

LEWIS RIVER TERRESTRIAL COORDINATION COMMITTEE

Facilitator: KENDEL EMMERSON
503-813-6040; CELL 509-774-8102

Location: TEAMS MEETING ONLY

Date: June 9, 2021

Time: 9:00 AM –11:45 AM

Agenda Items

- 9:00 a.m. Welcome
- Review Agenda, 4/14/21 Meeting Notes
 - Review and Accept Agenda, 4/14/21 Meeting Notes
- 9:10 a.m. Public Comment Period
- 9:20 a.m. WDFW Proposal – 10.3.3 Funding Update
- 9:30 a.m. Parking Feasibility Study for Speelyai Bay, Option C
- 10:00 a.m. Lake Merwin Camper’s Hideaway Do Not Feed Wildlife Sign
- 10:30 a.m. Saddle Dam Rehabilitation Borrow Pit Tree Removal
- 11:00 a.m. Study/Work Product Updates
- Moss Cave Agreement
 - Rayonier Public Access Changes
 - Cougar Creek WSDOT Project
- 11:30 a.m. Next Meeting’s Agenda
- Public Comment Opportunity
- Note: all meeting notes and the meeting schedule can be located at:
<https://www.pacificorp.com/energy/hydro/lewis-river/acc-tcc.html>
- 11:45 a.m. Meeting adjourn

TEAMS Meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

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[+1 563-275-5003](tel:+15632755003).,12253920# United States, Davenport

Phone Conference ID: 122 539 20#

FINAL Meeting Notes
Lewis River License Implementation
Terrestrial Coordination Committee (TCC) Meeting
June 9, 2021
Conference Call Only

TCC Representatives Present: (8)

Kendel Emmerson, PacifiCorp
 Summer Peterman, PacifiCorp
 Kim McCune, PacifiCorp
 Eric Holman, WDFW
 Amanda Froberg, Cowlitz PUD
 Bill Richardson, RMEF
 Peggy Miller, WDFW
 Conner England, USFS

Calendar:

July 14, 2021	TCC Meeting	TEAMS Call Only
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Assignments for June 9, 2021	Status
McCune: Email links for Lewis River licensing, Settlement Agreement and TCC historical documents to Conner England, USFS.	Complete - 6/9/21

Assignments for January 13, 2021	Status
Emmerson: Provide a list of past timber harvest areas that have been within the WHMP buffer, associated TCC meeting notes, and reference to the WHMP language.	In progress

Parking Lot Items	Status
Emmerson/McCune: Contact PacifiCorp's properties department to discuss further TNC detail and report to the TCC at the next meeting.	In progress

Kendel Emmerson (PacifiCorp) called the meeting to order at 9:02am. No additions to the agenda were requested. Emmerson reviewed the meeting notes from April 14, 2021. The meeting notes were approved at 9:08 am with no changes.

Public Comment Period

None

WDFW Proposal – 10.3.3 Funding Revision Update

Emmerson informed the TCC that Daren Hauswald (WDFW) contacted PacifiCorp to inform them that due to certain WDFW staffing delays/personnel changes he does not have a WDFW field person as originally expected. The funding awarded is not affected but the timing for use of such funding has been affected. PacifiCorp asked that WDFW provide a revised letter (**Attachment A**) outlining the details of the revision. The 10.3.3 funds are to be used by August 30th, 2022 with the matching funds of in-kind labor and supplies from WDFW also being spent during this timeframe.

Parking Feasibility Study for Speelyai Bay, Option C

On May 24, 2021 the FERC approved (**Attachment B**) Option C for Speelyai Parking expansion. The next step is determining what wetlands are in there, permitting and depending on the outcome of these items the planned construction schedule is between July and August 2022. PacifiCorp will keep the TCC informed on the schedule as we learn more.

LEGEND

-  TRAIL OPTION A
-  TRAIL OPTION B
-  PARKING LOT OPTION A
-  PARKING LOT OPTION B
-  PARKING LOT OPTION C



In response to a question from Eric Holman (WDFW) at this point we do not know if the boat launch will be open during construction. Emmerson will circle back with the TCC after she speaks with the permitting specialist for this project.

Lake Merwin Camper's Hideaway Do Not Feed Wildlife Sign

Emmerson informed the TCC that Campers Hideaway along the shoreline is land that they lease and on those leased lands they have their marina and 3 parking areas they proposed to expand. As the TCC has come to know, the residents have a long history of feeding wildlife, particularly deer, and there has been outreach to the residents but no known improvement. So, PacifiCorp has created the proposed Do Not Feed Wildlife sign below for TCC review and consideration. The Campers Hideaway manager indicated that he may be willing to post the signs in a number of common areas (gate entrance, pool house, bathrooms etc.). Emmerson envisioned posting them in the parking areas with a T-post so we know that it will remain there, and they won't be removed for any reason.



