

Community Working Group Meeting # 13

Amherst Island Wind Energy Project / 160960595

Date/Time: March 27, 2018 / 6:45-8:45 PM
 Place: Amherst Island Public School
 Next Meeting: TBD
 Attendees: Ariel Bautista (Windlectric), Tim Sullivan (Windlectric), Leah Weller (Stantec), Katharine Myrans (Stantec), Gwen Lauret (local resident), Larry Fleming (local resident), Janet Grace (local resident)
 Absentees: Emily Hartwig (Stantec), Chris Raffael (MOECC)
 Distribution: All Committee Members

Safety Moment: Facilitator invited CWG members to provide a safety moment.

Safety Moment: With the spring thaw, be careful around watercourses because of the risk of flooding and quickly rising water. Also, ice will be thin and people and pets should avoid ice on watercourses and water bodies.

Item:	Action:
<p>Review of Agenda and Action Items from CWG #12</p> <p>Action items from the February 27, 2018 meeting were reviewed. The status updates are as follows:</p> <ol style="list-style-type: none"> 1) CWG member to forward video to Windlectric for review (in relation to video that was noted to show traffic safety concerns). Video was shown and then emailed to Windlectric from a mobile device. 2) Windlectric will respond directly to the individual who asked the questions (in relation to the submitted questions with regard to the Stage 2 Archeological Assessment, archeological assessments in general, road widening and trenching etc.). Still outstanding. Carry forward. 3) Windlectric will review documentation and provide a response (in relation to the question about the interchangeability of the words "connector lines" and "collector lines"). Generally, the term "collector lines" is used for the electrical lines in the Project area but can be used interchangeably with the term "connection lines". 	<ol style="list-style-type: none"> 1. Video will be circulated to appropriate Windlectric staff. 2. Windlectric will respond to the individual who asked these questions.

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<p>4) Windlectric will respond to the individual when the investigation has concluded (in relation to the question regarding trespass of property to trim trees).</p> <p>Windlectric spoke with the arborist. The work conducted was in the right of way. Arborists have been given strict requirements to carry out their trimming in areas confined within the public right of way and any trimming that goes beyond that (e.g., for the health of the tree) would be in consultation with the appropriate landowner. Windlectric met with the landowner in question to resolve the issue.</p> <p>5) Windlectric will address the individual's concerns directly (in relation to the use of the 1-800 number number).</p> <p>Windlectric tried to contact the individual but was not able to. A CWG member provided a phone number for the individual.</p> <p>6) Windlectric will follow-up to determine the details of the two incidents that were reported related to construction vehicles and safety.</p> <p>Windlectric inquired and followed up but no new information came forth. Windlectric takes all safety matters seriously and works with local authorities, including the OPP when appropriate, to ensure public safety.</p>	<p>3. Windlectric will follow up with the individual to address the concerns.</p>
<p>Company Updates</p> <p>Construction updates:</p> <p>1) Some turbines are now up. Turbines take about a day to go up once the foundations are ready. About 8 foundations still need to be constructed out of the 26. Work is slightly delayed because of reduce load requirements for trucks (see item #4 below).</p> <p>2) Progress has been made on the transmission line. Poles are up, and cables are strung.</p> <p>3) Crews have been working in submarine cable spot where it crosses the bubbler line. Divers are working along the bubbler line (they were waiting for the ice to break up for safety reasons). The cable will be placed below ground, covered, and the bubbler line will continue.</p>	

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<p>4) Windlectric has been working in a reduced load period since March 1. This means trucks have to be loaded with less material to comply with axel restrictions, which results in the need for more trucks. Additional trucks increase dust and dust suppression requirements. A protocol for reduced by-law exemptions has been submitted to the Township for their review. As part of the protocol, professional engineers in the field assess the daily conditions of roads that are suitable for exemption applications.</p> <p>5) Because of reduced load requirements, and as Windlectric waits for the Township to approve the exemptions protocol, the focus has shifted to working on private lands and repairing sections of the roads.</p> <p>6) The Township has asked Windlectric to install drainage slots on roads, especially on South Shore Road, to assist in water drainage. Drainage slots are cut on a gradient and filled with clearstone granular to allow drainage of water away from the road.</p> <p>7) The operations and maintenance building will be located at the corner of 2nd concession and Stella Road.</p>	
<p>Review of Submitted Questions</p> <p>Windlectric provided the CWG members with a log of all questions received by the company from members of the public from February 28th, 2018, through March 27th, 2018. The facilitator read each of the questions aloud, and the company provided answers.</p> <p>Follow-up questions:</p> <p>Q.1a. Why another MET tower? Can't you just extend the existing one?</p> <p>A.1a. Windlectric requires a taller MET tower and can't extend the existing one. The tower needs to be removed and replaced.</p> <p>Q.1b. What's the purpose of the MET towers? How long do they stay up?</p> <p>A.1b. The MET tower measures wind speed, direction, temperature, and atmospheric pressure. It's essentially a weather station. The MET tower is used by the IESO to predict electrical output from the wind turbines and project as a whole. It will be there for the life of the project.</p> <p>Q.2. What did they find at the archaeological site?</p>	

