

WELCOME

PROJECT DEFINITION CONSULTATION

APRIL 10 – MAY 31, 2012

WE WANT TO HEAR FROM YOU

Project Definition Consultation, Spring 2012 takes place **April 10 through May 31, 2012**. Consultation materials are available on the Site C website (www.bchydro.com/sitec).

You can provide feedback and learn more by:

- Attending open houses
- Providing feedback online: www.bchydro.com/sitec
- Writing a submission to: sitec@bchydro.com or PO Box 2218, Vancouver, B.C. V6B 3W2
- Visiting the Site C project website for the latest information: www.bchydro.com/sitec
- Visiting the Community Consultation Offices: 9948 100th Avenue, Fort St. John and The Pearkes Center, 10801 Dudley Street, Hudson's Hope
- Calling toll-free: 1 877 217 0777
- Faxing: 604 695 5290

OPEN HOUSE SCHEDULE – APRIL 2012*

Community	Date	Time	Location
Prince George	Thursday April 12, 2012	6:00 – 9:00 p.m.	Ramada Hotel Prince George
Fort St. John	Tuesday April 17, 2012	6:00 – 9:00 p.m.	Pomeroy Hotel, Fort St. John (11308 Alaska Road)
Hudson's Hope	Wednesday April 18, 2012	6:00 – 9:00 p.m.	Hudson's Hope Community Hall
Dawson Creek	Monday April 23, 2012	6:00 – 9:00 p.m.	Best Western Dawson Creek Inn
Chetwynd	Tuesday April 24, 2012	6:00 – 9:00 p.m.	Pomeroy Inn and Suites, Chetwynd

*Please check www.bchydro.com/sitec for any potential revisions to this schedule.

The deadline for feedback for this period of consultation is May 31, 2012.

PROJECT DEFINITION CONSULTATION

APRIL 10 – MAY 31, 2012

PURPOSE

Project Definition Consultation, Spring 2012 is designed to consult and engage with the public and stakeholders on topics important to project planning and the environmental assessment. Project Definition Consultation builds on the public and stakeholder consultation conducted in the consultation and technical review stage held between 2007 and 2009.

Project Definition Consultation, Spring 2012 is a BC Hydro-led consultation and is separate from public participation opportunities led by the Canadian Environmental Assessment Agency (CEA Agency) and the British Columbia Environmental Assessment Office (BCEAO).

Information Updates

BC Hydro is presenting information regarding the following topics:

- Transmission
- Worker Accommodation
- Preliminary Impact Lines and Land Use

Consultation Topics

BC Hydro is seeking feedback regarding the following topics:

- Highway 29 Preferred Realignments
- Outdoor Recreation
- 85th Avenue Industrial Lands

HOW INPUT WILL BE USED

Public and stakeholder input received during consultation will help inform the planning process, project definition and plans for mitigation of potential project impacts as BC Hydro prepares the Environmental Impact Statement for review in the environmental assessment process in 2013.

ENVIRONMENTAL AND REGULATORY REVIEW

Site C is in the early stages of a cooperative environmental assessment process by the British Columbia Environmental Assessment Office (BCEAO) and the Canadian Environmental Assessment Agency (CEA Agency), which includes a joint review panel.

The environmental assessment process commenced in August 2011 and is anticipated to take approximately three years.

As part of the environmental assessment, BC Hydro is identifying and assessing potential project effects — environmental, economic, social, heritage and health — and opportunities to provide lasting benefits for the region and Aboriginal groups. Where effects cannot be avoided, BC Hydro is identifying and evaluating options for mitigation.

Further information about the environmental assessment process is available online:

- British Columbia Environmental Assessment Office:
www.eao.gov.bc.ca
- Canadian Environmental Assessment Agency:
www.ceaa-acee.gc.ca

MEETING B.C.'S FUTURE ELECTRICITY NEEDS

British Columbia is growing and so is our demand for electricity. BC Hydro forecasts that the province's electricity needs will grow by approximately 50 per cent over the next 20 years. This increase in demand is being driven by a projected population increase of more than one million residents and economic expansion.

As extensive as BC Hydro's electricity supply is, it will not be enough to meet B.C.'s future electricity needs if demand continues to grow as projected.

To meet B.C.'s future electricity needs, BC Hydro is encouraging conservation, upgrading its facilities, building new transmission and distribution infrastructure, and investing in new supplies of clean energy, such as wind and biomass projects.

With Site C, BC Hydro is planning now so that British Columbians will continue to benefit from clean, reliable and cost-effective electricity in the future.

BC HYDRO'S INTEGRATED RESOURCE PLAN

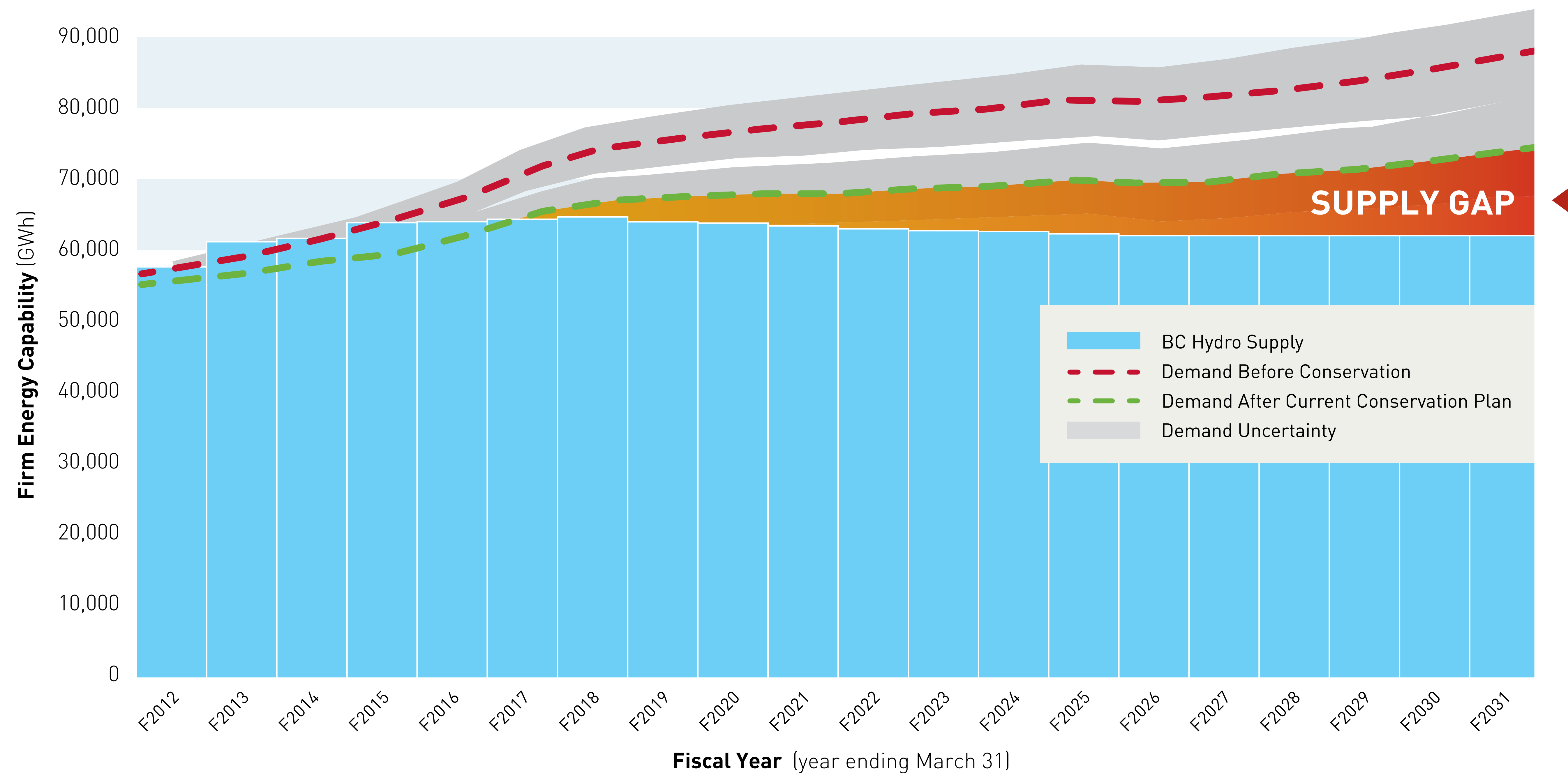
Consistent with British Columbia's *Clean Energy Act*, BC Hydro is preparing a long-term Integrated Resource Plan (IRP) for submission to the Ministry of Energy and Mines, after which the government will review the Plan and decide whether to approve it.

The IRP will establish BC Hydro's plan for conservation and set its course for acquiring sufficient generation and transmission resources to reliably and cost-effectively meet customers' anticipated future electricity needs over the coming decades.

In Spring 2012, BC Hydro will be consulting the public, stakeholders and communities about BC Hydro's draft Integrated Resource Plan — including the key actions that BC Hydro proposes to meet growing demand for electricity for the next two decades.

To learn more, please go to www.bchydro.com/irp.

DEMAND/SUPPLY OUTLOOK



SITE C CLEAN ENERGY PROJECT

The Site C Clean Energy Project (Site C) is a proposed third dam and hydroelectric generating station on the Peace River in northeast B.C. It would be located approximately seven kilometres southwest of Fort St. John, just downstream of the Moberly River. BC Hydro is proposing to build Site C as part of its overall program to invest in and renew the province's electricity system.

Site C would provide up to 1,100 megawatts (MW) of capacity, and produce about 5,100 gigawatt hours (GWh)

of electricity each year — enough energy to power the equivalent of about 450,000 homes per year in B.C.

As the third project on one river system, Site C would gain significant efficiencies by taking advantage of water already stored in the Williston Reservoir. This means that Site C would generate 35 per cent of the energy produced at the W.A.C. Bennett Dam with only five per cent of the reservoir area.

BC Hydro has adopted a multi-stage planning and evaluation process for Site C. The project is currently in the environmental and regulatory review phase (Stage 3), which includes an independent environmental assessment process.

Subject to approvals, Site C would be a source of clean, reliable and cost-effective electricity in B.C. for more than 100 years. Site C would be a publicly owned asset.



PROJECT DESIGN FEATURES

As part of BC Hydro's early Stage 3 work, the Site C project design was updated to meet current seismic, safety and environmental guidelines.

