. This is because without the riprap deliveries, remaining project traffic consists of 1) worker commuters which are assumed to be on shuttle buses, 2) clearing logging traffic which is assumed to be replacement of existing logging traffic rather than new traffic and 3) transmission line traffic which is a maximum of 13 vehicles per day.

For the resource sections of the roadway, with the West Pine Quarry riprap traffic removed from the analysis, traffic associated with other construction activities can be seen to have more impact. This is because at the top end of Jackfish Lake Road additional construction materials coming from local quarries for the construction of the Project Access Road are also travelling on these sections of roadway. As a result, the extra remaining 7 vehicles per hour (19 – 12) could be expected increasing the vehicle frequency from one vehicle every 4.8 minutes per vehicle in the background case to one vehicle every 3.2 minutes with the Project.

The sensitivity of the traffic safety results presented in Section 9 of the report to the traffic volumes from the West Pine Quarry was also carried out. The results of the analysis are presented in Table 10.4 below. The redirection of the material from the West Pine Quarry carried by heavy vehicles to rail would cause the traffic volumes to decline, particularly on Highway 97 South, Highway 29 between Highway 97 and Jackfish Lake Road and on Jackfish Lake Road itself. As a result the Total # of collisions caused by the Project on all roads and highway used by the Project would be reduced causing the total number of collisions to be reduced from 1680.5 under the Original with Project scenario to 1,673.8 under the sensitivity scenario. Thus the number of collisions would be reduced by just under 7 collisions over the 8-year period."

## Appendix B

In the EIS, BC Hydro has proposed measures to mitigate the potential adverse effects of the Project. This Appendix provides a complete list of proposed mitigation measures for the social and economic valued components, measures that would in turn benefit communities of the Peace Region. The list below reflects the mitigation measures proposed by BC Hydro as of July 19, 2013.

For a complete list of environmental mitigation measures, refer to the Site C Clean Energy Project Environmental Impact Statement, Volume 5, Section 39: Complete Lists of Mitigation and Follow-up Measures.

<b>Social and Economic Valued Components</b>	<b>Proposed Mitigation</b>
<b>Local Government Revenue</b>	<ul style="list-style-type: none"> <li>• Grants-in-lieu as determined by the provincial government is a well-understood and previously used mitigation for similar BC Hydro projects. Once operational, BC Hydro will provide annual grants-in-lieu payments to local governments as directed by provincial funding obligations order-in-council. (operations)</li> <li>• Local governments may experience increased costs related to meeting the demands of new local residents and Project workforce camp populations, or may have infrastructure that, if affected and not mitigated, would increase local government expenditures. To mitigate this change, Volume 4 Section 30 Community Infrastructure and Services further identifies adverse effects and mitigation and monitoring measures as appropriate. (construction)</li> <li>• Permanent inundation of land no longer available for development will be addressed by providing a one-time contribution of \$160,000 to the District of Hudson's Hope within one year of reservoir filling. (operations)</li> </ul>
<b>Labour Market</b>	<p>Augment labour supply through recruitment and enhancing local labour market participation rate. (construction)</p> <p>Recruitment:</p> <ul style="list-style-type: none"> <li>• Access labour pools outside of the region, and attract new entrants to the local labour force (including mobile workers).</li> <li>• Encourage contractors to hire locally available workers with the requisite skills.</li> </ul> <p>Enhancing local labour market participation rate: Enhance local labour market participation via training and skill development, focused on increasing the local labour market participation rate and skill level of LAA population:</p> <ul style="list-style-type: none"> <li>• Provide \$1 million to the Northern Lights College Foundation to fund student bursaries, focusing on trades and skills training to support the development of skilled workers in the LAA</li> <li>• Enter into a three-year (2011-2014) funding agreement with Northern Opportunities, a partnership of the school districts of</li> </ul>