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<p>A.2. Information on the sites and findings can be found in the Stage 2 assessment report.</p> <p>Q.3. Where's the water for dust suppression coming from?</p> <p>A.3. Water is taken from the lake. Due to the reduced load period, water trucks are not full of water and so more frequent trips have been required as part of dust suppression efforts. Windlectric continuously evaluates methods and techniques for effective dust suppression that have been used and proven by industry, such as calcium-based solutions.</p>	
<p>CWG General Discussion and New Questions</p> <p>A number of questions were submitted to CWG members from the community. Where these questions were addressed in previous conversations (see above) they have not been repeated here.</p> <p>Q.1. Serious concern about turbine 37 on the Stella 40 ft being so close to the road right of way. We understand that the MOECC stays it is compliant but would like a second opinion</p> <p>A.1. Windlectric is committed to complying with all of its permits, including the location of wind turbines. Be assured that S37 is compliant and this has, in fact, been confirmed by the MOECC in the field.</p> <p>Q.2. We request that Windlectric post all reports of archaeological assessments that have been carried out since Windlectric's final Stage 2 Archaeological Assessment was completed in 2012 so that the public has access to the information.</p> <p>A.2. Windlectric must follow the guidelines on publishing archaeological reports, as per the Ministry of Tourism, Culture and Sport (MTCS) guidelines. These guidelines are meant to protect resources. For more information, individuals should contact the MTCS directly.</p> <p>Q.3. Does the ½ load limit restrict the movement of the large crane from one site to another? Section 1.1 "Definitions" of permit #PT-C-012-13 provides the following: "Construction Activities" means activities to construct any part of the structures or infrastructure associated with the Project, and includes clearing of vegetation, stripping, staging of equipment and supplies, road construction, turbine foundation construction and erecting".</p>	

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<p>A.3. Windlectric has moved the crane during the restricted load period following tests of suitability of the road by engineers as discussed with the Township.</p> <p>Q.4. Where you are enlarging the roads, burying cables etc. will you be doing Stage 2 archaeological work in the ploughed areas?</p> <p>A.4. These areas have been pre-disturbed and archaeological assessment isn't applicable in disturbed areas. With respect to areas in the public rights of way, these areas have been generally pre-disturbed, and as per the professional judgement of licensed archaeologists following the MTCS guidelines, pre-disturbed areas do not often require assessments. At all times Windlectric defers to the opinion of licensed archaeologists and MTCS as required.</p> <p>Q.5. How far behind schedule are you? Can all construction be completed before April 1st?</p> <p>A.5. Construction won't be completed by April 1st. Contingency is built into the schedule for delays (particularly with regard to winter conditions and restricted load requirements). The project is expected to generate energy within the second quarter of 2018.</p> <p>Q.6. Why have we lost access to Dump Road now for almost a year? I understand that it is an unmaintained road, however it is also a township road. It is the only alternate route we have other than driving to Emerald if they are blocking access to the Stella 40 foot.</p> <p>A.6. It is an unmaintained road and when constructing and working within it, there are alternate routes available.</p> <p>Q.7. Will Algonquin/Windlectric agree to compensate island businesses and farmers for the impact the construction has had on their income.</p> <p>A.7. No.</p> <p>Q.8. We understand that the Quinte Loyalist is coming as soon as the ice melts. Will Pennecon/Windlectric reduce their use of the ferry while we have the small boat?</p> <p>A.8. Windlectric is looking into this and intensifying carpooling efforts.</p> <p>Q.9. The ferry is constantly clogged with worker's trucks coming to and leaving the island. We have been told that engineers and surveyors</p>	

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<p>are allowed to use the ferry. Please have some kind of signage placed on company trucks and supply your engineers and surveyors with a "pass" that should be showed to the purser.</p> <p>A.9. Windlectric can do passes but it is not the pursers job to inspect them and ask questions if there is no pass (there are other construction vehicles, for example, the MTO, using the ferry). Windlectric has placed a security vehicle near the ferry to monitor usage by project staff to ensure compliance, and the project has suspended workers in the past for non-approved ferry use. Management comes regularly and are carpooling to reduce number of vehicles.</p> <p>Q.10. Some people are concerned about noise and hearing the turbines.</p> <p>A.10. If concerned, these individuals should contact the MOECC and they will confirm noise limits in the field when the turbines are operating.</p> <p>Q.11. There is a rumour that the costs for the road improvements are being covered by the Green Energy Act. Is this true or does Windlectric pay for these?</p> <p>A.11. The road improvements are paid for 100% by Algonquin. It is a requirement under the Road Use Agreement and in the Operations Plan.</p> <p>Q.12. Under what conditions do you have to stop work?</p> <p>A.12. There are timing restrictions related to species windows (e.g., turtles). Windlectric continues to abide by permits and timing restrictions for species as required.</p>	<p>4. Concerned people should contact the township. Can ask to get numbers from the ferry on how many cars aren't getting on the ferry and when.</p>
<p>The meeting adjourned at 7:45 PM</p>	

The foregoing is considered to be a true and accurate record of items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.



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