

Valleycliffe Community Meeting follow-up questions

June 17, 2022

Multiple questions have been grouped and numbered where they can be answered by a single response.

Dust, roads, traffic, access

- 1. Dust is already an issue on the FSR and surrounding areas; how is this going to be managed; would Fortis be willing to apply dust abatement treatments as regular as weekly / fortnightly if necessary? In the summer the dust clouds over the residential areas AND the school can be intense to the point that windows can't be opened without a dust layer appearing on all surfaces. This is not good from a health perspective**

We understand community concern regarding dust in the area, including on the Mamquam River Fire Service Road and Powerhouse Springs Road.

The project's Construction Environmental Management Plan, which has been submitted to the Environmental Assessment Office and *Skwú7mesh Úxwumixw* for approval, identifies the need for dust control in the area and suggests mulch or regular water spraying are the best options. This plan will be shared publicly once finalized and ahead of construction starting.

Our adaptive management approach means that mitigation measures will be continuously monitored and evaluated during construction, including regular reports to our regulators. Mitigation measures will be re-evaluated and improved if monitoring programs indicate they aren't effective or adequate.

- 1. There is currently a network of trails (official / unofficial) within the land proposed for the Construction yard; what is the plan for this and ensure residents are still able to access the land?**

We will work with the community to ensure safe access to trails is maintained as much as possible during construction, while incorporating the need for worker and public safety. There will be times when we temporarily close trails near active construction for safety reasons. Trails that intersect the existing right of way where work will take place will be impacted the most and we will let the community know ahead of time whenever trail closures are needed.

The proposed site office and laydown yard is on private land and some unofficial trails in the area may be closed during the project, due to safety and security considerations.

- 1. We have heard rumours that the yellow gate in Ravens Plateau will be used for access to the FSR; please can you confirm if this is true or not.**

There are no plans to use the yellow gate in Raven's Plateau for access.

- 1. What assessment has been done to account for the dual use of the FSR for the Canyon Project and Fortis Construction?**
- 2. Based on your assessment; what is the anticipated increased volume of vehicles on the road and how has this been assessed base on the expected increase due to the Canyon Project?**
- 3. The Canyon Project have proposed that there will be a "flagger" at the junction of the highway and the FSR to manage people using the FSR if the Canyon project Car park is full. If you combine the back up of vehicles while this is managed and the vehicles associated with the construction trying to come and go this is going to be a HUGE safety issue at the junction of the FSR and the highway. This is already a very dangerous junction which is only going to get worse.**

We are in discussions with the proponents for the Squamish Canyon project, as well as the District of Squamish and the Ministry of Transportation and Infrastructure, on how best to coordinate use of local forest service roads.

To date, we have not completed traffic studies related to the use of the Mamquam River Forest Service Road or its intersection with Highway 99. We are developing plans to manage access and maintenance for the Mamquam River, Powerhouse Springs and Indian River forest service roads, which will address concerns such as traffic and dust. A traffic study may be carried out in the future if required to support planning or permitting.

It is important to note that the Mamquam River and Indian River forest service roads will need to be used for construction traffic regardless of where the site office and laydown yard and the workers lodge are located as they are the only access route to the Indian River Valley area from Squamish.

- 1. Is there going to be a road constructed from the laydown area along the right of way - if so who monitors traffic on the road? People will be prone to use it for hiking and biking. No traffic outside of daylight hours?**

Most of the project workforce will travel along the Indian River Forest Service Road that follows the existing FortisBC right of way. In certain areas, new access roads may be built along the right of way to support project construction. Typically, roads along rights of way are used by construction vehicles only and not built to support public use.

Any roads built that are no longer required once construction is complete will be decommissioned. We will also work with the community on the best ways to appropriately restrict access to temporary roads, such as securing entry points.

- 1. Has there been any conversation about improving the road surface?**

Yes, the Mamquam River and Indian River forest service roads will need to be improved to support construction traffic. This includes grading it to remove potholes and washboarding, as well as regular maintenance during construction as required.