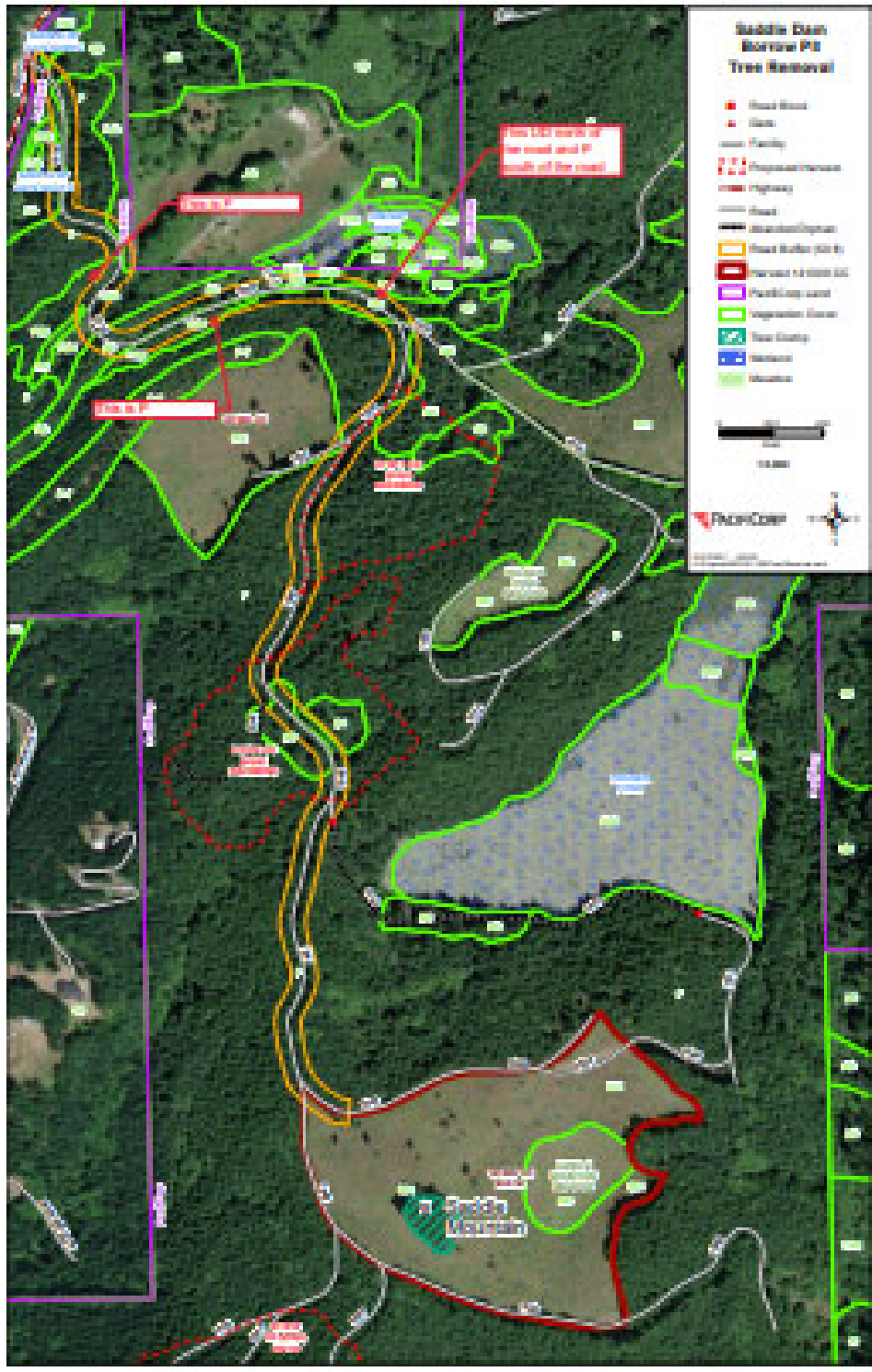
Holman expressed that in addition to the six bullet points already in the sign WDFW would like stronger statements as certain foods such as corn can actually kill the deer. Add... This can lead to death of the deer! Another bullet that WDFW adds to their documents is feeding wildlife can lead to attraction of carnivores (i.e. cougar, coyotes)

Emmerson will edit the draft above and present back to the TCC for review and approval. Kendel would like to get these posted by the end of July 2021. When WDFW's pamphlets are ready to be released to the public Emmerson would be happy to provide them to Campers Hideaway.

Perhaps consider adding a QR code (matrix barcode) in the bottom left hand corner as well.

Saddle Dam Rehabilitation Borrow Pit Tree Removal

Emmerson informed the TCC that this project construction has been moved out to Summer 2022 which we just learned this past week. The good news is the Saddle Dam area camping area, hiking trails and hunting is open for the 2021 season. PacifiCorp Saddle Dam project manager, Eric Hansen, has requested that all trees within 50' center line of the road (see **orange boundary line in image below and Attachment C**) may need to be removed.



The table below represents all vegetation cover-types within the orange polygon around the road to assist with establishing mitigation for this request. Each of the vegetation cover-types are assigned a habitat category. Each habitat category has a replacement value. The request will remove estimated 35 acres of habitat and if we use the mitigation strategy the TCC currently has in place then it is 67 acres replacement value. Emmerson suggests showing Hansen this mitigation chart and have him review the polygon more closely and decide where does he really need trees removed

rather than the entire 35 acres suggested. WDFW suggests we provide Hansen worst case scenario and if some of the trees are retained then that's to the benefit of the habitat. Holman noted that this request lends itself to an acreage calculation rather than an individual tree calculation due to the size of the footprint.

Emmerson confirmed that it likely that the meadow area will be used due to the discovery of higher quality rock in that area. The borrow area plans have not been finalized.

The TCC discussed land acquisition opportunities as mitigation for this request. All land acquisition detail is consider confidential and proprietary.

Summary:						
Area		Acres				
Road Buffer (50 ft buffer, 100 feet wide)		13.60	Excludes .2 acre overlap with 141009 CC			
Harvest 141009 CC		24.81	SS1, MD, and Pole areas			
Gross		38.41				
Roadway (20 ft wide overall, approx.)		2.76	For general assessment, wider than 12ft road bed			
Net		35.65				
Vegetation Cover Types:		(excludes 20 ft wide roadway)		Habitat Category	Mitigation Strategy	Acres needed to replace habitat
Veg Type	Description	Acres	Area Name			
MD	MEADOW	2.78	SADDLE MOUNTAIN MEADOW	C	2:1Replacement	5.56
MS	MID-SUCCESSIONAL CONIFER	0.66		D	5:1Replacement	3.29
P	POLE CONIFER	8.67	(includes Tree Clump in 141009 CC)	E	1:1Replacement Value	8.67
PEM	PALUSTRINE EMERGENT WETLAND	0.20	CRESAP POND	C	2:1Replacement	0.40
PSS	PALUSTRINE SCRUB-SHRUB WETLAND	0.07	SADDLE MT GATE NORTH and SOUTH	B	2.5:1Replacement Value	0.17
RD	RIPARIAN DECIDUOUS	0.89		C	2:1Replacement	1.79
SH	SHRUB	0.03		C	2:1Replacement	0.07
SS1	SEEDLING / SAPLING (NEW)	21.36	141008 CC and 141009 CC	C	2:1Replacement	42.72
UD	UPLAND DECIDUOUS	0.80		D	5:1Replacement	4.02
YUD	YOUNG UPLAND DECIDUOUS	0.19		E	1:1Replacement Value	0.96
		35.66				67.64
Harvest 1410009 CC Details (included above)			(for reference. Do not add to values above)			
SS1	Entire harvest area except MD and Pole	21.30				
MD	MEADOW	2.78	SADDLE MOUNTAIN MEADOW			
Pole	Leave Tree Clump (subtracted from SS1)	0.73				
		24.81				

