

Community Liaison Committee Meeting #2 - Question and Response

	Question	Response
1	<p>Stella 40 Foot Road Closure: Pennecon’s weekly construction activity map for 20 to 25 November advised of road closures and detours. Stella hill was to be closed on 20 and/or 21 of November between 10:30 and 14:30. We changed our appointments to the next day, November 22, only to find that the actual road closure was changed to the 22nd of November without notice. We missed the ferry and our appointments. What is Pennecon doing to ensure that this does not happen again?</p>	<p>We sincerely apologize for the change on Nov 22nd and acknowledge there was an unintended delay on our part that day. A deviation from the planned closure time and date was required due to weather issues, and although there was an update to the information line 1-844-379-7740, the work did take a little longer to complete than anticipated. (Note that emergency services were kept updated throughout the entire closure). Windlectric did receive some calls that day as a result of this error, and our project team has discussed various ways to avoid this from happening again, including bringing on additional communication staff to coordinate more closely with field activities. The team has already brought additional traffic management staff to assist with this effort.</p>
2	<p>Stormwater Management: Turbines S02 & S27 - Drainage course RA27 : Was action taken to upgrade the culverts associated with this drainage course, consistent with the CRCA’s requirement. This issue was raised by Loyalist Township in their letter to Windlectric of Sept. 15, 2017.</p>	<p>This has been addressed. There was an issue with an access road drawing and it was revised to reflect the CRCA permit. Field installation followed the approved permits.</p>
3	<p>Have fill permits been issued yet for turbines S21 & S36*? We understand that the Township identified that the limits of constructible area did not align with the drawings (letter of Sept.15, 2017). If the permits were issued, how was this situation resolved? * As yet, these two permits do not appear to have been posted on the Loyalist Township website.</p>	<p>Yes, the fill permit has been issued for S21 & S36 and drawings adjusted to remain within permitted limits.</p>

4	It would be helpful if Windlectric and Pennecon updated the posted Project Schedule. Will Windlectric/Pennecon provide the most recent version?	A project schedule is being updated and is anticipated to be released in December.
5	Will the construction of turbines S26 and S30 encroach on Marshall Forty-Foot Rd. and/or its hedgerow?	That is not the plan. Careful review of these areas has been undertaken by our engineers and encroachment onto Marshall Forty-Foot Rd will be avoided.
6	What is the status of the road surveys and have the surveys resulted in changes to the project plans?	Field work is completed, and most R-plans are being finalized and will be submitted to Loyalist Township for review. Work is progressing as planned between the township surveyor and the Windlectric surveyor, and no project plans have been changed as a result.
7	If Windlectric is so confident about its surveyors' plans, why has the information including title searches, artifacts, and plans not been provided by the company to the public? Why has the company adopted an adversarial approach which denies owners access to information?	This is not an adversarial approach, but rather engaging in the protocol approved under the Operations Plan: survey plans are being provided to the Township. Please refer to Schedule 21 for details on the Survey Protocol. It is Windlectric's understanding that certain residents have requested plans from the Township and received them without issue.
8	When will Windlectric deliver on its commitment to respond to questions within 5 days and post all questions and answers on its web site? When will Windlectric respond directly to the person asking the question or submitting a complaint?	Windlectric has a detailed log of questions and answers submitted. Although at times there were delays in responding to certain questions, particularly ones requiring further investigation, Windlectric has acknowledged receipt and followed up with answers directly to the individual who submitted the question. At times, individuals receive answers in advance of answers being posted on the project website. Feedback from CLC members is that there has been improvement on timeliness on response, and Windlectric is committed to continuing to improve response times.

