

MEETING NOTES

**SOUTH CAROLINA ELECTRIC & GAS COMPANY
Recreation TWC Meeting**

January 4, 2017

Final KMK 2-2-17

ATTENDEES:

Bill Argentieri (SCE&G)
Ray Ammarell (SCE&G)
Beth Trump (SCE&G)
Brandon Stutts (SCANA)
Caleb Gaston (SCANA)
Randy Mahan (SCE&G)
Dan Adams (SCE&G)
Brandon McCartha (SCE&G)
Tommy Boozer (SCE&G)

Bill Marshall (SCDNR)
Dick Christie (SCDNR)
Gerrit Jobsis (American Rivers)
John Fantry (Town of Winnsboro)
Henry Mealing (Kleinschmidt)
Alison Jakupca (Kleinschmidt)
Kelly Kirven (Kleinschmidt)

These notes are a summary of the major points presented during the meeting and are not intended to be a transcript or analysis of the meeting.

Alison opened the meeting and stated that the goal of the meeting is to review SCE&G's proposed recreation enhancements and move closer to a final proposal of enhancements for inclusion in the Recreation Management Plan (RMP). Prior to the meeting, Alison distributed a list of SCE&G's proposed recreation enhancements for the TWC to review. This list is attached to the end of these notes.

Alison directed the group to look at the first recreation site on the list, Cannon's Creek, and its associated proposed enhancements. The group also looked at Google maps to see where the proposed enhancements would be located at the site. Dick said that he noticed that boat ramp expansion, which was requested by the TWC, was not proposed by SCE&G at Cannon's Creek and at Heller's Creek and he wanted to know their reasoning for this. Ray said that it didn't look like a boat ramp expansion would be feasible at Heller's Creek because the cove is very shallow. Tommy added that the existing boat ramps are functional and in good shape at Cannon's Creek, so there didn't seem to be a need to upgrade. Alison said this request came from the open ended questions on the Recreation Use and Needs Study (RUNS) surveys. Some people suggested boat ramp expansion at all sites. Dick asked why a courtesy dock was not proposed by SCE&G at Cannon's Creek. Tommy said that part of the reason is due to the fluctuation in the reservoir. Due to flooding and fluctuations, a stationary or floating dock would be hard to manage and make durable. Bill M. said he has heard from the public that they are interested in seeing a courtesy dock at Cannon's Creek. Tommy said a courtesy dock could also introduce safety issues and in particular, might encourage kids to swim in the area although swimming isn't allowed at the site. Alison asked if the fishing pier could be used as a courtesy dock – a problem experienced at SCE&G dock sites on other reservoirs. And the dangers associated with jumping and diving from docks is especially

significant on reservoirs with frequent and significant water level fluctuations, as would be the case here. Henry said the fishing pier is going to be stationary and will have rails for safety, making it difficult to use as a courtesy dock. Dick said the fishing pier might be a good test for installing a stationary courtesy dock in the future and can be revisited 10 or 15 years down the road. Dick said he thinks the ADA proposals at Cannon's Creek are good.

Henry reminded the group that all of the proposed enhancements were the results of the RUNS survey findings. All of the enhancements suggested by the public were listed and then SCE&G visited each site and looked to see what made sense to add. They also made sure enhancements would be consistent with their safety plans.

The group then discussed the Heller's Creek site. SCE&G is not proposing any enhancements at this site. Bill M. asked if SCE&G had difficulty maintaining the boat ramp at this site. Tommy said the ramp extends a long way into the water, but the end stays covered in muck.

The group then discussed the proposed recreation enhancements at the Highway 34 primitive site. Alison said this site served purposes including providing access to duck hunters, canoers and kayakers. SCE&G is proposing to install all enhancements that were suggested by the public. Gerrit asked if graveling the parking lot after grading it is part of the plan. Tommy said yes. Gerrit asked that a gravel parking area be added to the list of enhancements. He also asked how much of the area around the recreation site is subject to fluctuations. He is concerned that the site remain accessible when the reservoir is down. Bill A. said they will need to bring more land into the Project boundary, since the site currently extends beyond the Project boundary line (PBL). This will also ensure that should the site be expanded in the future, the land already will be within the PBL, thereby avoiding having to make a separate application to FERC, potentially delaying plans to implement an expansion. Gerrit mentioned that this site would be a good location for primitive camping, especially with the additional land added to the PBL. This area would provide a place where people canoeing or kayaking down the Broad River could pull off and camp.

