MEETING NOTES

SOUTH CAROLINA ELECTRIC & GAS COMPANY
SALUDA HYDRO PROJECT RELICENSING
RECREATION RESOURCE CONSERVATION GROUP

LAKE MURRAY TRAINING CENTER
October 25, 2006

final dka 11-27-06

ATTENDEES:

Name	Organization	Name	Organization
Alan Stuart	Kleinschmidt Associates	Dave Anderson	Kleinschmidt Associates
Jeni Summerlin	Kleinschmidt Associates	Steve Bell	Lake Watch
Jenn O'Rourke	SCWF	Marty Phillips	Kleinschmidt Associates
Tony Bebber	SCPRT	Richard Mikill	Adventure Carolina
Bill Brebner	YCOA	Joy Downs	LMA
Randy Mahan	SCANA Services	Bill Marshall	SCDNR, LSSRAC
Tim Vinson	SCDNR	Tom Eppink	SCANA Services
Tommy Boozer	SCE&G	David Hancock	SCE&G

HOMEWORK ITEMS:

- Dave Anderson—revise the Recreation RCG Issues Matrix and send out to RCG members
- Dave Anderson—develop a Communication System Plan
- Dave Anderson—send out the Standard Process Form with track changes to RCG members
- TWC—review draft responses to Work Plan items relating to reservoir levels in preparation for the next meeting

PARKING LOT ITEMS:

- None

DATE OF NEXT MEETING: **February 7, 2006 (tentative) at 9:30 a.m.**
Located at the Lake Murray Training Center

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MEETING NOTES:

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

Dave Anderson of Kleinschmidt Associates welcomed everyone and opened the meeting with a review of study updates for the Recreation RCG. He indicated that approximately 2,000 surveys were completed this summer for the Saluda Recreation Assessment. Dave A. noted that the Boat Density Study Plan was finalized and sent out to RCG members. He mentioned that SCE&G's 2001 aerial photographs will be used to estimate boat densities on Lake Murray. Dave also noted that the Downstream Flow Assessment Study Plan has been finalized. He then handed the floor over to Marty Phillips of Kleinschmidt Associates to present information on boat density/carrying capacity studies performed at other FERC projects.

Presentation on Boat Density/Carrying Capacity Studies at FERC Projects

Marty noted that the purpose of the presentation was to give committee members an overview of boat densities and carrying capacities. Marty noted that there was a difference between estimating boat densities and carrying capacities. Boat densities are the number of boats per unit area, which may include type of boat/activity, and may address shoreline configuration and availability of open water. Carrying capacity is defined as the type and level of visitor use that could be accommodated while sustaining the desired resource and social objectives. Boat densities illustrate how and where the lake is used, and may provide input to shoreline management decisions. Boat density is a building block used in the estimation of carrying capacity. She identified a variety of inputs that might be used for density and carrying capacity studies. The inputs chosen for any individual study should be selected to address the individual needs of a project's scope and with a clear understanding of how results will be used. There are multiple methods that can be used for estimating density or carrying capacity; each is generally tailored to the project at hand.

Marty explained that, similar to the entire relicensing process, it is important to balance the needs of the people who use the lake, when considering boat density information and carrying capacity studies. There is a significant amount of overlap between carrying capacity studies and shoreline management plans. Each may independently consider a multitude of resource areas, such as boat density, public access, fisheries, water quality, shoreline erosion, etc. Marty suggested that it is appropriate to consolidate research and management efforts – and avoid duplication of information gathering and analysis – by incorporating boat density information into a shoreline management plan, thereby balancing resource needs comprehensively.

Marty pointed out that, typically a licensee may be responsible for the provision of public access within the project boundary to a water body. Typically, state agencies are responsible for managing activity on the water at FERC licensed projects.

She provided a few examples of other projects that have conducted carrying capacity studies. She pointed out that most boat counts are based on a predetermined sampling schedule. She explained that mapping boat densities helps managers view areas of high use, where they may wish to discourage additional access, and areas of low use, where additional access might be appropriate. This can be important input for a shoreline management plan. She specifically noted that different user groups may use the resource differently. She noted that sometimes just boat counts are used and sometimes the counts are combined with on-the-ground survey research. In general, most studies show that different user groups will have different perceptions of crowding on weekdays, weekends, and holidays. Also that different user groups tend to have different characteristics and different needs, all of which need to be recognized by resource managers. Finally, Marty noted that because public preferences and resource conditions may evolve over time, management strategies should be flexible in order to accommodate changing conditions and resource needs.

