SITE C CLEAN ENERGY PROJECT

Map 2 of 26 – Hudson's Hope

Preliminary Impact Lines, Highway 29 Realignments and Agriculture Assessment
March 2013

<table>
<tr><th>Kilometre</th><th>Current Conditions</th><th>Reservoir Conditions and Preliminary Impact Lines Related to the Proposed Site C Reservoir</th></tr>
<tr><td rowspan="3">26-32</td><td>Location
This map sheet covers from approximately river kilometre 26 to 32 (measured downstream from the W.A.C. Bennett Dam).

It extends from just upstream of the proposed Hudson's Hope Berm, downstream to just west of Lynx Creek. The old ferry landing at the bottom of D.A. Thomas Road is located near river kilometre 28.

Geology and Topography
The riverbanks on both sides of the river predominantly comprise interbedded sand, silt and clay that, in most locations, are capped by a thick layer of sand and gravel. The slopes are moderately steep to steep and range from about 25 to 50 degrees. Where the slopes are steeper they are often subject to shallow landslides. The sand and gravel cap at the top of the banks is often subject to surface erosion.

Highway 29 and Other Infrastructure
Highway 29 and the community of Hudson's Hope are located along the north bank of the river.</td><td>Proposed Reservoir
Within this map sheet, the proposed Site C reservoir would have a width ranging from about 350 metres to 1,250 metres. Based on the river surface elevation at the time of topographic survey, the reservoir would cause an increase in water depth over river conditions ranging from about 8 metres at the upstream end to about 14 metres at the downstream end of the map sheet.

Preliminary Impact Lines
Due to the steepness of the slope the reservoir shoreline and the flood impact line would be located close together in aerial-view when the reservoir is first filled.

Downstream of the proposed Hudson's Hope Berm up to approximately 80 metres of shoreline erosion could potentially occur within the interbedded sand, silt and clay materials over the life of the project and so the position of the flood impact line will move inland over time as the shoreline evolves.

The erosion impact line is typically located between 40 and 80 metres from the crest of the slope and the stability impact line is typically located between 70 and 110 metres from the crest of the slope. It is extremely unlikely that sudden landslides will reach the position of the stability impact line within the life of the project.

Hudson's Hope Berm
An earthfill berm is proposed along the Hudson's Hope shoreline. Where the Hudson's Hope Berm is constructed to prevent erosion and to offset potential impacts of the reservoir on slope stability, no shoreline erosion or stability impacts are predicted and no erosion or stability impact lines are shown. However, natural processes such as shallow landslides and surface erosion would be expected to continue up slope of the berm.

Highway 29 Realignment
No changes to Highway 29 would be required within this map sheet.</td></tr>
<tr><td>Agriculture Assessment

Improved (irrigated and/or drained) agricultural land capability ratings are provided for the Site C project component areas where additional soil survey work has been undertaken as part of the Agriculture Assessment.

For remaining lands outside the Site C project component areas, including the Peace River valley downstream of the Site C dam, unimproved agricultural land capability ratings are provided. The unimproved ratings reflect published agricultural capability maps from the 1970s, based on an assumed low climatic moisture deficit (CMD) during the growing season in the range of 34 mm. However, subsequent climate studies have confirmed much drier conditions in the Peace River valley, with a CMD in the range of 148 mm, which results in a Class 3 unimproved climatic capability rating. With irrigation, it is likely that Peace River valley soils downstream of the Site C dam historically rated as Class 2 or Class 3 with aridity or soil water holding capacity limitations, which would now be rated as unimproved Class 3 due to climatic limitations, would improve to Class 2 or Class 1 with irrigation.</td><td>Land Use Within Preliminary Impact Lines
BC Hydro has developed an approach to land use on private property within the impact lines. The approach focuses on public safety, maximizing flexibility for land owners, and minimizing the amount of land required by the project. BC Hydro's approach would be as follows:
BC Hydro would purchase land between the current river shoreline and the area required for the proposed reservoir, up to the Maximum Normal Reservoir Level (461.8 metres above sea level)
No new residential structures would be permitted within impact lines
Non-residential structures could remain, pending site specific geotechnical assessment
Within the Stability Impact Line, existing residential structures could remain for a period of time, at the owner's request and provided a site-specific geotechnical assessment determines that it is safe to do so
Within the Flood, Erosion or Landslide-Generated Wave Impact Line, existing residential structures would not be permitted to remain, to protect public safety
Other activities such as agriculture, grazing and trapping could continue within the impact lines
The establishment of reservoir impact lines is intended to ensure public safety while maximizing land use flexibility, and to minimize the amount of land required by the project. BC Hydro will purchase the property rights required for the impact lines. Where impacts and implications on zoning, land use and property acquisition cannot be avoided, BC Hydro will identify and evaluate options for mitigation.