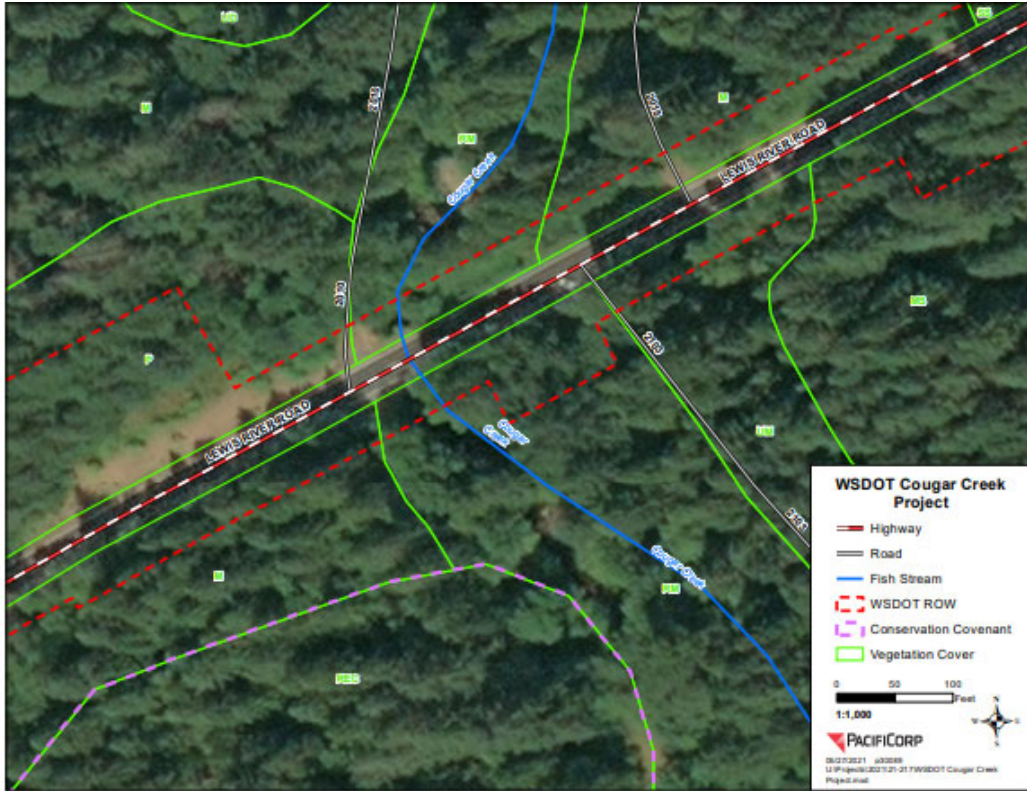
After further detailed discussion with Hansen regarding use of the road Emmerson will update the above mitigation chart (permanent loss vs temporary impact) and circle back with the TCC at the July 2021 meeting and fine tune the barrow mitigation and put something together before presenting to Hansen.

Study/Work Product Updates

- Moss Cave Agreement - No additional updates at this time until WDFW staff member, Megan Zarzycki may be back from maternity leave. Emmerson will circle back with The Nature Conservancy this month to see if there is any progress.
- Rayonier Public Access Changes - Two hunters have indicated that they have talked with Rayonier and they are going to a fee access plan for the Swift area, which is in line with what Rayonier does. The details have not been fully vetted, but it sounds like it will be unlimited with a small fee between \$30 - \$100. This will impact access to PacifiCorp lands from the 7900 road, which is where many hunters park. The question from hunters is how do you get to PacifiCorp land without crossing Rayonier? PacifiCorp can't do anything

about this, but it will affect a change for how much hunting is available up in the high country.

- Cougar Creek WSDOT Project – As a heads up Emmerson met with WSDOT last September to discuss issues they are having with Cougar Creek and how it's flowing into an east channel and eroding the highway fill slope. Cougar Creek is just east of the town of Cougar and it flows into Yale Reservoir at Cougar Campground. Cougar Creek is spring fed, as such is about 2-miles of super pure water. PacifiCorp has a conservation covenant surrounding Cougar Creek because it is occupied with bull trout, an ESA listed fish, and a kokanee run. WSDOT was unaware that Cougar Creek had a bull trout population, so their plans in September had to be deferred to 2021 and 2022. The red dash line shown in the figure below is WSDOT's right-of-way to maintain Highway 503 on WHMP lands. There is a tree that goes across the entire channel and it's directing the flow into the east channel and then it runs adjacent to the highway and into the culvert. This month WSDOT is going to slide the tree with a crane from the highway all the way to the east bank then cut off that which is affecting the west channel. They will try to retain as much of the tree in the channel as possible. Hopefully that will deflect the flow into the correct channel (west channel). To complete the bank armoring, WSDOT will work on obtaining the appropriate permits to construct a bank revetment on the east bank using root wads and to reduce the gravel island upstream of the channel division to redirect the flow to the west channel. This may require WSDOT accessing WHMP lands and the conservation covenant area to get their equipment in on the west side. WSDOT will provide PacifiCorp the permit applications for approval in early winter 2022 (January) and PacifiCorp will share with the TCC at that time. WDFW expressed concern for fish habitat when hearing about armoring the bank, root wads, etc. and wants input from the ACC. WSDOT has programmatic biological opinions with both NMFS and USFWS but will need to obtain the Army Corp Permit. The typical in-water work window for the area is July 15 – August 15, but since bull trout are known to be in the creek in July, the work will likely occur in June 2022 and require approximately 1-2 weeks. PacifiCorp has a tremendous amount of data on Cougar Creek to assist in make quality management decisions. Peggy Miller (WDFW) will contact her folks that are on the bull trout team and see if they are aware of this.



Other

TCC Confidentiality Agreements – McCune noted that these agreements are outdated, and many required new signatures due to retirements, change in representative, etc. She will reach out to those agencies that require updates and request the appropriate representative signature.

IP Road Trail – The timeline on this project is likely on hold until such time PacifiCorp hires a replacement for Jessica Kimmick, the recreation manager. The position was open early this week so it may be a few months before this position is filled. PacifiCorp is investigating the current status with the DNR easement request and report any updates to the TCC.