THE SITE C CLEAN ENERGY PROJECT COMPONENTS:

- An earthfill dam, approximately 1,050 metres long and 60 metres high.
- A generating station with six 183 MW generating units.
- An 83-kilometre-long reservoir that would be, on average, two to three times the width of the current river. It would be one of the most stable reservoirs in the BC Hydro system.
- The realignment of up to six segments of Highway 29 — over a total distance of up to 30 kilometres.
- A berm at Hudson's Hope along the shoreline.
- Two new 500-kilovolt alternating current (AC) transmission lines that would connect the Site C facilities to the existing Peace Canyon substation, along an existing right-of-way.
- Access roads in the vicinity of the dam site and a temporary construction access bridge across the Peace River at the dam site.
- Construction of two temporary cofferdams across the main river channel to allow for construction of the earthfill dam.

SITE C DESIGN UPGRADES:

- The south valley wall under the dam, the generating station and the spillway are reinforced with a long concrete buttress to improve foundation stability and provide greater seismic protection.
- An overflow auxiliary spillway enhances safety so that even if the plant loses all power, it can safely pass the upstream flows.
- A centre wall divides the gated spillway into two sections, allowing either section of the spillway to be maintained or repaired, while retaining spill capacity in the other section.
- Larger turbines result in increased generating capacity. This provides improved capability for BC Hydro to meet winter peak loads, and allows for greater integration of intermittent renewable sources, such as wind.



Artist rendering of the proposed Site C dam and generating station (May 2011)

TRANSMISSION

BC Hydro is planning to construct two new 500 kV AC transmission lines to connect Site C to the overall transmission network through the existing Peace Canyon substation.

Previously, Site C proposed that these new 500 kV lines be built along the existing 77-kilometre right-of-way that runs between the Peace Canyon facility and the proposed Site C project area beside the existing 138 kV lines in that corridor.

BC Hydro has assessed an alternative option that would remove the existing 138 kV lines from the transmission corridor and construct the new 500 kV lines on the same corridor. In this scenario, the communities of Fort St. John and Taylor would be connected to the transmission system and served through the Site C switchyard. This option has been found to be feasible and has several benefits. As a result, BC Hydro's transmission plans for Site C have been updated.

BENEFITS OF THE UPDATED TRANSMISSION PLAN INCLUDE:

- Increased system efficiency
- Expected improvements in system reliability for Fort St. John and Taylor, as they would be connected to the transmission system at a closer point (at Site C instead of at the W.A.C. Bennett Dam)
- Reduction in project footprint

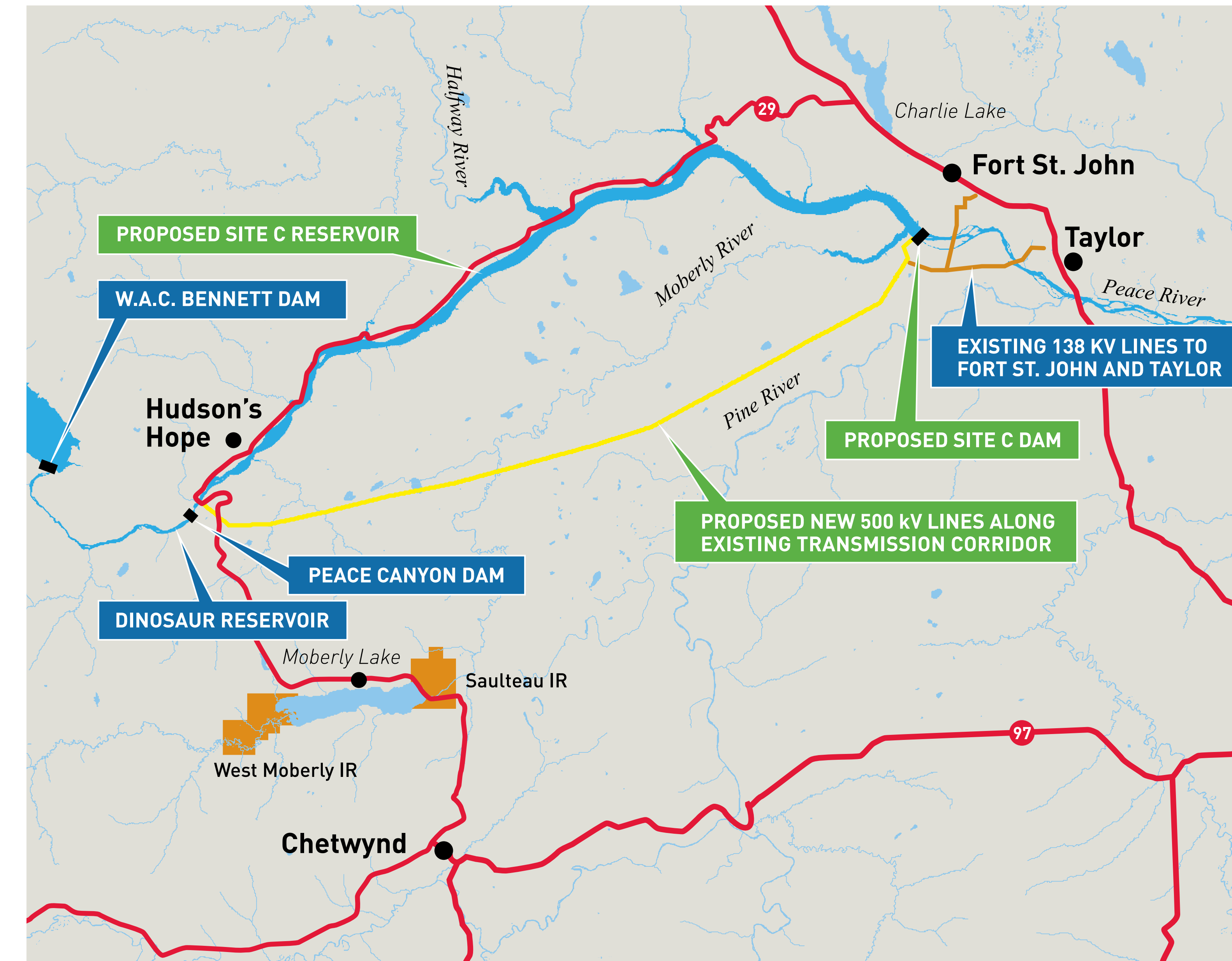
INFORMATION ITEM

The exact right-of-way requirements for the updated plan are still being studied. It is expected that the width of the transmission corridor would be narrower than in the previous design.

ONGOING AND FUTURE WORK

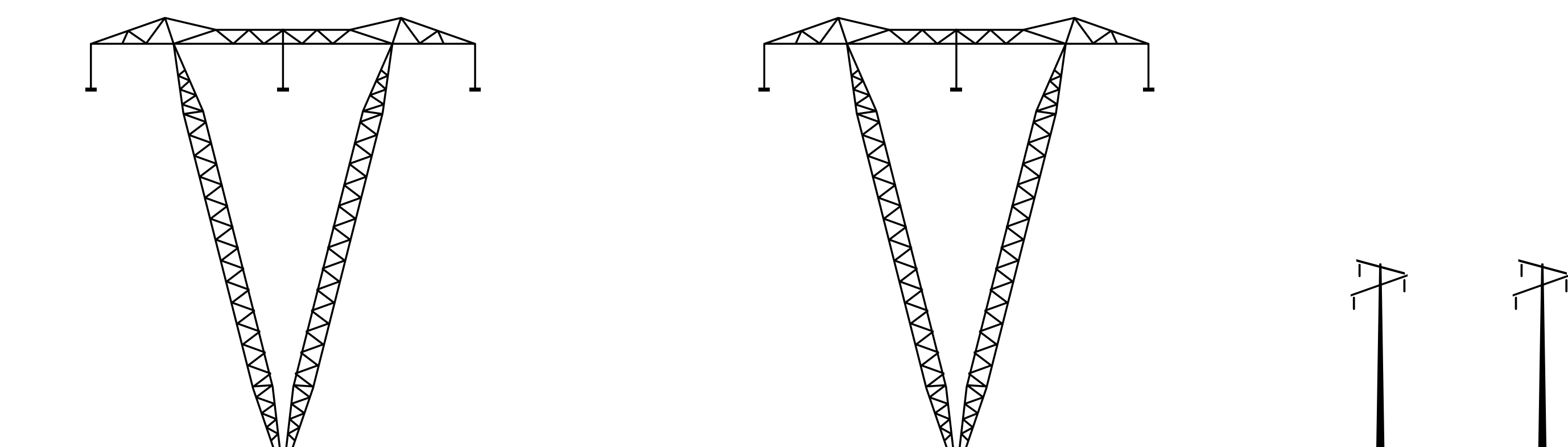
Technical and field work is ongoing to define transmission requirements for Site C. This work includes developing access options for the transmission corridor, as well as vegetation, wildlife and fisheries studies to determine potential effects and options for mitigation.

Transmission plans for Site C will be submitted as part of the Environmental Impact Statement and will be available for public comment in the environmental assessment process in 2013.



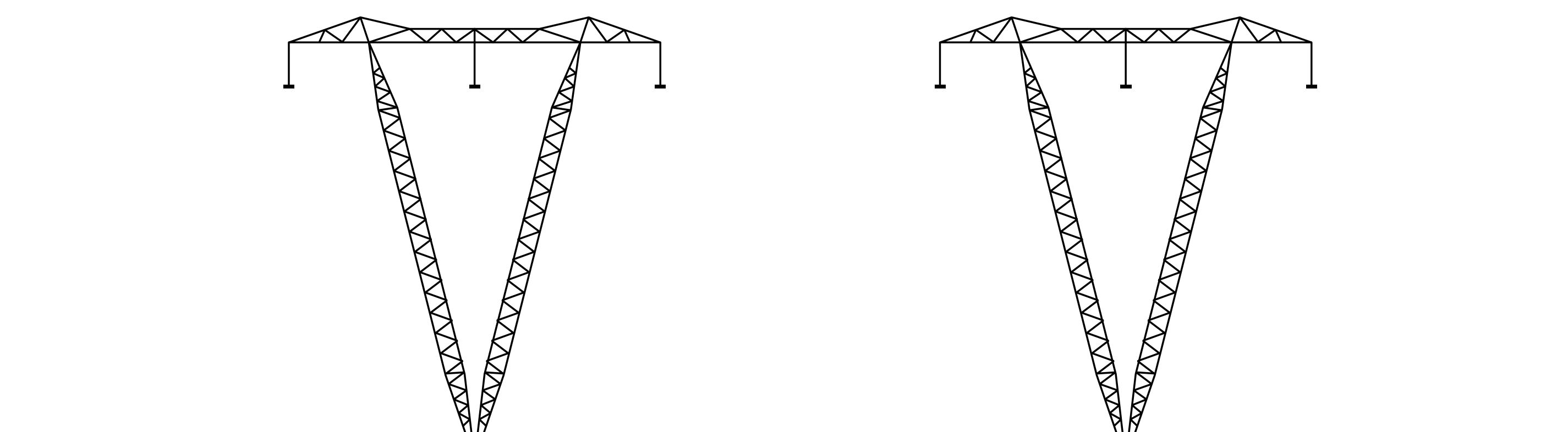
Fort St. John and Taylor would be served through the Site C switchyard

PROFILE OF PREVIOUS PLANNED TRANSMISSION CORRIDOR



New 500 kV lines alongside existing 138 kV lines

PROFILE OF UPDATED TRANSMISSION CORRIDOR



New 500 kV lines replacing existing 138 kV lines

WORKER ACCOMMODATION

INFORMATION ITEM

BC Hydro anticipates that the construction workforce for the Site C project will include local residents, regional commuters and out-of-town workers. BC Hydro is developing a worker accommodation plan to include a combination of new in-town housing, dedicated RV spaces and temporary camp accommodations close to work sites.