BC Hydro is meeting directly with property owners whose land may be impacted to discuss their specific property interests.</td></tr>
<tr><td colspan="2">Peace River Valley Definition
BC Hydro defined the Peace River Valley as a spatial area, reflecting the Peace River mainstem from the Peace Canyon Dam to the B.C.-Alberta border. The upper edge of the Peace River Valley is defined as the crest of the top of high bank slopes, typically between El. 620 and 850m. The purpose of spatially defining the valley was to provide a consistent area for use where relevant in the Environmental Impact Statement.</td></tr>
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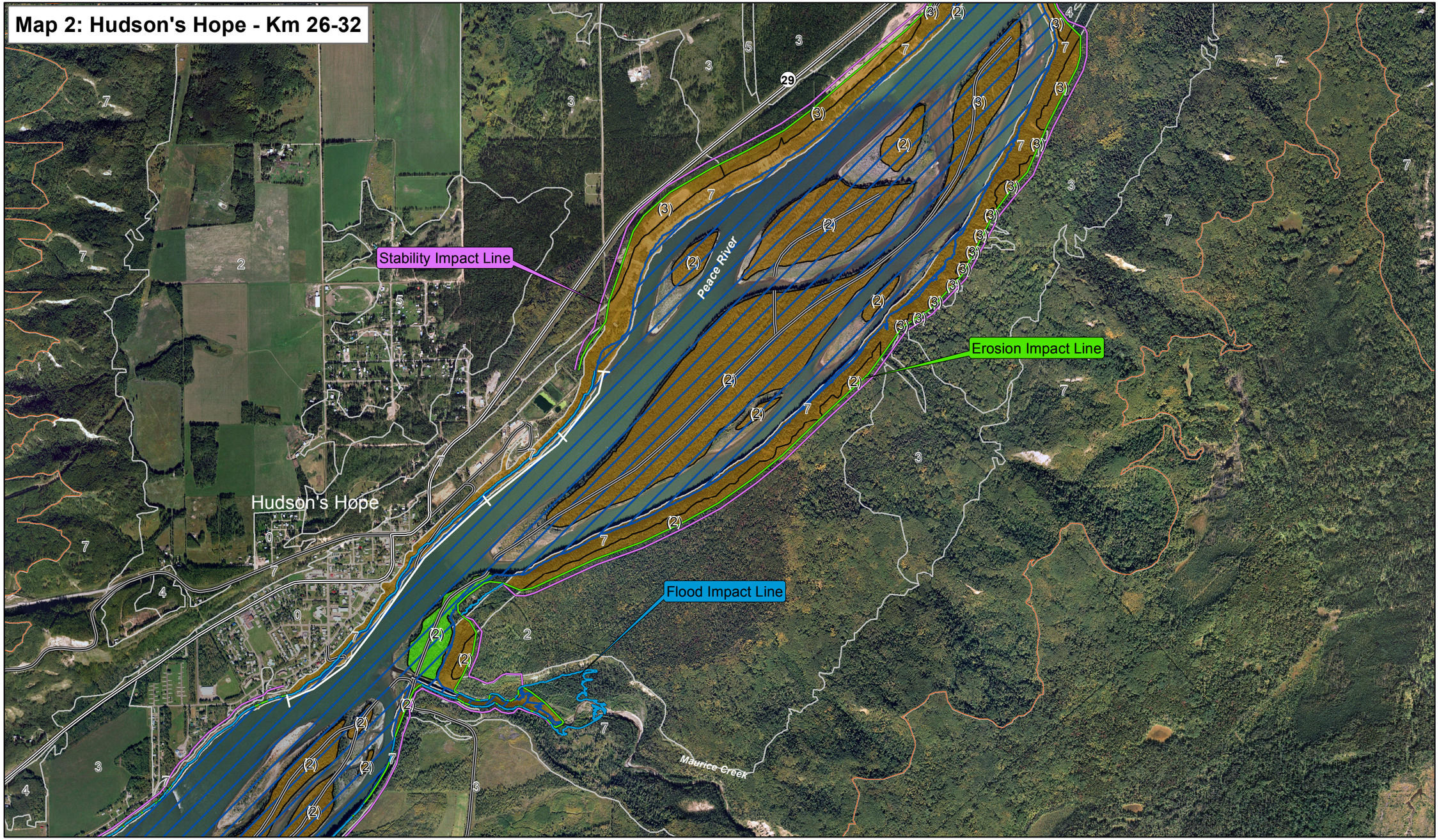
Map Follows on Next Page