Agenda items for July 14, 2021

- Review June 9, 2021 Meeting Notes **(TCC COMMENTS DUE July 5, 2021)**
- Saddle Dam Rehabilitation Borrow Pit Tree Removal; Mitigation Chart Revisions
- Study/Work Product Updates

Next Scheduled Meeting

July 14, 2021
TEAMS Meeting Only

Attachments:

- April 14, 2021 Meeting Agenda
- Attachment A - WDFW 10.3.3 Funds Revision Letter, April 23, 2021
- Attachment B – FERC Order Parking Feasibility Study for Speelyai Bay - Option C, May 24, 2021

- Attachment C - Saddle Dam Borrow Pit Tree Removal Image

Adjourn 10:45 a.m.



State of Washington
DEPARTMENT OF FISH AND WILDLIFE
Southwest Region 5 • 5525 South 11th Street, Ridgefield, WA 98642
Telephone: (360) 696-6211 • Fax: (360) 906-6776

April 23rd, 2021

Attention: Kimberly McCune

Dear PacifiCorps,

I am writing this letter as a formal request to obtain 10.3.3 funds for the hiring of a work crew to control unwanted and invasive vegetation on the Eagle Island Unit of the Mt. St. Helens Wildlife Area, located on the North Fork of the Lewis River. The crew will be used during the two-week timeframe of August 1-15, when WDFW is allowed to access the island by fording the Lewis River with equipment.

The proposal to hire a work crew was presented on April 14th during the Terrestrial Coordination Committee meeting and voted on and approved by the members of the committee. The Washington Department of Fish and Wildlife (WDFW) would like to request the matching funds of \$12,000 for the hiring of a five-person crew with equipment and supplies for one week. The 10.3.3 funds are to be used by August 30th, 2022, with the matching funds of in-kind labor and supplies from WDFW also being spent during this timeframe.

It is understood by WDFW and the Wildlife Area Manager that the 10.3.3 funds awarded to WDFW by PacifiCorps are to be used only for the hiring of the crew and purchase of supplies for controlling vegetation. WDFW will account for and detail the spending of the allotted funds from both parties and produce a progress report specifying the results from the funding in a report due by January 2023.

If you have any questions please feel free to contact me at any time at 360-931-3684 or daren.hauswald@dfw.wa.gov.

Sincerely,

Daren Hauswald
Wildlife Area Manager

175 FERC ¶ 62,117

UNITED STATES OF AMERICA
FEDERAL ENERGY REGULATORY COMMISSION

PacifiCorp Energy

Project No. 935-142

ORDER APPROVING PARKING FEASIBILITY STUDY FOR SPEELYAI BAY
PARK PURSUANT TO ARTICLE 408

(Issued May 24, 2021)

1. On September 25, 2020, as supplemented March 3, 2021, PacifiCorp Energy, licensee for the Merwin Hydroelectric Project No. 935, filed a parking feasibility study for additional parking at the Speelyai Bay Park recreation site (Speelyai Park), pursuant to Article 408 of the project license.¹ Speelyai Park is located on Merwin Reservoir near the town of Ariel in Cowlitz County, Washington. The project is located on the North Fork Lewis River in Cowlitz and Clark counties, Washington. The project occupies federal lands administered by the U.S. Bureau of Land Management.
2. Article 408 requires, within 12 years of license issuance,² the licensee to file with the Commission, for approval, a plan to assess the feasibility of additional parking with trail access to the boat launch area at Speelyai Park, as outlined in section 11.2.3.11 of the Settlement Agreement (Agreement) filed on December 3, 2004. The plan must include the results of a study to identify the most feasible location to construct the parking and trail access, and, if the study results find these facilities to be feasible, a plan providing detailed design drawings and a schedule for construction. The access plan must be developed after consultation with the Lewis River Advisory Committee (as defined in section 11.2.16 of the Agreement). The licensee must include with the plan an implementation schedule and documentation of consultation.

¹ Order Issuing New License (123 FERC ¶ 62,258), issued June 26, 2008.

² On June 25, 2020, the licensee filed a request for an extension of time, until September 30, 2020, to file the feasibility study, which Commission staff granted on August 6, 2020.

I. Licensee's Study and Proposal

3. To address Article 408 and stipulations of its Agreement, the licensee conducted a study to evaluate the most practical and feasible location and configuration to develop additional overflow boat trailer parking and a pedestrian access trail from the proposed parking to the Speelyai Park and Boat Launch facility (boat launch). The licensee's feasibility study filing describes the study purpose, methods and procedures, and design and analysis criteria; identifies and analyzes parking lot and pedestrian access trail options; provides conceptual drawings for each option; determines the best and alternative options; identifies potential required permits and approvals (e.g., for wetlands, aquatic resources, threatened or endangered species and critical habitats, historic properties, etc.); describes potential Americans with Disabilities Act (ADA) compliance;³ evaluates site parking usage over several years and assesses restroom capacity given added parking spaces; and includes an implementation schedule and documentation of consultation.

4. During a site reconnaissance visit, three potential parking lot locations (options A, B, and C) were identified within the nearby transmission corridor and adjacent to the Speelyai Park access road, along with five potential pedestrian access trails (options A – E) to be analyzed. Each option was evaluated using agreed upon design criteria, including functionality, safety and security, maintenance, cost, accessibility, environmental impacts, constructability, and permitting requirements.

5. Conceptual site plans for each of the three parking lot options and associated pedestrian access trails were developed, along with a listing of pros and cons based on analysis of the above criteria. Of the three options, the licensee, in consultation with the Terrestrial Coordination Committee (Terrestrial Committee),⁴ chose parking lot option C and the associated option C pedestrian access trail. The positive aspects of parking lot option C include the anticipated lowest construction cost based on proposed size and easy construction access; high visibility from the road and easiest option to monitor and for wayfinding; closest distance to boat launch (approximately half of the overall distance of Options A or B); easy access for vehicles; smallest physical footprint of disturbance of all

³ The licensee has discussed ADA compliance of the proposed facilities and its plan to review the number of parking spaces to determine if additional ADA-compliant spaces would be needed. Pursuant to its license requirements, the licensee has considered the needs of persons with disabilities. The licensee's obligation to comply with the ADA exists independent of its project license, and the Commission has no statutory role in implementing or enforcing the ADA as it applies to its licensees. *See* 78 FERC ¶ 61,363.