CONSIDERATIONS FOR WORKER ACCOMMODATION

Planning and preparing for the construction workforce accommodation requires consideration of several factors, including project needs and community interests:

- **Workforce requirements:** the number of workers required, where, and when
- **Housing:** accommodation type and location relative to workforce and work sites
- **Transportation:** travel distances, routes, safe commuting practices and support systems
- **Health services:** provision of on-site first aid, emergency services and medical support to reduce the use of local services

- **Recreation and leisure:** on-site exercise facilities and social spaces to support workforce well-being
- **Services:** water, sewer, waste management, fire protection and security services
- **Planning for community interactions:** supporting positive interactions with communities while reducing unwanted effects

WHAT WE'VE HEARD

PUBLIC AND STAKEHOLDER CONSULTATION

The input received during public and stakeholder consultation in 2009 is helping to shape BC Hydro's approach to workforce accommodation planning, including plans to provide in-town housing to support families moving to the region, and the use of temporary camp accommodation to reduce the impact on the local housing market and municipal services.

REGIONAL AND LOCAL GOVERNMENT

Discussions about worker accommodation are ongoing. To date, considerations related to worker accommodation raised by local government include:

- Minimize distortion and disruption of the local housing market
- Encourage local residency and hiring of local businesses (employees who are already local residents)
- Have BC Hydro support and showcase sustainable housing styles and design, and leave a positive housing legacy
- Learn from communities in the region that have experienced “boom and bust” cycles
- Consider transportation and commuting aspects of the workforce
- Consider occupying previously used sites for short-term regional camp locations

NEXT STEPS

BC Hydro will continue to work with local government and is undertaking additional technical work regarding worker accommodation. Worker accommodation and workforce planning will be part of public and stakeholder consultation scheduled for fall 2012.

PRELIMINARY IMPACT LINES

INFORMATION ITEM

PRELIMINARY IMPACT LINES

Preliminary impact lines have been determined around the proposed Site C reservoir, based on information gathered as part of historical and recent geotechnical investigations and analyses of erosion seepage and slope stability.

The preliminary impact lines are based on predictions of potential changes to the shoreline from flooding, erosion and landslides, as a result of the creation of the reservoir.

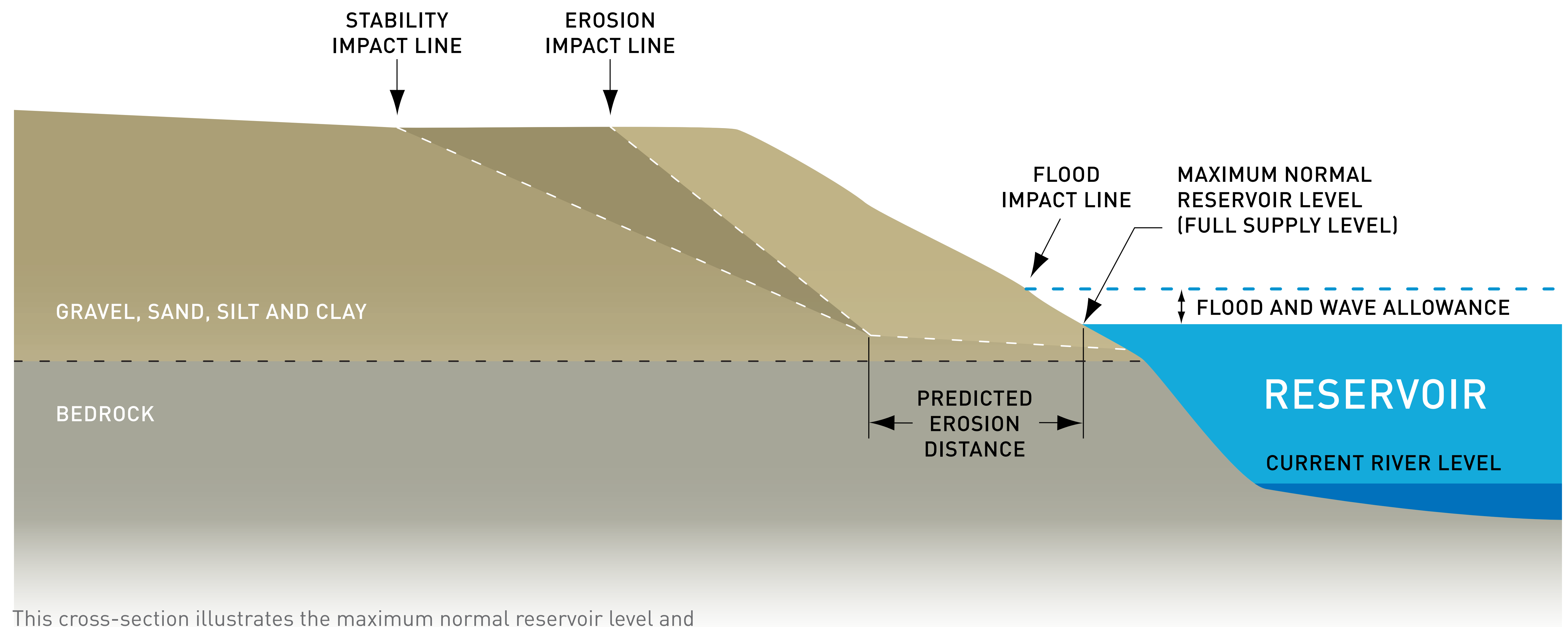
There are four preliminary impact lines:

Flood Impact Line: the boundary beyond which land is not expected to be affected by flood, wind-generated waves, the operation of the Site C auxiliary spillway, and waves caused by boats and small landslides. The Flood Impact Line is located at an elevation of 466 metres, approximately 4 metres above the Maximum Normal Reservoir Level (Full Supply Level) of the proposed Site C reservoir (461.8 metres). As the Maximum Normal Reservoir Level and Flood Impact Line are based on elevation, their location will change as erosion occurs.

Erosion Impact Line: the boundary beyond which the top of the slope is not expected to regress due to erosion caused by the creation and operation of the reservoir over a period of 100 years. The most active period of erosion would be expected to occur during the first five years of reservoir operation.

Stability Impact Line: the boundary beyond which land is not expected to be affected by landslide events caused by the creation and operation of the reservoir. This line considers extremely unlikely landslide events.

Landslide-Generated Wave Impact Line (*not shown on graphic*): a boundary applied to three areas on the north bank (Lynx Creek, Farrell Creek and Halfway River), which comprise less than five per cent of the reservoir shoreline, where landslide-generated waves could temporarily flood elevations higher than the flood impact line. It is based on extremely unlikely landslide events.



This cross-section illustrates the maximum normal reservoir level and preliminary flood, erosion and stability impact lines

PRELIMINARY IMPACT LINES

INFORMATION ITEM

During Stage 2 consultation with communities, stakeholders and the public, BC Hydro introduced an impact line approach to assess the slopes of the proposed Site C reservoir. This approach replaces the previously established “safeline” approach from when the project was reviewed in the 1980s.

The purpose of the reservoir impact line approach is to:

- Protect public safety
- Maximize land use flexibility
- Minimize the amount of land required for the project

Preliminary impact lines have been determined, and outline potential effects from flooding, erosion, slope instability and landslide-generated waves that could affect safety and land use around the reservoir.

A full set of maps showing the location of the impacts lines around the reservoir is available online at www.bchydro.com/sitec.

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.

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 is meeting directly with property owners who may be impacted to discuss their specific property interests and options.

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.

NEXT STEPS

During the environmental assessment for the Site C project, the preliminary impact lines may be revised once project elements, such as Highway 29 realignment, recreation site locations and potential shoreline mitigation measures are finalized.

Following reservoir filling, impact lines will be reviewed and may be updated following an initial period of monitoring. An additional update of the impact lines will take place following the first five years of reservoir operations.



Steep slopes downstream from the Halfway River

HUDSON'S HOPE BERM

INFORMATION ITEM

As with the historic project design, BC Hydro is proposing a berm to offset the effects of the Site C reservoir on slope stability at the base of the slope at Hudson's Hope. The berm would be designed to protect the shoreline from effects of erosion from the reservoir, and thereby maintain or improve the stability of the slopes compared to their historical performance.

In fall of 2011, BC Hydro consulted the District of Hudson's Hope, property owners and the community of Hudson's Hope regarding options for the Hudson's Hope berm.

BC Hydro presented three berm options during consultation:

Consultation topics included:

- Options for the Hudson's Hope berm
- Potential public use options for berm areas, including:
 - Public access to berm areas
 - Potential landscaping and recreation opportunities in berm areas

Based on preliminary engineering, the berm would be built with gravel fill, cobble rock, and rip rap and would be located at the bottom of the slope. It would have a minimum crest width of approximately 7 metres.

RECREATION USE

While consideration of input and technical work is ongoing and no final decisions have been made on the berm options, based on preliminary consultation feedback, BC Hydro has developed a concept for recreation use in the berm area, which can be seen on the Outdoor Recreation display board.

Option	Description	Length of Berm/Protection	Considerations
1	Zone A berm	1,650 metres	Berm in front of residential land, as well as new commercial development since the 1980s berm design.
2	Zone A and C berm	2,100 metres	Berm in front of residential land, new commercial development since the 1980s berm design, as well as municipal sewage ponds.
3	Zone A and C berm, slope flattening in Zone B	2,650 metres	Berm in front of residential land, new commercial development since the 1980s berm design, as well as land zoned as light industrial and municipal sewage ponds. Materials taken from Zone B could be used as construction materials for the berm in Zones A and C.



