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MANAGEMENT PLAN SITES 3,4,5

ROADWAYS – INDUSTRIAL LAND USE APPLICATION



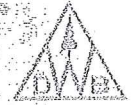
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Date: Dec 6 / 2013

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SECTION A – PROJECT OVERVIEW

BC Hydro requires seasonal (summer) access to the Williston Lake, Finlay Reach reservoir shoreline. Access points are required to facilitate the removal of log debris along the shoreline and to mitigate dust blowups in the warmer months of the year. In order to gain access, a License of Occupation application Roadways-Industrial land use is being made to develop roadways at various sites. This project has long-range purposes in mind that will benefit the Tsay Ken Dene Nation economically and provide for a healthier living environment for years to come. BC Hydro will employ several members of the Tsay Keh Dene Band to implement these projects. As well, the reservoir will be safer for navigation and will benefit ecologically with the removal of an excess of large woody debris along the shoreline. Road clearing, widening and ditching will all be part of the preliminary activities that will enable the main works of debris removal and dust mitigation to be implemented. This application is being made in conjunction with several others for a total of 11 access sites in the Finlay Reach.

These secondary access roads will branch off the Factor Ross Road at 65.5km (site 5), 66.5 (site 4), and 67.5km (site 3) (see Appendix #1 for location map). Site 5 can be accessed by traveling from the town of Mackenzie heading north on the Finlay Forest Service Road. After 200 km on the Finlay FSR, km markers will begin counting up again from 0 km. Continue to 65.5km and turn right on the spur road. (Lat: 56° 33' 14.132"N Long: 124° 37' 1.773"W). Access on roads permitted to Forest Licensee Conifex Timber Inc. is required for some sites and a Road Use Agreement will be obtained from them.



SECTION B – PROJECT DESCRIPTION

1. OUTLINE OF PROPOSED DEVELOPMENT

A. PURPOSE

In order to gain summer access to the shore of the reservoir, roads will need to be operational. For this reason, new roads will be constructed and/or existing old roads upgraded as required to all weather standards to allow for at least 10 years of continual use. As many of these roads already exist, this is the most cost effective way to gain access to the shoreline, Land use in the adjacent area is primarily for timber utilization and other industrial uses such as mineral development. Due to the remoteness of this area there is little public or private interests and it is anticipated that traffic will be very minimal. The roads will not be upgraded to Ministry of Transportation standards nor a gazette plan of the right of way prepared. As indicated within the Crown Land Use Operational Policy Roadways Policy a 20-meter road right of way width is requested.

B. CONSTRUCTION

Sites 3, 4, 5 are composed of 7 sections: (see appendix 1 Site Specific map)

Section A	0.05km new construction
Section B	0.94km existing road upgrade
Section C	0.11km new construction
Section D	0.37km existing road upgrade
Section E	0.43km new construction
Section F	0.35km existing road upgrade
Section G	0.11km new construction
Total length	2.37km

All roads were located and GPS traversed in the summer of 2010. Existing roads will only need to be brushed out and ditched to make them passable once again. New roads will be single lane with a stabilized road width of 4 meters and a design speed of 20km/hr. This is consistent with other secondary forestry use roads in the area.



Disposal of road clearing slash and non-merchantable wood will be by piling and burying either in the toe of the fill, or in push outs adjacent to the right of way as directed by the Ministry of Forests Lands and Natural Resource Operations. Harvesting of merchantable timber is not anticipated. If merchantable logs are encountered the appropriate cutting authority will be obtained.

Appendix 2 of the Crown Land Use Operational Policy for “Road Specifications” will be the guiding document for road and culvert placement along the length of the access roads. Culverts will be designed and installed according to accepted engineering principles and will be able to carry the design load and pass the specified peak flood. Procedures in and around streams and riparian management areas (RMA) will be followed as outlined in the Appendix 2 Environmental Management Plan (EMP) as typically these areas are more sensitive.

It is anticipated that road construction can begin spring 2015 during low pool in the reservoir pending approval of this application.

C. MATERIALS

Ballasting and surfacing materials required will be obtained from approved sites by the appropriate authorizing agency if they cannot be found within the right of way.