Fort Nelson, Peace River North, and Peace River South, Northern Lights College, local First Nations, industry and local communities, with the objective of providing young people with a seamless learning pathway from secondary school to post-secondary training, which is open to Aboriginal and non-Aboriginal students

- Participate in regional workforce training initiatives, such as the Northeast Regional Workforce Table Task Force, to support alignment of training programs with the need for skilled workers to meet the needs of northeast B.C.
- May work with contractors and labour organizations to identify apprenticeship opportunities during construction
- Provide additional daycare spaces in the Fort St. John area to increase spousal participation in the labour market

Support Aboriginal training initiatives and students (construction):

- Consider commitments respecting capacity building, education, and training associated with Aboriginal participation in the labour market
- Support training, industry, and Aboriginal partnership opportunities in the region
- Support the North East Native Advancing Society (NENAS) with \$100,000 in funding over two years (2013-2014) to support trades training under its North East Aboriginal Trades Training Program
- Dedicate \$500,000 of the \$1 million provided to Northern Lights College to Aboriginal student bursaries
- Develop a plan for inclusion of Aboriginal persons in its Project contracted workforce, including communication of employment opportunities, and evaluation criteria for hiring and training Aboriginal persons in contractor procurement packages

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**Regional Economic Development**

General Population (construction):

- Implement Business Participation Strategy to increase awareness in the business community about Project procurement opportunities (refer to Volume 1 Appendix F Project Benefits Supporting Documentation)
- Partner with local business organizations and with economic development offices and programs to deliver business information sessions and to communicate contracting opportunities
- Mitigation in the Labour Market assessment will also contribute to expansion and diversification of the contractor profile, capabilities, and capacity.

Aboriginal Peoples (construction):

- Continue outreach initiatives to make Aboriginal businesses aware of Project contracting opportunities
  - Where identified by Aboriginal groups as an interest, BC Hydro will consider commitments respecting capacity building, education, and training associated with Aboriginal participation in labour market
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opportunities

- Implement a Business Participation Strategy: continue to notify Aboriginal groups of business information sessions, and about opportunities to register with BC Hydro's Aboriginal Business Director (refer to Volume 1 Appendix F Project Benefits Supporting Documentation)
- Continue to engage directly with the Aboriginal business community in the LAA and elsewhere in the province, including providing opportunities to sponsor and participate in Aboriginal business events and conferences
- BC Hydro's Aboriginal Contract and Procurement Policy includes a commitment to increasing Aboriginal participation in providing its goods and services. Activities to achieve this objective include set-asides, direct awards, select tenders, and the inclusion of Aboriginal content in bidding documents
- BC Hydro will seek information from Aboriginal suppliers in the LAA, and from other Aboriginal groups with whom BC Hydro is engaged, about their business capacity and capabilities to provide goods and services for the Project

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**Outdoor Recreation and Tourism**

- Traffic Management Plan (including access restrictions where required) will mitigate effects on Land and Resource Use Valued Components. (construction)
  - Any overlap or conflict between existing third-party recreation tenure holders and BC Hydro's proposed activities, or BC Hydro's required tenure over Crown land, will be addressed through discussions, permitting and, where appropriate, agreements with the tenure holders. Further information is available in Volume 2 Section 11.3 Land Status, Tenure, and Project Requirements. (construction)
  - Develop an Outdoor Recreation Mitigation Plan (Volume 3 Appendix E). The plan specifies opportunities for recreation infrastructure on the Site C reservoir, and provides technical support to recreation providers in the region to assist with their development along, or adaptation to, new shoreline conditions. (construction)
  - Develop a Public Safety Management Plan that will identify public communications procedures for public safety hazards, and access restrictions and closures during construction and operation of the Site C reservoir (Volume 5 Section 35 Summary of Environmental Management Plans). (construction)
  - Establish and operate three new permanent Site C reservoir launches and day use sites (Cache Creek and Lynx Creek trailer launches and Hudson's Hope Shoreline Protection small craft launch) to replace flooded boat launch areas. (construction)
  - Provide funds to the District of Hudson's Hope for the enhancement of Alwin Holland Park or other community shoreline recreation areas (operations)
  - Provide a Community Recreation Site Fund to support development
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of new shoreline recreation sites within the Peace River and tributaries through to the Alberta border, as well as the Site C reservoir. (construction/operations)