This map illustrates the zones, described above, along the Hudson's Hope shoreline

HIGHWAY 29 – HUDSON’S HOPE TO FORT ST. JOHN

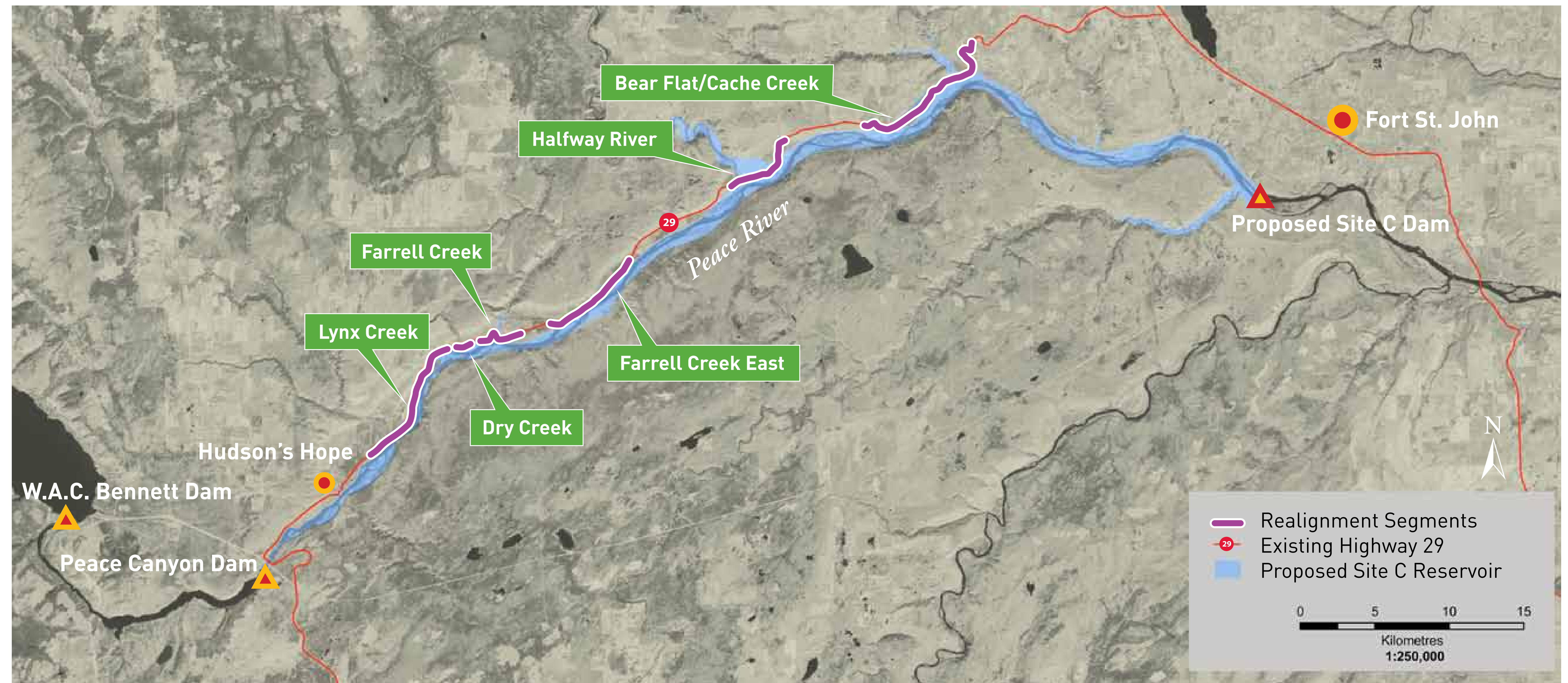
CONSULTATION TOPIC

Several segments of Highway 29 would be inundated by the proposed Site C reservoir or would be within various impact lines.

Five segments of Highway 29 will be realigned:

- Lynx Creek
- Dry Creek
- Farrell Creek
- Halfway River
- Bear Flat/Cache Creek

The segment at Farrell Creek East may also need to be realigned, pending further geotechnical analysis.



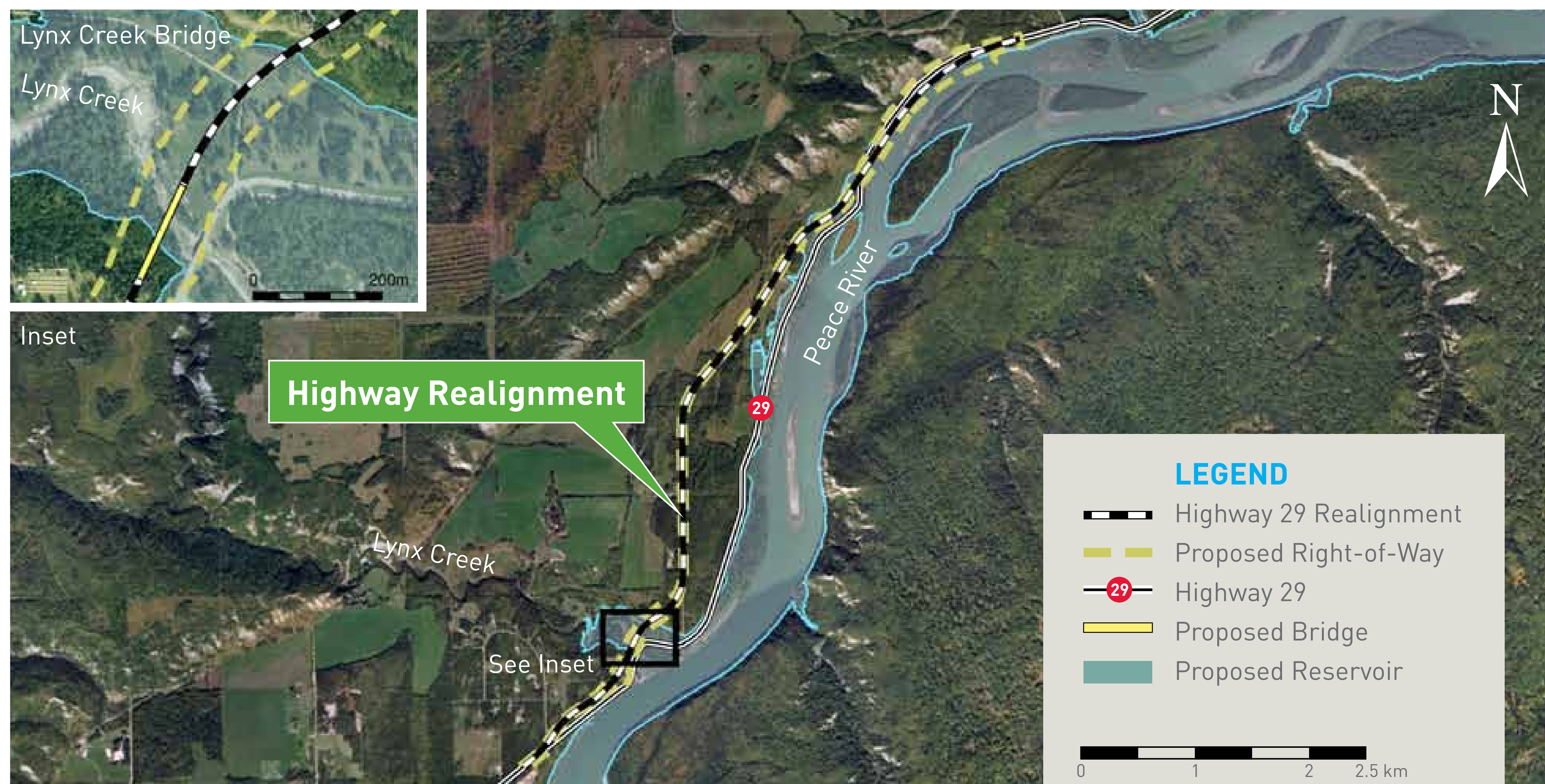
Segment Name	Approximate Length of Segment
Lynx Creek	8 kilometres
Dry Creek	1.5 kilometres
Farrell Creek	2 kilometres
Farrell Creek East (potential)	up to 6 kilometres
Halfway River	4 kilometres
Bear Flat/Cache Creek	8.5 kilometres
Total	up to 30 kilometres

HIGHWAY 29 PREFERRED REALIGNMENTS AND CORRIDORS

CONSULTATION TOPIC

PREFERRED REALIGNMENT – LYNX CREEK

The Lynx Creek segment is located approximately five kilometres east of the Hudson's Hope townsite and 75 kilometres west of Fort St. John.



PREFERRED REALIGNMENT – LYNX CREEK

PREFERRED CORRIDOR – DRY CREEK

The Dry Creek segment is located between Lynx Creek and Farrell Creek, approximately 14 kilometres east of the Hudson's Hope townsite.

BC Hydro has identified a preferred corridor within which the realignment would occur, as shown on the map. The preferred realignment shown within the corridor is subject to further geotechnical investigation.



PREFERRED CORRIDOR – DRY CREEK

HIGHWAY 29 PREFERRED REALIGNMENTS AND CORRIDORS

CONSULTATION TOPIC

PREFERRED REALIGNMENT – FARRELL CREEK

The Farrell Creek Segment is located approximately 15 kilometres east of the Hudson’s Hope townsite and 70 kilometres west of Fort St. John.



PREFERRED REALIGNMENT – FARRELL CREEK

POTENTIAL ADDITIONAL SEGMENT – FARRELL CREEK EAST

The Farrell Creek East Segment of Highway 29 is located approximately 20 kilometres east of the Hudson’s Hope townsite, and 60 kilometres west of Fort St. John. The existing Highway 29 is currently experiencing surface erosion and shallow landslides that, in some locations, are encroaching on the existing highway.

BC Hydro is proposing to relocate up to 6 kilometres of Highway 29. Additional geotechnical investigation is required to confirm the length of highway realignment.

BC Hydro has identified a preferred corridor within which the realignment would occur. The preferred realignment shown within the corridor is subject to further geotechnical investigation.