- 1. The current Speed limit of the FSR is 80Km; at present vehicles travel at speed up the road and its VERY dangerous given the public use of the road; there are blind corners and if cars are parked it can become narrow in places; what will be done to manage the speed limit of the road?**
- 2. Are Fortis able to enforce road speed limits for all vehicles associated with their construction; both when workers are on / off shift?**
- 3. Lots of people use this road daily (kids, family etc) how are you going to ensure that there are no accidents on the road? There is open woodland that flanks the road as well as backyards that are not fenced. There are also public trails that cross the road. Safety and speeding cars are already a problem; this is only going to get worse?**

We are investigating how best to manage traffic impacts on the forest service roads near the proposed site office and laydown yard, the proposed workers lodge and the construction sites. These investigations will be included in our safety and traffic management plans. We expect mitigation measures may include:

- Additional signs for designated parking or high-traffic areas;
- Reduced speed limits for construction traffic; and
- Trailhead parking to mitigate access concerns on forest service roads.

Additionally, our Health and Safety Management Plan and our contractors' safety plans will focus on ensuring our employees drive safely and within designated speed limits. Any project workers found to be exceeding local speed limits will face disciplinary action, including possible removal from site. This rule applies at all times including for off-duty workers.

Our adaptive management approach means that mitigation measures will be continuously monitored and evaluated during construction, including regular reports to our regulators. Mitigation measures will be re-evaluated and improved if monitoring programs indicate they aren't effective or adequate.

- 1. Are Fortis planning to implement times of the day when the FSR can be used for construction; the residents that live along the FSR are disrupted when vehicles travel this road; especially large trucks the volume of which will go up during construction; will Fortis consider a time window during which the road can be used; eg 7am - 7pm**

One of the key reasons we selected the proposed site office and laydown yard location is that it is near our pipeline worksites, which will greatly help reduce project traffic using the Mamquam River Forest Service Road.

Activity at the site and on nearby roads is expected to be busiest during morning hours, aligned with the construction shift schedule of 7am to 7pm. To help reduce volumes and disruptions from traffic, most project workers will be transported from the workforce lodge to their worksites using multi-passenger vehicles, with return transportation in the early evening hours generally before 8pm.

Workforce management and lodge

- 1. Through the conversations I have had I have received conflicting messages about intent; I have been told all of the below in separate conversations:**
 - **the workers will bring business to the local economy (however, in order to do so they will be required to travel into the local community to ""spend"")**
 - **the workers are going to be working 6 days / week and therefore the impact on the community will be limited (therefore how are they going to ""spend"")?**
 - **the FSR volume will not go up as they will be working long hours and will be bused up and down the FSR so road traffic impacts will be limited. (therefore how is their impact on the economy going to be significant)**
 - **Fortis are provisioning additional space at the Workers camp for personal cars (if they are allowed personal cars then they will be using them to access the site via the FSR on personal time)**
- 2. Can Fortis share which areas of the economy they believe will benefit from this construction and what data do you have to support this growth?**
- 3. What is the approach for when the workers will be able to use the FSR for access; especially when they are NOT on shift? If there are 600 workers at the camp this will generate significant volume if they are permitted to come and go using their own vehicles when not on shift?**
- 4. From what I see it is a live at the lodge for 600 people staying there full time**

We understand the need to balance impacts to the community from construction with the local benefits it can bring.

One of the benefits a project such as the Eagle Mountain - Woodfibre Gas Pipeline project brings is local economic investment. For example, we will be working with our contractors to ensure they use Squamish businesses to supply small tools and materials, and general support services. We also want local businesses to provide food and other services for our workforce lodge.

Using shuttles to transport workers is an example of how we can balance bringing local benefits while minimizing disruptions. Workers on the project will primarily work six days a week. Shuttle services will be available for transportation to town on their days off and evening hours, where they can support local business such as restaurants as well as other personal amenities. While the current plan expects workers will travel to the lodge site in their own vehicle, once on site and working on the project they will be expected to use shuttle services to access worksites and Squamish.

We anticipate there will be approximately 350 workers on the project most of the time with approximately 600 workers at peak construction only, which is anticipated to be between June to September 2025.

- 1. Is the lodge alcohol and drug free? Is it regularly monitored eg. Sniffer dogs?**

We are developing a Worker Code of Conduct that will outline requirements for those working on the project including around drug and alcohol use, respectful behaviour, and after-hours conduct.

At this stage, we expect workers to be able to access limited alcohol within a controlled environment at the workforce lodge. Those found with alcohol in the lodge outside of the controlled environment or in possession of drugs will face disciplinary action, which may include removal from site.