- Provide technical support to outdoor recreation providers that require access to the Site C reservoir to assist with their development along, or adaptation to, new shoreline conditions. (operations)
- Fund the development of a B.C. Peace River / Site C Reservoir Navigation and Recreation Opportunities Plan (operations)
- Enter into agreements with the owners of the campground at Cache Creek and the hunting camp near the Site C dam site. Where it is both physically and economically feasible, the costs to relocate facilities will be included in the agreements. (operations)
- Establish a permanent north bank Site C dam site public viewpoint. (construction)
- Project effects on outdoor recreation levels are expected to be beneficial and not require mitigation. However, mitigation proposed for changes in recreation and tourism infrastructure will enhance outdoor recreation benefits by replacing and improving outdoor recreation infrastructure that is lost due to the Project. BC Hydro will also work with the private sector and local governments to develop new RV sites (per mitigation described in Volume 4 Section 29 Housing). (construction)
- Mitigation proposed in Volume 4 Section 29 Housing (e.g., implementing on-site workforce housing) will enhance tourism benefits by avoiding shortages in hotel, motel, and campground availability that might inconvenience leisure travellers. (construction)

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**Population and Demographics**

- Implement mitigation measures proposed for the Labour Market and Housing VCs (Volume 3 Section 17 and Volume 4 Section 29), including measures to increase the local labour supply (thus reducing the need to hire persons living outside the LAA) and the provision of camp accommodation, to moderate growth of the local population (construction)
  - Implement mitigation measures proposed for the Community Infrastructure and Services VC (Volume 4 Section 30) to mitigate the effects of an increased local population (construction)
  - Implement mitigation measures as proposed for the Labour Market, Housing and Community Infrastructure and Services VCs (Volume 3 Section 17, Volume 4 Section 29, and Volume 4 Section 30). If implemented with Aboriginal organizations and First Nations communities, these measures will eliminate the adverse effect of certain population and demographic changes from the Project. (construction)
  - Support Aboriginal persons in maintaining permanent residence in home communities by providing camp housing and commuter support where demand warrants. (construction)
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- Implement workforce management policies to require contractors to offer cross-cultural awareness training to their workers and to adopt and monitor codes of conduct. BC Hydro will work with local area First Nations to develop and deliver the cross-cultural awareness training. (construction)
- Procurement of local Aboriginal businesses for Project construction contracts where feasible. (construction)

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## Housing

- Scale camp capacity up or down as required to accommodate direct workers. Two smaller camps may be used in off-site locations depending on short-term housing market conditions in the local area at the time of construction, while the south bank camp would be designed to be easily expanded to accommodate potentially higher annual direct workforce during construction. (construction)
- Provide logistical assistance to the Project workforce seeking local accommodation, through a community camp co-ordinator. (construction)
- Expand the supply of rental housing by building at least 40 rental units in partnership with BC Housing for use by Project workforce during construction. Transition the units to permanent affordable housing use after construction (in partnership with BC Housing). (construction)
- Build up to 10 new affordable housing units to be used by the community in the Fort St. John area, in partnership with BC Housing, to expand the supply of affordable housing. (construction)
- Expand the supply of temporary accommodation by expanding the supply of long-stay RV sites in partnership with the private sector or local governments. (construction)
- Pre-book hotel and motel space when substantial temporary hotel accommodations are required when feasible. (construction)
- Provide financial support to emergency or transitional housing providers in the City of Fort St. John (e.g., Salvation Army), to support for people who require transitional or emergency housing, or who need help to become job-ready and able to participate in market housing (construction)
- Mitigation measures listed above will address adverse effects on Aboriginal renters in the City of Fort St. John as well as on its non-Aboriginal renters. It is proposed that BC Hydro work with First Nation communities in the LAA to track net migration to on-reserve housing and, using the results of the monitoring of rental market conditions in the City of Fort St. John, identify if additional housing related mitigation may be needed. (construction)