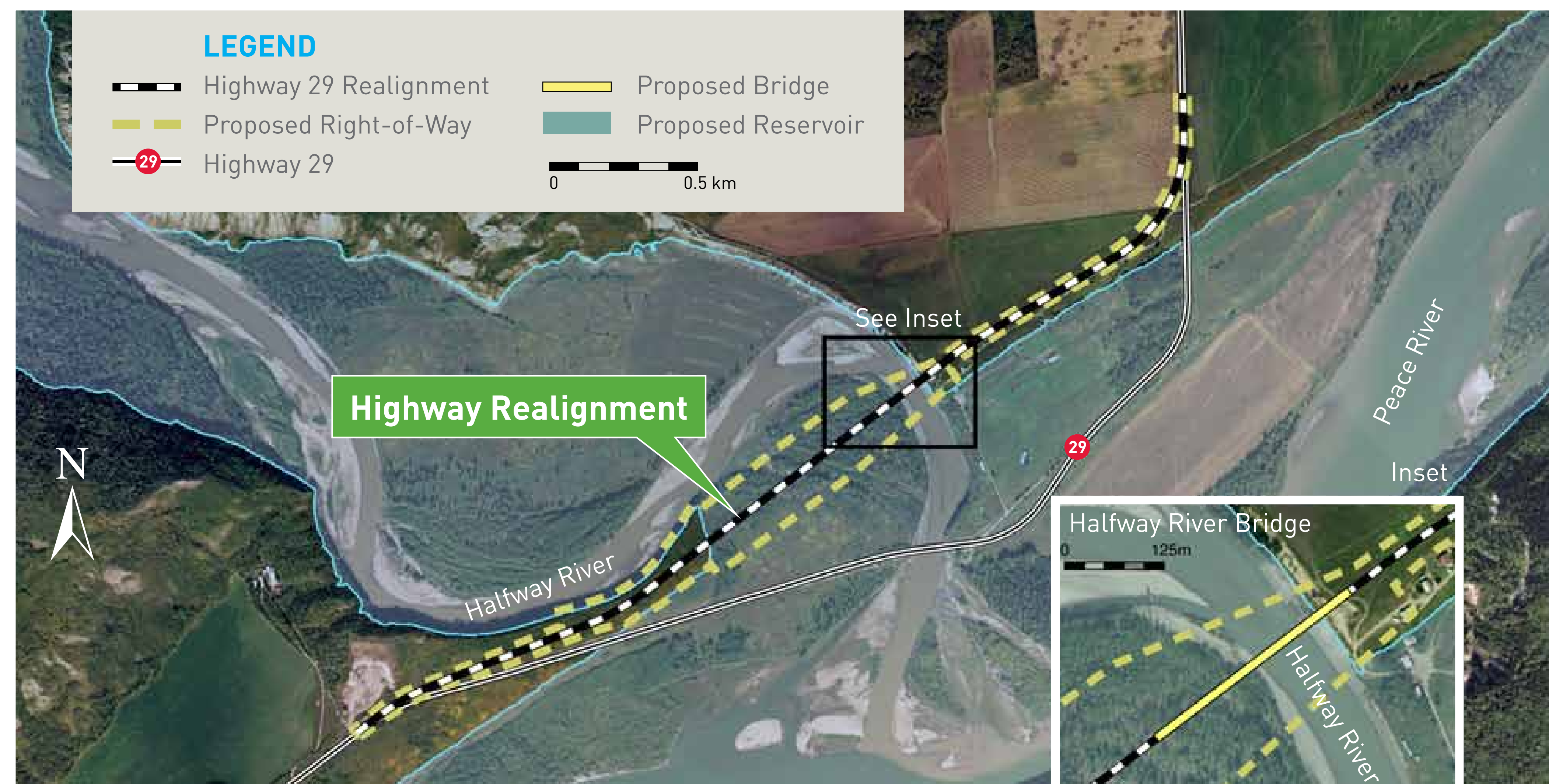
POTENTIAL ADDITIONAL SEGMENT – FARRELL CREEK EAST

HIGHWAY 29 PREFERRED REALIGNMENTS AND CORRIDORS

CONSULTATION TOPIC

PREFERRED REALIGNMENT – HALFWAY RIVER

The Halfway River segment is located approximately 37 kilometres east of the Hudson’s Hope townsite and 47 kilometres west of Fort St. John.



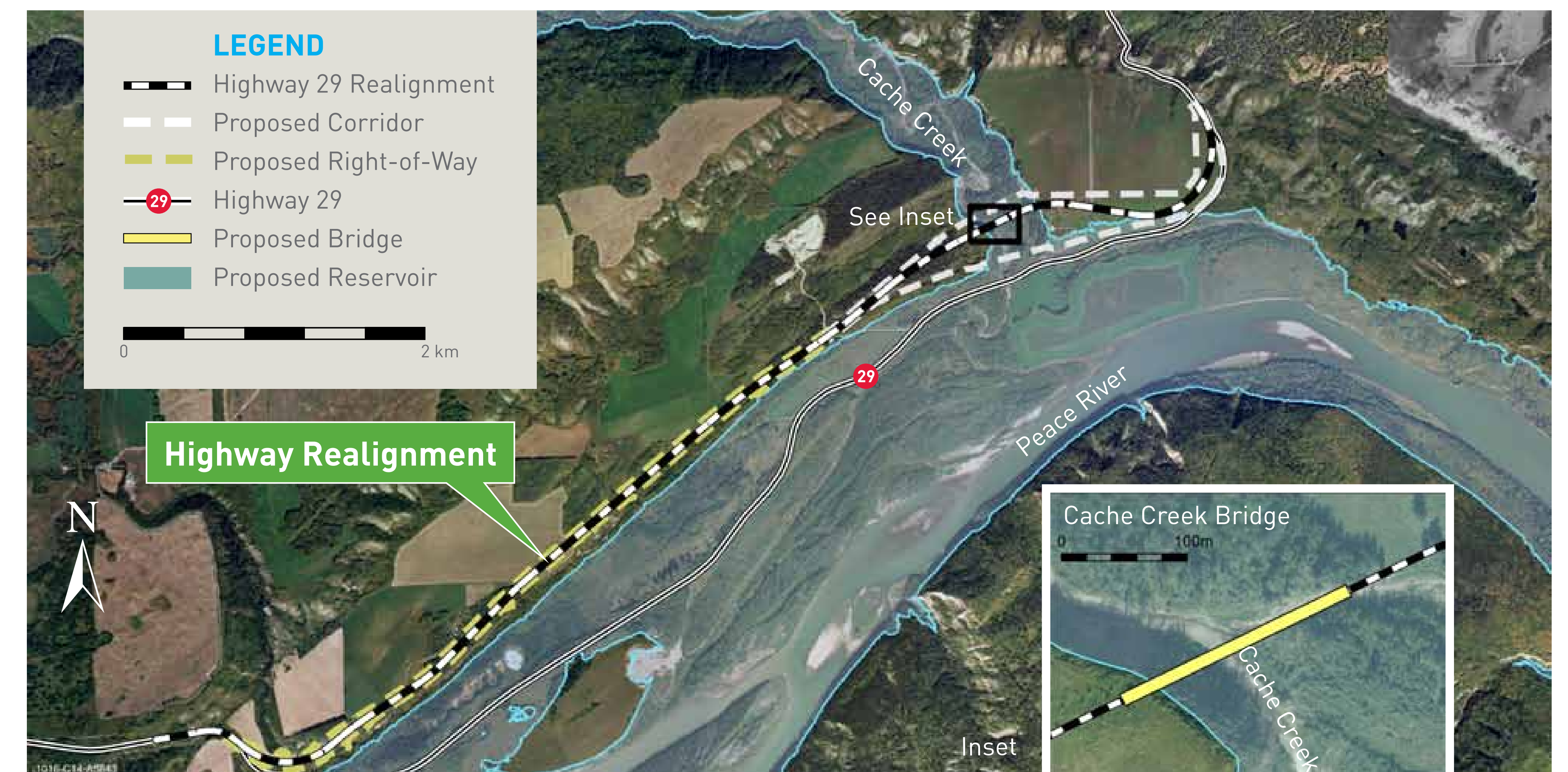
PREFERRED REALIGNMENT – HALFWAY RIVER

NEXT STEPS Further engineering work would be completed prior to construction of Highway 29 realignments. This work could include additional geotechnical investigations, incorporating results of environmental studies, detailed designs, confirming alignments, and preparing construction specifications.

PREFERRED CORRIDOR – BEAR FLAT/CACHE CREEK

The Bear Flat/Cache Creek segment is located approximately 49 kilometres east of the Hudson’s Hope townsite and 31 kilometres west of Fort St. John.

BC Hydro has identified a preferred corridor within which the realignment would occur, as shown on the map. The preferred realignment shown within the corridor is subject to further geotechnical investigation.



PREFERRED CORRIDOR – BEAR FLAT/CACHE CREEK

Input received regarding preferred Highway 29 realignments will help inform project definition and plans for mitigation of effects. Preferred realignments and mitigation plans will be included in the Environmental Impact Statement, and will be available for further public comment as part of the environmental assessment process.

OUTDOOR RECREATION

The sites identified are subject to change based on further technical work. BC Hydro's assessment of the effects on Outdoor Recreation, and this proposed mitigation, will be reviewed as part of the environmental assessment process.

CONSULTATION TOPIC

The Peace River is currently used by residents and tourists for recreation activities such as boating and fishing. BC Hydro is developing an Outdoor Recreation Plan that will describe:

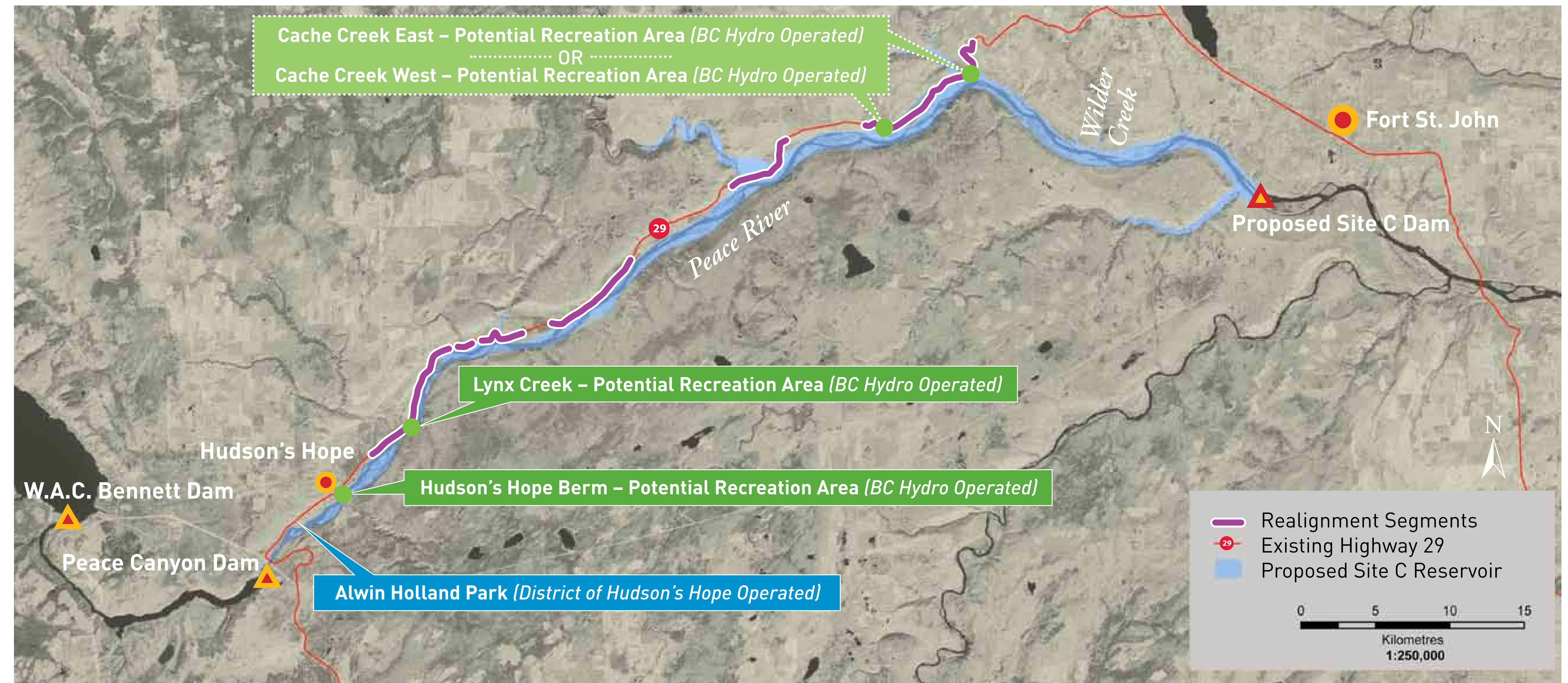
- Potential effects on outdoor recreation use and facilities
- The change from river-based recreation upstream of the dam to reservoir-based activities and potential for new recreation opportunities
- The proposed public safety management related to recreation

The plan will also include proposed outdoor recreation mitigation measures where direct impacts from the Site C project on recreation facilities are identified.