The presentation can be viewed at the following link:

http://www.saludahydrorelicense.com/documents/CarryingCapacityPresentation.ppt

HEC-ResSim Model Discussion

Dave noted that the HEC-ResSim Model would be discussed at the Quarterly Public Meeting on October 26th located at Saluda Shoals Park.

Dave also verified with the group that we would be requesting the Operations TWC to analyze keeping the lake levels at 354' msl, 355' msl, and 356'msl.

Standard Process Questions – Questions 1 to 5 and 16 to 22

The group worked to finalize Standard Process Questions 1 through 5 and 16 through 22 of the Work Plan. The group was reminded that the purpose of this exercise is to track the progress of the Recreation TWC/RCG. It was noted that the third sentence of the first answer should be changed to "Maintain a balance between public/private recreational access." Joy Downs noted that "Maintaining and/or improving the water quality of Lake Murray" should be added to the end of the first paragraph. It was noted that the third sentence in the second paragraph should be changed to "The quality of amenities and access should be improved for recreational users: and an "s" needed to be added to the word "standard" in the fifth sentence in the second paragraph. The last sentence in the fist question should read: "The Project should also continue to provide reasonably affordable, reliable energy to SCE&G's service area."

Dave A. then read the second question and asked if anything needed to be changed. It was noted that the word "managed" should be added in the second sentence after the word "access." It was

noted that the third sentence should read, "This may be to the amount of project lands." It was also noted that "striped bass fishery" should be added to the second paragraph of Question Two.

Dave A. read Question Three and no comments were made. He then read Question Four and asked for comments. It was noted that "bald eagles, wood storks, and purple martins" should be added to the end of the second paragraph. Dave A. noted that he would send the standard process form out to committee members with the track changes included.

Bill Argentieri drafted responses to the Work Plan questions on reservoir levels. These were provided to and reviewed with the TWC. It was agreed to modify the eighth bullet to read as follows: "Power generation is increased to allow SCE&G to meet their obligations of contingency reserve as part of our VACAR agreement with neighboring utilities." TWC members will review the document more thoroughly in preparation for discussion at the next meeting.

Lower Saluda River Corridor Plan

Dave introduced Bill Marshall and noted that he serves on the Lower Saluda Scenic River Advisory Council with the South Carolina Department of Natural Resources (SCDNR). Bill M. opened his presentation by explaining the South Carolina Scenic Rivers Act. He noted that the act has enabled the SCDNR to create a cooperative, non-regulatory program, which involves landowners, river users, community interests, and the SCDNR working for conservation on eight State Scenic Rivers, which are designated through state legislation. He explained that for each scenic river a local advisory council is created to put together a scenic river management plan, which sets river conservation and management objectives for the advisory council.

Bill M. explained that the Lower Saluda Scenic River begins at the old railroad pilings below the Lake Murray Dam and ends at the confluence of the Lower Saluda River (LSR) and Broad River. Presenting a series of photographs, he pointed out popular locations along the LSR, including Mill Race Rapids, the confluence with the Broad, Ocean Boulevard, and Oh Brother Rapids.

Bill M. explained that the Lower Saluda Scenic River Advisory Council consists of 16 members. He noted that the objectives of the Advisory Council are to protect/conserve natural, cultural, and scenic qualities of the river corridor and improve water quality, public access, and river-user safety. These general objectives are expanded upon in the 1990 Lower Saluda River Corridor Plan and the 2000 Corridor Plan Update; which serve as management plans for the Scenic River. He explained that the 1990 Corridor Plan process lead to the LSR being designated a State Scenic River in 1991.

Bill explained why and how a Task Force of local community leaders and interests created the 1990 Lower Saluda River Corridor Plan. The Task Force and its committees addressed issues such as access and facilities, historic and archeological sites, law enforcement, resource protection, river-user safety, tourism, and litter. Bill presented conceptual plans and park opportunities from the

1990 Corridor Plan. Saluda Shoals Park and Riverbanks Botanical Garden are the only concepts that were realized from the 1990 plan. A Twelvemile Creek Park concept was proposed in the 1990 plan; and this site may still present an opportunity for a future public park or preserve.

