

2017



KLUANE N'TSI (WIND) ENERGY PROJECT

Project description prepared for YESAB

KLUANE FIRST NATION N'TSI (WIND) ENERGY PROJECT
Project Description

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Contents

1.0 INTRODUCTION AND PURPOSE 3

2.0 PROPONENT INFORMATION..... 5

3.0 PROJECT DESCRIPTION 1

3.1 Overview 1

3.2 Construction 3

3.2.1 Access to be Upgraded..... 3

3.2.2 Site Preparations..... 6

3.4 Operation 6

3.5 Monitoring..... 6

3.6 Decommissioning/Refurbishment..... 7

4.0 DESCRIPTION OF EXISTING ENVIRONMENTAL AND SOCIO-ECONOMIC CONDITIONS..... 7

4.1 Biophysical Environment 7

4.2 Wildlife..... 8

4.3 Socio-Economic Conditions..... 10

5.0 IDENTIFICATION OF POTENTIAL ENVIRONMENTAL AND SOCIO-ECONOMIC EFFECTS AND PROPOSED MITIGATION MEASURES 11

6.0 CONSULTATION 14

7.0 ADDITIONAL INFORMATION 15

Figure. 1. Wind Project Site Location 3

Figure 2. Proposed Wind Farm Lease Boundary and Turbine Site. 2

Figure 3 Current road conditions. Site to be filled in and levelled. 4

Figure 4. Site map and layout with new access road. Frontier Power, 2016. 5

Figure 5. View of wind project site and met tower looking south.**Error! Bookmark not defined.**

Table 1. Yukon migratory birds that may breed or nest within the project area.....9

Table 2. Species specially protected or of special status that may be within project area.....9

Table 3. Potential bat species in the Kluane Lake wind farm study area.....10

1.0 INTRODUCTION AND PURPOSE

The Kluane N'tsi (Wind) Energy Project (the Project), will be made up of three wind turbines with a total capacity of 285 kW. The project site is located between the Alaska Highway and Kluane Lake. Selection of the proposed location is based on available wind resource information, accessibility from existing transportation infrastructure and proximity to the nearby transmission system.



Figure 1. Wind Project Site Location

This project is expected to provide about 570,000 kWh annually to the local diesel-electric grid, displacing about 160,000 litres of diesel per year, or about 27% of the diesel for Burwash Landing and Destruction Bay - making it the first medium penetration wind project in Canada's North.

The Kluane First Nation (KFN) and the community of Burwash Landing have expressed a need to reduce their dependency on cost-volatile diesel for their energy needs and to create an economic opportunity from selling renewable energy. KFN plans to create a single-purpose

entity, which will own the wind project. As an Independent power producer (IPP), this entity will sell the wind-generated electricity to the utility company (ATCO).

Worldwide, wind energy is a proven technology and in Canada it is emerging as a significant new source of electricity. Wind power energy is a clean, renewable source of energy producing no pollutants, air emissions or hazardous waste, thus reducing our contribution to global climate change. Diesel combustion generates CAC emissions such as NOX, SOX and particulate matter, reducing visibility, contribution to acidification and leading to a number of adverse respiratory effects for animal and human populations.

Diesel exhaust also contains a number of substances that are potential carcinogens, including arsenic, benzene, formaldehyde, and nickel. Reducing the generation of diesel exhaust in the community will provide tangible and lasting benefits to the overall health of the community and residents. By limiting the transportation and handling of diesel, the project also reduces the risks and associated impacts of fuel spills, including potential contamination of soil and water. In addition to the environmental benefits associated with wind energy projects there are also substantial economic benefits to our rural community through investment and job creation.

This document details the potential impacts of this proposal to values around the project site as per the requirements of YESAA. Based on the proposed activities, birds and bats were identified as the valued environmental components and are the basis of the effects assessment detailed in this report. Continuous monitoring and adaptive management plans have been developed to mitigate any impacts.