The group then discussed the Enoree River Informal Access Area. SCE&G is proposing to install all of the suggested enhancements except the turn-around area and parking for 6 vehicles. The area needed for these enhancements is outside of the PBL and SCE&G would need to gain permission from the US Forest Service and Department of Transportation to bring this land into the PBL for building the parking area. Henry added that should FERC approve the site and require a parking area, SCE&G might consider a phased approach, installing the step-down area first, and then working on parking later during the new license.

Gerrit asked if part of the proposal for the Enoree River and Hwy 34 informal sites is to install signage. He said that many people don't know the sites are there, especially Enoree. Henry said that these sites would become "formal" sites and Part 8 signage would likely be required by FERC at all of the recreation sites.

At the Broad River and Enoree River Waterfowl Areas, no changes are being proposed. These sites are largely outside of SCE&G's control, since they are managed by SCDNR.

The group then discussed the proposed enhancements at the Scenic Overlook. Alison said SCE&G plans to modify the existing fishing pier to make it ADA compliant. Bill A. said that a principal reason SCE&G isn't building an additional fishing pier is that the existing one already is quite large

and thus able to accommodate more usage than presently occurs. SCE&G believes the better direction to go is towards making the pier ADA accessible. Henry noted that as part of the Monticello Reservoir Fish Habitat Enhancement Plan, fish attractors will be added in that area of the reservoir, in an effort to enhance fishing opportunities at the pier. Dick said that he was pleased with these suggested improvements. Ray noted that the pier would be altered to include ADA improvements.

At the Hwy 215 site, Bill said that although the addition of lighting was suggested by the public through the RUNS surveys, lighting is already installed at the site. Therefore, they are not suggesting any improvements at this site.

At the Hwy 99 Informal Access Area, SCE&G is proposing to install a fishing pier, benches, picnic tables and lights but not a restroom. Through the Monticello Reservoir Habitat Enhancement Program, fish attractors will also be installed in this area of the reservoir in an effort to enhance fishing opportunities.

At the Hwy 99 boat ramp, SCE&G is proposing to install all of the suggested improvements, including a fishing pier, improvements to the existing boat ramp, lighting on the boat ramp, and year round access to the restrooms. The group agreed that all of these proposed enhancements were sufficient.

SCE&G is not proposing any improvements at the Recreation Lake. This site is already well used and provides many facilities to the public. When the public was questioned about the need for additional facilities at this site, they indicated that no additional facilities were needed.

Henry said that ADA improvements will be made at Cannon's Creek, the Hwy 99 boat ramp and the Scenic Overlook. He said that ADA improvements will be made according to current ADA guidelines.

The group discussed the need to develop a schedule for installing the enhancements and maps that indicate where the proposed enhancements will be installed. This information will be used in the Recreation Management Plan. SCE&G suggested that since they are proposing to enhance 6 sites, they would like to be able to enhance one site every two years, resulting in all site enhancements being completed in 12 years. SCE&G proposes that the stakeholders decide site enhancement priority. Dick said he would also like to see another RUNS completed at some point during the new license, and if not a full RUNS, then a recreation study more thorough than the data collection associated with the FERC Form 80.

The group took a break and the stakeholders met separately to discuss the enhancements, schedule and site priority.

When the group reconvened, Dick said that they agree with everything that SCE&G has proposed, but in addition, they would like SCE&G to reconsider adding a courtesy dock to Cannon's Creek. Gerrit said that Rosewood Landing, located on the Congaree River, has a floating dock that accommodates changing elevations and flows. Something similar to that dock could be implemented at Cannon's Creek. Henry said that there is still the safety issue with the courtesy dock at this location – with fluctuating water levels and people potentially jumping or diving off the

end of the dock into an unknown depth of water, to tragic effect. It might also be difficult to keep in place and protect from significant damage during high water events.

The group then discussed the stakeholders suggested schedule and priority ranking. Dick said the stakeholders agree to completing one site every two years but would like to see the Enoree River site and Hwy 34 site be completed at the same time. Their site priority is as follows:

1. Hwy 34 and Enoree River
2. Cannon's Creek
3. Hwy 99 Boat Ramp
4. Hwy 99 Informal Site
5. Scenic Overlook

Dick said that if SCE&G does not agree to completing Hwy 34 and Enoree River at the same time, then Hwy 34 would be priority 1 and Enoree River would be priority 2. (After the meeting, Gerrit stated in an email that American Rivers does not support SCE&G completing these sites separately.)

