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COQUITLAM / BCTC

January 23, 2009

BC Transmission Corporation
Suite 1100, Bentall Centre
1055 Dunsmuir Street
PO Box 49260
Vancouver, BC
V7X 1V5

Attention: Melissa Holland, MBA, Senior Project Manager, Major Projects

Re: BC Transmission – Proposed Interior to Lower Mainland Transmission Project

Dear Melissa Holland,

Further to our conversation on Friday, December 5, 2008 and previous discussions, I would like to raise a few issues that must be addressed in the BCTC's Environmental Assessment Report:

In the early 1970s, when the first power line was run through the existing right-of-way behind our Pit A, Allard Contractors made it very clear to Comstock, the contractor installing the lines, that Allard had concerns regarding the potential for drainage problems which could affect the Coquitlam River. For the past three decades, the drainage has been directed and redirected into the gravel pits. In fact, a Phase I geotechnical report prepared by Thurber dated December 9, 1982 for the Westwood development recommended that all drainage from the plateau be cut off in order to isolate the gravel pits – this has never happened.

The "Thurber drainage ditch" was accepted by the District of Coquitlam as part of its storm water management plan in its OCP, and was again recommended in Phase II of the geotechnical report prepared by Thurber dated March 29, 1985. This "cut off ditch" was shown in the 1985 Thurber Geotechnical Report prior to the sale of the Westwood Plateau to Wesbuild in 1988. All storm water and runoff was to be collected and redirected to the Coquitlam River without crossing the gravel pits. The cut-off drainage ditch must be included in the scope of adding a second transmission line to the existing right-of-way.

The ongoing damage in the area under the existing power lines caused by vehicles and recreational users is causing a huge drainage problem. Dirty water is running everywhere.

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The unrestricted access to the power line right-of-way allows 4x4 off-road vehicle operators, as well as paintballers, dirt bikers, mountain bikers, hikers, dog walkers and anyone else who wishes to use the area to exacerbate the drainage problem. Please see photos in the Coquitlam Staff Report to Council – Item 26 on the January 19, 2009 City of Coquitlam Council Agenda. On at least one occasion, 4x4 enthusiasts have brought a tracked backhoe into the area to move boulders that were placed at the Westwood gate to stop access to 4x4s. There have been a whole series of photographs of these incidents that have been presented to the Coquitlam River Aggregate Committee – and I'm sure you have seen this as well as reports documenting these activities.

Access to this area also brings to light another very significant and hereto overlooked issue: the BCTC right-of-way allows access directly to the Coquitlam Watershed. This is a significant problem as the watershed is closed to the public.


The Coquitlam staff report does not identify that contaminated material was brought to Pit H from the Expo '86 excavation site, where the contaminated material was screened in order to be considered 'remediated', and then trucked up to the power line right-of-way and dumped between the towers next to the golf course.

Furthermore, in the early 1990s, BC Hydro allowed Wesbuild to dump fill material under the power lines between the towers, to the West of the gravel pits. This drastically affected the water drainage paths under the power lines and down into the gravel pits. This changed the drainage pattern and was totally unacceptable to all gravel pit operators.

The BC Transmission Corporation must contain & direct the drainage around and away from the gravel pits. As per our discussion, a drainage study should be developed with the gravel pit owners to determine the best way of handling the drainage. Detention, retention ponds, plus a dedicated pipeline to redirect all drainage from the transmission line corridor to the Coquitlam River without entering any of the gravel pits is a must.

I believe that the Thurber Report must be re-examined and the ditch be implemented as originally designed. Clearly with all the directing, redirecting and filling between towers a new look at the drainage system must be developed for the area and with public and open consultation with the gravel pit operators.

Yours truly,
ALLARD CONTRACTORS LTD.



JAMES T. ALLARD, B.Sc.
Vice President

JTA/wld

cc: Fin Donnelly, Chair, Coquitlam River Aggregate Committee
Brian Murphy, Project Assessment Director, Environmental Assessment Office