2.0 PROPONENT INFORMATION

The wind generating plant will be owned and operated by Kluane Energy a corporation owned by Kluane First Nation. Energy will be sold to ATCO Electric Yukon and will offset the use of diesel for generating electricity. Kluane Energy is currently a retailer for gasoline, transportation diesel, aviation fuel and home heating fuel and lubricants delivered through its fuel station and store in Burwash Landing and delivery network.

Contact information for the Proponent's principal place of business and primary contact for communications regarding this YESAB Proposal are provided below:

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3.0 PROJECT DESCRIPTION

3.1 Overview

Wind studies have been undertaken in the Kluane area since the early 1980's by the National Research Council (NRC) in 1982 to 1984, the Yukon Government's Public Works Branch (PWB) in 1987 -1988 and the Yukon Energy Corporation (YEC) between 1995 – 1998. These studies have shown that the wind regime in the area is significant, and with the installation of wind turbines, is capable of producing enough electricity to displace over a quarter of the electricity requirements currently provided by the diesel generating system.

The project has gone through multiple planning efforts including obtaining funds for the feasibility work, building a project team, selecting the wind technology, securing the land, assessing environmental risks, building social license, securing a market, creating a business plan, and seeking finances. Overall project management, partner development, and research funding opportunities are on-going.

The wind turbines and the power technologies have been selected and we are now working to secure the finances for the project. When finances are secured we will apply for permits for a land lease, for NavCan and Transport Canada approvals, and for timber and other construction related approvals for the three-wind turbine installation.

KFN has been collaborating with ATCO on the wind project since 2011. An MOU between Kluane First Nation and ATCO was signed by both parties in September 2013. Negotiating an Energy Purchase Agreement (EPA) has begun.

The land that includes the wind project site land has been reserved through sponsorship by the Energy Solutions Centre in 2013. The wind project is on crown land and a long-term lease will be obtained from the Yukon Government once the finances become secured and the environmental assessment is finished. The size of the lease will be approximately 63 acres or more, this will be better defined during the land lease process.