BC HYDRO RESERVOIR BOAT LAUNCHES – POTENTIAL AREAS

The proposed Site C reservoir would inundate two existing BC Hydro-maintained public boat launches: one at Lynx Creek and one at Halfway River.

BC Hydro has identified potential areas within which recreation sites, including replacement boat launches, could be created. One site at Lynx Creek and two sites



Potential recreation sites – Site C reservoir

at Cache Creek have been identified, and are shown on the map above.

BC Hydro proposes to replace the two inundated boat launches with one at Lynx Creek and one at Cache Creek, and is seeking input on which of the two potential locations at Cache Creek is preferred.

In addition, a boat launch is proposed as part of the recreation facilities at the Hudson's Hope berm.

Potential areas have been selected with consideration of:

- Public safety
- Preliminary impact lines
- Highway 29 preferred realignments
- Public road access
- Land ownership
- Environmental site considerations
- Adjacent land use available for further additional recreation amenities, e.g., campgrounds

OUTDOOR RECREATION

CONSULTATION TOPIC

BOAT LAUNCH DESIGN AND FACILITIES

In addition to boat access to the reservoir, BC Hydro boat launch sites would also provide day-use facilities such as a dock, picnic area, outhouses and parking. Below is a representative image of a typical boat launch site. This shows the type of design BC Hydro would use and the type of facilities that would be included. BC Hydro would be responsible for ongoing site management and maintenance.



Artist rendering of a typical boat launch

HUDSON'S HOPE BERM – RECREATION USE

While consideration of input and technical work is ongoing and no final decisions have been made on the berm options, facilities in the berm area may include:

- Small-vessel boat launch and dock
- Small parking area
- Picnic benches and washroom facilities
- New trail travelling east along the berm
- Connection to existing trail leading west up into town

Based on input from the public and property owners in the Hudson's Hope area, public use of the berm in front of private property, upstream of the boat launch site, is not proposed.



Artist rendering of conceptual recreational use on Hudson's Hope berm

OUTDOOR RECREATION

CONSULTATION TOPIC

BC HYDRO PUBLIC SAFETY

A Public Safety Management Plan will be developed for Site C that will include the approach to managing public safety for river access during construction and for reservoir access during the early years of operations. Transport Canada would need to authorize any proposed restrictions to boating or navigation closures.

Public use of the Peace River during construction of the Site C Project

The proposed approach to safe public access during construction of the Site C project includes:

- Maintaining public access to the river except in active construction areas:
 - Boat access will be restricted at the dam site, approximately 3 kilometres, both upstream and downstream
 - Temporary area closures will be used within the reservoir zone in active work areas
- Placement of debris management booms on the river between Cache Creek and the dam site

Public use of the Site C Reservoir during early operation

The proposed approach to safe public access following commissioning of the Site C project includes:

- Shoreline use along the reservoir is expected to be available near Hudson's Hope shortly after reservoir filling, with additional areas opened for use based on monitoring of slope conditions
- Boat access would be restricted permanently at the dam site for safety reasons
- Boat access in some areas of the reservoir is expected to be safe and allowable within about one year of reservoir creation
- Construction of reservoir boat launches and recreation areas would begin within the first year of reservoir creation
- Areas would be opened based on monitoring of reservoir conditions related to slope stability and debris management



Winter fishing on the Peace River near Lynx Creek

85TH AVENUE INDUSTRIAL LANDS

CONSULTATION TOPIC

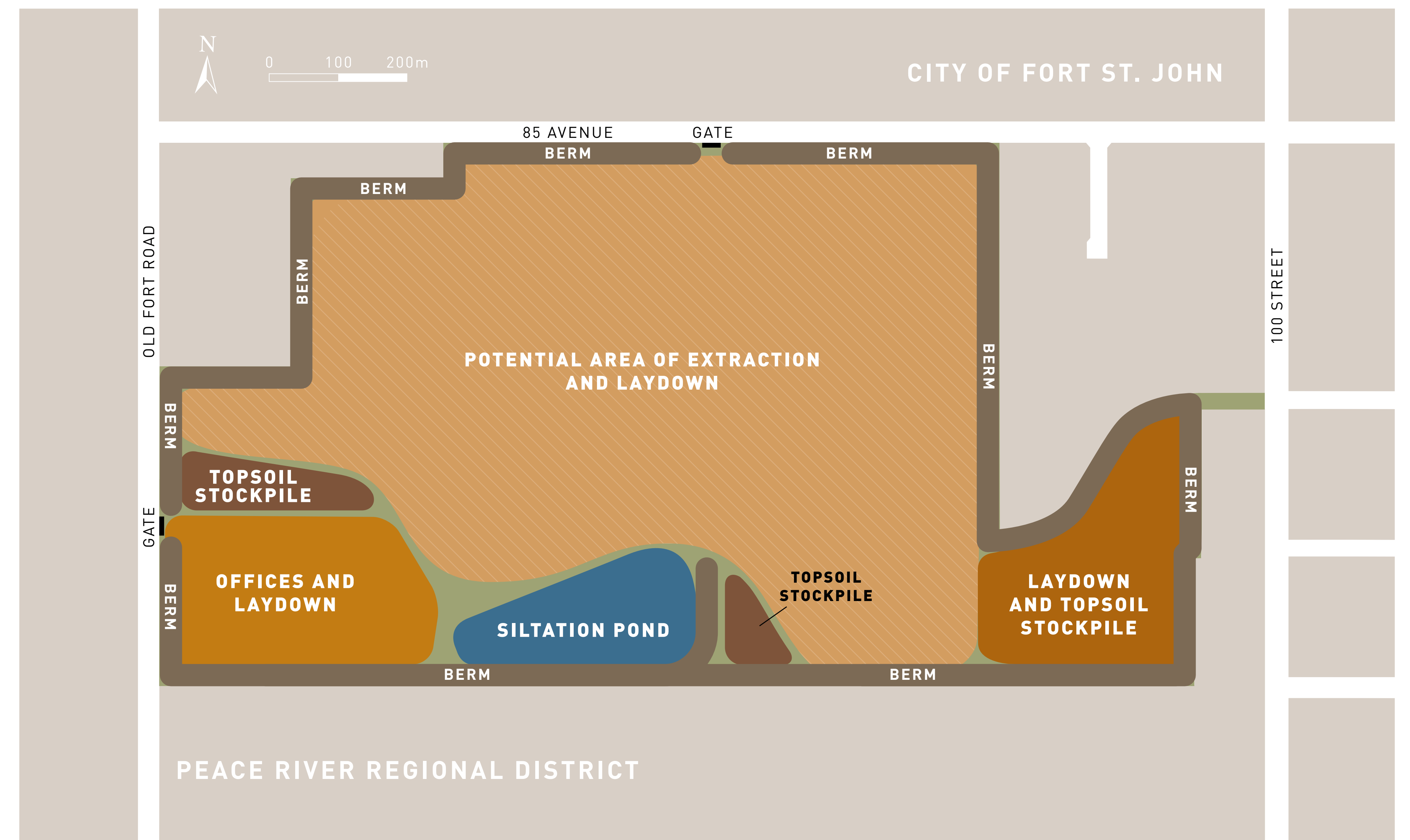
The 85th Avenue Industrial Lands is a 96-hectare (237 acre) parcel of land located in the Peace River Regional District, adjacent to the City of Fort St. John. The borders of the area referred to as the 85th Avenue Industrial Lands can be seen in the map below. BC Hydro owns all parcels of land within the 85th Avenue Industrial Lands site.



The 85th Avenue Industrial Lands are located in the Peace River Regional District, close to Fort St. John, and are approximately 6 kilometres from the proposed Site C dam

There are several proposed uses of the 85th Avenue Industrial Lands during construction of the Site C project, including:

- Laydown and storage area
- Material stockpile
- Construction offices
- Source of construction material



Preliminary concept plan for the layout at the 85th Avenue Industrial Lands (Subject to change)

85TH AVENUE INDUSTRIAL LANDS

CONSULTATION TOPIC

SOURCE OF CONSTRUCTION MATERIAL

During Stage 2 and early Stage 3 (2008–2011), BC Hydro conducted investigations to find the best source for impervious materials close to the Site C dam site.

BC Hydro identified that the material found at the 85th Avenue Industrial Lands would be the best option for impervious material.

The 85th Avenue Industrial Lands were chosen as a source of dam materials for the following reasons:

- Quality and suitability of the material as impervious fill
- The site is close to the dam (approximately six kilometres)
- The till deposit is thick, with relatively little waste material, which enables an extraction plan that minimizes the surface footprint
- Removal of materials would level and flatten the ground of the site, which would provide more options for reclamation plans and the future use of the site

MITIGATION FOR SITE PREPARATION AND EXTRACTION ACTIVITIES

Site preparation and extraction activities will cause some noise, light, dust and visual impacts. BC Hydro has developed proposed mitigation measures for these impacts and is interested in feedback regarding any additional mitigation measures that might be considered.