⁴ The Terrestrial Committee consists of representatives from the Washington Department of Fish and Wildlife, Cowlitz Indian Tribe, Rocky Mountain Elk Foundation, and the Cowlitz Public Utilities District.

three options; easiest access for pedestrians of all three options; and no displacement of a current public use since hunting is not available in this location due to its proximity to the park. The limitations of parking lot option C include possible mitigation requirements (needs further environmental investigation and study) and limited capacity for future expansion.

6. Parking lot option C would be located within the park entrance gate and adjacent to the Speelyai Park access road and would be the closest option to the main park and boat launch. The majority of the area is relatively flat; however, some grading into the adjacent steep slopes would be needed to accommodate adequate depth for parking stalls. The parking area layout would accommodate 26 head-in or back-in trucks with boat trailers, but approximately five additional stalls could be added to the south end of the lot with additional grading and drainage. The parking stalls would be accessed directly from Speelyai Park access road, eliminating the need for construction of a separate access aisle. There would be a turnaround at the north end of the lot defined by strategically placed boulders. Parking stall angles and spaces would be defined with logs.

7. Access trail option C would be developed for access to parking lot option C. The access trail alignment would parallel Speelyai Park access road. The shoulder width of the road would need to be confirmed to ensure feasibility; the access trail may need to alternate from one side of the road to the other depending on shoulder width and conditions. A log divider and/or boulders would be used to provide a barrier between the access trail and the road. The positives of access trail option C include the least amount of anticipated disturbance; less strenuous for walking due to relatively flat alignment; highly visible access trail alignment with easy wayfinding; shortest walking distance from the boat launch to parking (less than ½ mile); and anticipated least expensive option based on lack of structures needed, lack of additional disturbance required, and shortest length. Constraints of access trail option C include limited area for future expansion; potential requirement for road crossings and drain culverts depending on condition/width of shoulders and drainage ways; and higher potential for vehicular/pedestrian conflicts along the road rather than an access trail in a separate corridor.

8. The licensee includes an estimated implementation schedule. Between the months of March and May 2021, the licensee would conduct further environmental assessment activities to finalize its decision to move forward with option C. If the environmental assessment results indicate option C should be eliminated due to environmental impacts, then the licensee would conduct an assessment of its alternative choice, parking lot option B1 and associated access trail options A or B. Between July 2021 and January 2022, the licensee would complete the facility design and seek required permits between January and April 2022. The licensee would prepare the scope of work for construction and initiate the contracting process, with construction commencing in June 2022 and finishing in November 2022, barring any required timing restrictions for wildlife.

II. Agency Consultation

9. During the development of the feasibility study, the licensee reviewed parking lot location and associated access trail options with the Terrestrial Committee on June 10, 2020. The intent of this review was to ensure that because all of the parking lot options were located within lands classified as wildlife habitat management property, potential mitigation for the future recreation development in these locations would be considered and approved. The Terrestrial Committee asked that the following be addressed in the feasibility study and the site design; wetlands delineations, environmental permitting, impacts to wildlife and hunting use, and future public use needs.

10. The licensee met with the Terrestrial Committee representatives again on September 9, 2020. Based on the information provided, the Terrestrial Committee agreed that Parking lot option C and Trail Alternative C is preferred as it would be the smallest project footprint, the least likely to require additional septic, and the least impactful to wildlife as the location would be along the existing and publically accessible park entrance road. The Terrestrial Committee further agreed to keep Parking option B1 as a secondary location if it is found that option C is no longer viable. The licensee noted that additional consultation would be required with the Terrestrial Committee once the plan is approved to determine mitigation requirements for the recreational development of the land, as this project would effectively change the primary use and management objective of the property.

11. By email dated August 21, 2020, the licensee provided the feasibility study to members of the Lewis River Recreation Committee.⁵ No comments were received.

III. Discussion and Conclusion

12. The licensee's filing addresses the requirements of Article 408 of the project license. The filing adequately documents the feasibility study conducted to determine the potential for additional parking and an access trail to the boat launch at Speelyai Park. The three identified parking lot options and associated five access trail options were analyzed using several criteria developed during the study design. The licensee, in

⁵ The consulted entities of the Recreation Committee included the Washington Department of Fish and Wildlife; City of Vancouver, Washington; U.S. Forest Service; Lewis River Community; Washington Recreation and Conservation Office (formerly Washington Interagency Committee for Outdoor Recreation); Cowlitz Public Utilities District; Cowlitz County Public Works Department; Skamania County Sheriff's Department; Vancouver-Clark Parks and Recreation; City of Woodland, Washington; Cowlitz Indian Tribe; Washington Department of Natural Resources; Clark County Sheriff's Department; National Park Service; and Cowlitz County Sheriff's Department.

consultation with the Terrestrial Committee, determined the best and an alternative option, which would be finalized based on further environmental analysis.

13. The licensee proposes to complete further environmental review of parking lot option C and associated access trail C to either finalize option C or, based on environmental impacts and mitigation needs, to change to alternative option B1, prior to commencing the design phases between July 2021 and January 2022. The filing also indicates that further review would need to be conducted for access trail C to confirm that the road shoulder is wide enough to support the trail and whether or not the trail would need to cross the road at different points. Based on the identified need for further review of trail feasibility and potential environmental impacts and mitigation, we are requiring the licensee to file a status report within 120 days of the issuance of this order. The status report must: (1) identify the final parking lot and access trail option; (2) provide a summary of further environmental review and identified mitigation measures, if any, to finalize the choice (e.g., to address, but not limited to, wetlands, threatened or endangered species, and cultural resources); (3) provide further details on the access trail (e.g., number of road crossings, if applicable; public safety measures to reduce potential pedestrian and vehicle conflict, etc.); (4) include a more detailed conceptual drawing; and (5) include documentation of any additional consultation conducted.

14. The licensee's filing meets the requirements of Article 408 of the project license. The proposed facilities would provide increased capacity and access to the existing project recreation facilities at the Speelyai Park recreation site. No consulted entities objected to the licensee's proposal. The licensee proposes to conduct further review of its chosen parking lot and access trail option prior to finalizing its choice and commencing further phases of design, permitting, and construction. For these reasons, the licensee's feasibility study and proposal for additional parking and an access trail at the Speelyai Bay Park should be approved, as modified above. In order for the Commission to track the licensee's completion of the proposed facilities, the licensee must file with the Commission, for approval, the as-built drawing(s) showing the type and location of the completed parking lot and access trail in relation to the project boundary, as detailed in ordering paragraph (C) below.