Dick said they would also like to see a new RUNS be completed approximately 12 years after the license is issued. It will take 10 years to complete all of the site enhancements and the study can be initiated two years after that. When SCE&G does the RUNS, Dick suggests that a stakeholder group convene and discuss the results and the RMP. He suggested that this cycle repeat itself every 12 years, synching up with the Form 80 cycle, throughout the license term.

Bill A. said that they currently do a Recreation Assessment at the Neal Shoals Project, which is a slightly less intense study than a RUNS. The license states that a Recreation Assessment be performed on year 10 and year 20 of the 40 year license. Is this something the stakeholders think could work for the Parr Project? Dick said that the most recent RUNS was completed at Parr in 2015 and he would like to limit how long it will be before another RUNS is done. The group discussed the timing of the next RUNS and how it would depend on how long it takes to receive the new license from FERC. They also discussed the need for a RUNS versus a Recreation Assessment. Dick suggested that a Recreation Assessment be completed soon after the enhancements are completed and then a bigger RUNS be completed further into the license term. The group agreed to perform a Recreation Assessment 2 years after the final improvements are implemented and include an Adaptive Management Plan (AMP) section in the RMP including a second and possibly third assessment depending on the length of the license.

Gerrit asked that a maintenance schedule be created to ensure the proposed Hwy 34 improvements are maintained. He said this site can be greatly affected by flooding events and he wants to ensure that the site remain operational throughout the new license term. Tommy said that it will be added to the list of other sites that are monitored each month. Gerrit said he would like for the site studied beyond just monthly monitoring. He would like to see data collected, including measuring sediment buildup with a rod and documenting the site with pictures. Henry said this could be addressed in the site design and within the first year after construction to determine if there are going to be problems maintaining this site.

SCE&G and Kleinschmidt will develop a strawman of the RMP for the group to review. The strawman will include the proposed recreation enhancements, timeline, draft maps of each site with proposed enhancements, maintenance schedule for each site, and AMP wording.

Henry asked, if SCE&G management does not approve building a courtesy dock at Cannon's Creek - will this be a "deal breaker" for SCDNR. Bill M. said they just want the improvement to be reconsidered because he believes the public could find use in this addition, however he doesn't see it as a deal breaker.

After discussion of the recreation enhancements wrapped up, Alison said there were a few outstanding items regarding the Project Shoreline Management Plans that she would like to discuss. Alison said that she would incorporate wording into the Parr SMP on camping at recreation sites. She also asked if SCDNR had come to a decision regarding the parcel of land adjacent to the Fairfield tailrace. Bill M. and Dick said they have discussed this piece of land and between the two of them, they are okay keeping this parcel classified as future recreation. There would be no public hunting on this land, but it would continue to be classified as future recreation. They said they would need to get a final decision from Bob Perry however and Bill M. said he would try to get an answer from him by the end of January.

Alison said she would also edit the SMP maps to include the Enoree River Informal Access Area. Gerrit asked if there should be an exclusion zone for camping at the recreation sites. He thought that camping should not be done near parking lots or boat ramps. Alison said she would add wording to the SMPs to limit camping at the sites to not longer than 7 days and not within 100 feet of a boat ramp.

Action items from the meeting are listed below.

ACTION ITEMS:

- Kleinschmidt will prepare meeting notes for distribution to the TWC.
- Alison will add a gravel parking area to the list of proposed enhancements for the Hwy 34 site.
- Kleinschmidt and SCE&G will work together to develop a strawman RMP to include the proposed recreation enhancements, timeline, draft maps of each site with proposed enhancements, maintenance schedule for each site, and AMP wording for periodic assessments.
- SCE&G will discuss with their management adding a courtesy dock at Cannon's Creek and combining the Enoree River Informal Site and Hwy 34 site for improvements during the same year.
- Alison will edit the Parr SMP to include wording on camping at the recreation sites, including how long camping is allowed (no longer than 7 days) and how far camp sites must be from boat ramps (100 feet).
- Alison will edit the Parr SMP map to include the Enoree River Informal Access site.