Mitigation measures could include the following:

- Minimizing noise, light and visual impacts by constructing a berm and leaving trees around the perimeter of the site, and directing lights purposefully into the site
- Minimizing dust by moisture conditioning materials, using water trucks on gravel roads and cleaning paved roads
- Minimizing vehicle emissions by preventing queued and idling vehicles, performing regular maintenance of equipment, using electricity rather than diesel where practical and positioning equipment away from residences
- Minimizing noxious weeds by treating noxious weeds, hydro-seeding soil and implementing vehicle wash stations

85TH AVENUE INDUSTRIAL LANDS

CONSULTATION TOPIC

Refer to pages 29–30 in the discussion guide

OPTIONS FOR MOVING CONSTRUCTION MATERIAL TO DAM SITE AREA

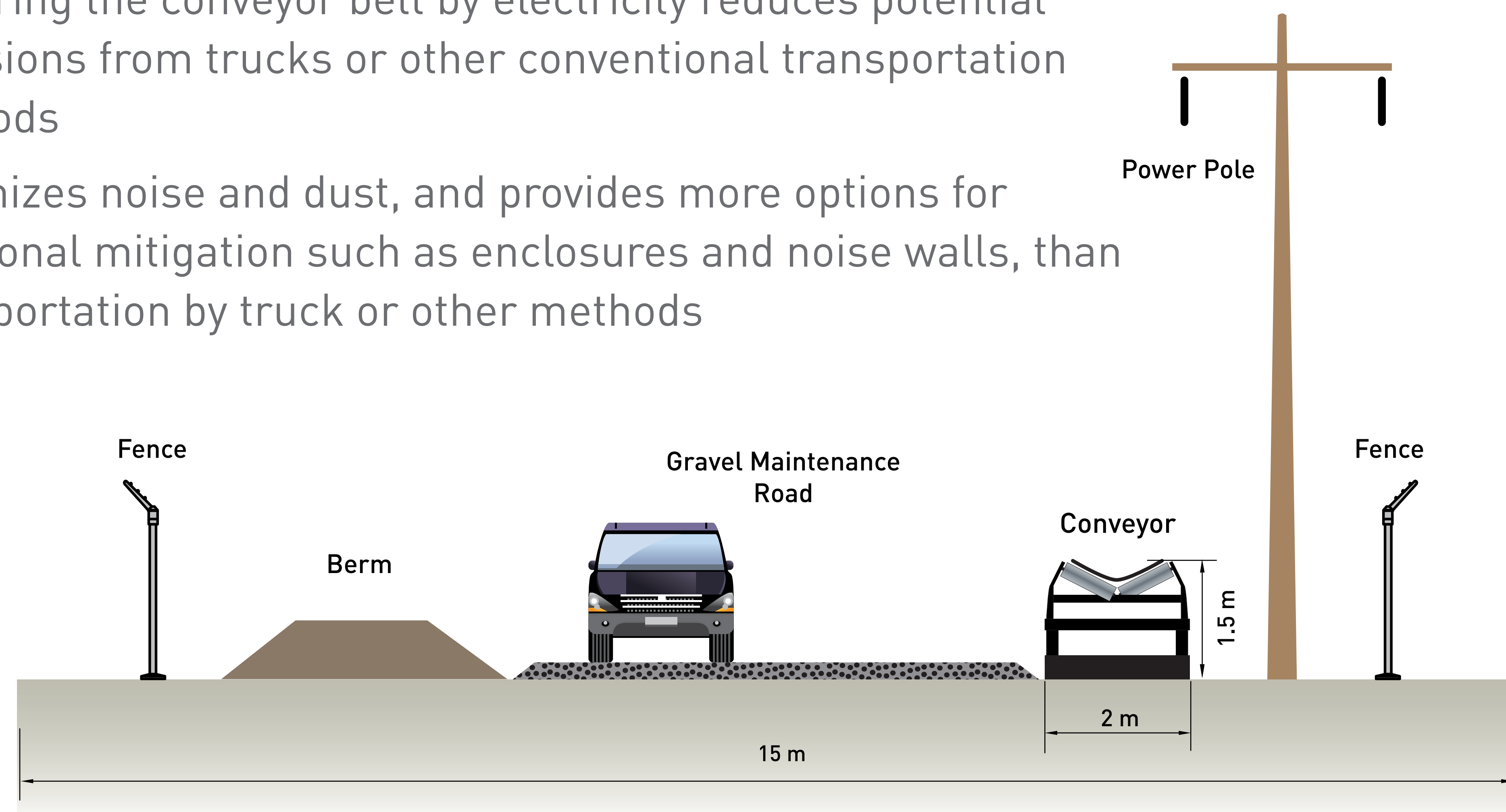
BC Hydro has explored several options for moving materials from the 85th Avenue Industrial Lands to the proposed dam site area, and has identified a preferred transportation method and route for discussion.

PREFERRED OPTION:

CONVEYOR BELT SYSTEM

BC Hydro's preferred method of moving materials from the 85th Avenue Industrial Lands to the proposed dam site area is by using a conveyor belt system.

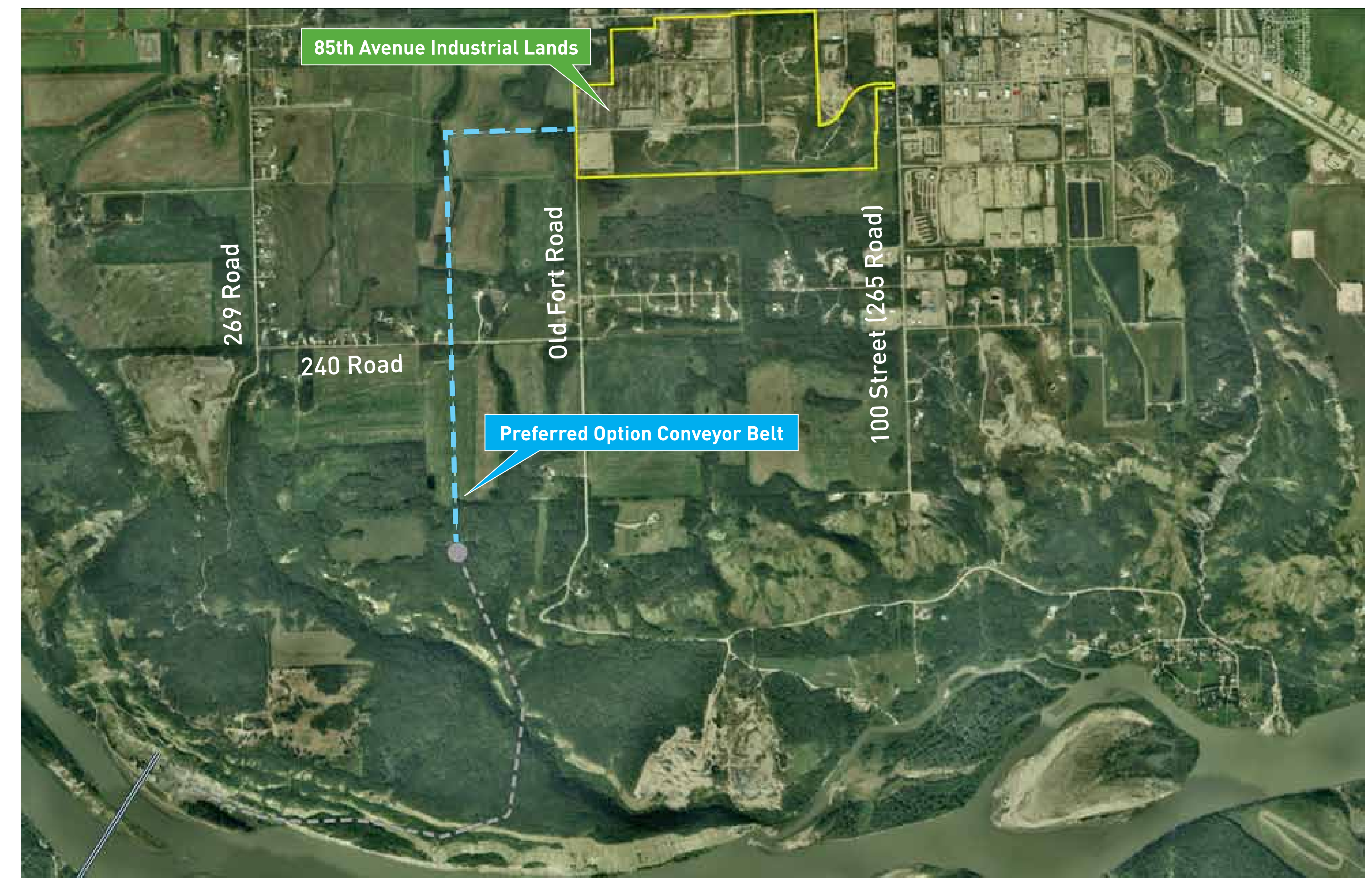
- Conveyor belt requires a narrower right-of-way (approximately 15 metres) compared to other methods, minimizing the project footprint
- Powering the conveyor belt by electricity reduces potential emissions from trucks or other conventional transportation methods
- Minimizes noise and dust, and provides more options for additional mitigation such as enclosures and noise walls, than transportation by truck or other methods



Conceptual cross-section of a conveyor belt system

PROPOSED ROUTE ALIGNMENT – CONVEYOR BELT SYSTEM

The proposed route alignment is shown on the map, denoted by the blue line. The preferred route would have a length of approximately three kilometres from the 85th Avenue Industrial Lands to the proposed dam site area.