Project No. 935-142

- 6 -

The Director orders:

(A) PacifiCorp Energy's feasibility study for additional parking at the Speelyai Bay Park recreation site, filed September 25, 2020, as supplemented March 3, 2021, pursuant to Article 408 of the license for the Merwin Hydroelectric Project No. 935, as modified in paragraph (B) below, is approved.

(B) Within 120 days of the issuance date of this order, the licensee must file a status report on its further review of parking lot option C and access trail option C or parking lot option B1 and associated access trails A or B at the Speelyai Bay Park recreation site. The status report must: (1) identify the final parking lot and access trail option; (2) provide a summary of further environmental review and identified mitigation measures, if any, to finalize the choice (e.g., to address, but not limited to, wetlands, threatened or endangered species, and cultural resources); (3) provide further details on the access trail (e.g., number of road crossings, if applicable; public safety measures to reduce potential pedestrian and vehicle conflict, etc.); (4) include a more detailed conceptual drawing; and (5) include documentation of any additional consultation conducted. The Commission reserves the right to make changes to the approved facilities based on the information provided in the status report.

(C) Within 90 days of completion of the approved facilities at the Speelyai Bay Park recreation site, the licensee must file with the Commission, for approval, the as-built site plan drawing(s) showing the type and location of the completed parking lot and access trail in relation to the project boundary.

(D) This order constitutes final agency action. Any party may file a request for rehearing of this order within 30 days from the date of its issuance, as provided in section 313(a) of the Federal Power Act, 16 U.S.C. § 825f (2018), and the Commission's regulations at 18 C.F.R. § 385.713 (2020). The filing of a request for rehearing does not operate as a stay of the effective date of this order, or of any other date specified in this order. The licensee's failure to file a request for rehearing shall constitute acceptance of this order.

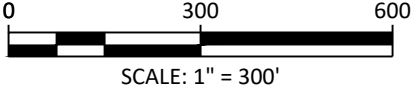
Robert J. Fletcher
Land Resources Branch
Division of Hydropower Administration
and Compliance