Recreation Plan Proposal

The following are recommendations from the Recreation Technical Working Committee and what SCE&G recommends offering as a counter proposal. These are presented for your consideration. The stakeholders did not provide specific recommendations for ADA improvements. They were leaving that up to SCE&G to propose. **Our proposal does not include the requested improvements highlighted in yellow.**

<u>Recreation TWC Recommendation</u>	<u>SCE&G Proposed Offering</u>
Parr Reservoir:	
Cannon's Creek: <ul style="list-style-type: none"> • Boat ramp expansion and/or improvement to make more useful at low water • Restroom improvements • Fishing pier • Courtesy dock • Additional lighting 	<ul style="list-style-type: none"> • Install one (1) fishing pier • Install two (2) additional lights, one (1) near road and one (1) near restroom • ADA – pave two (2) ADA parking spaces and access paths to picnic area, fishing pier and restrooms, upgrade restroom to ADA standards with new handle on men's room door and install new proper height toilet seats General comment: <ul style="list-style-type: none"> • Parking area is currently gravel
Heller's Creek: <ul style="list-style-type: none"> • Boat ramp expansion or improvement to make more useful at low water • Restroom improvements • Fishing pier • Courtesy dock • Add lighting 	<ul style="list-style-type: none"> • We do not recommend any improvements • We do not recommend any ADA improvements General comment: <ul style="list-style-type: none"> • Parking area is currently gravel
Highway 34 Primitive Ramp: <ul style="list-style-type: none"> • Improve grading and boat launch • Parking area improvements • Remove large trees that hinder vehicle access to ramp 	<ul style="list-style-type: none"> • Improve boat ramp - install geogrid and stabilize bank • Grade <u>and gravel</u> to improve parking area • Remove large trees that hinder vehicle access to ramp • Bring into Project boundary, properties 211 <u>parcel E (8.23 acres)</u> and 285 <u>parcel C (9.9 acres to Railroad tracks)</u> on Exhibit K-14 drawing

Commented [AWR1]: DNR would like SCE&G to consider installing a courtesy dock at Cannon's Creek.

	<ul style="list-style-type: none"> • We do not recommend any ADA improvements • Install Recreation Sign on Highway 34 per FERC regulations <p>General comment:</p> <ul style="list-style-type: none"> • Parking area is currently dirt
<p>Enoree River Bridge Informal Access Area (non-Project):</p> <ul style="list-style-type: none"> • SCE&G to determine where Project boundary ends and work with the USFS to see if there are ways to improve access • Non-motorized boat access - canoe/kayak step down access • Turn-around area • Parking for 6 vehicles 	<ul style="list-style-type: none"> • Project boundary is on the edge of the river bank • Build canoe/kayak step down access within the PBL • SCE&G does not propose to obtain permission from USFS and/or SCDOT for improvements outside of the PBL • We do not recommend any ADA improvements • Install Recreation Sign on Highway 34 per FERC regulations <p>General comment:</p> <ul style="list-style-type: none"> • Parking area is outside PBL and is currently dirt
<p>Broad and Enoree River Waterfowl Areas:</p> <ul style="list-style-type: none"> • No new facilities or improvements recommended 	<p>We do not recommend any changes</p>
<p>Monticello Reservoir:</p>	
<p>Scenic Overlook:</p> <ul style="list-style-type: none"> • Lighting • Additional Fishing Pier • Additional Picnic Tables 	<p>Fishing pier area:</p> <ul style="list-style-type: none"> • Add one (1) light at existing fishing pier • ADA - modify existing fishing pier for ADA use, pave two (2) ADA parking spaces and access path(s) to fishing pier <p>Picnic area:</p> <ul style="list-style-type: none"> • Add two (2) new picnic tables • ADA - Build one (1) ADA shelter with one (1) ADA picnic table, pave one (1) ADA parking space and access path to new ADA shelter <p>Restroom area:</p> <ul style="list-style-type: none"> • ADA - pave one (1) ADA parking space and access path (SCE&G will

	<p>need to coordinate this improvement with County)</p> <p>General comment:</p> <ul style="list-style-type: none"> • Parking areas at fishing pier and picnic areas are currently gravel
<p>Highway 215 Boat Ramp:</p> <ul style="list-style-type: none"> • Lighting on/near the dock and boat ramp • Improve or repair existing boat dock 	<ul style="list-style-type: none"> • We do not recommend any changes • We do not recommend any ADA improvements <p>General comment:</p> <ul style="list-style-type: none"> • Parking lot is currently paved
<p>Highway 99 Informal Access Area:</p> <ul style="list-style-type: none"> • Fishing Pier • Benches • Picnic Tables • Restroom • Lighting 	<ul style="list-style-type: none"> • Add one (1) fishing pier • Add two (2) benches • Add two (2) picnic tables • Add two (2) lights, one (1) near fishing pier and one (1) near parking area • We do not recommend any ADA improvements <p>General comment:</p> <ul style="list-style-type: none"> • Parking area is currently gravel
<p>Highway 99 Boat Ramp</p> <ul style="list-style-type: none"> • Improvement to boat ramp in cove – lower end of boat ramp drops off • Year-round access to restrooms • Lighting on ramp • Fishing pier (SCDNR recommendation) 	<ul style="list-style-type: none"> • Add one (1) fishing pier • Improve boat ramp in cove so it doesn't drop off • Add two (2) lights, one (1) near boat ramp/courtesy dock and one (1) near new fishing pier • ADA – pave access paths or build ramps and platforms to courtesy dock, fishing pier & restrooms; and modify three (3) parking spaces for ADA use • Modify restrooms to allow year-round access - electricity exists in restrooms, so heat could be added in restroom and/or water pump room <p>General comment:</p> <ul style="list-style-type: none"> • Parking lot is currently paved
<p>Recreation Lake:</p> <ul style="list-style-type: none"> • Regular maintenance and upkeep • No new facilities or improvements recommended 	<ul style="list-style-type: none"> • We do not recommend any improvements • We do not recommend any ADA improvements <p>General comment:</p>

