

From: [BoardSec](#)
To: [REDACTED]
Subject: FW: Letter of Comment and Request for Observer Status EB-2013-0203
Date: August 28, 2013 10:36:23 AM

From: [REDACTED] **On Behalf Of** Loretta Shields
Sent: August-28-13 12:09 AM
To: BoardSec
Subject: Letter of Comment and Request for Observer Status EB-2013-0203

To whom it may concern:

We are extremely disappointed with the proposed routing of the 115 kV transmission line along Port Davidson road and through the village of Smithville (and the proposed NRWC project) for many reasons:

1. The NRWC project is taking a significant amount of land out of agricultural production (for the accommodation of maintenance roads, industrial wind turbines and transformer stations). Significant capital investments in the future will be required to bring these lands back to agricultural production. This change in land use removes the capacity for growth of plants required for carbon sequestration. While the current government's mandate is to promote renewable energy sources, there are alternate energy sources that would better serve the needs of Ontarians. This form of energy production is not reliable, is not possible without lucrative government subsidies, and will increase the cost of living of all people in Ontario for many years to come. Dumping tons of concrete, ground up asphalt and other materials to build service roads, concrete towers, and the inherent disruption of ecosystems to accommodate the development of this project is not considered an environmental friendly choice and does not best serve the current provincial government's mandate for the promotion of renewable energy sources.
2. The selection of this route through the village of Smithville will create challenges in terms of future expansion. The route is proposed along South Grimsby Road 6 and Regional Road 20 adjacent to a new subdivision and also adjacent to the location where a new elementary school building is being proposed. While the stretch of land along Regional Route 20 currently has no sidewalks, it is anticipated that this area will be expanded in the near future to include sidewalks to accommodate the new subdivision and school. If the NRWC is truly a "community player", why is this route through the village of Smithville being proposed?
3. The maps provided as part of the application and pre-filed evidence do not clearly indicate the distance of the proposed transmission line to the homes along the proposed route. It is quite possible that in the event of an ice storm and damage to transmission poles, many of the existing homes along Port Davidson Road (and other subject roads proposed) could be at risk of fallen transmission lines on their properties, or even on their homes. What safety and emergency procedures have been developed? Will these be communicated to the residents who reside along this proposed route? Who will take responsibility for public liability? These questions were asked at the NRWC Consultation meetings in February 2013. These questions must be addressed and communicated to the landowners affected by this project.
4. Future road expansion will be limited due to additional transmission poles within the road allowance on both sides of the subject roads. The probability of traffic fatalities could potentially increase with additional poles within the road allowances.

Due to these potential safety concerns, in the interest of public safety, and in the absence of agreements to affected landowners, we request that the hearing be conducted orally for the benefit of all landowners affected by this project. Please note we also request observer

status.

Respectfully submitted,

[REDACTED]