

From: BoardSec
Sent: April 22, 2014 10:37 AM
To: [REDACTED]
Subject: FW: Comments on EB-2013-0442 for determination of location of distribution facilities within road allowances owned by the municipality of Kawartha Lakes

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From: Kate Gregory [REDACTED]
Sent: April-21-14 5:50 PM
To: BoardSec
Cc: [REDACTED]
Subject: Comments on EB-2013-0442 for determination of location of distribution facilities within road allowances owned by the municipality of Kawartha Lakes

Ontario Energy Board
Attention: Board Secretary
From:

Kate Gregory
[REDACTED]

Dear Members of the Board:

These comments are filed pursuant to Section 4.4 of the Ontario Energy Board Act under Stakeholder Input which states:

“The Board shall establish one or more processes by which consumers, distributors, generators, transmitters and other persons who have an interest in the electricity industry may provide advice and recommendations for consideration by the Board. 2004, c. 23, Sched. B, s. 4.”

This submission is in support of the intervenors and a request that the application EB-2013-0442 FOR DETERMINATION OF LOCATION OF DISTRIBUTION FACILITIES WITHIN ROAD ALLOWANCES OWNED BY

THE MUNICIPALITY OF KAWARTHA LAKES originally filed on January 27th, 2014 and then re-filed on March 28th, 2014 be set aside.

Approval of the Sumac Ridge REA application stipulates an underground transmission line along Gray Road. The application before the OEB is not the same as the plan approved by the Ministry of the Environment. The design has changed dramatically from the REA application to the application before the OEB. The public was not, and has not been made aware of this new plan for an aboveground transmission line. There has been no opportunity for the public or the City of Kawartha Lakes to raise potential safety and reliability issues or to examine and address any issues that might arise as a result of this new design concept.

Gray Road is an unmaintained trail. Year round access to the transmission line for maintenance and repairs will not be possible. Not being able to maintain the line or access it during emergency situations places the public in danger. It is important to me personally that the unmaintained roads around my house remain unmaintained and unused by traffic. My family and I use these unmaintained roads for

recreation (walking and cycling primarily) and they are perfectly suited for this. Putting traffic in this area will change the fundamental nature of my neighbourhood. I have lived here over 20 years, and raised two children here who attended the schools in the study area. I know what it is supposed to be like here and it should not change without a good reason in the public interest.

I understand that some wind projects have benefits that require us to accept changes in our way of life in order to give people in Toronto the electricity they need. This project is marginal, providing power only for 1800 families – less than the 2200 who live nearby and whose enjoyment of their homes may well be ruined. This project is in danger of being cancelled because a new receptor has been discovered too close to one of the turbine locations, and new intervenors are being added as the risk to not only the Chan Sham Temple but also the Peterborough Airport and Seneca College flying school is realized. Giving permission to make ANY changes to our roads could leave us with a permanently changed (for the worse) road situation even if the wind farm is cancelled. The possible benefit from taking away my hiking and cycling peace: nothing at all. That's a bad choice.

This particular developer is treating us very poorly. They haven't informed us of the OEB application, or posted a public notice. They are issuing press releases about their plans to change roads – these plans aren't theirs to make. Please defend the interests of those of us who make this our home. Do not allow permanent changes to support a project that should not, and probably will not, proceed.

The application before the OEB is for an aboveground transmission line located on the north side of the Gray Road that will be constructed in significant woodland and wetland areas. Approval of the Sumac Ridge Project NUMBER 8037-9AYK BK states on page 17 the Gray Road distribution line will be constructed below ground - not above ground as indicated in the application before the OEB.

All studies regarding the approved MOE Sumac Ridge application are based on the transmission line along Gray Road being below ground. Wpd Canada has not included natural heritage assessments, avian impact studies (there is a large 3 acre pond used as a migratory stopover for waterfowl) environmental impact statements, wetland impact assessments, geotechnical, hydrological or archaeological studies that support the 'new' aboveground plan and the location of the poles and cabling in the current application before the OEB. High safety and environmental standards have not been introduced, let alone met. There are several species at risk in the proposed construction zone. In order to construct the transmission line along the unopened trail road allowance known as Gray Road, the heritage pioneer trail will have to be considerably altered. Wpd Canada has not provided any designs or site plans that include road alteration to the MOE or in the application before the OEB. This omission places the safety of those who use the trail for recreational purposes at risk. First Nations peoples who are stewards of the lands in question under Treaty 20 have not been consulted regarding land alteration.

Gray Road is a dead end trail. In order to allow the passage of construction vehicles, a turn-around area will have to be created. Wpd Canada has not included plans for alteration of the road allowance as well as a turnaround area either in the REA application or this application before the OEB. Without a detailed site and construction plan including various requisite assessments, the safety of residents will be put at risk. The widening and opening of a dead-end trail such as Gray Road will invite unwanted vehicular traffic at certain times of the year, including possible illegal activities as well as illegal dumping. Gray Road trail is not maintained. It is inaccessible to vehicular traffic during the winter months. It is also impassable during part of the spring and fall months. During emergency situations and/or required maintenance, access to the transmission line will not be possible thus putting the safety of residents at risk.

The water table is at the surface along an extended section of Gray Road. There are also seeps, springs and a wetland. Alteration of water features along Gray Road without any form of hydrogeologic assessment will place area wells in jeopardy including wells used at two nearby elementary schools. The Sumac Ridge project is located partially in the Oak Ridges Moraine. The applicant is seeking to construct a distribution line across Wild Turkey Road located on the Oak Ridges Moraine. Under Section 41 of the

Oak Ridges Moraine Plan, Ontario Regulation 140/02, “Transportation, infrastructure, and utilities uses may be permitted to cross a key natural heritage feature or a hydrologically sensitive feature if the applicant demonstrates that, (a) the need for the project has been demonstrated and there is no reasonable alternative”. Wpd Canada has not demonstrated a need for the project or that an alternative was considered.

The intervenors in case EB-2013-0442 speak for the multitudes: the Sumac Ridge project, which includes the transmission line along Gray Road and a distribution line that crosses Wild Turkey Road on the Oak Ridges Moraine, is not in the public interest. The project will not provide reliable and quality service and does not adhere to government policy that the highest safety and environmental standards have been met. It is respectfully requested that the Ontario Energy Board set this application aside.

Kate Gregory