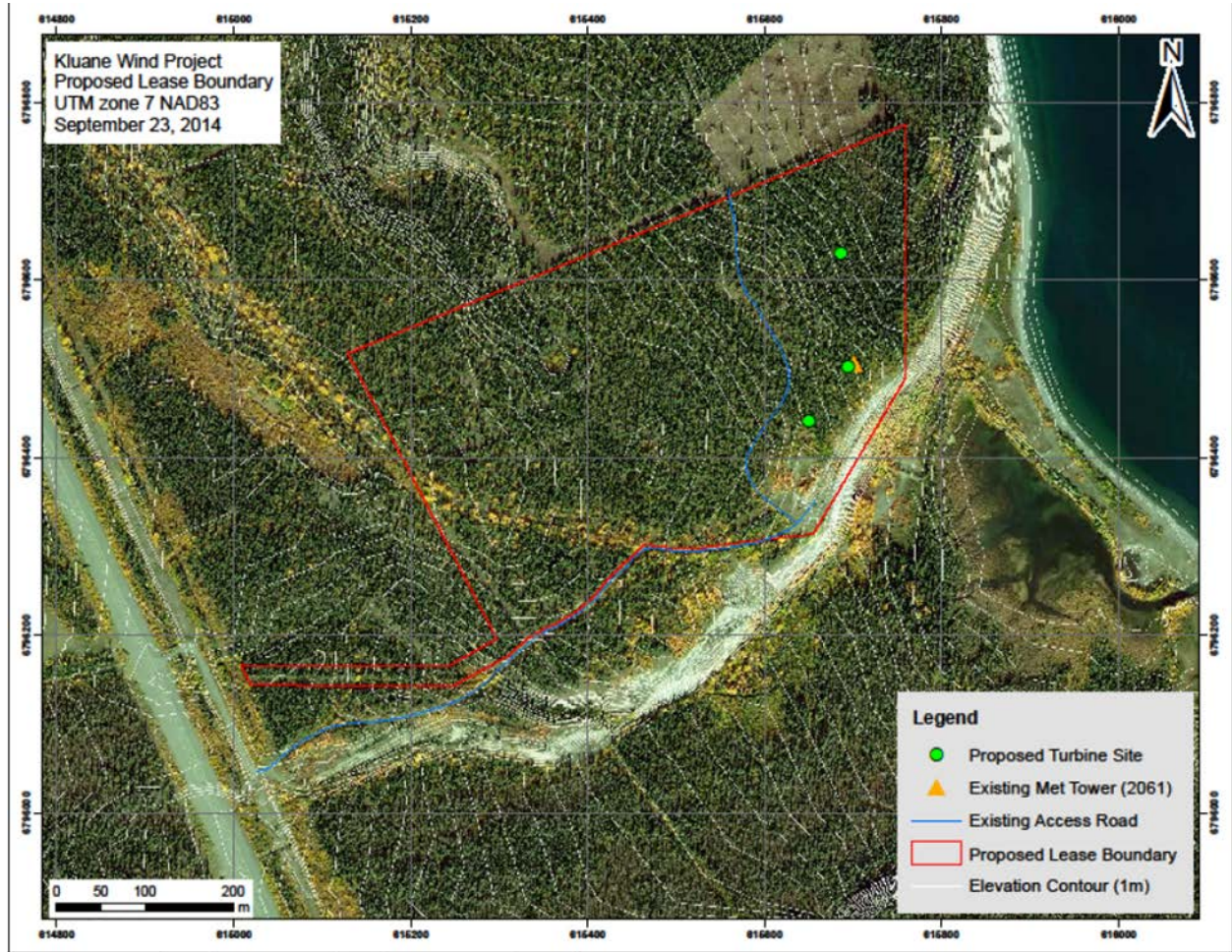


Figure 2. Proposed Wind Farm Lease Boundary and Turbine Site.

Recently, a wind monitoring tower was installed in September 2012 to measure the wind climate for the purpose of confirming wind energy potential. A 60 m tower was installed at the site and remains there today. A 220 m access path was cleared to the site and an area of 100 by 130 m was cleared of trees to make way for the installation of the meteorological tower.

A long-term lease is required from the Yukon Government as the new location of the wind project is on crown land. KFN has applied for a land-use application and permit alongside this environmental assessment process.

On-going avian and bat studies at the project site will continue. Bird biologist Dave Mossop will continue to monitor avian activity near the Kluane Wind Project site and provide observations and mitigation recommendations in order to reduce impacts on birds from collisions with tower, blades and guy wires. Wildlife Biologist Brian Slough will monitor the project site for bat activity and adaptively manage the site to reduce impacts to bats.

3.2 Construction

Major Project infrastructure components are discussed below and will be located within the lease site (Figure 2). They include:

- 1) Wind Turbine Generators (“turbines”)
- 2) Foundations
- 3) Access Roads
- 4) Operations and Maintenance Building
- 5) Permanent Meteorological Towers (existing)

Each turbine will be mounted on a concrete foundation. The tower will be 50 meters (m) tall, from the base to hub, with a rotor diameter of 24 m. The maximum blade tip height will reach 62 m. A single access road will be utilized from the Alaska Highway to the turbine areas (see Figure 2 below). A road currently exists but it will need to be upgraded. The road will require blading and gravel addition. It will not be made longer or wider. The power line installation will be managed by ATCO, and therefore is not a part of the scope of this project, and will require assessment under a separate application by ATCO.

An Operation and Maintenance building is required. It will house tools, signage, spare parts, lubricants, etc. This control building on site will likely be a 20’ shipping container. It will be insulated and heated, but won’t require a septic tank or running water. The construction phase of this development will occur over a two year period, 2017 and 2018 and will take place during the spring, summer and fall seasons.