- 1. What guardrails are going to be provisioned to minimize the impact of the workers using already stretched facilities in the community? For example; there are already limitations with access to the pool; families with kids have to queue for access during peak times; are Fortis planning to create specific times of the day when their workers can access to the pool. eg. Workers can only use the pool during school hours so families with kids will not miss out on their opportunity to use the pool out of hours / weekends.**
- 2. The Hospital in Squamish is small and not big enough to support the rapid influx of people; especially those working in a high-risk job where accidents can happen that can be severe. Is there any plan to manage the use of the hospital? I understand that there will be medical emergency vehicles on site at the camp and at the locations but will they be taking workers to Squamish Hospital or could there be a directive that says for non-life threatening injuries they are taken to Lions Gate or a larger hospital with greater capacity. If a local family has to wait for significant times and there are multiple workers in the waiting room; this will not be well received.**
- 3. Given the shortage of GPs and non-emergency care in Squamish the hospital is used to fill this void; additional strain on these services will not be received well in the community.**
- 4. A benefit being shared is that workers are going to boost the economy however there are already issues with service availability due to worker shortages in restaurants etc... an influx of workers are going to take away services from the local community. For example; the local restaurants are already running at reduced capacity as they are unable to get serving staff and there are often queues at establishments while tables stand empty**
- 5. How will medical emergencies be managed?**

Conversations with community members over the years have highlighted that some Squamish services are already under pressure with limited access to resources, including medical services, short term housing and recreational facilities. It is for this reason we are proposing a fully serviced workforce lodge including food, recreational and medical facilities to help minimize pressure on community services.

We will have trained emergency medical services personnel at our worksites throughout the project, as well as medical facilities at the proposed workforce lodge to support workers and respond to medical emergencies, which will help minimize the reliance on local medical services.

- 1. Does the lodge have its own full-time security?**

Yes.

- 1. What is the lifespan of the lodge?**

We anticipate the workers lodge will operate from mid-2023 to late 2025.

1. Is the area being turned back to natural condition once you are finished?

The proposed sites for the workforce lodge, and for the site office and laydown yard are on privately owned land and we are still in discussions with the owners including issues such as site restoration.

Site office and laydown yard

- 1. What is being done to reduce the impact on the homes on Cherry / Balsam Way / Ravens Plateau?**
- 2. What noise study has been done based on construction yards such as this to manage impacts on the community?**
- 3. How are the following items going to be managed at the Hub (Noise, Security, Waste, Power)**
- 4. What times of the day will the hub be operational; how is this going to be managed to minimize impacts?**
- 5. Other mitigation factors - presume no food storage or garbage stored as it attracts wildlife, and no burning of trash or other garbage openly in the laydown area?**
- 6. How is safety going to be managed on the road especially in the parts where its single traffic only (inc the bridge) With cars coming in both direction there are already issues on the bridge with right of way; if this issue occurs with trucks and larger vehicles the ability to maneuver is limited and could create an issue**
- 7. Is the laydown area secure (fenced, cameras, etc.) and patrolled regularly?**
- 8. What other location options were on the table when choosing the location for the Construction Hub? As a community we would like to see the construction yard moved to a brown field site already cleared that is not in such close proximity to a residential area.**
- 9. Why was this location chosen; it appears to be a location of convenience and ease vs a location that minimizes the impacts to the community?**

We understand the importance of minimizing local impacts associated with our work in the area. One of the key reasons we selected this proposed site office and laydown yard location is that it is near our worksites, which will greatly help reduce project traffic using local roads such as the Mamquam River Forest Service Road.

The proposed site office and laydown location is also approximately 13.5 acres, meaning it is large enough to serve as the pipeline construction base and permit us to leave a large number of trees along the southern, southwestern and eastern perimeters as a visual barrier and to help mitigate noise.

We are looking into a number of measures to further reduce disruptions including:

- Mitigating noise impacts by designing it for drive-through access to reduce the use of vehicle backup alarms; and assessing using broadband backup alarms for vehicles, which produce a quieter 'hiss' noise instead of the standard 'beep beep beep'.
- Securely fencing the site and having 24-hour security.
- Powering the site using nearby powerlines to avoid the need for on-site generators.
- Ensuring there are secured garbage bins to help manage waste, which will be taken off-site for disposal, and not storing food on-site.