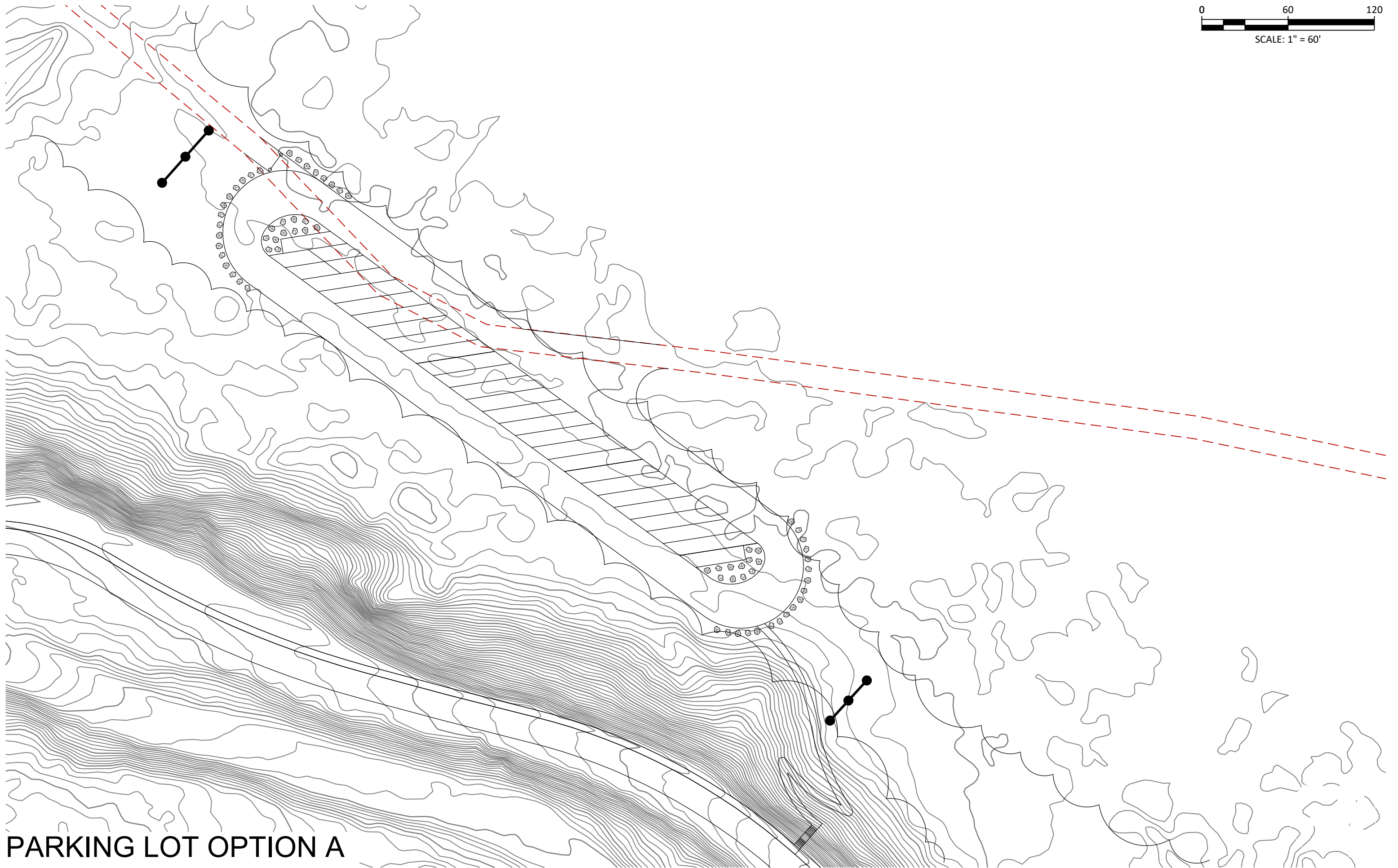
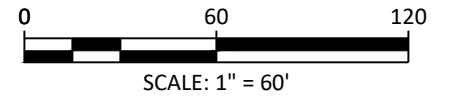
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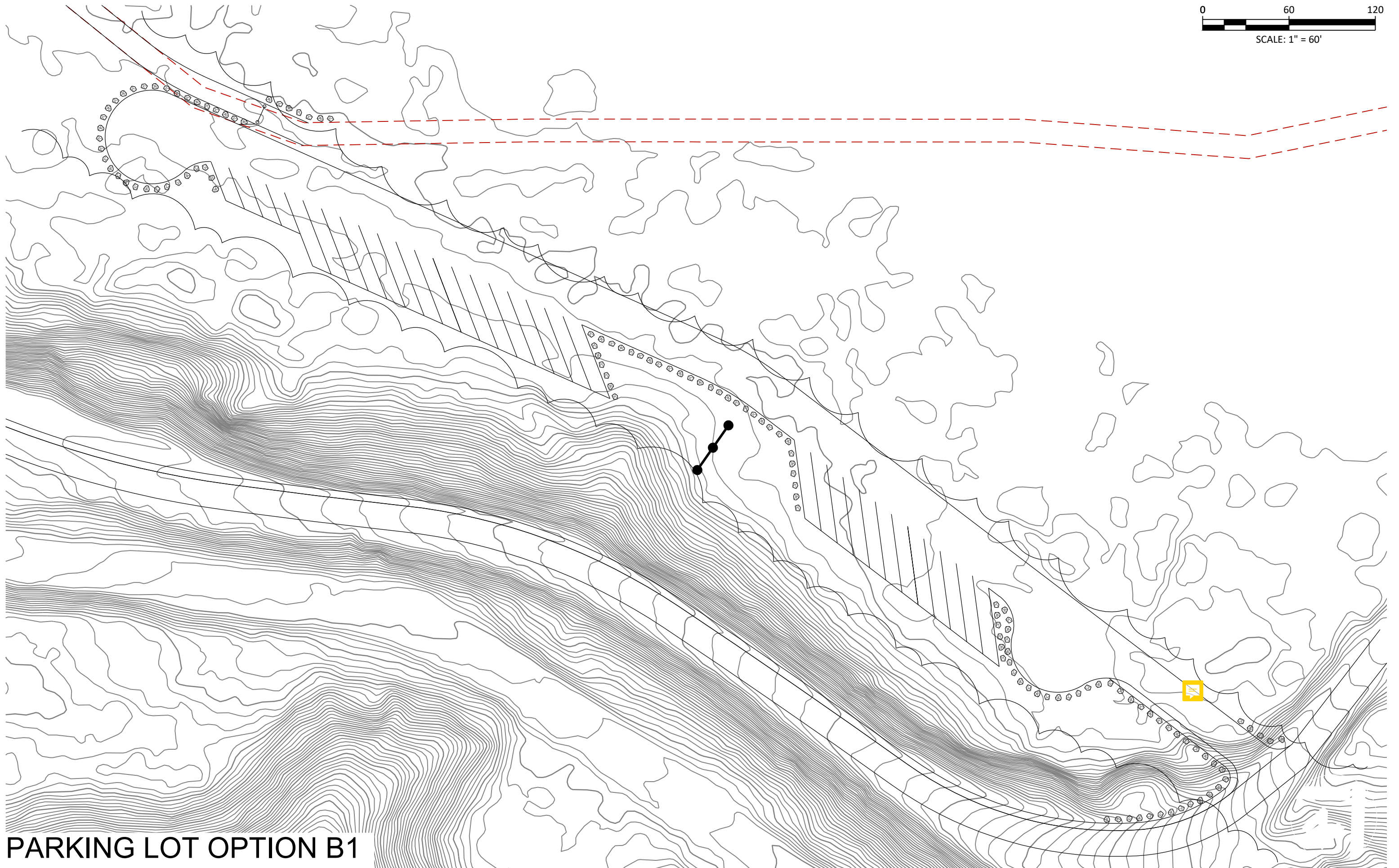
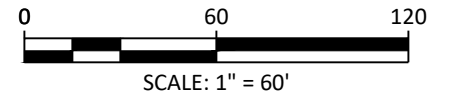
LEGEND