Proposed route alignment for a conveyor belt system

OPTIONS FOR MOVING CONSTRUCTION MATERIAL TO DAM SITE AREA

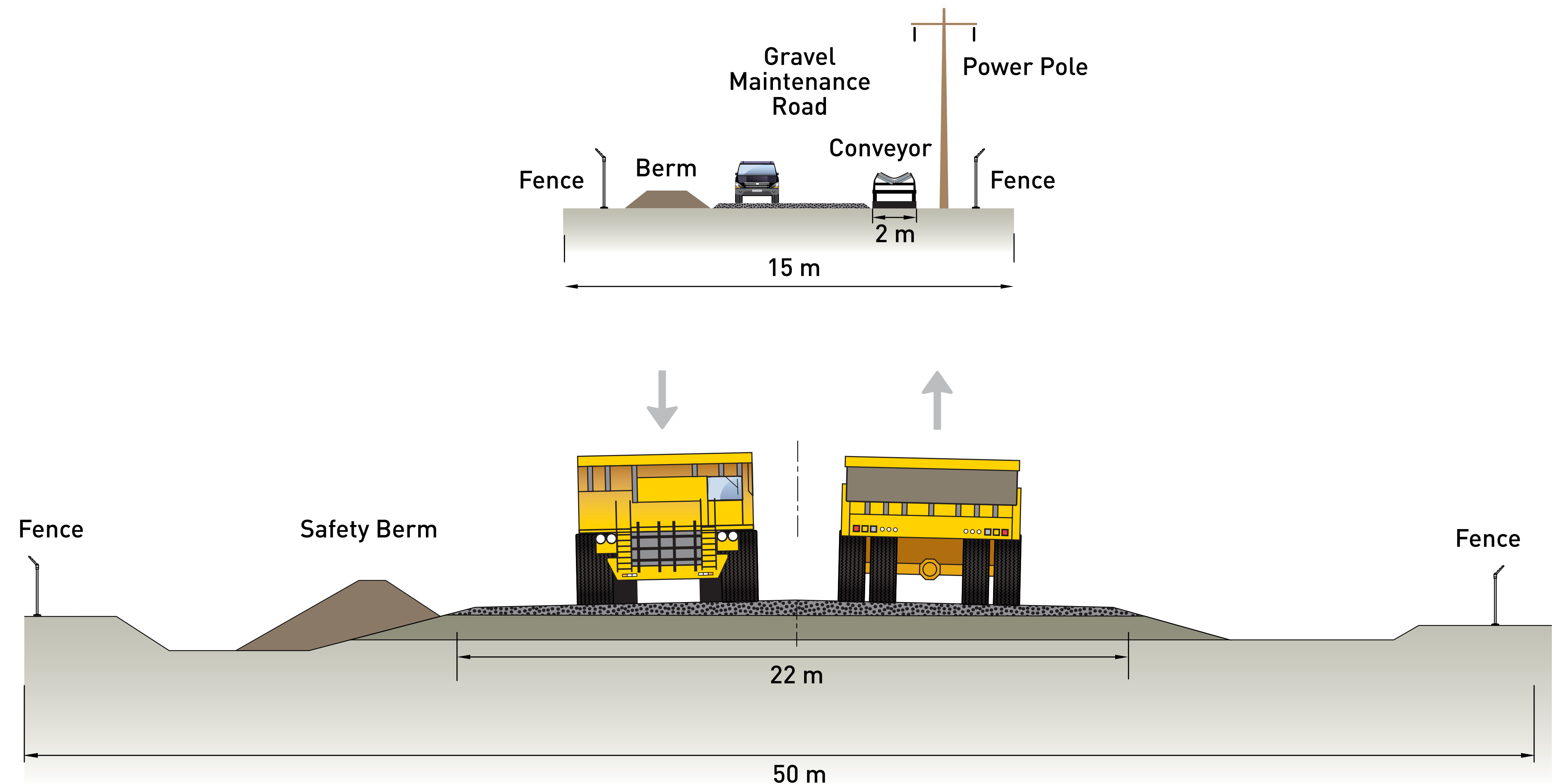
ALTERNATIVE OPTION:

NOT PREFERRED OFF-ROAD TRUCKING

BC Hydro also evaluated the option of using large trucks along a temporary off-road truck route directly from 85th Avenue Industrial Lands to the proposed dam site area. It would be built for construction traffic only, with no public use. The route would generally follow the same alignment as the conveyor belt system.

The off-road truck route is an alternative option, but not the preferred option, for the following reasons:

- Would require larger right-of-way (50 metres), resulting in greater impacts on land
- In areas close to residences, truck movements along the off-road truck route are expected to result in greater visual, noise, dust and air quality impacts than a conveyor belt
- Would require overpass structures to be built to avoid intersections at Old Fort Road and 240 Road
- Fewer mitigation options for noise and dust are available, as compared to a conveyor belt system



This diagram shows a conceptual section of an off-road truck route compared to a conveyor belt system (to scale)

OTHER MEANS OF MOVING CONSTRUCTION MATERIALS CONSIDERED – EXISTING LEGAL (PUBLIC) ROADS

The use of public roads (e.g., Old Fort Road) as a transportation option was considered by BC Hydro, but was dismissed as an option because it would have a greater impact on traffic and safety. In addition, because the trucks that could be used on public roads are smaller than those allowed on an off-road truck route, using public roads would require almost four times as many trucks to move the same amount of material.

85TH AVENUE INDUSTRIAL LANDS

Refer to page 32 in the discussion guide

CONSULTATION TOPIC

MITIGATION FOR TRANSPORTATION OF MATERIALS

Transportation activities will cause some noise, light, dust and visual impacts. BC Hydro has developed proposed mitigation measures for these impacts and is interested in feedback regarding any additional mitigation measures that might be considered.

Mitigation Areas	Mitigation for Preferred Option: Conveyor Belt System	Mitigation for Alternative Option: Off-Road Truck Route
Noise/Light/Visual	<ul style="list-style-type: none"> Conveyor belt could be covered in areas close to residences to reduce impacts of noise Noise walls could be built in areas close to residences Lighting would be minimized while allowing for safe operation Regularly scheduled maintenance to reduce noise of the conveyor 	<ul style="list-style-type: none"> Noise wall could be built in areas close to residences. However, given the size of trucks used, these would need to be much higher than the noise walls for the conveyor belt. Lighting would be minimized while allowing for safe operation of trucks
Dust	<ul style="list-style-type: none"> Conveyor belt could be covered in areas close to residences to prevent the impacts of dust 	<ul style="list-style-type: none"> Water trucks would be used to mitigate dust on gravel roads
Vehicle Emissions	<ul style="list-style-type: none"> Powered by electricity rather than diesel, resulting in low emissions 	<ul style="list-style-type: none"> Minimize queued and idling vehicles
Noxious Weeds (same mitigation measures for both options)	<ul style="list-style-type: none"> Mechanical and chemical treatment of noxious weed populations Development of weed management plan Hydro-seeding of exposed soils Vehicle wash stations 	

85TH AVENUE INDUSTRIAL LANDS

CONSULTATION TOPIC

Refer to page 32 in the discussion guide

SITE RECLAMATION AND POST-CONSTRUCTION USE

BC Hydro is seeking input from the Peace River Regional District and City of Fort St. John regarding the potential post-construction use of the 85th Avenue Industrial Lands and is interested in feedback regarding preferences for the type of concepts for post-construction use that could be further explored. Given the location of the 85th Avenue Industrial Lands within the Peace River Regional District and adjacent to the City of Fort St. John, the post-construction use of the site should be considered in relation to the Official Community Plans of both the regional and local governments. Any post-construction use options will also be subject to regulatory review.

RETURN TO CURRENT ZONED USE

BC Hydro is seeking input from the Peace River Regional District and the City of Fort St. John regarding returning the site to its currently zoned use as light industrial, as follows:

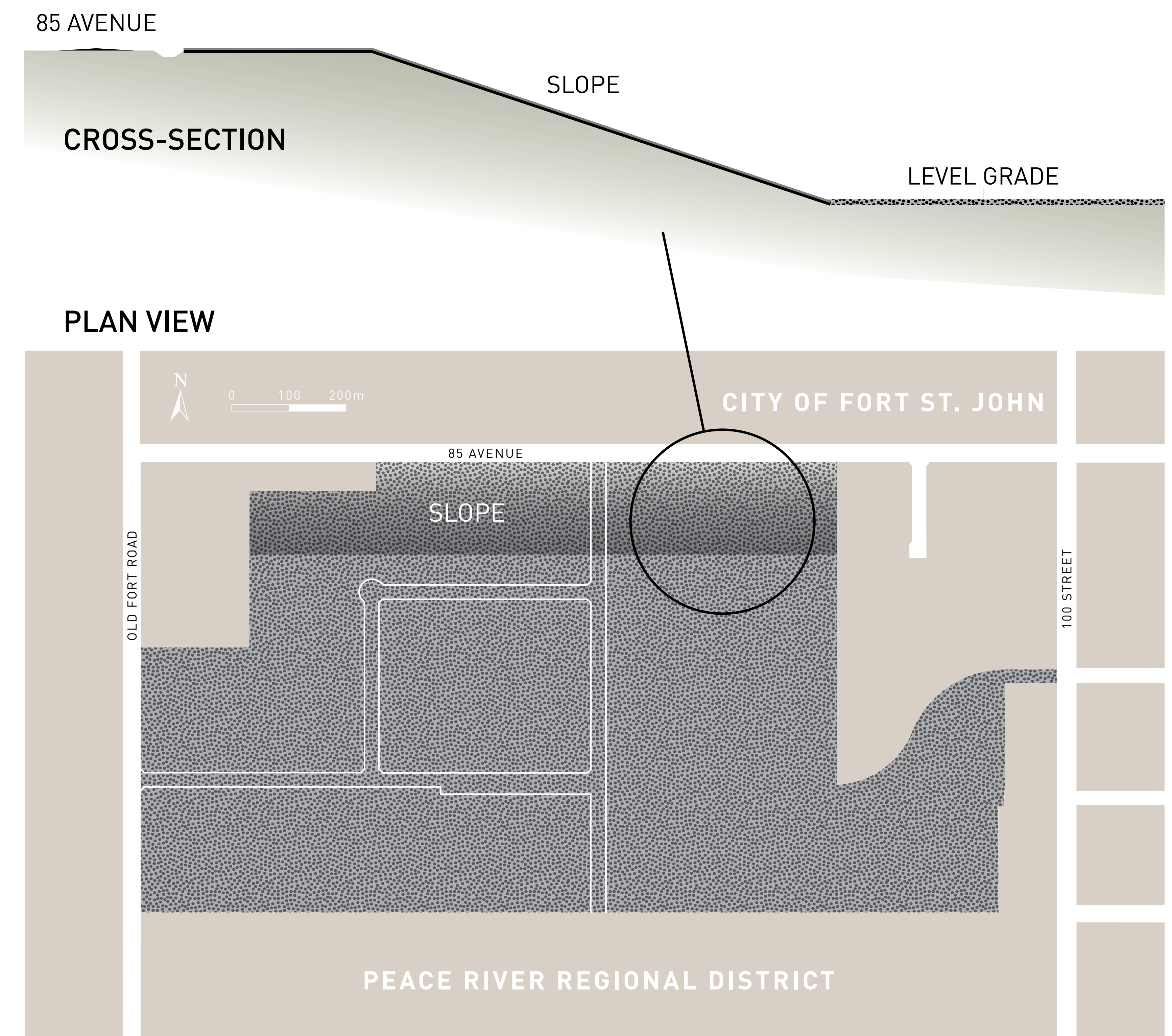
- After extraction operations, most of the area within the site would be at the same level that currently exists at the south portions of the site. This flatter area would be graded and would be suitable for future construction of facilities and parking lots.

- The slope around the extracted area would be graded to a stable, walkable slope of 3:1 to meet the higher ground to the north and west of the site. Final site landscaping would be done in accordance with project commitments and environmental management plans for the site and with input from the Peace River Regional District and City of Fort St. John.
- If required, interior roads would be constructed to B.C. Ministry of Transportation and Infrastructure standards.

JOINT PLANNING REGARDING POST-CONSTRUCTION USE

BC Hydro is proposing a joint planning study with the Peace River Regional District and the City of Fort St. John. The joint study would include a review of:

- Information about the demand for residential, commercial and industrial land
- Consideration of adjacent land uses (current and future)
- Consideration of Official Community Plans and other planning processes
- Options for post-construction use of the land, including but not limited to the current light industrial zoning



Preliminary concept plan for 85th Avenue Industrial Lands – return to current zoned use (subject to change)

BC Hydro would like your feedback about this approach and any additional components that this study should address.