- Developing plans to manage access, traffic and dust for our work in the area, such as using water spraying or mulch to help control dust and placing traffic control personnel at key locations.

We're currently looking into completing a noise assessment of the site office and laydown yard site to better understand the area and the best approach for noise mitigation.

Construction activities will meet the BC Oil and Gas Commission's BC Noise Control Best Practices Guideline and applicable District of Squamish noise bylaws, with most work taking place 7am to 7pm.

Our adaptive management approach means that mitigation measures will be continuously monitored and evaluated during construction, including regular reports to our regulators. Mitigation measures will be re-evaluated and improved if monitoring programs indicate they aren't effective or adequate.

1. How long is it going to take the "build" the hub?

We anticipate it will take about four weeks to prepare and setup the site office and laydown yard.

1. How many people are going to be at the Hub during hours of operation?

Construction workers will attend the site office and laydown yard for morning briefings ahead of going to their worksites. Generally, there will be less activity at the site and on the nearby roads throughout the day and we anticipate approximately 50 people on site most days.

Our construction workforce will fluctuate with the seasons, with very few workers on site during winter months.

- 1. What is planned for the cleared land once Fortis construction is complete?**
- 2. Who is going to make sure the land does not turn into a nuisance and attract illegal campers? There is already an issue of illegal campers in the area especially over the summer months; Human feces can be found by the river.**
- 3. Has there been any considerations to the impact that clearing this land will have on future land use permit changes eg. Now it is cleared it will be approved for housing much easier and quicker?**
- 4. Who is going to fund the maintenance of the land from a safety perspective once the construction is complete?**

We understand community concern around how the site office and laydown yard is left once our project is complete.

Typically, our site restoration includes removing surface gravels, and de-compacting and recontouring the ground before re-planting the area including adding rollback (logs, roots, etc.) to create micro-habitats to support regrowth and wildlife.

However, the proposed site is located on privately owned land and we are still in early discussions with the landowner including on topics such as site restoration.

The feedback we receive during community engagement will help inform our decisions and planning, as well as our ongoing discussions with the landowner. This includes looking for longer-term solutions such as installing concrete barriers at access points, leaving trees around the site perimeter and post-construction monitoring programs.

- 1. In the rendering of the Construction yard you can see a helicopter landing pad; why would you need to have helicopter access? This is a huge safety risk landing a helicopter in an area such as a VC**

While plans for the site office and laydown yard have not been finalized, we are assessing the need for it to include a helicopter landing area for emergencies.

Based on feedback at our recent Valleycliffe Community Meeting on June 6, we are now also looking into whether there are existing helicopter pads in the area we could utilize.

- 1. From conversations it has been shared that the Construction Hub will be active during active drilling (summer months only); why would you propose to clear a parcel of land for a purpose that is not active all year? Why would a brown field site not be used for this purpose?**

The majority of pipeline construction on the project will take place from April to October each year; however, it is important to have an operating site office and laydown yard available throughout the project. The site will be used to store equipment, small tools and consumables, as well as for office trailers.

While there will be some winter months where we are not active at the site, it would be more disruptive to remove and setup the site office and construction yard each year compared to leaving it there. We will ensure the site is secured when not in use, including fencing and on-site security.

We are proposing this site location largely due to its proximity to project construction sites, which will allow us to mitigate traffic and other impacts to the community. At approximately 13.5 acres, it is also big enough to allow us to leave a large number of trees along the southern, southwestern and eastern perimeters as a visual barrier and to help mitigate noise.

- 1. Will explosives, gasoline, diesel, etc. be stored at the laydown area?**

At this stage, we are not planning on storing explosives onsite. Fuel is expected to be stored onsite, and all hazardous products such as fuel used on the project will need to meet strict legal requirements around safe use and storage.

1. These pictures were taken in the Clearwater area; is this what you anticipate the Construction Yard and pipeline zone to look like behind Valleycliffe / Ravens Plateau?

No. These pictures show construction of a pipeline right of way, not a site office and laydown yard. Our proposed site will have offices on it and store smaller construction equipment.