D. ENVIRONMENT

Mitigating measures and procedures for soil erosion and drainage control have been outlined in the EMP and these will be followed during all phases of this project. This includes installation and deactivation activities.



SECTION C – ADDITIONAL INFORMATION

1. ENVIRONMENTAL

A. LAND IMPACTS

Impacts to the land base in question, construction methodology, and the means to minimize adverse impacts have been detailed in the EMP and these will be used for guidance during road construction where applicable.

Visual impacts will be minimal, and no Visual Quality Objectives have been established by FLNRO overlapping the site.

An archaeological desktop review of the road access plans was conducted in July of 2011 to assess potential conflicts and make recommendations. This was done in conjunction with ongoing Archaeological assessments conducted annually for the debris and dust mitigation work. Portions of the new road construction were recommended for Archaeological Impact Assessment work. These assessments will be conducted prior to construction and the results incorporated into the project as required.

B. ATMOSPHERIC IMPACTS

Any impacts in this category will be minimal and will not exceed impact levels common to timber harvesting that are present in and around this area.

C. AQUATIC IMPACTS

Foreseeable impacts have been explained in detail within the EMP and procedures as outlined will be followed so that any potential negative impacts will be minimized.

D. FISH AND WILDLIFE HABITAT

This area has high fish and wildlife values and it is understood that these need to be protected. Fish species indigenous to the area have been included in the EMP. Foreseeable fish impacts have been explained in detail within the EMP.



2. SOCIO - COMMUNITY

A. LAND USE

As these roads provide access to the lakeshore it can be anticipated that public recreational use will increase. This will be minimal due to the remoteness of the location of this site. The proposed project area is located within the Mackenzie Land and Resource Management Plan areas (LRMP). As there will be no timber harvesting and minimal interaction with other resources or resource users it is understood that any foreseeable impact, as defined by the LRMP, will be negligible.

B. SOCIO-COMMUNITY CONDITIONS

The increased access to the lakeshore can have a positive effect on the regions First Nation communities due to enhanced access to a water body with fisheries and recreational values. There are no other communities in the vicinity that would benefit in this manner.

C. PUBLIC HEALTH

Due to the location of this site and the nature of the project, public health is not considered to be at risk.

D. FIRST NATIONS

BC Hydro undertakes consultation on its projects and supports the consultation conducted by the relevant permitting Ministries in order to provide potentially affected First Nations with information about a project, and to seek their input on the project. The purpose of consultation is to provide First Nations with the opportunity to identify potential adverse impacts of a project on the exercise of their Aboriginal or treaty rights so that BC Hydro and First Nations can work together to identify measures to avoid, mitigate or otherwise accommodate those impacts. In addition, BC Hydro seeks to identify opportunities and benefits for First Nations related to the proposed project.

The Williston Reservoir Road Access Project is located within the asserted territory of Tsay Keh Dene and Halfway River First Nation. The Project is also located



within the asserted territory of Treaty 8 First Nations and the Agreement Zone B of the Crown Land Management Agreement to which Doig River First Nation, Prophet River First Nation, and West Moberly First Nations are signatories.

Tsay Keh Dene has requested the Williston Reservoir Road Access Project and the project work is being planned jointly with BC Hydro and Tsay Keh Dene. In a letter dated November 23, 2012, Tsay Keh Dene states that Tsay Keh Dene does not have any objections towards this project and indicate Tsay Keh Dene's support of the project. Tsay Keh Dene further states that they are willing to forego a 60 day consultation process.

The notification letter, attached as an appendix, is the first communication to Halfway River First Nation, Doig River First Nation, Prophet River First Nation, and West Moberly First Nations from the Project. These letters will include a copy of the Project's Management Plans. In the notification letter, BC Hydro indicates its willingness to meet and provide information to the First Nations regarding the Project and the Applications.

BC Hydro can provide an update on its consultation efforts and any information obtained through the consultation process upon request.



APPENDICES

APPENDIX 1 MAPS

Site General Map: Scale 1:250,000

Site Specific Map: Scale 1:20,000

APPENDIX 2 ENVIRONMENTAL MANAGEMENT PLANS

APPENDIX 3 BC HYDRO LETTER(S) TO FIRST NATIONS

APPENDIX 4 TSAY KEH DENE LETTER OF SUPPORT