The initial construction phase will occur in fall 2017 and will consist of clearing brush around the site and road upgrades. The second phase of construction will occur from April – October 2017 and will consist of foundation work and tower installation. Some fuel may be stored on site for the equipment (note that the gas station in Destruction Bay is about 4 km away from the site). Approximately 300 L of gas/diesel may be stored in tidy tanks on site.

The construction of the power transmission line will be managed by ATCO Electric, and a separate YESAA application will be made by ATCO; it is therefore not part of this project’s scope. There will be a control building on site which will likely be a 20’ shipping container. This will be insulated and heated, but won’t require a septic tank or running water.

There will be no changes or upgrades to the Met stations on site. KFN is considering making the guy wires more visible to birds, by placing bright ribbon or spray paint on the wires in an effort to reduce the risk of avian injuries and mortalities.

3.2.1 Access to be Upgraded

Access to the site is by way of a 1.5km long gravel road near km 1751 on the Alaska Highway. A short non-permanent access road will be constructed to enable ease of access and turning radius

(fig. 4). After construction of the towers the road will be bermed until restoration. Existing road widths vary and are estimated at 4 m road widths may be increased by 1m to accommodate the necessary construction equipment. No watercourse crossings exist along the portion of the access road where upgrading is proposed.

Heavy equipment will be brought in to re-grade and provide gravel fill on some sections of the road to the site, and to the base of each tower. Final gravel volumes are estimated at ~160 m³ of gravel. Road widening will be accomplished by hauling in gravel from existing quarries, most likely the Duke gravel pit. Regular highway gravel trucks and heavy machinery will be used to complete necessary upgrades (eg. 30-40 tonne excavators, bulldozer, grader, etc.). Access



Figure 3 Current road conditions. Site to be filled in and levelled.

upgrading will require road closure and other road users will be notified in advance of proposed road work. A couple low sections were identified in the existing road which would benefit from having culverts installed and build up with fill. The rest of existing road is passable but would benefit from being widened and crowned. Figure 4 shows the access road conditions and the lowest area.

3.2.2 Site Preparations

Trees will be cleared from the leased area around the turbine site (Fig. 4 outlines the area to be cleared in green). The power line right of way is already cleared from previous wind monitoring work done by Yukon Energy in the late 1990's, some brushing may be required. Cleared trees will be salvaged and the brush burned when burning permits allow. A 60 m radius around each turbine would be brushed and an area in between will be cleared for a total area of approximately 200 m². Safety signs will be placed near the cleared area and around the perimeter. There would be three signs in total. A 30 m buffer around the heritage site will restrict work in that area.

The foundations of the towers will be built of rebar and concrete. The guy anchor foundations are approximately 1m x 1m x 6m long. The footing under the tower base is 3m x 4m and the pedestal (the part that protrudes up above grade) is about 1.5m x 1m. The guy radius is about 26m. The overall footprint of each tower is about 55m x 55m (3000m² or 0.3 hectare). But only about 36m² of this is under concrete. A loader will be needed to move equipment. A drilling truck will be needed to auger holes and to install anchors.

3.4 Operation

Regular site visits will be made to the turbines to perform maintenance and lubricate the wind turbines. The site will require ongoing brushing in multi-year intervals depending on the rate of growth.

3.5 Continuous Monitoring

KFN will complete pre-construction and post construction mortality monitoring for both birds and bats at the site. We are committed to adaptively manage this site for wildlife.

Bat Monitoring

KFN has worked with Brian Slough, a Yukon Wildlife Biologist to develop an adaptive management plan for bats around the site. KFN will continue to work with him to monitor bats during pre and post construction. Wind turbine mortality is a small percentage of the total mortality caused by collisions of migratory birds with human structures, however wind turbines are one of the largest sources of human-caused mortality of bats (Zimmerling and Francis 2016). Estimates of annual bat fatalities in North America are as high as 888,000 (17.2 bats/MW/year, or 34.4 bats/2 MW turbine) (Smallwood 2013).