	<ul style="list-style-type: none"> • Parking area is currently gravel

TWC additional Recommendations:

Schedule for improvements:

1. Improve Hwy 34 and Enoree River together as first site improvements within two years of license issuance.
2. Cannon's Creek - improve between 2nd and 4th year after license issuance.
3. Hwy 99 Boat Ramp - improve between 4th and 6th year after license issuance.
4. Hwy 99 Informal Access Area - improve between 6th and 8th year after license issuance.
5. Scenic Overlook - improve between 8th and 10th year after license issuance.

As part of the Settlement Agreement we should develop a Recreation Management Plan with an adaptive management approach to address future recreation needs within the new license period. As part of the adaptive management approach they would like for us to conduct a recreation assessment study (similar to what we are currently doing for Neal Shoals) in consultation with DNR during the 12th year after license issuance. And depending on length of new license conduct a second (30 year license) and if necessary third (40 or 50 year license) recreation assessment study as determined by consultation with DNR. These assessments will be used to assist in filling out the FERC Form 80 submittals which are due on six year intervals and determine if new park site amenities are needed before the end of that license period.

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We propose to make the following park sites ADA compliant:

Parr Reservoir (1) – Cannons Creek

Monticello Reservoir (2) – Highway 99 Boat Ramp and Scenic Overlook

Parr Reservoir ADA issues:

The three public access on Parr Reservoir were surveyed for compliance with ADA guidelines. All three sites have gravel lots and none of the sites contain ADA compliant parking spaces. None of the sites have paved access to bathrooms, picnic areas, bank fishing areas, or camping areas. In addition to the lack of paved access, the bathrooms do not comply with ADA guidelines for toilet seat height, entrance threshold heights, or the ability to operate doors with a closed fist. While the Parr Reservoir recreation sites are not currently ADA compliant, the addition of paved surfaces at the site would eliminate many of the current barriers.

Monticello Reservoir ADA issues:

The five public access sites on Monticello Reservoir were surveyed for compliance with ADA guidelines. The Highway 215 Boat Ramp and Highway 99 Boat Ramp are paved; however neither site contains designated ADA compliant parking spaces. Parking areas at the Scenic Overlook Park, Recreation Lake Access Areas, and Highway 99 Informal Fishing Area are gravel. The Recreation Lake Beach Access Area contains designated ADA parking; however, as

noted, neither of the two designated spaces are paved. Access trails to the facilities and amenities offered at the various Lake Monticello access sites (i.e. picnic areas, camping areas, and bank fishing areas) are unpaved. The Scenic Overlook provides ADA compliant restrooms; however no other permanent restroom facilities at the Monticello Reservoir sites are entirely ADA compliant. This is primarily due to the lack of paved access to restroom facilities. Other common deficiencies with restroom facilities include the inability to operate restroom doors with a closed fist and thresholds greater than 0.25 inches high. The general layout of restrooms and stalls are ADA compliant across all of the sites, with the exception of the Highway 99 Boat Ramp where the lavatories do not have enough clearance beneath them. Boat docks located at the Highway 215 and Highway 99 Boat Ramps are not ADA compliant due to their ramp slopes, missing transition plates between the ramp and dock, lack of two-inch curbs at the dock edges, and lack of paved access. The fishing pier at the Scenic Overlook Park would not be considered ADA compliant due to the lack of paved access, lack of sections of railing that are 34 inches in height, and lack of two-inch curbs around the outside edges of the pier. While the Monticello Reservoir recreation sites are not entirely ADA compliant in their current state, the addition of paved surfaces to the various facilities and amenities offered would eliminate many of the current barriers.