9	What is the current ownership of Windlectric? Does Pennecon still have 50% ownership?	Windlectric is owned under a 50/50 JV with Pennecon and Algonquin – no change has occurred.
10	What companies are engaged as subcontractors?	Primary subcontractors include: Morven Construction, Ridge National, Avertex, Valard, Eptcon, Deep Foundations, Doornekamp, & Cambium.
11	Does Windlectric have a statement of values and ethics as the gulf between what the company says and what the company does is monumental?	Windlectric is committed to complying with all permits and obligations under the Road Use Agreement and agreements in place with stakeholders.
12	Windlectric drilled 5 test wells on the Island at the request of MOECC. What were the results of the water quality and rate of flow testing? What is the current status of the groundwater monitoring program?	The 5 borings were dry [no water]. Windlectric undertook this voluntary investigation work in consultation with the MOECC. There are no further plans for groundwater monitoring. We remind the community that as per expert review, groundwater impacts would not be affected due to construction activities.
13	Why did Windlectric fail to observe the restrictions on use of Front Road and South Shore Road for anything larger than a pick-up truck to conduct test drilling?	The use of Front Road and South Shore Road: the test drills were not considered construction activities.
14	Algonquin Power has shown no evidence that it is serious about icing and ice-throw. Why has Algonquin Power ignored this potential hazard? What mitigation measures are planned to protect Island residents?	Windlectric has not ignored this concern. Windlectric and its consultants undertook appropriate design assessment in developing the project's layout to comply with regulatory setbacks from public roads and residences. The meteorological conditions that would cause the formation of ice on wind turbine blades in the project area are a rare occurrence. Even under those conditions however, ice throw is controlled in modern wind turbines through the use of sophisticated controls that stop the

		operation of the wind turbine under such conditions.
15	The process to reconstruct Island roads has been unsatisfactory and has created significant safety issues. We understand that a different approach to road reconstruction is under consideration. What exactly is planned and what is the status of the revised approach? Will a modification to the Operations Plan be presented to Township Council for consideration?	<p>We do acknowledge that the existing drainage challenges and high amounts of rain have created safety concerns. Windlectric has immediately responded to these, as safety is our utmost top priority. As a result, road upgrade methods are being reviewed and concepts have been discussed with the Township. Once the review is finalized, details will be released to the CLC as well.</p> <p>Please note that Section 5 of the Operations Plan provides that Windlectric will continuously evaluate the effectiveness of the Plan's impact mitigation measures throughout the Project's construction. Section 5 of the Operations Plan permits Windlectric to immediately implement changes to mitigation efforts that improve public safety. Modifications the Operations Plan is not required.</p>
16	What will Windlectric do to ensure that the same conditions set out in the permits issued by Lennox and Addington to manage turbine delivery be observed on Amherst Island (substituting Loyalist Township for the County)?	<p>In general, Provincial regulations govern transit of oversized and over-weight freight on public roadways. The requirements of these regulations, and the individual load permits issued thereunder, will be observed by the Project.</p> <p>On the Island, given the width of some township roadways, some movement of the turbine components will require traffic interruptions or road closure in accordance with the Operations Plan.</p>
17	What exactly is the process to communicate road closures to all services that may respond to a 911 call (Ferry, OPP, Fire, Ambulance) to ensure that first responders can reach the Island Fire Hall in a timely manner and that all three services are aware of road	A weekly and bi-weekly map is sent to the central Kingston dispatch (which covers OPP, Fire, and Ambulance) and to the Township (who advises the Ferry). Should a change occur that deviates from the plan, an immediate update is issued directly to emergency services (email and phone