Pre-construction bat survey protocol for Alberta has been described by Lausen et al. 2010 and will be followed. Paired bat detectors are set at ground level, and at least 30 m above ground, in the rotor swept area. Two direct recording Pettersson D500X full spectrum ultrasound detectors (Pettersson Elektronik AB, Uppsala, Sweden) will be used to passively detect record and store full spectrum bat echolocation calls. These detectors are among the best available for recording high quality bat calls (i.e., frequency and power) in real time. The recordings can be used for

monitoring bat activity, and high quality search phase calls can be classified to species (SonoBat 4.2 software, Arcata, Calif.). Classification is automated; however, all call classifications will be manually vetted. (See Appendix B for more details).

Post-construction bat survey protocol for Alberta has been described by Barclay and Baerwald (2015). Acoustic surveys will continue until the assessment of the effects of wind turbine operation on bats can be ascertained.

Bat fatality surveys will be conducted, and likely combined with bird fatality surveys for expediency. These surveys are conducted within a 50-m radius of the base of the turbine. The recommended search frequency is once every 7 days during the monitoring season (April 15-September 15), and every 3-7 days during bat migration (August 1-September 10).

Bird Monitoring

The ornithologist working on our team has prepared a report updating bird counts taken on several observation sessions over the past three years. The report includes background information on wind towers and bird strikes, numbers of each species observed at the site, concerns regarding the originally proposed location for the wind turbines by the lake shore, actual collisions (with guy wires on our met tower) and anticipated (reduced) impacts for birds in locating lattice towers in the new location away from the lake shore. KFN has worked with Dave Mossop from Yukon College to monitor birds and adaptively manage the wind project site.

Post construction monitoring requires approximately 2 years of monitoring on a twice weekly basis beneath the turbines throughout the breeding and migratory periods, typically from May 1 through November 30.

3.6 Decommissioning/Refurbishment

Following the 25 year operation period, the project may be refurbished and continue to produce clean energy for Burwash Landing and Destruction Bay. When the Project is finally decommissioned, all above-ground components will be dismantled and removed. Some below-ground components such as foundations may remain in place to minimize disturbance if not posing a risk to the environment or potential land users. The road will not be decommissioned as it was present before construction and leads to the gun range and an agricultural lease.

4.0 DESCRIPTION OF EXISTING ENVIRONMENTAL AND SOCIO-ECONOMIC CONDITIONS

4.1 Biophysical Environment

The project is located on the Kluane Plateau in the Ruby Ranges Ecoregion. This ecoregion is characterized by strong winds and low precipitation, with June and July being the wet seasons with 30 mm and 70 mm of precipitation, respectively. Temperatures range from a mean of -30 to -35 C in winter to 7 to 12 C in the summer, depending on the elevation. Approximately 35% of the ecoregion is forested, with the remaining area belonging to subalpine brush, alpine tundra, barrenland, and a small (1.4%) portion of mixed forest. The site is situated on a bench above Kluane Lake comprised of silt, sands and gravels, and which is predominantly spruce forest. Bordering the bench is a valley to the south containing a slough that drains into Kluane Lake.



Figure 5 Met tower and wind project site looking south.

4.2 Wildlife

Wildlife present in the area include grizzly bear, black bear, lynx, moose, wolves, caribou, mule deer, a variety of fur-bearing mammals and a variety of migratory and resident bird species. The site is situated within the Shakwak migration route. The site also overlaps a Wildlife Key Area (WKA) for grizzly bear. Kluane National Park and Reserve is the closest park to the site. The Kluane Wildlife Sanctuary is situated across the highway from the project site.

Dave Mossop has identified 91 species of birds in the general area. In 20 field trips he observed a total of 4,726 individual birds in the general area of the turbine site. Specific species of birds observed at the wind project site can be found in the preliminary assessment of bird strike potential at wind farm site – Burwash Landing, YT (2015) (Appendix A)

The following tables illustrate the species and their respective statuses under SARA, COSWEIC, Yukon Wildlife Act and the Migratory Birds Convention Act, which *may* be present in the project area.