Safety, environment, legacy

- 1. Does Fortis have a plan to really give back to the community during and after construction is complete?**
- 2. Can there be any social contribution to the community..... Eg. Help contribute towards / fully fund the build of new amenities? Eg recreation centre (Brennan Park)**

We understand construction projects can be disruptive, and believe in giving back to the communities where they take place. We are exploring options for legacy projects in the Squamish area and would welcome suggestions from the community on what they would like to see.

We are already contributing to local organizations and supporting events in Squamish, and in 2021 provided nearly \$20,000 of support to the community.

- 1. Are you able to share the outcomes of the environmental study?**
- 2. What consideration has been taken for the fish and animal habitats in the forest and surrounding areas of Valleycliffe?**

We are committed to building and operating this new gas line safely and reliably, while working in an environmentally responsible manner and adhering to applicable environmental legislation.

The Eagle Mountain - Woodfibre Gas Pipeline project was approved in 2016 following environmental assessments by both the provincial Environmental Assessment Office and Skwxwú7mesh Úxwumixw. Each of these regulatory approvals included a list of strict conditions to protect the environment, such as avoiding all impacts to the Squamish Estuary.

We have since been working on plans to ensure the project meets all these conditions including measures to protect wildlife, fish and habitats along the route. These plans will all be submitted for review to the Environmental Assessment Office and Skwxwú7mesh Úxwumixw, and posted online once finalized.

Some of the ways we are reducing overall project impact is by following existing rights of way and working largely along previously disturbed areas, as well as minimizing the number of water crossings. Studies completed as part of ongoing planning assessed the entire work area in Squamish and determined it was predominantly second growth forest, with very little old growth impacted.

Documents related to the Environmental Assessment Certificate can be found at:

<https://projects.eao.gov.bc.ca/p/588511ddaaecd9001b826f0d/project-details>

Once construction is underway, there will be on-site environmental monitors, including independent monitors from regulatory bodies, overseeing the work to ensure conditions outlined in the environmental approvals are met and wildlife, fish and habitats are being protected.

As previously mentioned, our adaptive management approach means that mitigation measures will be continuously monitored and evaluated during construction, including regular reports to our regulators. Mitigation measures will be re-evaluated and improved if monitoring programs indicate they aren't effective or adequate.

- 1. What is the injury rate at a construction site such as this and what % can be managed by construction medical staff?**
- 2. How will medical emergencies be managed?**

The safety of the public and employees is our guiding priority, and the project will be constructed in strict adherence to Occupational Health and Safety and WorkSafeBC regulations.

For a construction project such as this FortisBC typically tracks an All Injury Frequency Rate (AIFR), which is used as a measure of safety performance. This score offers a calculation of how many injuries have occurred for an average of 100 workers working a 40-hour week, and varies based on industry and types of activity. We also have a strong focus on tracking safety specific leading indicators to inform improvements to the safety program as the project progresses.

With a specific emphasis on safety and a number of programs in place, our goal is to achieve AIFR of zero.

If injuries do occur during construction, they will be managed by our trained emergency medical services personnel.

- 1. What are the safety implications for those that may stray onto the land if not properly secured and managed; especially children who currently roam free around this land?**

The site office and laydown yard will be securely fenced with only two access points, both of which will be gated. There will also be 24-hour on-site security throughout the project to prevent unauthorized access.

- 1. What emergency procedures are in place during the summer months for forest fires? This is a HUGE risk in the Squamish area; we had a significant fire down the Squamish Valley road last summer. With the construction yard and increased road usage this significantly increases the risk in the local area and the risk to life and property is extensive. How can Fotis justify increasing the risk so close to a residential area?**
- 2. If there is a fire onsite / on the road emergency vehicles access is challenging already; what is going to be done to mitigate this risk?**

Our construction execution plan specifically addresses how we will comply with the provincial Wildfire Regulations. This includes having firefighting equipment and a water delivery system onsite when higher risk activities take place, and maintaining a fire watch for at least two hours after any higher risk activity is completed. This approach is similar to other major projects FortisBC undertakes, including working closely with regulators such as the Ministry of Forests, Lands, and Natural Resource Operations and Rural Development.

FortisBC conducts routine emergency response training exercises in partnership with local authorities including police and fire departments, including around projects such as the Eagle Mountain - Woodfibre Gas Pipeline project.