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## Community Infrastructure and Services

- On-site accommodation and services will be provided for the direct construction workforce. Services required for dam-site accommodations and for the overall construction areas will be provided through a combination of on-site development and private procurement. For example, for worker camp accommodation, on-
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site water and sewer services will be developed, site electricity will be provided by BC Hydro, and site telecommunications services will be procured by or provided by BC Hydro. Firefighting and emergency services will be provided as on-site activities and augmented as necessary by private services. On-site recreation, safety and medical transport, and health services will be provided at the Project site, including at the worker camp accommodations, and would be augmented by provincial health services (e.g., hospital care and, for B.C. residents, the use of Medical Services Plan) or by local government providers, where agreements are reached. (construction)

- Work with Northern Health to plan for appropriate health care services for Project workforce, including camp residents; on-site health care for all workers residing in camps would include a combination of (construction):
    - Physician care
    - On-site nurse or nurse practitioner care
    - Coordination on program delivery (i.e., Employee Assistance Program, men's health programs)
  - Provide Northern Health with actual workforce and camp population statistics to help plan for service levels (construction)
  - Support Northern Health and partner agencies in planning for anticipated changes in resident population by communicating workforce schedules, in-community population forecasts, housing plans, and on-site medical and social services (construction)
  - Support Northern Health initiatives as they develop approaches for delivery of health services for camp workers (construction)
  - Provide new families with local information package about health, education, and social services. (construction)
  - Provide on-site emergency services to minimize the need for community-based services (construction):
    - Security services that support compliance and enforcement of all camp and construction policies relating to the terms of employment
    - Firefighting services for all project construction activities and work sites
    - First aid and medical transport for medical emergencies at the on-site accommodations and work sites
  - Implement policies on safe living and work environment (construction)
  - Implement Traffic Management Plan (construction)
  - Work with local fire departments to identify incremental demands on emergency rescue services, and provide funding to local governments for accident coverage during Project construction. (construction)
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- Work with RCMP to identify incremental demands on policing services, and provide direct funding to detachments in the LAA to cover identified increases during Project construction. (construction)
- Develop emergency service provide site access protocols to enable safe site access during construction and operations. (construction)
- Work with emergency service providers to plan for and adjust to anticipated changes in resident population and new service demands by communicating workforce schedules, in-community population forecasts, housing plans, and on-site emergency services. (construction)
- Develop and update Project emergency plans, including integration with existing BC Hydro Peace River generating facilities during Project construction. (construction)
- Communicate project management plans and activities to emergency service providers. (construction)
- Work with School Districts 59 and 60 to plan for and adjust to anticipated changes in resident population and potential new enrolments by communicating in-community population forecasts. (construction)
- Work with School Districts and Northern Lights College to identify the number of foreign worker hires and the potential need for in-community education services to match their skills to Project requirements. (construction)
- Communicate with School Districts and post-secondary institutions about expected deficits in the local labour pool and how education providers can tailor high school and post-secondary apprenticeship programs to help meet those needs. (construction)
- Continue to participate in and support northern training initiatives, including participation in Northern Opportunities and financial support to Northern Lights College Foundation, for funding student bursaries. (construction)
- Provide recreation facilities and programming at the camps for workforce. (construction)
- Work with City of Fort St. John to resolve local concerns about potential use of community recreation or leisure facilities by Project workforce (construction)
- Develop and implement construction Waste Management Plan that integrates waste reduction, recycling and reuse standard practice, and management of industrial waste, in coordination with the PRRD municipal waste management plan. (construction)
- Evaluate options to integrate sewer and water systems required for the workforce camps to provide lasting benefits to the City of Fort St. John system. Otherwise camps will operate on self-sufficient systems that will not affect municipal systems. (construction)
- Work with local governments to plan for and adjust to anticipated

changes in resident population by communicating workforce schedules, in-community population forecasts, and housing plans. (construction)