Yukon Birds and Migratory Birds Convention Act	
Protected	Not Protected
Waterfowl, water birds, wading birds, shorebirds	Grouse, ptarmigan
Gulls, jaegers, terns, guillemots	Hawks, eagles, falcons, owls
Nighthawks	Cormorants and kingfishers
Hummingbirds	Ravens, crows, jays and blackbirds
Woodpeckers	Species introduced, i.e. not native to this continent
Songbirds	

Table 1. Yukon migratory birds that may breed or nest within the project area
 Note: Adopted from YESAB ER #2012-0134.

Species at Risk	SARA Status	Schedule	COSEWIC Listing	Yukon Wildlife Act – Specially Protected	Yukon Wildlife Act – At Risk
Common Nighthawk	Threatened	1	Threatened		
Olive-sided Flycatcher	Threatened	1	Threatened		
Rusty Blackbird	Special Concern	1	Special Concern		
Short-eared Owl	Special Concern	3	Special Concern		Yes
Woodland Caribou Northern Mountain Population	Special Concern	1	Special Concern		
Grizzly Bear Northwestern Pop.	N/A	N/A	Special Concern		Yes
Wolverine Western Population	N/A	N/A	Special Concern		Yes
Gyrfalcon				Yes	

Table 2. Species specially protected or of special status that may be within project area.
 Note: adopted from YESAB ER #2012-0134

Known and hypothetical bat species in Yukon are listed in Table 3. Only one of the highly vulnerable species of tree-roosting migratory bats, the Silver-haired Bat, is a hypothetical resident or migratory species at the Kluane Lake wind turbine project. It was found near Teslin in 2016 (D. van de Wetering and B. Slough, unpubl. data, 2017). If the species does occur in the Kluane area, it will likely be rare. The Little Brown Myotis will undoubtedly be common in the area as they are ubiquitous in Yukon south of 64°N latitude.

Species	Common Name	Yukon Distribution and Abundance	Wind Farm Vulnerability
<i>Eptesicus fuscus</i>	Big Brown Bat	Marginal in southern YT and SE AK	Low
<i>Lasionycteris noctivagans</i>	Silver-haired Bat	Marginal in southern YT and SE AK, NE BC, SW NT	High
<i>Lasiurus borealis</i>	Eastern Red Bat	Not known to YT; found in NE BC and SW NT	High
<i>Lasiurus cinereus</i>	Hoary Bat	Marginal in SE YT	High
<i>Myotis californicus</i>	California Myotis	Not known to YT; found in SE AK	Low
<i>Myotis evotis</i>	Long-eared Myotis	Expected in YT; known from NE BC and SW NT. Includes Keen's Myotis (<i>M. keenii</i>)	Low
<i>Myotis lucifugus</i>	Little Brown Myotis	Common through south and central YT	Low, but Endangered ¹
<i>Myotis septentrionalis</i>	Northern Myotis	Known from S YT	Low, but Endangered ¹
<i>Myotis volans</i>	Long-legged Myotis	Known from S YT	Low
<i>Myotis yumanensis</i>	Yuma Myotis	Not known to YT;; found in SE AK and may be in N BC (Atlin)	Low

Table 3. Potential bat species in the Kluane Lake wind farm study area.

Note: adapted from Slough and Jung 2007; recent observations and literature summarized in Slough 2015, C. Lausen, unpubl. data, 2017.

4.3 Socio-Economic Conditions

The project site is located between the Alaska Highway and Kluane Lake, and is 140m south of an agricultural lot. There is a shooting range to the south of the project site between the Lake and the slough. There is also a heritage site approximately 600 m to the southeast. The two nearest communities are Destruction Bay and Burwash Landing, at 5 km and 11 km distance respectively. According to the Yukon Bureau of Statistics population report from December 2015, the population of Burwash Landing is 107 and Destruction Bay is 50. The proposed project lies within KFN Traditional Territory. The project is found within trapline concession # 417.