- TRAIL OPTION A
- TRAIL OPTION B
- PARKING LOT OPTION A
- PARKING LOT OPTION B
- PARKING LOT OPTION C

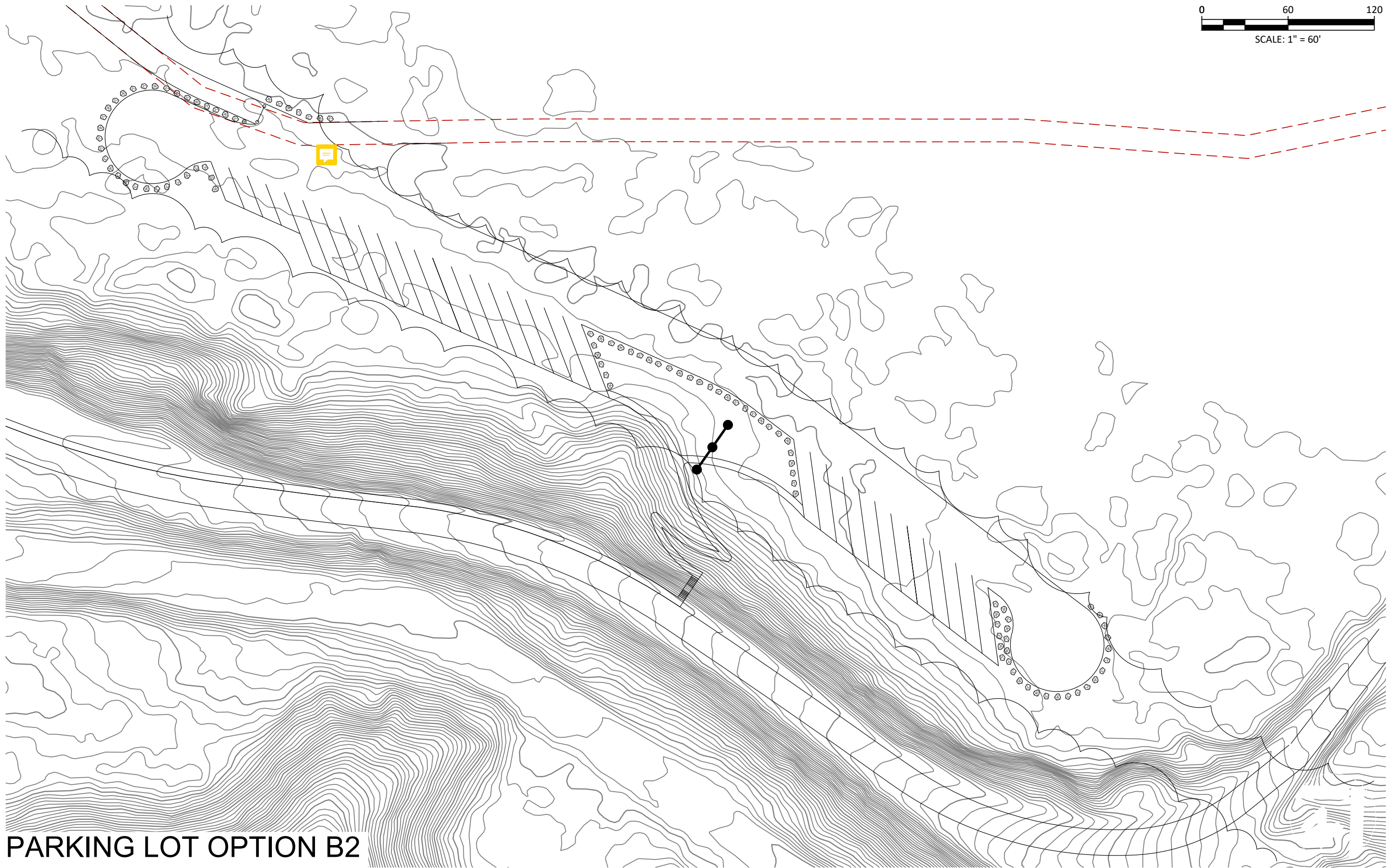
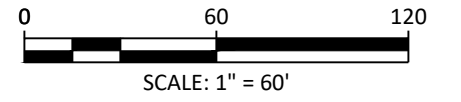




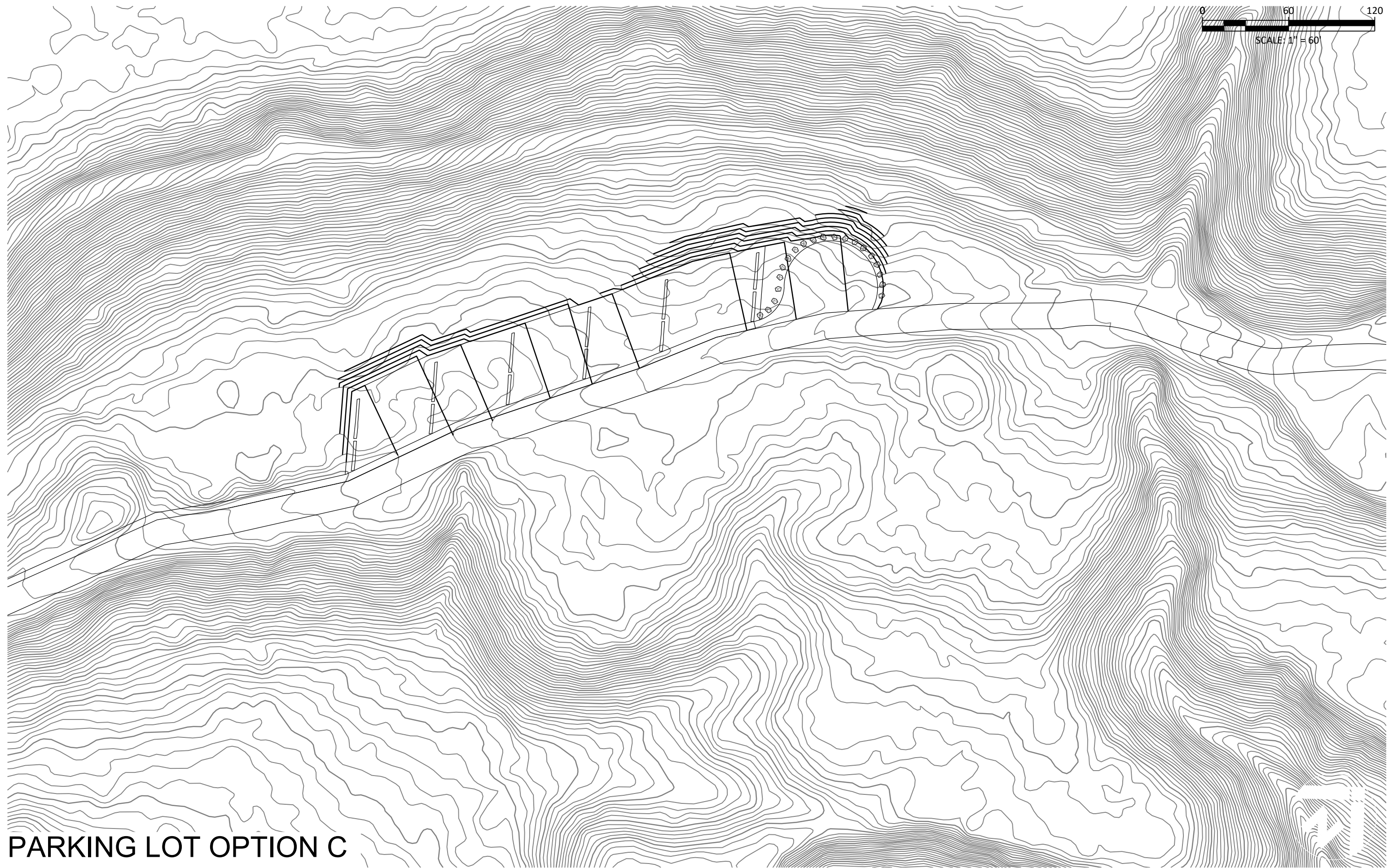
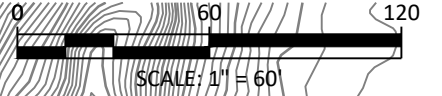
PARKING LOT OPTION A



PARKING LOT OPTION B1



PARKING LOT OPTION B2



PARKING LOT OPTION C