Bill M. then reviewed the 2000 LSR Corridor Plan Update. He explained that this plan was produced from a community-based planning process convened by the Advisory Council and focused on recreational access issues; and a primary feature of this plan is the proposal of a LSR Greenway Trail along the north bank of the Saluda to connect Lake Murray, Saluda Shoals Park, Gardendale Landing, and Riverbanks Zoo. The first section consisted of designing a trail that starts at the Lake Murray Dam, which will then run through Saluda Shoals Park. The next section extends from Saluda Shoals Park down to Gardendale Landing. The third section consists of extending the trail from Gardendale down to the I-26-bridge to connect with the Three River's Greenway. He mentioned that this third section would be challenging as it requires getting through the asphalt plant and sewer lagoon, which are located in between Gardendale and the I-26 bridge. He then explained that the Three River's Greenway will run from the I-26 bridge to the Broad River. In closing, Bill noted the Advisory Council's desired outcomes for the hydro relicensing process and these included finding ways to support the LSR Greenway Trail through the relicensing process.

The PowerPoint presentation may be viewed at the following link:

http://www.saludahydrorelicense.com/documents/SaludaRiverCorridorPlans.ppt

Communication System Needs

The TWC was provided a list of communication-related systems that were discussed in the October 24th Safety RCG meeting.

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Communication System Needs

Information Needed	How To Get Information
Recreation Sites	Word of mouth*
Lake Levels (Rule Curve)	Signage
Generation Schedule	Internet*
Lake Level Management/Normal Operations	Newspaper*
Reserve Calls	Tourism Department
Special Releases	University South Carolina 101
Special Drawdowns	High Schools
Maintenance	Local Outfitters*
Minimum Flow	Call Down System*
Identification of Shoals at Different Lake Levels	Marinas/Parks
Education About	Brochures
What to do in an Emergency	Billboards
How To Get Information	Real Estate Agents
	Conservation Group
	Low Frequency AM Radio**
	Electronic Info Boards**
	Newsletter**
	Emails**

* Determined to be those sources of information that can be updated more frequently
** Added by Recreation RCG

The group expanded on a number of items. SCE&G indicated they are examining providing information on "Lake Level Management/Normal Operations" on a two day rotating window, i.e., they will provide scheduled releases for two days in advance. The group indicated it would be nice to know the dates, times and range of expected flows for the "Reserve Calls," "Special Releases," and "Special Drawdowns."

There was a brief discussion about warnings the difference between a communication system and warning system. It was suggested that some of these listings could be updated daily. David Hancock noted and the group agreed that it would be beneficial to explain why SCE&G is increasing flows in the LSR. Dave A. agreed to draft a Communication Systems Plan for future review.

Develop an Agenda for Next Meeting and Set Next Meeting Date

Dave A. will update the Issues Matrix and submit it to the TWC for comment. Joy D. noted that the effects of docks on water quality in Lake Murray should be addressed in the Issues Matrix.

The next meeting date is tentatively scheduled for February 7, 2007.

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Saluda Hydro Relicensing
Recreation Resource Conservation Group

Meeting Agenda

October 25, 2006
9:30 AM
Lake Murray Training Center

- **9:30 to 10:00** Study Updates/Study Plan Questions (Dave Anderson)
- **10:00 to 10:30** Presentation on Boat Density/Carrying Capacity Studies at FERC Projects (Marty Phillips)
- **10:30 to 10:45** BREAK
- **10:45 to 11:00** HEC-ResSim Model Discussion (Dave Anderson)
- **11:00 to 12:00** Standard Process Questions – Questions 1 to 5 and 16 to 22 (Dave Anderson)
- **12:00 to 1:00** LUNCH
- **1:00 to 1:30** Lower Saluda River Corridor Plan (Bill Marshall)
- **1:30 to 1:45** BREAK
- **1:45 to 2:30** Communication System Needs (Dave Anderson)
- **2:30 to 2:45** Develop an Agenda for Next Meeting and Set Next Meeting Date

Adjourn

Saluda HYDRO RELICENSING