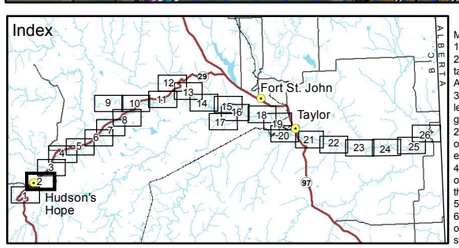
These maps are best viewed printed on 11"x17" paper

Map 2: Hudson's Hope - Km 26-32



N

0 0.5 1 km



Map Notes:
1. Datum/Projection: NAD83/UTM Zone 10N.
2. Orthophotos created from 1:40,000 scale photography taken Sept 2007; 1:15,000 scale photography taken Aug 2011; TRIM; Bing Maps Aerial 2012.
3. Proposed maximum normal reservoir level (full supply level-461.8m) from Digital Elevation Models (DEM) generated from LiDAR data acquired July/August, 2006. The surface area of the reservoir will change over time after reservoir filling as a result of shoreline erosion and deposition of sediment.
4. Preliminary flood impact line is based on an elevation of 466 m and is only shown when located outside of the preliminary erosion impact line.
5. Exact extent of Hudson's Hope Berm yet to be determined.
6. The amount of water level fluctuation downstream of the proposed dam will be dependent on factors such as the flow volume, depth, width and slope of the river.

Legend

- Proposed Reservoir
- Hudson's Hope Shoreline Protection
- Peace River Valley Definition
- Highway 29
- Access Routes

Preliminary Impact Lines
- Preliminary Flood Impact Line
- Preliminary Erosion Impact Line
- Preliminary Stability Impact Line

Agriculture
Agriculture Utility Class
- High
- Moderate
- Low

Agriculturally Improved Capability Class (eg. with irrigation)
- (1) Capability Class 1-7 (Dominant)

Unimproved Capability Class
- 1 Capability Class 1-7 (Dominant)

SITE C CLEAN ENERGY PROJECT

BC hydro

Preliminary Impact Lines, Highway 29 Realignments & Agriculture Assessment

Date	March 2013	DWG NO	1016-C14-B6192	R 1

The Site C Clean Energy Project requires environmental certification and other regulatory permits and approvals before it can proceed to construction. The information presented in these maps reflects current planning for the Site C Clean Energy Project and is subject to change as the project continues to be further defined.