The economy of the Kluane region relies heavily on the First Nation Self Government and resource exploration and development, including, forestry and mining. The Kluane region is a popular destination for a variety of outdoor recreation activities, such as hiking, mountain biking,

camping, fishing, canoeing and boating. This project will add jobs to the community through wildlife survey work and operation and maintenance work.

5.0 IDENTIFICATION OF POTENTIAL ENVIRONMENTAL AND SOCIO-ECONOMIC EFFECTS AND PROPOSED MITIGATION MEASURES

The Valued Ecosystem Components (VEC's) that may be affected by this project are:

- 1) Wildlife and Wildlife Habitat
- 2) Environmental Quality
 - a) Noise
 - b) Spills and Fuel storage
- 3) Socio-Economic (Views and Landscapes)
- 4) Heritage
- 5) Human Health and Safety

1. Wildlife and Wildlife Habitat

Effect: The main concern with wind turbines is the potential effect they have on avian species, and bats in this particular project. Wind energy developments have the potential to contribute to nocturnal migratory bird mortality. Ongoing bird studies indicate that there will be some risk to birds (including guylines collisions and lattice perching opportunities), particularly with the turbine site located adjacent to the shoreline, which many types of birds use as a migration corridor.

Soil Erosion from clearing trees and vehicles on site is another concern as it may affect wildlife habitat.

Mitigation: In response to these concerns, we have relocated the turbine site a minimum of 200 hundred metres away from the shoreline. The project continues to include a bird and bat monitoring component to help us address potential mitigation opportunities to alert birds that the towers and guylines are present. Nocturnal migrants that are attracted to lights and subsequently collide with turbines or wires may be influenced by the number, location, and type of lights used in the project area. Lighting may disrupt navigation or cause circling flights in nocturnally migrating birds. The site is far enough away from the airport that flashing lights are not needed and will not be used on the turbines. Further, guylines and wires will be made visible, wither with brightly coloured paint or flagging tape to reduce the number of collisions. KFN will complete post construction mortality monitoring for both birds and bats at the site. This typically requires approximately 2-3 years of monitoring on a twice weekly basis beneath the turbines throughout the breeding and migratory periods,

typically from May 1 through November 30. KFN will also be producing an adaptive bat monitoring plan for this project, and expects to have it completed by March 2017.

No vegetative mat will be removed and clearing of trees will occur with hand tools, limiting the potential for ground disturbance and effects on habitat.

Significance: By implementing the monitoring plans, adaptive management plans and the above mitigative measures, the significance of the effects on wildlife and wildlife habitat should be low.

2. Environmental Quality (Noise)

Effect: The wind turbines will produce about 58 db of noise standing at the tower base. At 500 m away from tower, the noise level will be reduced to below 40 db, this equivalent to a quiet office, a residential area at night, or a library.

Mitigation: None

Significance: Low

3. Environmental Quality (Spills and Leaks)

Effect: There is a possibility for fuel spills and leaks during the construction phase of this project.

Mitigation: KFN has developed and will implement a Spill Contingency Plan prior to project start-up. Large Spill Kits (2) will be placed on site during construction. There will be a KFN on-site environmental monitor as well to ensure compliance.

Significance: Low

4. Socio-Economic (Views and Landscapes)

Effect: Obstruction of Viewscape

The site will barely be visible from the Alaska Highway. The met tower is in place now and is hard to spot from the highway. The turbines will be visible from the lake but partially blocked from the trees. The Met tower is visible from the nearby agricultural lease, but not from the area of development. Many people consider wind turbines graceful, but others find them intrusive. It has also been found that people who enjoy the sight of wind farms can bring financial benefits to the area. Ultimately, the best thing we

can do to preserve our scenic natural spaces is to combat climate change, for which clean energy is desperately needed.