	<p>closures, detours, and missed deadlines for reopening roads?</p> <p>Has the process been tested by all three services to their satisfaction?</p>	<p>call). Please refer to Operations Plan section 4.1 and Schedule 09 for more details.</p>
18	<p>Anyone who drives on Amherst Island roads where Windlectric operations are taking place should have an opportunity to ask when the road conditions will return to what has been our accustomed experience as longtime Island residents. I am particularly concerned about the deplorable condition of the Stella 40 Foot. How and when, will Windlectric return the road to its previous condition? Proponents of the project claim that AI roads will be better as a result of Windlectric's work. How can road users believe this outlandish claim?</p>	<p>Windlectric has heard public feedback and discussed various options with stakeholders. There are various avenues for continuous public input throughout the construction period: monthly CWG meetings to discuss questions from the public, the project email, the 1-844 number, and presence of the Local Development Manager who is available to meet with individuals at their request. In addition, a 30min break will be held during this 2nd CLC to approach CLC members and provide questions and feedback. These questions will then be discussed by CLC members after the break.</p> <p>Stella 40 Foot has been upgraded, but a certain section near 2nd Concession has been experiencing soft spots due to drainage issues. Windlectric's team has been continuously addressing this area to ensure it remains safe for public usage, which has been the case. Additional strengthening work will occur in the coming days to that particular section.</p> <p>Road work is still underway, and during the construction period, the upgraded sections will experience usage requiring maintenance. Once substantial construction and use of the upgraded road sections subsides, we believe the benefits of the upgrades will be clearly evident.</p> <p>We do recognize that disruptions to residents during this</p>

		<p>project are inevitable. Our team is committed to working towards minimizing those disruptions as much as possible. The period of construction is limited and targeted to be completed by spring 2018. The project is targeted for commercial operation in spring 2018. We do appreciate the community's patience during this period.</p>
19	<p>The option to walk to church on Stella-Forty Foot is no longer available? When will this change?</p>	<p>We do appreciate that there will be short-term disruptions to certain road sections on the island while construction is ongoing. Work is happening in earnest along the stretch between Second Concession and the church hill on Stella 40. To help reduce impact, the collector cable has been bored under the right of way across the church. We anticipate work in this area to be completed by end of next week and will regularly pass maintenance equipment to smooth out the road and shoulder. Our team is committed to completing construction works as quickly and as safely as possible – we do appreciate the community's understanding during the short-term construction period.</p>
20	<p>In the absence of comments from attendees at the upcoming meeting, it would be helpful to demonstrate your stated commitment to "facilitate two-way communication" with island residents by inviting Brian Little to join the committee, given that the Little family are the most severely impacted by this project.</p>	<p>We will pose the question to CLC members for discussion.</p>
21	<p>Please also present a plan to demonstrate that the company has understood the many concerns about safety and compliance and will do things differently in future to improve communications, to show that flag persons are present and competent, that Island roads are safe and passable 24/7, that the company will</p>	<p>Windlectric is committed to safety as its number one priority and is in regular contact with emergency response as appropriate and required under the Operations Plan.</p> <p>We do recognize that disruptions to residents during this project's construction period are inevitable. Our team is</p>

<p>respect restrictions on ferry use and most importantly, the company will be accurate and truthful in its communications and keep its commitments.</p> <p>Windlectric must also demonstrate that the company and its contractors will respect commitments made in the Road Use Agreement to minimize impacts on Island residents: protect and maintain municipal infrastructure, preserve AI heritage and ensure emergency response particularly during construction.</p> <p>Will Windlectric include a public question period of from 7:00 to 8:00 pm at the CLC meeting on November 30? Will questions submitted prior to the meeting be presented exactly as written? Will the agenda include consideration of expansion of the CLC/CWG? Will future meetings of the CWG be open to the public?</p>	<p>committed to working towards minimizing those disruptions as much as possible. The period of construction is limited and targeted to be completed by spring 2018. The project is targeted for commercial operation in spring 2018.</p> <p>Windlectric is working with experts, including Township staff, to review alternate road construction methods and will communicate these shortly. New flagging oversite firms have been hired from Pennecon and by Windlectric to ensure a dedicated supervision of flaggers. Efforts have been increased and daily rounds are carried out at the end of the day to ensure roads are left in a safe condition.</p> <p>Windlectric and Pennecon and its subcontractors are dedicated to complying with the RUA commitments as well as all permit conditions.</p> <p>There are various avenues for continuous public input throughout the construction period: monthly CWG meetings to discuss questions from the public, the project email, the 1-844 number, and presence of the Local Development Manager who is available to meet with individuals at their request. In addition, a 30min break will be held during this 2nd CLC to approach CLC members and provide questions and feedback. These questions will then be discussed by CLC members after the break.</p>
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