- Provide funds for the relocation or replacement of Hudson's Hope water intake, pumping station, and treatment plant to meet the reasonable water supply needs of the residents and District of Hudson's Hope (construction)
- Work with each local government to develop an approach to determine or monitor the effects of the Project on the Hudson's Hope sewage lagoon, Fort St. John water supply (production and access), Taylor water supply, and Peace River Regional District's Charlie Lake outfall. BC Hydro would fund appropriate mitigation measures to maintain functionality of these municipal systems if adverse effects from the Project are identified. (construction/operations)
- Mitigation measures identified for Community Infrastructure and Services have general applicability in the LAA, and will therefore also avoid adverse effects on Aboriginal people living in Fort St. John and other urban centres that will see a rise in population related to the Project. (construction)

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**Transportation**

**Highway 29 North**

- Implement Traffic Management Plan to include Traffic Control Plans, Public Information Plans, Incident Plans, and Implementation Plans. (construction)
- Realign sections of Highway 29 that would be inundated by the reservoir between Hudson's Hope and Bear Flat, incorporating geometric and cross-section improvements. (construction)
- On Canyon Drive west of Hudson's Hope, construct a paved brake check before the start of the 10% grade, and make it a mandatory requirement for Project-related trucks to stop and check vehicle brakes. (construction)
- Explore opportunities for constructing, and install if feasible, either arrestor beds or runaway lanes, or both, on Canyon Drive above Hudson's Hope. (construction)

**Highway 29 South**

- Provide shuttle service between Chetwynd and dam site, based on demand. Work with District of Chetwynd to identify suitable parking locations for workers using shuttles. (construction)

**Jackfish Lake Road**

- Provide a shuttle service between Chetwynd and the Project site, based on demand (construction)
- Equip Project vehicles travelling on Project access road with radios. (construction)
- Control access to Project access road at north end of Jackfish Lake Road. (construction)
- Strengthen road base and hard-surface 31 km of Jackfish Lake Road,

widening where required. (construction)

- Examine the feasibility of widening the shoulders along the first 30 km of Jackfish Lake Road to meet current MoTI rural collector standards, potentially including two 1.5 m wide paved shoulders. (construction)

#### North Bank Minor Roads

- Provide carpool programs, such as preferred parking, for regional workforce commuters, to reduce the number of private vehicles commuting to site (construction)
- Use conveyor belt for transport of materials from 85th Avenue Industrial Lands to dam site. (construction)
- Hard-surface 240 Road and the portion of 269 Road south of the intersection with 240 Road. (construction)
- Realign a portion of Old Fort Road south of 240 Road.
- Potentially widen shoulders or add a path on Old Fort Road between Highway 97 and the realigned segment, and between the end of the realigned segment and the gravel pit entrance at km 5.5. (construction)
- Widen shoulders or add a path on 271 Road between the Wuthrich Quarry and Highway 97. (construction)
- Conduct intersection lighting calculations to determine if illumination is warranted and then, in collaboration with MoTI, consider installing intersection lighting. (construction)

#### Taylor Bridge and Approaches

- Monitor Taylor Bridge and low-lying approaches for changes in fog hours and density during the early years of Project operations. If required, implement mitigation measures to reduce driver speed, minimize fog-related collisions and maintain overall road safety by considering the following (construction/operations):
    - Illumination on, and on the approaches to, the Taylor Bridge
    - Changeable message signs that are visible in dense fog
    - Radio broadcasts and other forms of public communication
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