Mitigation: none

Significance: Low

5. **Heritage**

Effect: There is a heritage site approximately 600 m to the southeast. Heritage sites include cabins, caches, graves, bush camps and other human-made structures, features and objects that have been abandoned. Historic resources include artifacts related to heritage sites and human activities. The value of heritage resources rests within their context upon the land in which they are located, in essence, when they are in situ. Once disturbed or removed the value cannot be restored. Rivers and creeks are considered to have a higher than average likelihood of hosting heritage resources because they may have served as natural travel corridors, and/or hunting and fishing areas.

Humans have been present in the proposed project area for a relatively short period of time (100's to 1000's of years); therefore, heritage resources are essentially on or near the surface of the ground. Heritage resources also include paleontological artifacts, such as fossils, mummified or frozen remains, which may have significant scientific value. Project activities such as the moving of earth could uncover such resources, which are typically delicate and susceptible to rapid weathering and degradation.

Mitigation: The following mitigation measures will reduce, control and/or eliminate effects heritage resources:

- Development of a “Chance Find Procedure”, training of all personnel in its implementation during site orientation.

Significance: Low

6. **Human Health and Safety**

Effect: The proposed project has the potential to adversely affect health and safety as a result of the use of heavy equipment), the use of petroleum and chemical products and wildlife encounters. Potential effects of the proposed project on human health and safety include:

- injury or death from the operation of heavy machinery
- wildlife encounters during site operations

Minor to serious injuries and even death may result from accidents, equipment malfunctions or failure to follow safety measures during the operation of the helicopter and heavy equipment. The proposed project is located in a relatively isolated area, its proximity to the Alaska Highway and to the community of Burwash Landing may facilitate easier and prompt access for treatment of injured personnel.

Mitigation

The following mitigation measures will reduce, control and/or eliminate effects worker health and safety:

- Implementation of sections of Federal and Yukon legislation (e.g. *Occupational Health and Safety Act*) and available best practice guidance from other jurisdictions relevant to operations at the site
- Management of wildlife attractants such as food and garbage in site. Ensure these attractants are hauled to town for proper disposal.
- Safety meeting on site before work each day to go over hazards and action plans

Significance: Low

6.0 CONSULTATION

The following describe the various forms of community and stakeholder consultation undertaken since 2011.

2011 Hector Campbell and Kirk Cameron from Yukon Energy Corporation presentation in GA
January 2011 – wind mapping

2012 Energy Summit Wind Project Presentation – JP Pinard

2013 April Newsletter update on potential energy projects

2014 Newsletter update on wind project

2014 Wind Project Update in GA information distributed to citizens

2015 GA Poster board presentation – LRH Staff

2015 Wind Project Update in GA information distributed to citizens

2015 – DKRRC Open house poster board presentation

2016 GA poster board presentation – LRH Staff

April 19, 2016 Energy Summit Presentation – JP Pinard

April 2016 Newsletter submission. Wind project turbine training PEI

7.0 ADDITIONAL INFORMATION

Previous Work Completed

The bird study, started in the spring of 2012 by Dave Mossop (bird biologist with the Yukon Research Center), is ongoing (report submitted previously). Based on his recommendations, we have relocated the turbine site to farther away from the shoreline to reduce the risk of bird strikes.

We have completed years of wind data monitoring at our met site and correlated this data with Burwash Airport wind data. The long term wind speed at 50 m above ground is 6.8 m/sec which shows that this site is well suited to produce wind power and consistent with our previous assumptions in the Business Plan.

Permits

NAV CANADA must assess and approve all proposals for land use near airports and air navigation infrastructure before construction begins to ensure that air navigation system safety and efficiency are not compromised by proposed land development. KFN previously approved for 60 m met tower

Land reserve was requested until project proponent is ready to lease the land. A long-term lease is required from the Yukon Government as the new location of the wind project is on crown land.